



PLACES OF PENRITH

PENRITH

ST MARYS TOWN CENTRE STRUCTURE PLAN

SHAPING THE FUTURE OF ST MARYS
NOVEMBER 2022

PENRITH
CITY COUNCIL

[penrith.city](https://www.penrith.city)

**STATEMENT OF RECOGNITION OF PENRITH CITY'S
ABORIGINAL AND TORRES STRAIT ISLANDER
CULTURAL HERITAGE**

Council values the unique status of Aboriginal people as the original owners and custodians of the lands and waters, including the land and waters of Penrith City.

Council values the unique status of Torres Strait Islander people as the original owners and custodians of the Torres Strait Islands and surrounding waters.

We work together for a united Australia and City that respects this land of ours, that values the diversity of Aboriginal and Torres Strait Islander cultural heritage, and provides justice and equity for all.

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The **St Marys Town Centre Structure Plan** forms part of Council's Places of Penrith Strategic Framework and is a key component of the planning pathway for St Marys Town Centre. It adopts a place-based and design-led approach to guide the growth of St Marys Town Centre over the next 20 years.

This plan has been prepared over two stages - the first stage provides a thorough analysis of St Marys' current social, economic and environmental conditions and establishes a set of issues and opportunities informed by place research and engagement. The findings of this stage can be found in the **St Marys Town Centre Structure Plan - Understanding St Marys - Background Evidence Report**.

The second stage responds to the outcomes of place research and engagement and proposes a place vision for the future of St Marys Town Centre. It also defines a set of 10 place outcomes and 26 directions to guide towards achieving the vision. This has been included in the **St Marys Town Centre Structure Plan - Shaping the Future of St Marys Report** (this report).

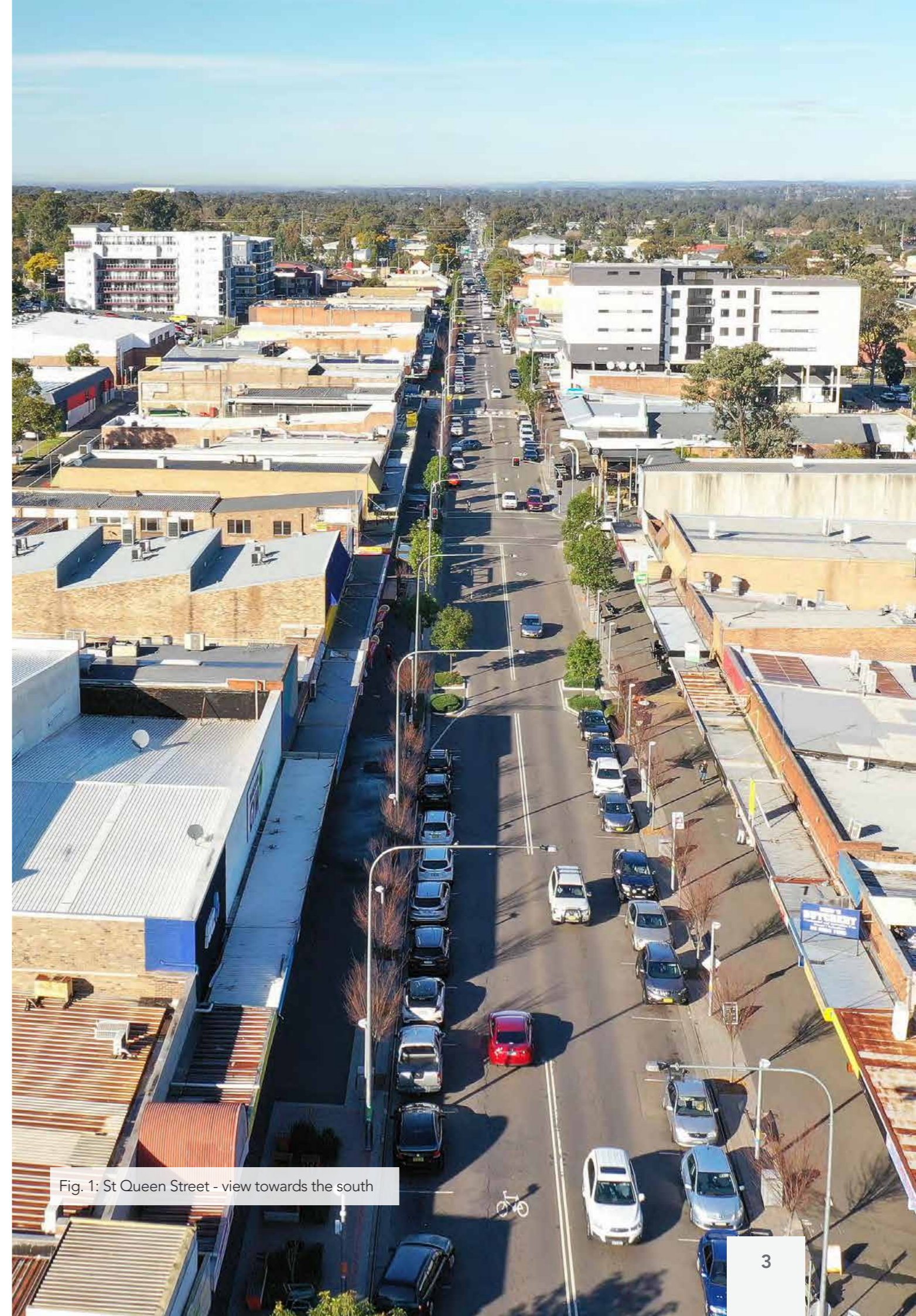


Fig. 1: St Queen Street - view towards the south

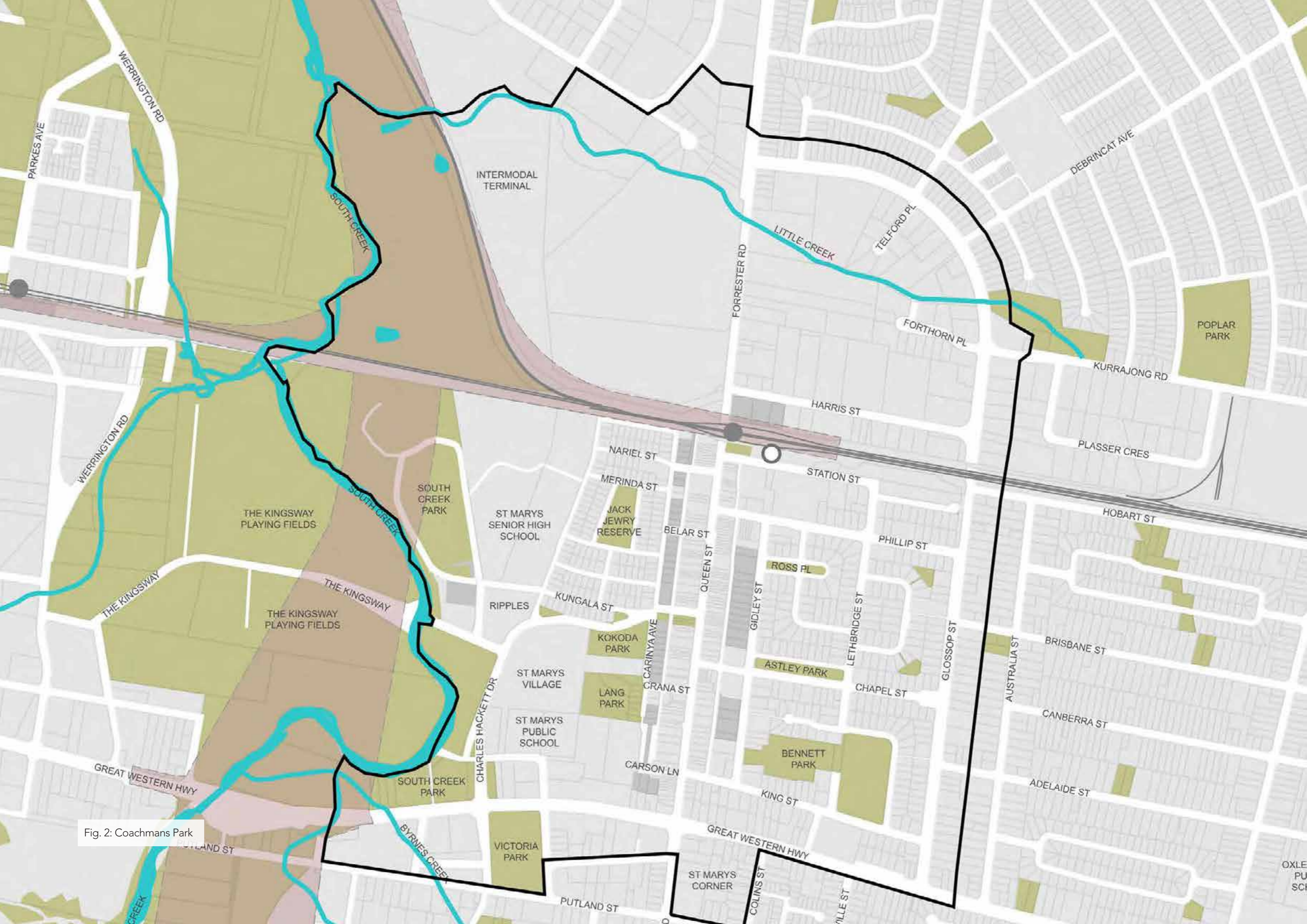
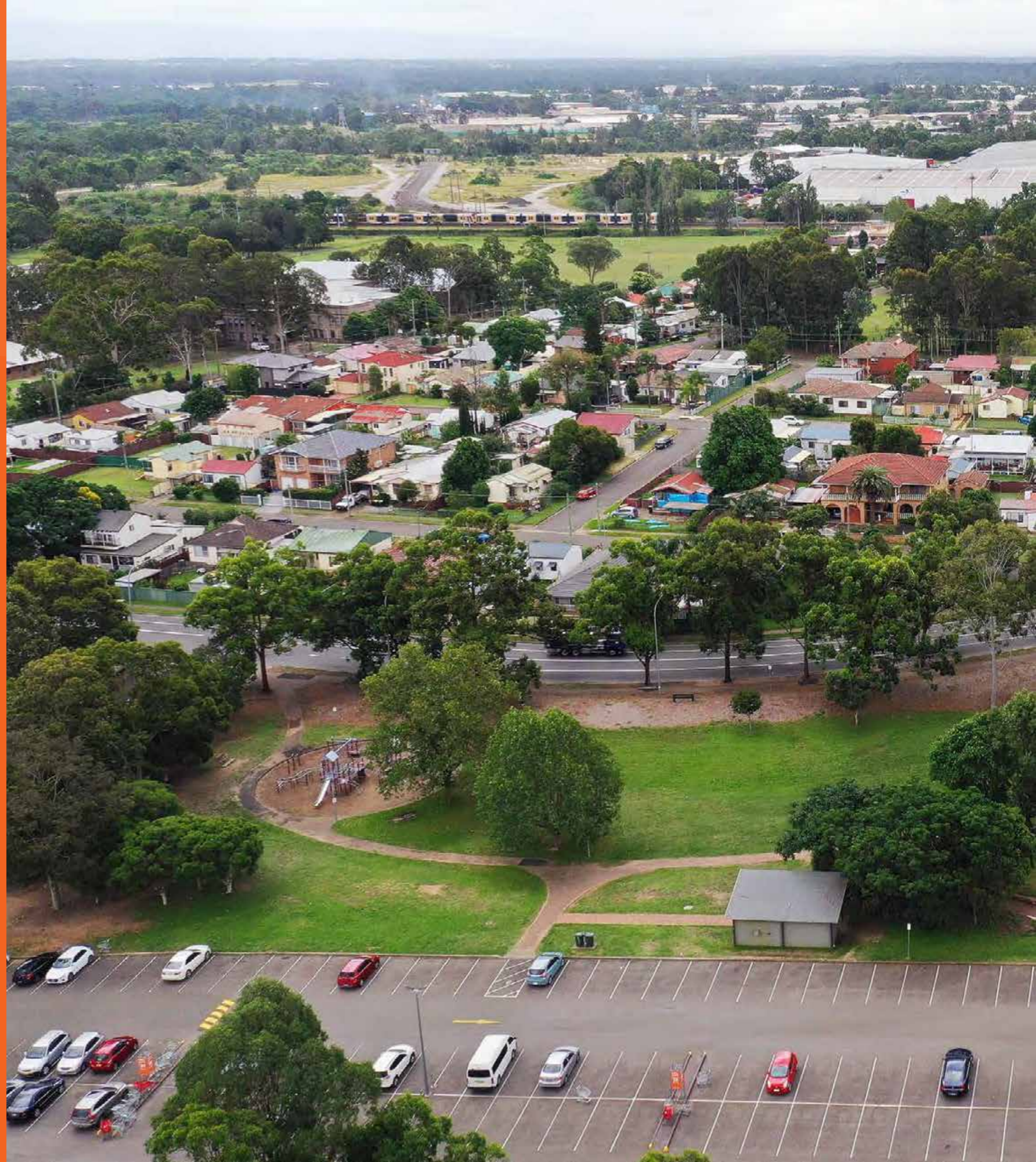


Fig. 2: Coachmans Park

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EXECUTIVE SUMMARY





The St Marys Town Centre Structure Plan has been prepared to guide the growth of St Marys Town Centre over the next 20 years. It has been developed with the inputs of St Marys' community and stakeholders and has involved extensive place-based research, collaboration and evidence-based planning and design.

This Executive Summary provides an overview of the St Marys Town Centre Structure Plan report and its two stages - Understanding St Marys, and Shaping the Future of St Marys.

EXECUTIVE SUMMARY

ST MARYS TOWN CENTRE TODAY & INTO THE FUTURE

St Marys Town Centre is one of two major centres in Penrith City, located at the apex of the East-West and North-South Corridors of the Economic Triangle. The Study Area for this Structure Plan extends roughly between Glossop Street to the north and east, South Creek to the west and the Great Western Highway to the south. It is served by the T1 Western rail line and has a thriving main street, productive industrial lands, a shopping centre, two schools, and key natural and community assets. Over 3,500 people lived in this area in 2016.

The area is undergoing significant transformation with investment in city-shaping transport infrastructure such as the Sydney Metro Western Sydney Airport (SMWSA) line. Council's projections are that the Town Centre will be home to another 11,000 - 12,500 people over the next 20 years.



Map 1: Structure Plan Study Area Extents

PLANNING PATHWAY AND STRUCTURE PLAN PROCESS

In 2020, Council prepared the East-West Corridor Interim Centres Strategy and Interim St Marys Town Centre Structure Plan following the announcement of the SMWSA line*. This Structure Plan has built upon the previous technical studies and the community's aspirations to guide the growth of St Marys Town Centre. It is a long-term staged plan yet to be costed through additional technical studies. Some of the initiatives and directions in the plan could take up to 20 years to realise. A Master Plan will be prepared after the Structure Plan to refine its directions and inform potential planning control amendments.

The Structure Plan has been developed over two stages. Stage 1 'Understanding St Marys' provided a thorough analysis of St Marys' current conditions and established a set of issues and opportunities informed by place research and engagement. Stage 2 'Shaping the Future of St Marys' responds to the analysis, proposes a place vision for the future Town Centre, and defines a set of 10 place outcomes and 26 directions to achieve the vision.

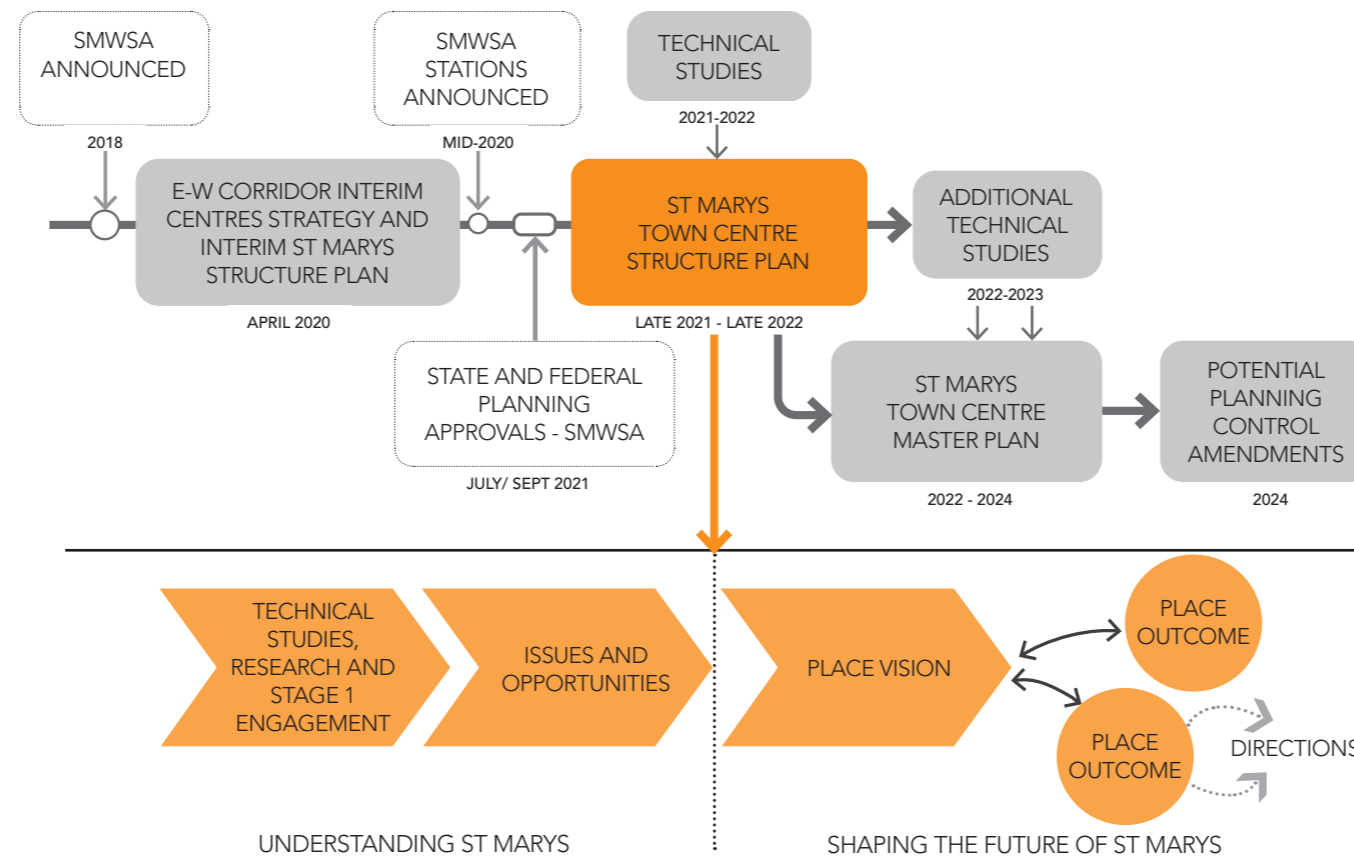


Fig. 3: St Marys Town Centre planning pathway and the process for preparing the Structure Plan

KEY OPPORTUNITIES

The analysis and engagement undertaken as part of the Structure Plan process uncovered a range of strengths and issues associated with the St Marys Town Centre. Together these helped define the opportunities for improvement, guiding the Structure Plan's initiatives. The key opportunities are:

- Create a civic heart
- Minimise flood risk and retain water upstream
- Governments can act as catalyst for investment
- Plan a centre for all
- Improve walkability and bikeability
- Celebrate South Creek as St Marys' greatest natural asset and its significance to Country
- Create a series of high-amenity and interconnected open spaces with a diverse activity offering
- Celebrate local and regional views and connection to nature
- Plan for the best use of off-street public car parking sites
- Transition towards a cooler, greener and low-carbon future
- Plan for a safer place
- Retain the village feel and improve quality of public open spaces and buildings

*SMWSA - Sydney Metro Western Sydney Airport. This line was announced in 2018, whereas the stations along the line were announced in mid-2020.

EXECUTIVE SUMMARY

PLACE VISION, OUTCOMES AND DIRECTIONS

PLACE VISION

As a key strategic centre at the interchange of two major regional transport corridors and at the apex of Penrith's Economic Triangle, St Marys is of great strategic significance for delivering new growth in housing, jobs and infrastructure within Penrith City. A place vision has been developed for St Marys Town Centre building upon the vision in the East-West Corridor Interim Centres Strategy (2020) and responding to the aspirations of the local community and stakeholders.

This shared place vision directs the transformation of the Town Centre over the next 20 years into a vibrant, welcoming and sustainable place that retains its celebrated authenticity.

PLACE OUTCOMES AND DIRECTIONS (see following page)

The place vision is supported by 10 place outcomes addressing a variety of themes. Place outcomes are sub-sets of the shared place vision; defining goals for what the centre should be by 2041. Together these outcomes would contribute to the successful achievement of the shared place vision for St Marys. Each is supported by a set of directions which provide a clear pathway for achieving the outcome.



ST MARYS: A THRIVING DESTINATION IN THE WESTERN PARKLAND CITY

In 20 years, St Marys will have transformed from a suburban centre offering local convenience to a **vibrant strategic centre with a welcoming, sustainable and authentic urban experience.**

With living, commercial, service, industrial, cultural and recreational areas served by an integrated regional transport hub, St Marys will be a place where one would find everything one needs - a mixed-use centre in its true sense.

Celebrating its abundant natural assets and rich history, St Marys will be known for its place beside South Creek with green landscapes and views of the Mountains.

With a network of people-places connected by a walkable and safe public realm, and a contemporary and high-quality built environment, St Marys will attract people from all walks of life as well as businesses looking to operate in an inclusive and diverse community.

THE PLACE VISION EXPLAINED...



VIBRANT

As a **vibrant** and diverse economy, one would find everything one needs in St Marys. The Town Centre will have a diverse economic offering across a range of sectors.



WELCOMING

As a **welcoming** place, St Marys will protect and build upon its community spirit and diversity to become a safe and inclusive centre with diverse housing, open spaces and transport connections.



SUSTAINABLE

As a **sustainable** town centre, St Marys will leverage upon investment in public transport to offer a mixed-use and walkable urban environment.



AUTHENTIC

As an **authentic** destination, St Marys will protect its natural, historic and cultural assets and promote arts and creativity.

EXECUTIVE SUMMARY

PLACE OUTCOME 1



HAVE FOUR MAGNETIC HUBS LINKED BY KEY ACTIVITY SPINES

1. Create a Civic Heart
2. Integrate the Sport & Recreational Hub with the Town Centre Core
3. Complement the transport hub with a commercial core and anchor it to Queen Street
4. Further investigate St Marys Corner

PLACE OUTCOME 2



HAVE A HUMAN-CENTRED STREET NETWORK BALANCING THE EFFICIENT MOVEMENT OF PEOPLE AND GOODS

5. Better balance the movement of vehicles, buses, pedestrians and cyclists
6. Designate place-sensitive local bus routes and improve overall bus network efficiency, capacity and frequency
7. Advocate the delivery of the Werrington Arterial Stage 2

PLACE OUTCOME 3



BE A CENTRE FOR EMPLOYMENT GROWTH

8. Provide up to 9,100 jobs in St Marys Town Centre by 2041
9. Attract new businesses and diversify the day and night economy
10. Preserve and enhance the role of the Dunheved Business Park Precinct

PLACE OUTCOME 4



OFFER INCLUSIVE AND DIVERSE HOUSING FOR ALL

11. Provide housing diversity
12. Provide a mix of affordable and social housing to meet the needs of the future St Marys' community
13. Provide up to 7,200 dwellings in the St Marys Town Centre by 2041

PLACE OUTCOME 5



BE A COOL & GREEN CENTRE WITH NATURE AT ITS HEART

14. Create a network of easily accessible open spaces where residents and workers are within 200m-400m of a green open space
15. Deliver public open spaces with a diversity of activities and a range of sizes and functions to cater to people of all abilities and ages
16. Ensure that the quantum of green open spaces is sufficient, well-located and well-sized to cater to the anticipated 20-year growth projection
17. Achieve 25% of tree canopy by 2041 and improve biodiversity

PLACE OUTCOME 6



GROW SUSTAINABLY SUPPORTED BY INFRASTRUCTURE INVESTMENT

18. Cost and fund infrastructure delivery to align with the anticipated ultimate and staged growth projection
19. Deliver stormwater infrastructure and improve water quality
20. Advocate the delivery of key utility infrastructure and school upgrades

PLACE OUTCOME 7



BE A PLACE THAT FOSTERS CIVIC PRIDE AND CELEBRATES ITS HISTORY, CULTURE AND DIVERSITY

21. Provide communal places and services that strengthen social capital
22. Embed Country-centred design principles in design and planning processes
23. Identify and protect items and values of shared heritage significance

PLACE OUTCOME 8



BE A LOW-CARBON CENTRE

24. Reduce local emissions for a more sustainable future of St Marys

PLACE OUTCOME 9



HAVE QUALITY DESIGN IN THE PUBLIC AND PRIVATE REALMS

25. Create attractive, liveable, healthy and sustainable public and private places through quality design and Country-centred design

PLACE OUTCOME 10



EVOLVE THROUGH PARTNERSHIPS AND COLLABORATION

26. Acknowledge the complexities of citymaking and develop partnerships to achieve the best outcome for our community

EXECUTIVE SUMMARY

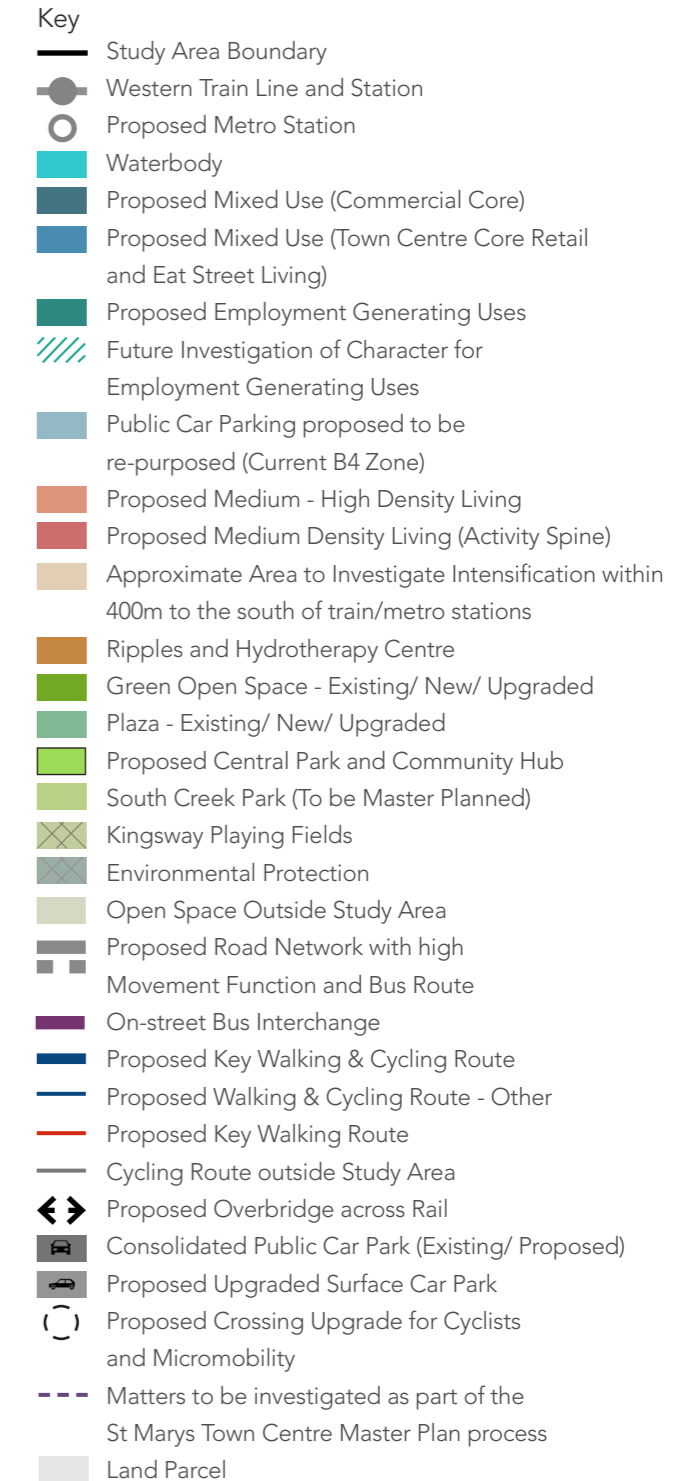
SPATIAL FRAMEWORK PLAN

This plan is the culmination of the key initiatives of the Structure Plan as below:

- Retain and enhance the existing assets including the thriving industrial lands and the economic activity along Queen Street
- Designate four key hubs - a transport hub around the proposed metro station; a civic heart including a new Central Park and community hub; a sport & recreational hub along South Creek; and the existing St Marys Corner
- Link the four hubs via north-south and east-west pedestrian-friendly activity spines with a great public domain
- Intensify employment activity near the transport interchange
- Test the intensification of residential uses near amenity to provide housing diversity
- Re-utilise some existing off-street car parking sites within permissible uses in the Local Environmental Plan
- Create a peripheral movement network around the Town Centre core for private vehicular and bus movement
- Support the peripheral movement network with consolidated car parking sites for commuters and non-commuters
- Provide a network of walking and cycling paths connecting key destinations
- Form a network of parks and plazas (existing, expanded, upgraded and new)
- Provide new community facilities



Map 2: Proposed Spatial Framework Plan



EXECUTIVE SUMMARY

MATTERS TO BE FURTHER INVESTIGATED THROUGH THE MASTER PLAN











The majority of the spatial directions of the Structure Plan received significant support from the community and stakeholders of St Marys during community engagement stage 2. However, four spatial directions received mixed feedback, warranting further investigations as part of the Master Plan process, informed by further engagement with relevant community members and stakeholders and additional technical studies.

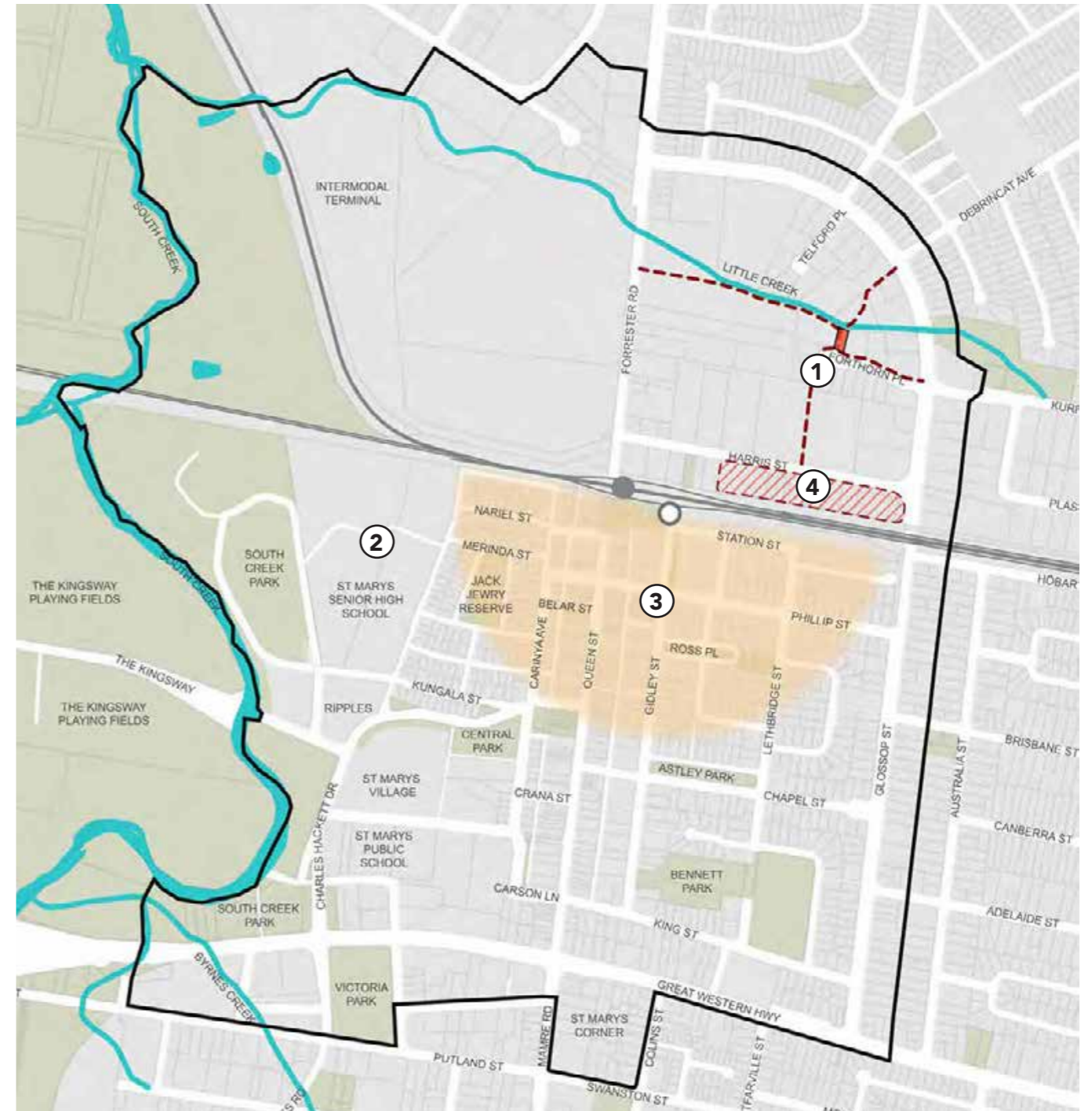
This includes the following four items:

1. Further investigating the location, alignment and width of walking and cycling routes and open space provision in the industrial lands including the role of the Council owned vacant land at the western end of Forthorn Place. This will be balanced with feedback received from the community showing strong support for better pedestrian and cycle links between North St Marys and the Town Centre
2. Further investigating the east-west walking and cycling connection through the Senior High School in consultation with the Senior High School and School Infrastructure NSW

3. Further investigating intensification within 400m to the south of the train/ metro stations in response to submissions. This will also include investigation of housing diversity. Investigation for potential intensification will be balanced with infrastructure provision, feasibility and feedback received from the community as part of community engagement stage 1 and 2 that revealed some opposition for high-density developments
4. Further investigating the desired future character of the lots directly to the north of the railway corridor, between Harris Street and the rail corridor, for employment-generating uses

Key

-  Study Area Boundary
-  Western Train Line and Station
-  Proposed Metro Station
-  Open Space
-  Waterbody
-  Future Investigation - Walking & Cycling Route
-  Future Investigation - Council Owned Vacant Land
-  Future Investigation of Character for Employment Generating Uses
-  Approximate Area to Investigate Intensification within 400m to the south of train/metro stations; including investigation of housing diversity
-  Land Parcel



Map 3: Matters to be further investigated through the Master Plan

EXECUTIVE SUMMARY

POPULATION, DWELLING AND JOB FORECASTS

The Structure Plan proposes a target range for population, dwelling and job growth in St Marys Town Centre based on low, medium and high scenarios using data from Census 2016. These projections will be reviewed and refined as part of the St Marys Town Centre Master Plan process based on 2021 Census data.



11,000 - 12,500 additional people living in the St Marys Town Centre between 2021-2041, making the **total projected population 14,700 - 16,200 by 2041***



4,800 - 5,400 additional dwellings in the St Marys Town Centre between 2021-2041, making the **total projected dwelling target 6,600 - 7,200 by 2041***



2,100 - 5,600 additional jobs in the St Marys Town Centre between 2016-2041, making the **total projected job target 5,600 - 9,100 by 2041***



Fig. 4: St Marys Train Station

INTRODUCING THE STRUCTURE PLAN





This chapter covers two key questions associated with the St Marys Town Centre Structure Plan - the why and the how.

It outlines the key regional and local drivers that led to the development of this plan. It also provides an overview of where this plan sits in the planning pathway for St Marys Town Centre and the process adopted for preparing the plan.

DRIVERS OF CHANGE

St Marys is undergoing major transformation coinciding with the delivery of the Sydney Metro Western Sydney Airport line and the metro station in St Marys Town Centre. The Town Centre is forecasted to grow by 11,000 - 12,500 people between 2021 and 2041*. Penrith's Local Strategic Planning Statement directed the preparation of this Structure Plan in 2020.

The Structure Plan is led by community and stakeholder aspirations and responds to a variety of significant drivers, including city-shaping investment in transport infrastructure, the need to support a sustainable and balanced population growth, and the need to address current socio-spatial challenges in order to enhance liveability over the next twenty years.

ALIGNING CITY-SHAPING INFRASTRUCTURE INVESTMENT AND LOCAL STRATEGIC PLANNING AND DESIGN

The landscape of St Marys is changing significantly due to government investment in transport infrastructure projects. The Sydney Metro Western Sydney Airport line will see St Marys connected to the new Western Sydney Airport and Aerotropolis by 2026. The NSW Future Transport Strategy mentions a future rail connection between Marsden Park and St Marys. The new metro station and transport interchange in St Marys will be catalysts for local urban renewal. Another major infrastructure project completed in St Marys is the Intermodal Freight Hub.

It is important for local strategic planning to respond to these projects in a way that maximises the goals of regional connectivity and productivity while ensuring local liveability and sustainability are protected and enhanced.

There is also a need to ensure that the design of the built environment is of a quality and standard that matches the transformational infrastructure being delivered in St Marys Town Centre.

SUPPORTING A GROWING POPULATION

Council's projections estimate St Marys Town Centre to have an additional 11,000 - 12,500 people and 4,800 - 5,400 dwellings over the next 20 years*.

Both the population and dwelling numbers are significantly high compared to the population and dwellings in 2016. While the planning controls in the Town Centre have the capacity to accommodate the required additional dwellings, it is important that growth is managed sustainably, taking into account both housing demand as well as local infrastructure delivery.

Within Council, there have been plans for upgrading and providing new open spaces and community facilities in response to the community's needs. Key to the success of St Marys is the alignment between these different pieces of work and a holistic planning approach to tie them together.

ATTRACTING INVESTMENT AND JOBS

St Marys has a strong local economic base across different sectors. It offered 3,522 jobs in 2016. The new SMWSA line and the new St Marys metro station will be the catalyst for investment and job growth in St Marys. Council's projections propose low, medium and high job growth scenarios, indicating the need to provide 2,100 - 5,600 more jobs in the Town Centre by 2041, making the total job target 5,600 - 9,100*.

Planning controls in the Town Centre allow further development of commercial floor space, however investment has not yet occurred.

There is a need to look at ways to accommodate additional jobs and attract investment in the Town Centre through planning for the physical environment and land uses.

*Note: Refinements to population, dwelling and job projections for St Marys Town Centre will be undertaken as part of the St Marys Town Centre Master Plan

DRIVERS OF CHANGE

PLANNING FOR A SUSTAINABLE AND LIVEABLE FUTURE

St Marys Town Centre is challenged by environmental issues such as extreme urban heat and local flooding. It is key to address these challenges and adopt best practice solutions such as increasing tree canopy targets, improving water management, minimising hardscapes and setting targets for reducing carbon emissions.

There are opportunities to transform the current car-oriented culture of St Marys and improve local pedestrian and bicycle connectivity by providing dedicated active transport infrastructure. There is a growing focus on the need to enhance active transport connectivity and encourage a shift towards sustainable travel choices to support positive health and wellbeing outcomes for residents.

SUPPORTING DISADVANTAGED COMMUNITY MEMBERS

St Marys Town Centre houses and supports some vulnerable community members. There are a variety of indicators that lead to lower levels of household income in the Town Centre, including housing stress, higher rates of unemployment and higher rates of disability.

It is important to address issues around housing affordability, inclusion, access and displacement when planning for growth in St Marys, especially in light of major catalytic infrastructure projects such as the Sydney Metro Western Sydney Airport line.



Fig. 5: Area in transition near the St Marys train station

MAKING THE PLAN

The St Marys Town Centre Structure Plan is a key component of the strategic planning pathway for St Marys. A significant amount of work has previously been done in the centre, and more work is underway and planned for the future to achieve the desired vision and place outcomes.

PLANNING PATHWAY FOR ST MARYS TOWN CENTRE

The Sydney Metro Western Sydney Airport (SMWSA) line was announced in 2018. In 2020, Council prepared the East-West Corridor Interim Centres strategy and an Interim Structure Plan for St Marys Town Centre. The metro stations along the SMWSA line were announced after that. Between 2020 and 2022, Council undertook several technical studies and strategies, which together with community and stakeholder engagement conducted in 2022 have informed this Structure Plan.

Following the Structure Plan, the next step is to prepare a detailed Master Plan for St Marys Town Centre supported by a range of technical studies, including built form testing, economic feasibility, traffic and transport studies and infrastructure planning. The St Marys Town Centre Master Plan will refine the strategic directions of the Structure Plan and lead to potential amendments to planning controls in the Local Environmental Plan and Development Control Plan.

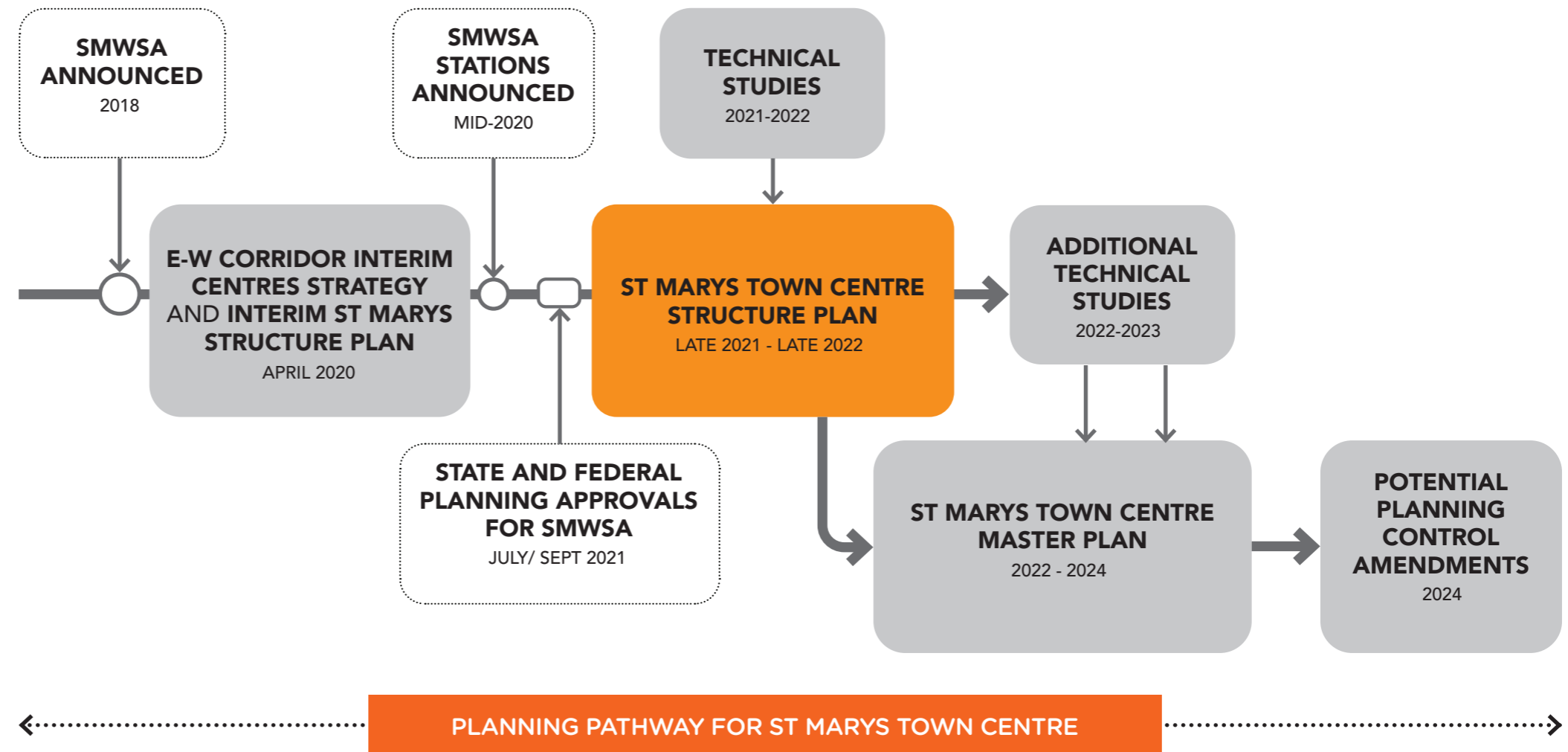


Fig. 6: Planning pathway for St Marys Town Centre

MAKING THE PLAN

STRUCTURE PLAN PROCESS

The St Marys Town Centre Structure Plan has been developed over two stages:

Understanding St Marys: This stage looked at understanding the environmental, social and economic conditions of the St Marys Town Centre. It involved:

- Site observations/ site visits
- Desktop analysis
- Review of existing strategies and plans
- Community engagement stage 1

The findings of this work can be found in the 'Understanding St Marys - Background Evidence Report' and the community engagement stage 1 outcomes can be found in the 'Stage 1 Community Engagement Report'. It should be noted that the Structure Plan has been prepared based on data from the 2016 Census. The updated 2021 Census data will be incorporated into the Master Plan for St Marys Town Centre.

Shaping the Future of St Marys (this report): This stage analysed previously-gathered evidence to develop a place vision, place outcomes, directions and actions for the St Marys Town Centre Master Plan. It involved some preliminary technical studies to support the key initiatives of the Structure Plan.

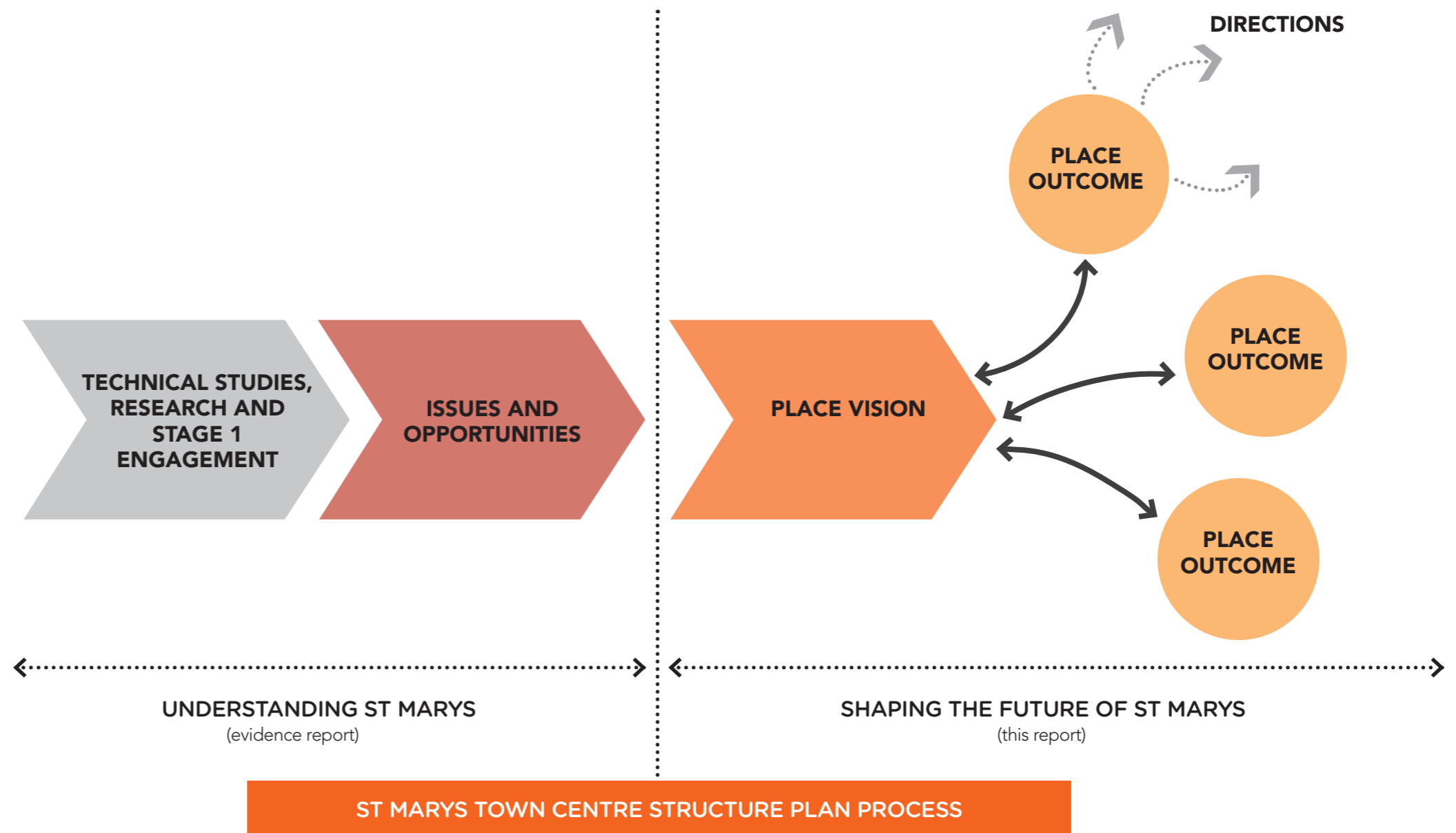


Fig. 7: Process for preparing the St Marys Town Centre Structure Plan

MAKING THE PLAN

TECHNICAL STUDIES AND EVIDENCE-BASED APPROACH

Council and other agencies have undertaken extensive research and strategic work and prepared various technical studies for St Marys over the past 15 years. Relevant recommendations from various technical studies have been reviewed and incorporated, and are cited throughout the two reports of the Structure Plan. Research conducted as part of the Structure Plan also involved site observations to understand how St Marys Town Centre currently functions. The Structure Plan responds to past and current research and technical studies to provide evidence-based solutions for the future of St Marys Town Centre.

A list of endorsed and internal working documents reviewed by Council as a part of developing the St Marys Town Centre Structure Plan can be found in the bibliography at the end of this report.

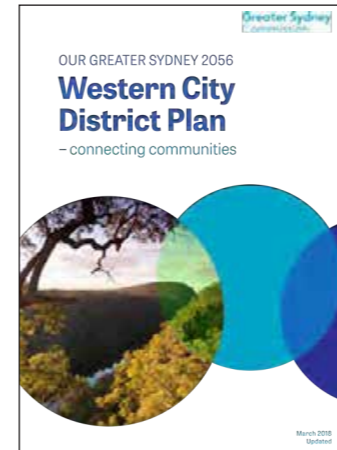
POLICY CONTEXT

There are a range of Council and NSW government policy documents that guide and provide the strategic context for developing the St Marys Town Centre Structure Plan. The list of the same is extensive. The findings of some of them are listed beside and on the following page.



LOCAL STRATEGIC PLANNING STATEMENT, 2020 (PENRITH CITY COUNCIL)

The Penrith Local Strategic Planning Statement (LSPS) sets out a 20-year vision for land use in Penrith City and proposes actions to manage future growth and change. The LSPS has identified various opportunities for the St Marys Town Centre emerging due to its significant role as an interchange between the Sydney Metro Western Sydney Airport line and the Western Rail line between Penrith city centre and Sydney CBD. It directed the preparation of this Structure Plan for St Marys Town Centre in 2020 to guide the centre's future growth; and to review and update development controls in the Town Centre.



WESTERN CITY DISTRICT PLAN, 2018 (GREATER SYDNEY COMMISSION)

This plan designates St Marys as a strategic centre, proposing to strengthen its role in the Western Parkland City as a gateway to the Western Sydney Airport and Aerotropolis. It lists the following actions:

- Review and maximise opportunities from its location at the intersection of the north-south and east-west corridors
- Support the role of St Marys as a centre by enabling a mix of land uses to encourage a diverse and active night time economy
- Facilitate the attraction of a range of uses that contribute to an active and vibrant place
- Improve transport connectivity and walkability within and to St Marys
- Support greater housing diversity and densities
- Activate primary and secondary streets and deliver contemporary urban public spaces
- Support and demonstrate innovation



SYDNEY GREEN GRID - WESTERN DISTRICT SPATIAL FRAMEWORK, 2017 (NSW GOVERNMENT ARCHITECT)

The Sydney Green Grid - Western District Spatial Framework identifies key green grid opportunities for St Marys, including Great Western Highway: Penrith to Parramatta Easements, Penrith Rail Line Corridor from Penrith to Blacktown and the South West Rail Link Extension: St Marys to Badgerys Creek. Council's Green Grid Strategy (2021), discussed on the following page, has been built upon these regional green grid opportunities.

MAKING THE PLAN



EAST-WEST CORRIDOR INTERIM CENTRES STRATEGY, 2020 (PENRITH CITY COUNCIL)

Council's interim strategy for centres in the East-West Corridor provided a place vision and 10 priorities for St Marys Town Centre:

- Enhance the high street function of Queen Street
- Investigate further community facility requirements as part of the Neighbourhood Facilities Strategy, including the relationship of the library and community facilities to a central town centre location. Ensure the location is safely and comfortably accessible for pedestrians and cyclists
- Enhance Coachmans Park to strengthen its role as a community place at the centre of St Marys and build an inviting connection between Queen Street, Lang and Kokoda Parks and the shopping centre
- Ensure future development within the mixed-use zone provides commercial and retail uses on the ground and first floors

- Deliver a major green connection that facilitates active transport between Queen Street and South Creek's open space
- Increase pedestrian permeability within the town centre through the delivery of through-site links
- Limit traffic volume and speed on Queen Street
- Improve connections, particularly active transport connections, from surrounding suburbs (including North St Marys, Colyton, and Oxley Park) to ensure these communities benefit from the town centre's services and facilities
- Enhance active transport connections to and from St Marys Senior High School to the town centre and transport interchange
- Enhance the entry to the town centre from the Great Western Highway

The Structure Plan has built upon the priorities established in the interim strategy.



PENRITH GREEN GRID STRATEGY, 2021 (PENRITH CITY COUNCIL)

The green grid proposed by this strategy aims to provide open space for recreation, improved urban tree canopy and connections to bushland and waterways. It proposes several projects for St Marys Town Centre, which the Structure Plan has taken into account. Some projects have been refined and modified. Priority green grid projects applying to St Marys include:

- 7.1 South Creek Corridor
- 7.12 St Marys Station to St Marys Senior High School
- 7.13 The Kingsway Rugby Fields, Penrith BMX Club, Blair Oval, St Marys Tennis Club, South Creek Park, Claremont Creek and South Creek
- 7.14 The Kingsway, shared path
- 7.15 Chapel Street east west link
- 7.18 Charles Hackett Drive shared path link
- 7.20 King Street, active transport link
- 7.25 Debrincat Avenue active transport link



EMPLOYMENT LANDS STRATEGY, 2021 (PENRITH CITY COUNCIL)

Council's Employment Lands Strategy proposes a number of actions that apply to St Marys. These include the need to offer sufficient commercial space to accommodate growth and diversity of employment; providing frequent and easy access (e.g. frequent turn-up-and-go bus service) to the future St Marys Metro Station from key destinations including the TAFE, University campuses and Hospitals; creating safe, well-connected and accessible walking and cycling routes to destinations in the East-West Corridor; providing critical road upgrades for access to and from the St Marys Intermodal terminal; improving the amenity and public domain of existing centres and industrial precincts such as North St Marys; and establishing complementary roles for Penrith and St Marys as major commercial centres supporting knowledge jobs as well as population serving sectors.

MAKING THE PLAN

ENGAGEMENT

Engagement with the community and stakeholders is a critical component of any place-based strategic work. As a part of developing this Structure Plan, Council undertook engagement with the local community and stakeholders of St Marys on two occasions.

COMMUNITY ENGAGEMENT STAGE 1

Community engagement stage 1 was conducted between 22 February and 3 April 2022. This focussed on understanding what the community members and stakeholders love about St Marys and what they would like to see improved and preserved. This engagement also sought input from the community members and stakeholders on their vision for the Town Centre.

Engagement was undertaken online in the form of a survey, a social map and quick poll. Additionally, meetings were conducted with key stakeholders. The engagement activities attracted over 300 responses in total. The key findings have been listed on this page and the following page. A detailed summary of the inputs from the community received during community engagement stage 1 can be found in the 'Stage 1 Community Engagement Report'.

COMMUNITY ENGAGEMENT STAGE 2

Council conducted another round of community engagement (stage 2) between 29 August and 26 September 2022. This sought feedback on the draft Structure Plan from community members and stakeholders prior to its finalisation.

Engagement was undertaken both online and face-to-face. Council received over 320 responses across a variety of channels including a quick poll, a survey, open ended feedback through Council's website, formal written submissions, feedback via phone calls, feedback via face-to-face activities at community drop-in sessions and festivals, and engagement via social media. The feedback from the community and stakeholders during community engagement stage 2 has been included in the 'Stage 2 Community Engagement Report'. The required amendments to the Structure Plan have been incorporated into this report and the 'Understanding St Marys - Background Evidence Report'.

COMMUNITY INPUTS DURING COMMUNITY ENGAGEMENT STAGE 1



What the community loves about St Marys Town Centre:

- The overall ease of getting around due to its central/convenient location
- Access to existing shops and services
- Communal village atmosphere and sense of belonging and connection
- The look and feel of the main street, 'small-town'/village feel and low scale of development
- Convenience of parking



What the community would like to see preserved in St Marys Town Centre:

- The history and heritage of St Marys, including Aboriginal and Torres Strait Islander cultural heritage, as well as the heritage buildings and streetscape
- Access to the natural environment including South Creek and the existing parks and open spaces
- The 'small-town'/village feel and low scale built form
- Connection to the community and to place
- Unique mix and diversity of people



What the community would like to see improved in St Marys Town Centre:

- Have a greater variety of shops, services and dining experiences
- Improved appearance of buildings (including shopfronts) and public spaces
- Improved access to, and quality of, open spaces and nature
- Upgraded parks to provide better amenity, visual appeal and diversity for families
- Have a greater sense of safety, particularly near the train station
- Offer ease of parking, reduced congestion, improvements to walking and cycling and better transport connections



The community's vision for St Marys Town Centre:

- A variety of dining options
- Access to a greater diversity of local shops and services
- Importance of sense of safety in the Town Centre by day and night
- Access to open spaces, greenery and nature, and a greater diversity of activities and facilities in public spaces
- Look and feel of the town centre, with high-quality built environment and high-quality public spaces
- Good public transport connectivity and connections to other places
- Access to and diversity of housing

MAKING THE PLAN



Fig. 8: A few comments from the St Marys' community captured through community engagement stage 1

STAKEHOLDER INPUTS DURING COMMUNITY ENGAGEMENT STAGE 1

Council engaged with members of the St Marys Town Centre Corporation and St Marys Collaboration Group as a part of the stage 1 engagement activities.

Engagement with the St Marys Town Centre Corporation revealed the following:

- **Things that are loved & to be preserved:**
 - Accessible main street
 - Existing green open spaces
 - Car parking convenience
- **Things to be improved:**
 - Attraction as a destination
 - Shopping diversity and recreational experience
 - Shopfront appearance
 - Quality and diversity of open space (skatepark, dog park, etc.)
 - Town centre amenities (e.g. public toilets)
 - Landmark and high-quality buildings (e.g. a landmark library)
 - Diversity of housing (from social housing to high-end housing)

Engagement with the St Marys Collaboration Group revealed the following:

- **Things that are loved & to be preserved:**
 - Location/access, including access to public transport
 - Traditional fine grain main street
 - Greater economic opportunities through urban renewal
 - Social diversity and a youthful place experience
 - Street network, green open spaces, views to the mountains
 - Heritage and history
 - Significant government-owned land as catalyst for growth/investment
- **Things to be improved:**
 - Resilience in relation to urban heat
 - Greater/better connection between Town Centre and South Creek
 - Connection to North St Marys over the railway and through industrial lands
 - Quality design and attraction for investment
 - Gateway element with tourism opportunities
 - Active transport links
 - Better use of at-grade car parks
 - More greenery, landscaping and canopy
 - Concerns about personal safety

ST MARYS AT A GLANCE





This chapter provides a snapshot of St Marys Town Centre and its current community as well as a summary of the key strengths, issues and opportunities identified through place-based research and engagement.

A thorough analysis of the Town Centre has been covered in detail in the St Marys Town Centre Structure Plan - Understanding St Marys Report.

ABOUT THE PLACE

The Study Area for the St Marys Town Centre Structure Plan is centred around the existing St Marys train station and the proposed metro station along the Sydney Metro Western Sydney Airport line. It covers approximately 245 ha across the suburbs of St Marys and North St Marys, extending between Glossop Street to the north and east, South Creek to the west and the Great Western Highway to the south.

This area comprises service, retail, hospitality and commercial businesses as well as a part of the industrial lands (Dunheved Business Park) in North St Marys. The area has a variety of key destinations including supermarkets, a couple of schools, civic and recreational facilities and open spaces.

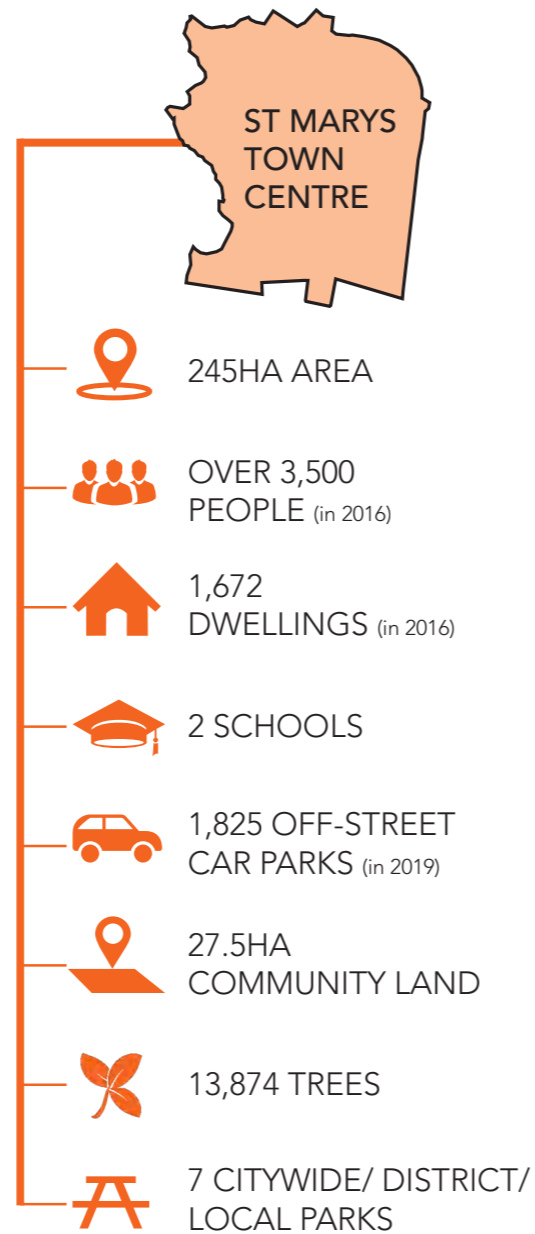
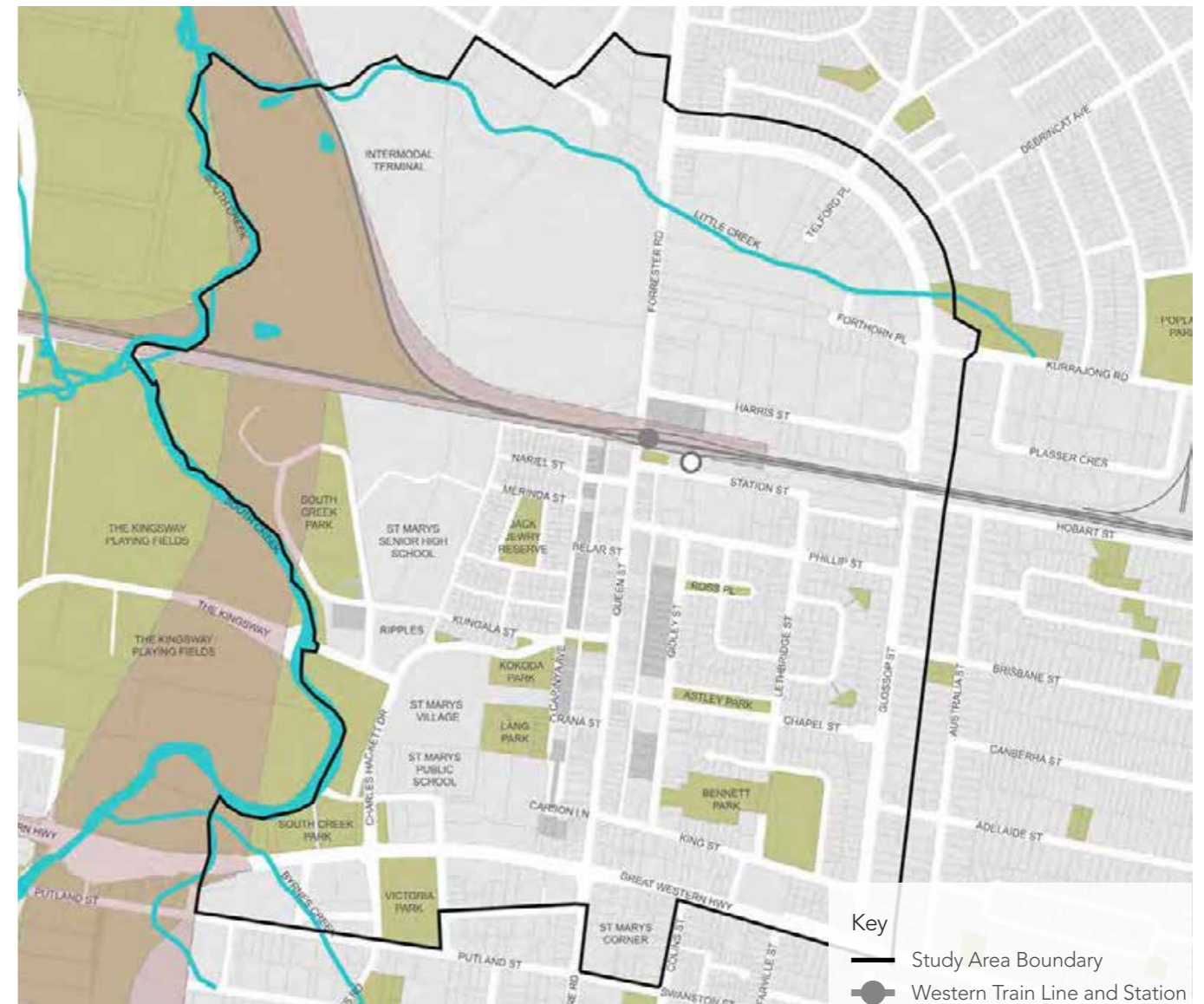


Fig. 9: Place Snapshot of the Study Area
 (Note: This information applies to the Study Area boundaries only; not the wider suburb of St Marys. The information related to population and dwellings is from Census 2016)



Map 4: St Marys Town Centre Structure Plan Study Area Extents

ABOUT THE PEOPLE

Approximately 3,538 people resided within the extents of the Study Area in 2016 (Source: Atlas.id.com.au).

CURRENT DEMOGRAPHICS

Compared to Penrith LGA the current community has:

- larger proportion of 'young workforce' and 'seniors' and a smaller proportion of 'high schoolers and parents and home builders'
- larger proportion of Aboriginal and Torres Strait Islander people
- larger proportion of people who were born overseas
- higher proportion of lone person and one parent families, with significant growth in couples with children
- more households in the lowest and medium lowest income quartiles, and less households in the medium highest and highest income quartiles
- higher proportion of people with lower levels of education and higher levels of unemployment
- larger population of households living in social housing
- higher proportion of people in housing stress
- higher use of public transport to travel to work

WHO ARE WE?*



Approximately 3,538 people living in the Study Area (St Marys Town Centre)

Average population density of **24.5 persons/ha**



Median age of 35 compared to the LGA median age of 34

14.34% people aged 65 and over compared to 11.7% across the LGA

20.29% people aged under 18 compared to 11.75% across the LGA



4.06% Aboriginal and/or Torres Strait Islander people compared to 2.9% across the LGA



36.07% people born overseas compared to the LGA average of 21.6%

27.21% non English-speaking households compared to 16.8% across the LGA



9.25% people need assistance due to disability compared to 5.2% of the population across the LGA

HOW DO WE LIVE?*



Approximately 1,540 households in the Study Area

2.3 people per household compared to a household size of 2.9 people per household across the LGA



15.97% households comprised of couples with children compared to a much higher LGA average of 37.2% couple families with children

35.45% lone person households compared to 18.2% across the LGA



10.26% households owning homes outright compared to 24.8% across the LGA

13.05% households renting social housing compared to 4.4% across the LGA

47.01% households renting privately compared to 24% across the LGA



25.65% households in housing stress

37.46% households in rental stress

WHAT WORK DO WE DO?*



17.18% professionals and managers, 16.33% labourers and 12.87% technicians and trades workers



Median weekly household income \$963 in the Study Area compared to \$1,658 across the LGA

Average SEIFA index 823.5 compared to 999 in the LGA



12.76% unemployed people compared to 5.7% across the LGA

HOW DO WE TRAVEL?*



59.54% people take the car to work compared to 71.4% across the LGA

18.5% households without a car compared to 5.8% across the LGA



22.69% people take public transport to work compared to 11.4% across the LGA



3.35% people walk (only) and minimal bike to work compared to 1.4% and 0.2% respectively across the LGA

*Aggregated 2016 Census data for SA1 areas within the Structure Plan Study Area boundaries, sourced from .ID Social Atlas. Updated data from the 2021 Census will be incorporated into the Master Plan for St Marys Town Centre.

KEY STRENGTHS, ISSUES AND OPPORTUNITIES

14 KEY STRENGTHS

Below are 14 key strengths of St Marys Town Centre to be preserved in the future. Refer to the 'Understanding St Marys - Background Evidence Report' for a detailed explanation and additional strengths identified through the analysis.

STRATEGIC CENTRE SERVICING 45,000 PEOPLE (IN 2016) 	HIGH PROPORTION OF GOVERNMENT OWNED LAND 	THRIVING LOCAL BUSINESSES AND INDUSTRIAL LANDS 	T1 WESTERN RAIL LINE, SYDNEY METRO WESTERN SYDNEY AIRPORT LINE AND THE NEW STATION 	DIVERSITY AND INCLUSIVENESS 	COMMUNITY FACILITIES AND EVENTS VALUED BY THE COMMUNITY 	LARGE PROPORTION OF AND ACCESS TO DIVERSE AND AFFORDABLE/ PUBLIC HOUSING 
COMMUNITY SENSE OF PRIDE AND ATTACHMENT 	GOOD QUANTUM OF OPEN SPACE PROVISION AND SOUTH CREEK AS IMPORTANT NATURAL ASSETS 	SENSE OF GREENERY EVERYWHERE 	QUEEN STREET IS ACCESSIBLE AND SOCIABLE 	PUBLIC PARKING AREAS OFFERING LOCAL CONVENIENCE 	CONNECTIONS WITH A RICH HISTORY AND THE PRESENCE OF HERITAGE 	EASE OF DRIVING 

KEY STRENGTHS, ISSUES AND OPPORTUNITIES

12 KEY ISSUES

Below are 12 key issues in St Marys Town Centre that have been addressed in the Structure Plan. Refer to the 'Understanding St Marys - Background Evidence Report' for a detailed explanation and additional issues identified through the analysis.

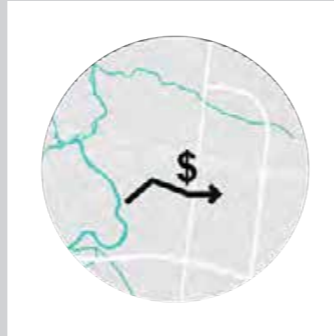
SOCIAL INFRASTRUCTURE NOT FIT FOR PURPOSE



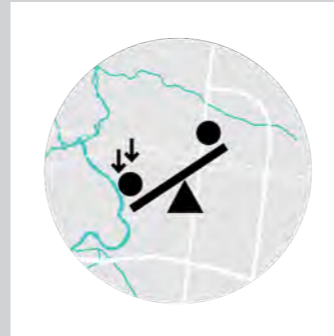
RECURRING FLOODING AND STORMWATER INFRASTRUCTURE AT CAPACITY



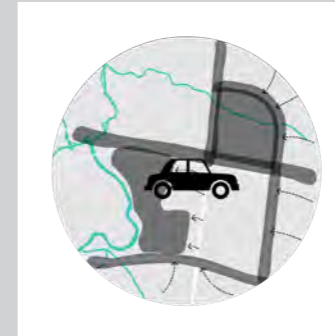
NEED TO IMPROVE ECONOMIC ATTRACTION



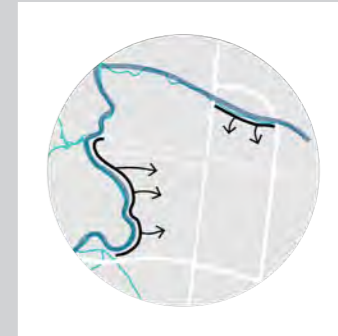
SOCIAL DISADVANTAGE AND VULNERABILITY



CAR-DOMINATED ENVIRONMENT SURROUNDED BY PHYSICAL BARRIERS



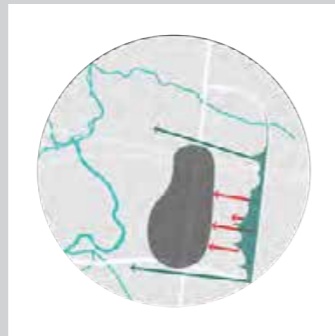
A CENTRE THAT TURNS ITS BACK ON SOUTH CREEK



GAP IN OPEN SPACE PROVISION, QUALITY AND DIVERSITY



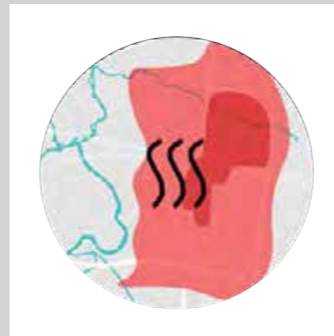
LACK OF RECOGNITION OF VIEWLINES IN PLANNING CONTROLS



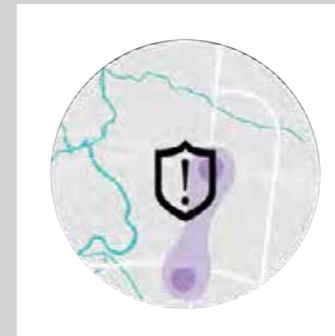
UNDERUSED OFF-STREET PUBLIC CAR PARKING



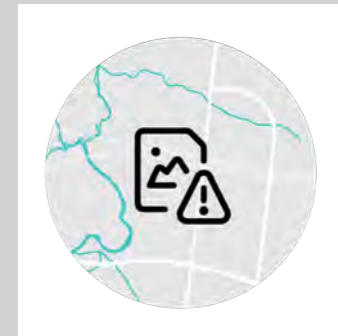
URBAN HEAT AND CARBON EMISSIONS



PERCEIVED OR REAL LACK OF SAFETY



VISUAL APPEAL NEEDS IMPROVEMENT

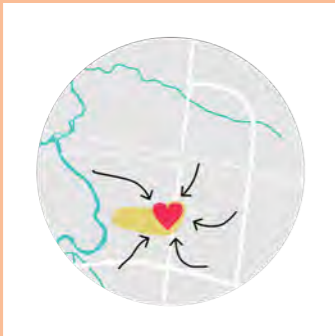


KEY STRENGTHS, ISSUES AND OPPORTUNITIES

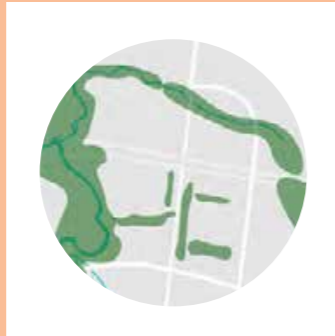
12 KEY OPPORTUNITIES

Below are 12 key opportunities for the St Marys Town Centre that have been addressed in the Structure Plan. Refer to the 'Understanding St Marys - Background Evidence Report' for a detailed explanation and additional opportunities identified through the analysis.

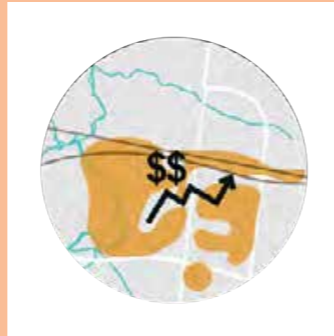
CREATE A CIVIC HEART



MINIMISE FLOOD RISK AND RETAIN WATER UPSTREAM



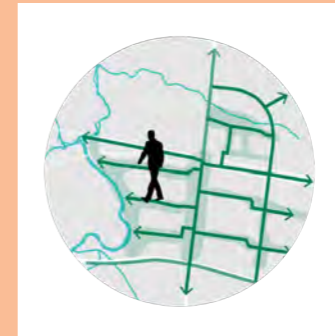
GOVERNMENTS CAN ACT AS CATALYST FOR INVESTMENT



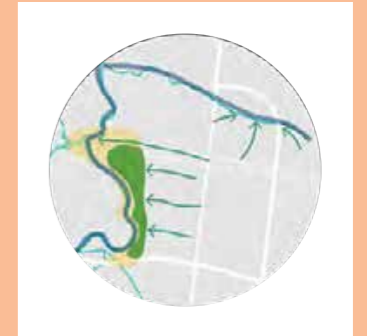
PLAN A CENTRE FOR ALL



IMPROVE WALKABILITY AND BIKEABILITY



CELEBRATE SOUTH CREEK AS ST MARYS' GREATEST NATURAL ASSET AND ITS SIGNIFICANCE TO COUNTRY



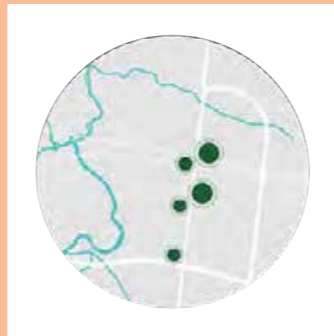
CREATE A SERIES OF HIGH-AMENITY AND INTERCONNECTED OPEN SPACES WITH A DIVERSE ACTIVITY OFFERING



CELEBRATE LOCAL AND REGIONAL VIEWS AND CONNECTION TO NATURE



PLAN FOR THE BEST USE OF OFF-STREET PUBLIC CAR PARKING SITES



TRANSITION TOWARDS A COOLER, GREENER AND LOW-CARBON FUTURE



PLAN FOR A SAFER PLACE



RETAIN THE VILLAGE FEEL AND IMPROVE QUALITY OF PUBLIC OPEN SPACES AND BUILDINGS

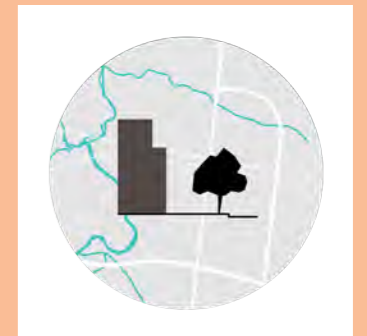




Fig. 10: Streetscape along Queen Street

SHAPING THE FUTURE OF ST MARYS





This chapter provides a shared place vision for the future of St Marys Town Centre developed by Council and the St Marys community. It articulates 10 place outcomes that St Marys should aim to achieve over the next 20 years, supported by 26 directions.

Together with a spatial framework plan and a precincts' plan, this chapter responds to the place-based research and engagement and proposes strategies for achieving the place vision and outcomes. It concludes with a summary of proposed initiatives at the level of individual precincts within the St Marys Town Centre.

THE PLACE VISION

As a key strategic centre at the interchange of two major regional transport corridors and at the apex of Penrith's Economic Triangle, St Marys is of great strategic significance for delivering new growth in housing, jobs and infrastructure within Penrith City.

A place vision was developed for St Marys in 2020 when developing the East-West Corridor Interim Centres Strategy. This vision was refined to reflect the aspirations of the local community and stakeholders for the transformation of St Marys Town Centre over the next 20 years. The shared place vision directs St Marys to be a vibrant, welcoming and sustainable place that retains its celebrated authenticity.

ST MARYS: A THRIVING DESTINATION IN THE WESTERN PARKLAND CITY

In 20 years from now, St Marys will have transformed from a suburban centre offering local convenience to a vibrant strategic centre with a welcoming, sustainable and authentic urban experience.

With living, commercial, service, industrial, cultural and recreational areas served by an integrated regional transport hub, St Marys will be a place where one would find everything one needs - a mixed-use centre in its true sense.

Celebrating its abundant natural assets and rich history, St Marys will be known for its place beside South Creek with green landscapes and views of the Mountains.

With a network of people-places connected by a walkable and safe public realm, and a contemporary and high-quality built environment, St Marys will attract people from all walks of life as well as businesses looking to operate in an inclusive and diverse community.

THE PLACE VISION



VIBRANT

As a **vibrant and diverse economy**, one would find everything one needs in St Marys. St Marys will protect and build upon its flourishing industrial activity and well-established main street businesses to provide an expanded and diverse retail, dining, commercial and entertainment offering as well as local jobs.



WELCOMING

As a **welcoming place**, St Marys will protect and build upon its community spirit and diversity to become a safe and inclusive centre where residents can access diverse affordable housing options, family friendly open spaces and convenient transport connections. It will be a people-place with ample opportunities to gather and connect to one another.



SUSTAINABLE

As a **sustainable town centre**, St Marys will leverage upon investment in public transport to offer a mixed-use and walkable urban environment. It will be resilient to climatic challenges, protect its biodiversity and minimise its carbon footprint. St Marys' ample green landscapes will provide a cool environment for its residents, workers and visitors.



AUTHENTIC

As an **authentic destination**, St Marys will protect its natural, historic and cultural assets and promote arts and creativity. Residents, workers and visitors will enjoy green open spaces and great mountain views. The town centre will have a human-scale and high-quality built form that respects its natural and built heritage.

PLANNING FOR A GROWING POPULATION

St Marys Town Centre is a growing centre. Investment in transport infrastructure will catalyse local urban growth, and will be a significant drawcard for new residents to live within walking distance of the transport interchange.

In 2041, St Marys Town Centre will be home to many more people and will provide several more jobs than it does now.

FUTURE COMMUNITY OF ST MARYS TOWN CENTRE

We can expect that the future community of St Marys Town Centre and St Marys suburb is likely to include:

- a high number of vulnerable people including people on very low incomes, lower levels of education, higher rates of disability and high unemployment
- a social mix, including a large proportion of people from Aboriginal and Torres Strait Islander background, increased cultural diversity, including people from non-English speaking backgrounds, and a mix of incomes
- more children and families, as well as a high and increasing older population
- more households living in medium and high density dwellings
- a higher mix of young professionals

POPULATION, DWELLING AND JOB FORECASTS

The Structure Plan proposes a target range for population, dwelling and job growth in St Marys Town Centre based on low, medium and high scenarios using data from Census 2016.

REMPPLAN provided yearly estimates for population and dwellings for a large precinct (see Map 5 and Tables 1 and 2) including the suburbs of St Marys, North St Marys, Oxley Park and Colyton) for the

years 2016 to 2041. This was used to derive population and dwelling numbers in the Study Area in 2021 and 2041.

In 2021, the St Marys Town Centre was estimated to have 3,700 people and 1,800 dwellings (Council estimate). This is forecasted to increase by 11,000 - 12,500 additional people and 4,800 - 5,400 additional dwellings by 2041, making the total population range 14,700 - 16,200 and total dwelling range 6,600 - 7,200 by 2041.

Three recent employment forecasts for Penrith LGA were considered in the estimation of employment growth within the Study Area - Transport for NSW (TfNSW) TZP2019 forecasts, HillPDA forecasts developed for Council's Employment Lands Strategy (2021) and REMPLAN population projections. In 2016, the St Marys Study Area accounted for 3,522 local jobs. A suggested job growth target for the St Marys Structure Plan by 2041 using these various sources would be between 2,100 and 5,600 new jobs, making the total job target range 5,600 - 9,100 jobs by 2041.

The following pages outline the rationale for population, dwelling and jobs' growth. Further work will be undertaken as part of the St Marys Town Centre Master Plan to incorporate the updated 2021 Census data from the Australian Bureau of Statistics as well as to develop refined projections for population, dwellings and jobs up to 2041.



11,000 - 12,500 additional people living in the St Marys Town Centre between 2021-2041, making the **total projected population 14,700 - 16,200 by 2041***



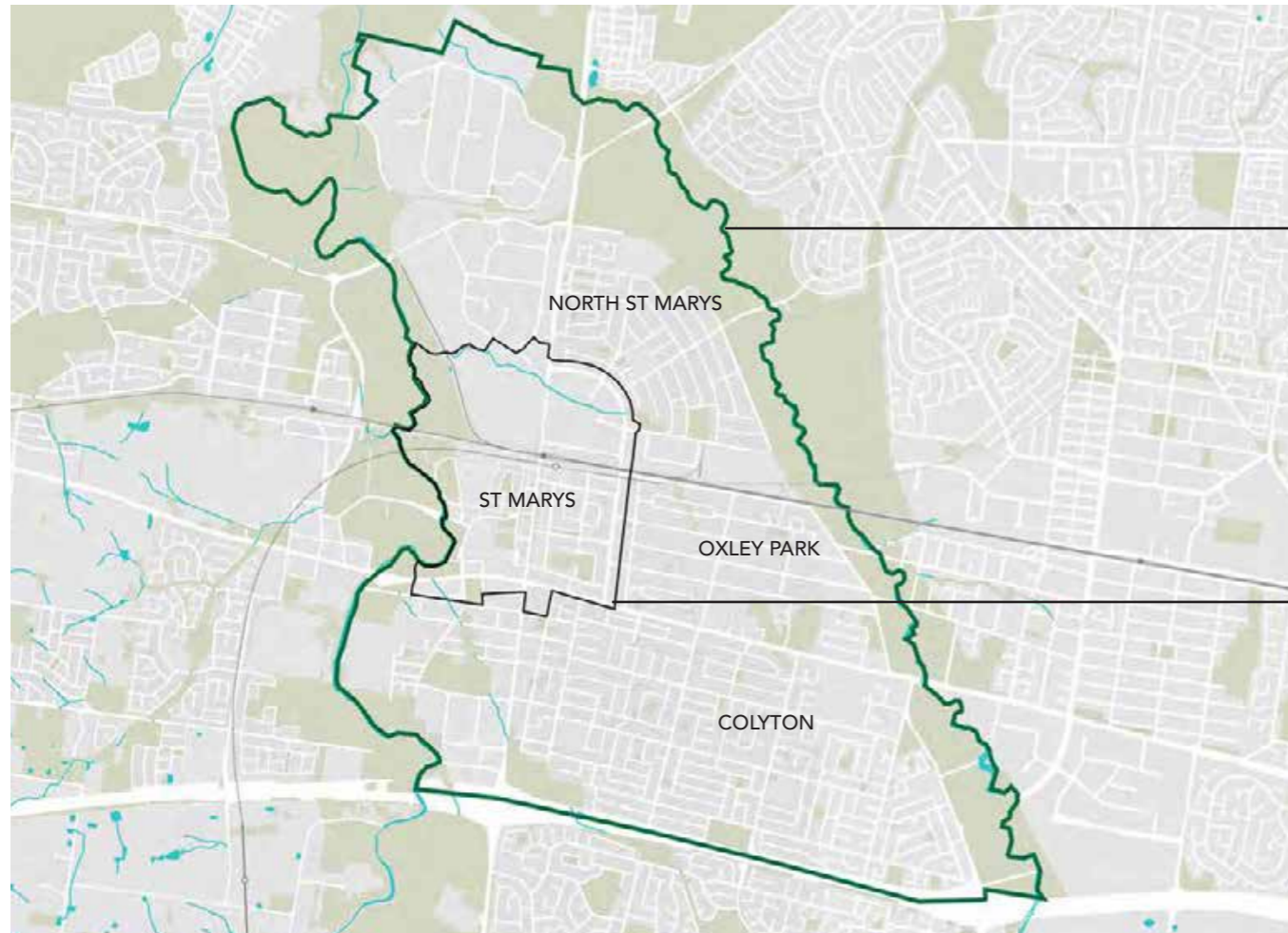
4,800 - 5,400 additional dwellings in the St Marys Town Centre between 2021-2041, making the **total projected dwelling target 6,600 - 7,200 by 2041***



2,100 - 5,600 additional jobs in the St Marys Town Centre between 2016-2041, making the **total projected job target 5,600 - 9,100 by 2041***

*Note: Refinements to population, dwelling and job projections for St Marys Town Centre will be undertaken as part of the St Marys Town Centre Master Plan

PLANNING FOR A GROWING POPULATION



Map 5: St Marys Town Centre Structure Plan Study Area and comparative boundary of the REMPLAN St Marys precinct (Source: REMPLAN forecasts 2021)

Wider precinct	2016	2021	2041 forecast	Increase compared to 2016	Increase compared to 2021
Population	28,424	30,308	44,210	-	13,902
Dwellings	11,161	11,976	18,210	-	6,234
Jobs	10,736	-	17,079 - 27,705	6,343 - 16,969	-

Table 1: Population, dwelling and employment forecasts for the wider precinct including the suburbs of St Marys, North St Marys, Oxley Park and Colyton (Source: REMPLAN forecasts 2021, TfNSW TZP2019 forecasts, HillPDA forecasts)

Study Area	2016	2021 (estimate)	2041 forecast	Increase compared to 2016	Increase compared to 2021
Population	3,538	3,700	14,700 - 16,200	-	11,000 - 12,500
Dwellings	1,672	1,800	6,600 - 7,200	-	4,800 - 5,400
Jobs	3,552	-	5,600 - 9,100	2,100 - 5,600	-

Table 2: Population, dwelling and employment forecasts for the Study Area (Source: ID Social Atlas, REMPLAN forecasts 2021, TfNSW TZP2019 forecasts, HillPDA forecasts)

*Forecast numbers rounded to nearest multiple of 50

PLANNING FOR A GROWING POPULATION

POPULATION AND DWELLINGS IN 2016 AND 2021

- According to ID Social Atlas, at the 2016 Census, the population within the St Marys Study Area (aggregation of SA1 areas) was 3,538 people. This was 12.447% of the number of people in the larger precinct defined by REMPLAN
- According to ID Social Atlas, at the 2016 Census, the St Marys Study Area (aggregation of SA1 areas) had 1,672 dwellings. This was 14.98% of the dwelling numbers in the larger precinct defined by REMPLAN
- Assuming that the overall spread of population and dwelling numbers would not have really changed between 2016 and 2021, the same percentage of people and dwellings as 2016 has been applied to estimate the population in the study area in 2021*

POPULATION IN 2041 (PROJECTED 14,700 - 16,200 PEOPLE)

- It is assumed that the majority of growth (80-90%) within the larger precinct between up to 2041 would occur in the Study Area considering significant investment in metro infrastructure and its potential to attract new residents. This is already reflected in a number of DAs that have been approved for high density residential in the area. By that calculation, an additional 11,000 (low-growth scenario) - 12,500 (high-growth scenario) people will be living in the Study Area between 2021 and 2041

- This can be cross-checked as follows: According to ID Social Atlas, at the 2016 Census, the highest population density in St Marys (SA1) was 67.72 people per hectare. On the other hand, the median population density for the established residential areas of the suburb of St Marys was 28.2 people per hectare. Mid-way between the highest population density and median population density is a density of 48 people per hectare which would equate to a population increase in the 245ha study area of 11,760. This is in the middle of the range suggested above

DWELLINGS IN 2041 (PROJECTED 6,600 - 7,200 DWELLINGS)

In case of the dwellings, three criteria were used to derive the target range for 2041:

- REMPLAN predicted that between 2021 and 2041, the wider precinct will have 4,882 new high density dwellings and 1,045 of new medium density dwellings. The Study Area is expected to experience a significant increase in dwelling demand following the Sydney Metro Western Sydney Airport line becoming operational in 2026. It is likely that this demand will be for dwellings within walking distance of the station i.e. within the Study Area. This would be delivered as high density product. Assuming that all high density dwellings and a portion of medium density dwellings projected by REMPLAN would be built within the Study Area, there is a potential to have another 5,000 new dwellings in the Study Area

- Assuming 80-90% growth within the larger precinct to occur in the Study Area gives a target range of 4,987 – 5,610 additional dwellings within the Study Area
- Based on the population range of 11,000 - 12,500 more people in the Study Area and an average occupancy rate of 2.43 in 2041 gives a range of 4,527 – 5,144 dwellings

Aggregating the above 3 datasets provides a range of 4,800 (low-growth scenario) - 5,400 (high-growth scenario) additional dwellings in the Study Area by 2041.

EMPLOYMENT IN 2041 (PROJECTED 5,600 - 9,100 JOBS)

Three employment forecasts for Penrith LGA were considered in the estimation of employment growth within the Study Area:

- TfNSW TZP2019 forecast which predicted a high population growth and low employment growth for Penrith LGA, seeing the jobs-to-workers ratio fall from 0.71 in 2016 to 0.67 by 2041
- HillPDA forecasts developed for Council's ELS which anticipated higher employment growth on the basis of infrastructure investment including the metro in St Marys and proximity to the Western Sydney Airport. HillPDA forecasts represent higher population and higher employment growth rates in the LGA (60,477 new jobs) producing an improved job containment ratio of 0.77. Both HillPDA and TfNSW forecasts pre-date the COVID-19 pandemic

- REMPLAN population projections, which are more moderate population projections taking into account the impact of the restrictions of COVID-19 pandemic on migration and economic activity. REMPLAN's initial employment forecasts for the LGA are also moderate (50,558 new jobs). The job containment ratio using this forecast would improve to 0.83

Applying the respective growth rates to the number of jobs in St Marys in 2016 shows the estimated number of new jobs by 2041 to be between 2,100 (low-growth scenario and 5,600 (high-growth scenario) jobs.

In 2016, the Study Area accounted for 3,522 local jobs which represented 5.13% of local employment in the Penrith LGA. It comprised 33% of jobs of the larger precinct which had 10,736 local jobs. A crude application of the current proportion of jobs in the Study Area to the LGA employment forecasts suggests employment growth of between 2,200 and 3,400 jobs by 2041. These estimates are all more conservative than it would be reasonable to expect in response to the development of the metro and residential and commercial development that would be attracted to it.

While it is reasonable to assume population and dwelling growth in the larger precinct will be concentrated in the Study Area, it is more difficult to determine where employment growth will be located given there is likely to be change in types of industries and variation in the distribution of jobs' growth in the larger precinct.

*Updated 2021 population, dwelling and jobs data from the 2021 Census will be incorporated into the Master Plan for St Marys Town Centre.

PLANNING FOR A GROWING POPULATION

A higher growth rate of employment in St Marys could also be expected as it is identified as a strategic centre in the Greater Sydney Region Plan. St Marys has the second lowest jobs growth rate to 2036 of 39% compared to other centres like Fairfield (48%), Narellan (56%), Epping (47%) Rhodes (53%) and Campsie (53%). Applying an average of 42% growth rate would increase the St Marys strategic centre employment target by 3,500 jobs, slightly above the higher growth estimate based on the LGA forecasts.

RATIONALE FOR HIGHER EMPLOYMENT GROWTH IN ST MARYS STUDY AREA

1. Construction workforce will grow with development of Sydney Metro Western Sydney Airport (SMWSA) line:

- The construction workforce in St Marys is expected to swell considerably in the next 5-10 years, initially related to metro construction and subsequently in response to associated property development, including a forecast range of 4,800-5,400 additional dwellings by 2041
- Overall, the SMWSA Line project is anticipated to support around 14,000 jobs in construction. It is estimated that during peak construction activity of the metro line between 2023 and 2025, a workforce of up to around 3,000 people would be required across all sites including approximately 375 more jobs in St Marys

2. Implications of the Western Sydney Airport and SMWSA line on employment:

- Once the airport is operational, it is expected to generate approximately 27,900 jobs by 2031. Approximately 13,200 of these will be direct jobs for airport operations and business park activities, while the remaining 14,700 will be indirect. The indirect jobs will not all be in the WSA precinct; some will be jobs to service the demand of increase in traffic while others will be jobs generated from businesses, particularly logistics/manufacturing, relocating or locating closer to the airport. St Marys has unrealised infill site potential to cater for this growth
- The Tourism and Visitation cluster, such as industries involved in retail, hospitality and recreational services and activities will likely grow as a result of WSA being connected to St Marys via the SMWSA line, where typically businesses will locate near transport nodes. This will also generate more jobs in the night time economy in St Marys
- WSA and the SMWSA line will facilitate increases in domestic and international visitors, creating potential opportunities for business conferencing and medical tourism in and out of the catchment area including the St Marys Town Centre

2. Construction of major infrastructure will attract jobs in the sectors of Professional, Scientific and Technical Services and Rental, Hiring and Real Estate Services:

- Professional, Scientific and Technical Services sector jobs support construction industries and are forecast to be one of the leading contributors to employment growth in Greater Sydney in the next five years. With the considerable construction and development underway in St Marys this sector is likely to grow faster than the REMPLAN forecast
- St Marys currently accounts for 15.9% of Penrith jobs in the Rental, Hiring and Real Estate Services sector and it is likely that this will increase more than the REMPLAN forecast with the prospects of significant housing and commercial development that is likely to be attracted to the centre with the metro

3. Freight and logistics jobs have already increased with the operation of the Pacific National Intermodal terminal at St Marys:

- The Pacific National Intermodal terminal is located north of the rail line and commenced operations in December 2021. The freight hub has generated 175+ full time ongoing jobs including 100 truck drivers, 20 reach stacker and forklift operator jobs, 20 train drivers, 10 maintenance and service employees, and 25 management and administration staff

4. Accommodation and Food Services sector is projected to be the fastest growing sector in Greater Sydney in the next five years:

- Penrith has had an estimated 47% increase in its Tourism, Accommodation and Hospitality workforce between 2014/15 and 2019/20 after 10 years of little change. This can be expected to continue to grow, including in Penrith and St Marys centres. Evidence for growth in this sector is in the proposals for hotel developments. A \$30 million proposal for a 140-room hotel, rooftop bar, and restaurant adjacent to Nepean Hospital is anticipated to create 24 full-time jobs. A single similar sized development in St Marys would boost the forecast numbers by a third of what is forecast by REMPLAN

5. Higher population growth will attract more population serving jobs:

- Population growth is a key driver of employment growth. REMPLAN estimates that jobs growth in the LGA would be equivalent to 44% of population growth. Applying this proportion of jobs growth to the estimated population growth of 11,000-12,500 people in the Study Area would provide a target range of 4,840 and 5,500 new jobs for the Study Area

A suggested jobs growth target for 2041 for the Study Area would be between 2,100 (steady growth scenario) and the highest growth estimate of 5,600 new jobs. This will be reviewed and tested as part of the St Marys Town Centre Master Plan.

SPATIAL FRAMEWORK PLAN

The St Marys Town Centre Structure Plan includes a set of 10 place outcomes that support the place vision for St Marys. These place outcomes include strategic and spatial directions addressing a variety of areas such as housing, employment, community facilities, movement, open space, natural environment and so on.

The spatial framework plan brings together the spatial directions, representing the sum of the key initiatives that have been proposed for St Marys Town Centre.

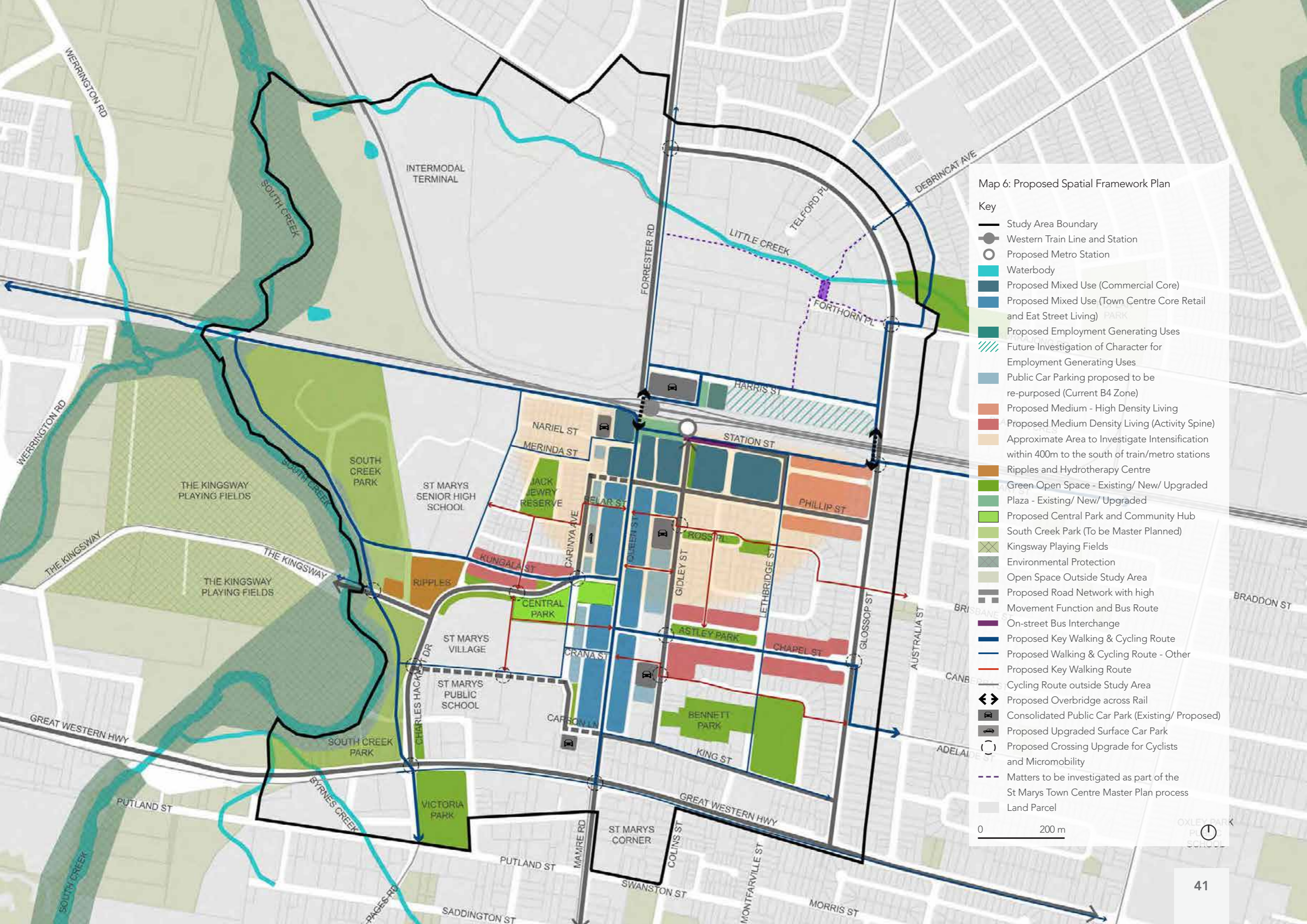
KEY INITIATIVES

The spatial framework plan represents the key initiatives of the Structure Plan. Further detail on these initiatives can be found in the section 'Precinct-specific Interventions' and on the subsequent pages of this report. The initiatives were formulated based on a thorough place-based research, designed approach, community and stakeholder engagement and various technical studies. Some of these initiatives will be reviewed and tested as part of the St Marys Town Centre Master Plan, if warranted, through additional technical studies that are listed throughout this report as 'Actions for the Master Plan'. The key initiatives are:

- Designate four key magnetic hubs anchoring the Town Centre:
 - A transport hub around the proposed metro station and transport interchange serving as a landmark arrival gateway into St Marys Town Centre
 - A civic heart at the core of the centre including the proposed St Marys Central Park and Community Hub and potential cultural space
 - A sport and recreational hub along the South Creek
 - The existing St Marys Corner
- Link the four magnetic hubs via north-south and east-west pedestrian-friendly activity spines - Queen Street, Chapel Street and Kungala Street
- Retain the area along Queen Street as a mixed-use precinct. Encourage day and night retail and eat street living supported by complementary uses such as residential and commercial - a destination place for the community to shop, dine, access services, gather and socialise, leveraging upon the growing 'foodie' culture
- Intensify commercial activity and employment floorspace near the transport interchange and in the Commercial Core (subject to built form testing and feasibility studies)
- Retain and enhance the amenity of the thriving industrial lands
- Intensify residential uses near areas of amenity and along activity spines to incentivise the delivery of affordable and social housing as well as to improve street activation, surveillance and reinforce the character of the activity spines
- Create a peripheral road movement network around the Town Centre Core for streamlining private vehicular movement and bus movement, and to protect the amenity and 'place' function of Queen Street
- Support the peripheral movement network with consolidated car parking sites for commuters and non-commuters
- Re-utilise some existing off-street car parking sites within permissible uses in the Local Environmental Plan (community uses/ mixed-use development)

- Provide a network of walking and cycling paths connecting key destinations within the centre to areas beyond
- Provide through-site links, cross-rail overbridges and road intersection upgrades to improve the permeability of the area and contribute towards delivering a 15-minute centre
- Provide new and expanded open spaces (parks and plazas) and upgrade existing open spaces to cater to the needs of the future community. Ensure a diversity of activities within these spaces and link them through a green network
- Retain and enhance areas for environmental protection and biodiversity conservation along the South Creek corridor
- Provide new community facilities to cater to the needs of a growing community
- Prevent further development on high-risk flood-affected areas
- Adopt a Country-centred design and incorporate the design objectives listed in the NSW Government Architect Draft Connecting with Country Framework (2020)

Ultimately, the spatial framework plan envisions the future St Marys Town Centre as a place that puts nature and people equally at the core of planning and design.



Map 6: Proposed Spatial Framework Plan

- Key**
- Study Area Boundary
 - Western Train Line and Station
 - Proposed Metro Station
 - Waterbody
 - Proposed Mixed Use (Commercial Core)
 - Proposed Mixed Use (Town Centre Core Retail and Eat Street Living)
 - Proposed Employment Generating Uses
 - Future Investigation of Character for Employment Generating Uses
 - Public Car Parking proposed to be re-purposed (Current B4 Zone)
 - Proposed Medium - High Density Living
 - Proposed Medium Density Living (Activity Spine)
 - Approximate Area to Investigate Intensification within 400m to the south of train/metro stations
 - Ripples and Hydrotherapy Centre
 - Green Open Space - Existing/ New/ Upgraded
 - Plaza - Existing/ New/ Upgraded
 - Proposed Central Park and Community Hub
 - South Creek Park (To be Master Planned)
 - Kingsway Playing Fields
 - Environmental Protection
 - Open Space Outside Study Area
 - Proposed Road Network with high Movement Function and Bus Route
 - On-street Bus Interchange
 - Proposed Key Walking & Cycling Route
 - Proposed Walking & Cycling Route - Other
 - Proposed Key Walking Route
 - Cycling Route outside Study Area
 - Proposed Overbridge across Rail
 - Consolidated Public Car Park (Existing/ Proposed)
 - Proposed Upgraded Surface Car Park
 - Proposed Crossing Upgrade for Cyclists and Micromobility
 - Matters to be investigated as part of the St Marys Town Centre Master Plan process
 - Land Parcel

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PROPOSED INVESTIGATIONS FOR THE MASTER PLAN

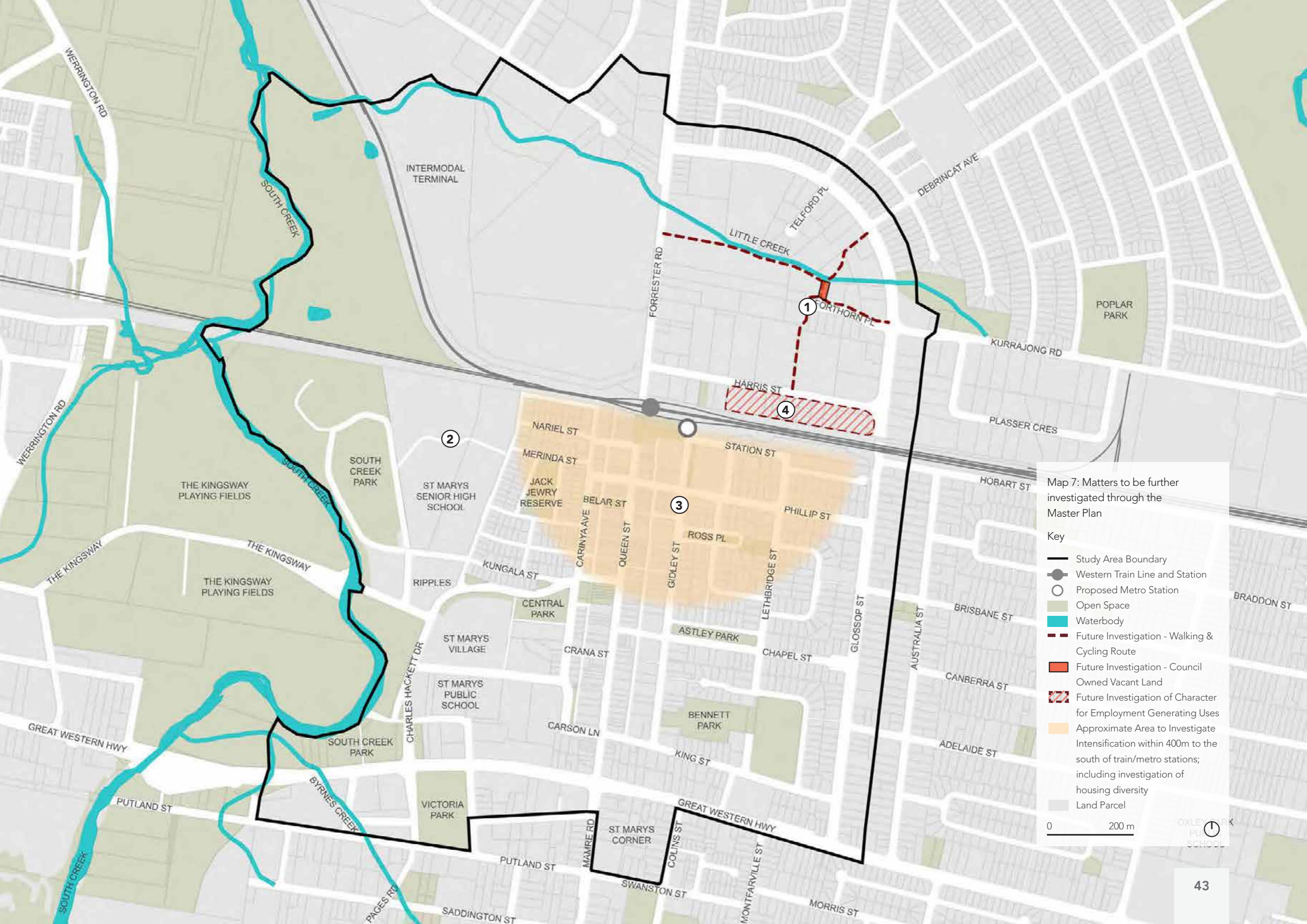
The majority of the spatial directions of the Structure Plan received significant support from the community and stakeholders of St Marys during community engagement stage 2. However, four spatial directions received mixed feedback from community and stakeholders, warranting further investigations as part of the Master Plan process.

MATTERS TO BE FURTHER INVESTIGATED THROUGH THE MASTER PLAN

Some of the proposed spatial directions of the Structure Plan received mixed feedback from the community and stakeholders during community engagement stage 2. These directions are proposed to be further resolved as part of the Master Plan process, informed by further engagement with relevant community members and stakeholders and additional technical studies.

This includes the following four items, also indicated on Map 7:

1. Further investigating the location, alignment and width of walking and cycling routes and open space provision in the industrial lands including the role of the Council owned vacant land at the western end of Forthorn Place. This will be balanced with feedback received from the community showing strong support for better pedestrian and cycle links between North St Marys and the Town Centre
2. Further investigating the east-west walking and cycling connection through the Senior High School in consultation with the Senior High School and School Infrastructure NSW
3. Further investigating intensification within 400m to the south of the train/ metro stations in response to submissions. This will also include investigation of housing diversity. Investigation for potential intensification will be balanced with infrastructure provision, feasibility and feedback received from the community as part of community engagement stage 1 and 2 that revealed some opposition for high-density developments
4. Further investigating the desired future character of the lots directly to the north of the railway corridor, between Harris Street and the rail corridor, for employment-generating uses



Map 7: Matters to be further investigated through the Master Plan

Key

- Study Area Boundary
- Western Train Line and Station
- Proposed Metro Station
- Open Space
- Waterbody
- Future Investigation - Walking & Cycling Route
- Future Investigation - Council Owned Vacant Land
- Future Investigation of Character for Employment Generating Uses
- Approximate Area to Investigate Intensification within 400m to the south of train/metro stations; including investigation of housing diversity
- Land Parcel

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PROPOSED PRECINCTS

The future St Marys Town Centre is planned to have fourteen distinct precincts, each with their own role, functions and character. This work builds upon the current strengths of each precinct and addresses the key issues and opportunities identified in the Structure Plan analysis.

The sum of the interventions proposed across these areas represents the collective vision for the future of the St Marys Town Centre. Further detail on the role and initiatives for each precinct can be found in section 'Precinct-specific Interventions'.

DUNHEVED BUSINESS PARK

A precinct that preserves its industrial role and offers a high amenity environment, improved accessibility and sustainable built form to attract businesses and workers.

ARRIVAL & INTERCHANGE

A unifying 24x7 precinct that achieves a 'one-centre' approach and delivers a transport interchange to enhance local and regional public transport access and connectivity to St Marys.

COMMERCIAL CORE

A key day-and-night commercial hub with a supporting mix of uses that improve economic diversity and contribute to the prosperity of the Town Centre. Residential uses permissible under the current Local Environmental Plan (LEP) controls will be retained.

TOWN CENTRE CORE

This is the core of St Marys Town Centre, comprising of the following sub-precincts:

RETAIL & EAT STREET LIVING

A mixed use, human-scale, high-amenity and pedestrian-friendly destination for the community to shop, dine, access services, gather and socialise. It will have thriving retail, makerspaces and dining-focused economy (the "eat street"), supported by complementary uses above ground level, such as residential and commercial spaces.

GREEN SPINE LIVING

A pedestrian-focused, green, creative, safe and pleasant street with medium density residential development activating the street interface and linking South Creek and Ripples with Queen Street.

CIVIC HEART

A mixed-use civic heart with a new community hub (community facility) and new library, St Marys Central Park and the St Marys Village shopping centre mixed with commercial and residential development.

HIGHWAY COMMERCIAL & ENTERTAINMENT

A business and entertainment focused precinct along the highway including the continued use of well-functioning facilities at St Marys Corner and proposed subsidised office spaces for not-for-profit organisations, allied health services and businesses benefiting from easy access to a major corridor. Residential uses permissible under the current LEP controls will be retained.

RIDGE-TOP LIVING

Medium to high density residential precinct that offers housing diversity; focussing on the provision of affordable and social housing close to facilities, jobs and amenity.

PARK LIVING

Medium density living to contribute to the provision of a range of dwelling types close to facilities, jobs and amenity.

TOWN CENTRE FRINGE LIVING

A primarily movement focused precinct that maintains its existing medium density residential uses and enables east-west pedestrian and bicycle connectivity to St Marys Town Centre.

GATEWAY LIVING

An affordable and high-quality higher density living precinct close to the metro line, jobs, community facilities, recreation and schools.

HISTORIC LIVING

A precinct with a strong association with the history of St Marys, preserving its fine grain subdivision pattern, street layout and central park (Jack Jewry Reserve), and offering opportunities for heritage interpretation*.

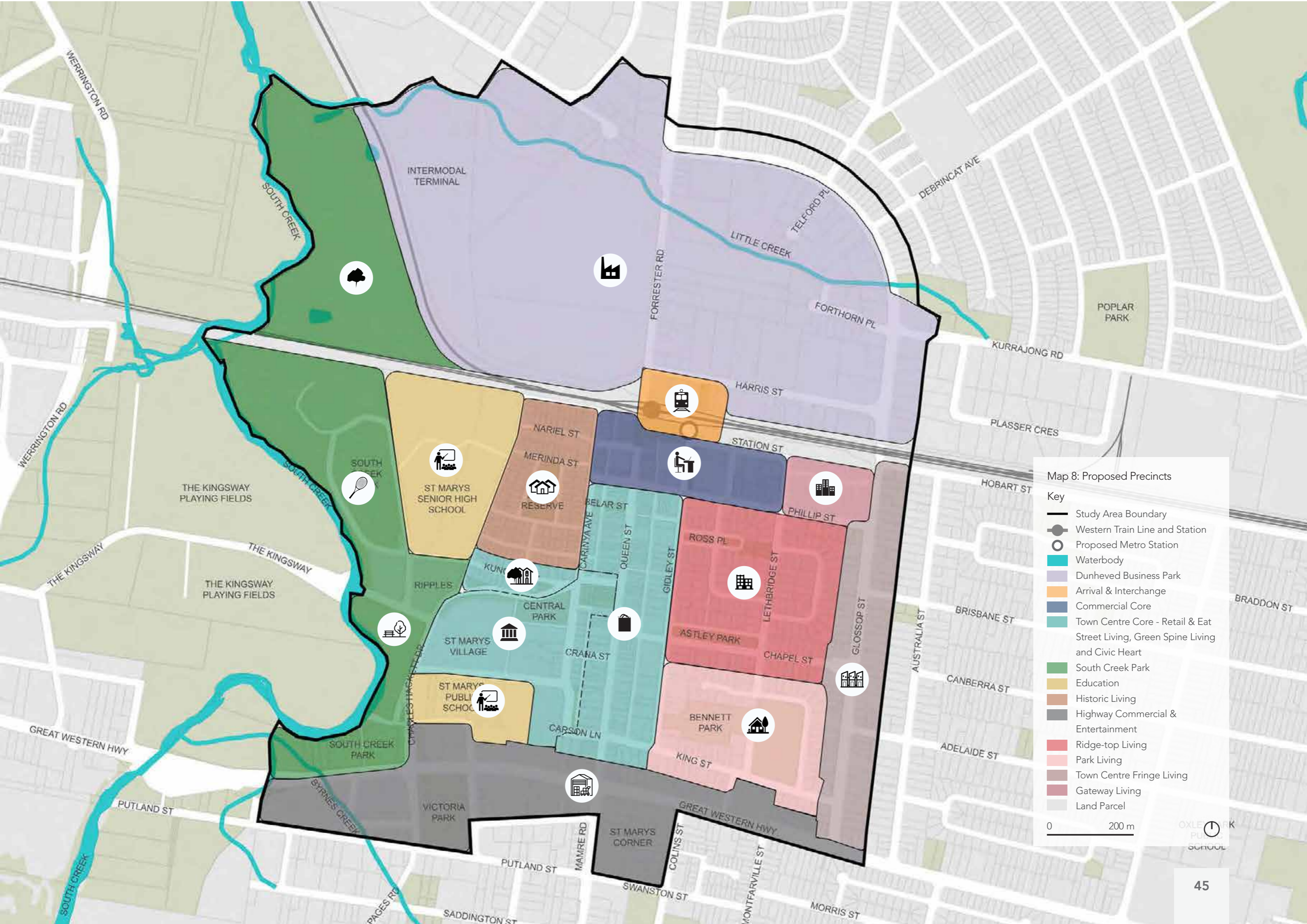
SOUTH CREEK PARK

A gateway for recreation and environmental preservation, with contemporary sporting and recreational facilities for all, integrated cohesively with the Town Centre Core. It will retain its popular sporting uses and offer an enhanced public domain to enjoy the interface with South Creek.

EDUCATION

Precincts supporting the growth of St Marys by providing local school infrastructure. These precincts will be well-integrated with places to live, work, shop and catch public transport, and offer seamless walking and cycling links.

*Outcomes of a recent heritage investigation of the Historic Living Precinct can be found in the 'Duration Cottages Heritage Investigation Report'



Map 8: Proposed Precincts

Key

- Study Area Boundary
- Western Train Line and Station
- Proposed Metro Station
- Waterbody
- Dunheved Business Park
- Arrival & Interchange
- Commercial Core
- Town Centre Core - Retail & Eat Street Living, Green Spine Living and Civic Heart
- South Creek Park
- Education
- Historic Living
- Highway Commercial & Entertainment
- Ridge-top Living
- Park Living
- Town Centre Fringe Living
- Gateway Living
- Land Parcel

0 200 m

OXLEY PARK PUBLIC SCHOOL

PLACE OUTCOMES AND DIRECTIONS

Place outcomes are sub-sets of the shared place vision for St Marys, defining goals for what the centre should be by 2041. 10 place outcomes have been developed in total, addressing a variety of themes including infrastructure, housing, economy and employment, movement, nature and open space, built form, sustainability, design quality, heritage and collaboration. Together these outcomes would contribute to the successful achievement of the shared place vision for St Marys Town Centre.

Each is supported by a set of directions which provide a clear path for achieving the outcome. The following pages explain each of the 10 outcomes and the directions underneath them in detail.

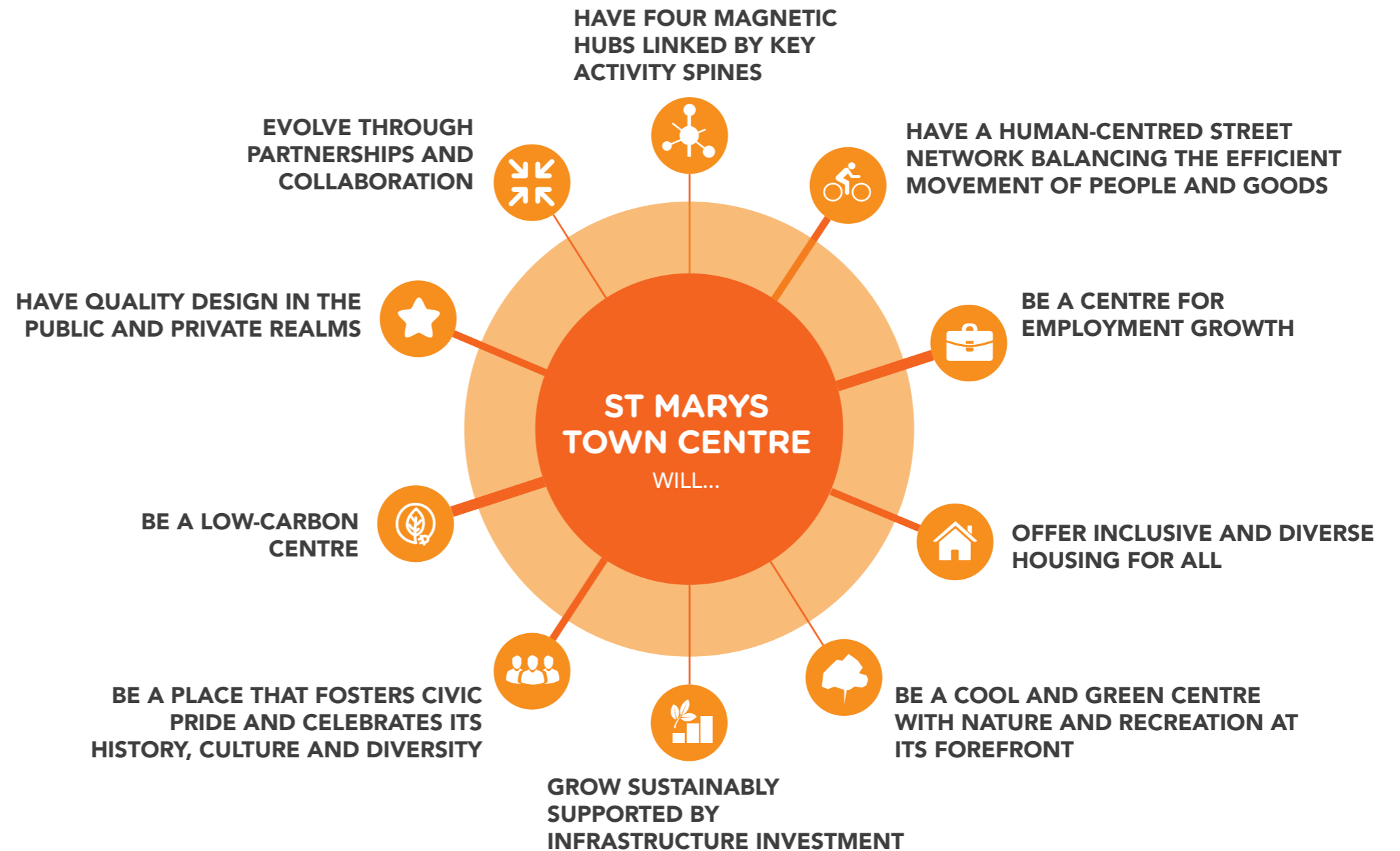


Fig. 11: 10 Place Outcomes for the future St Marys Town Centre



Fig. 12: St Marys Lights Up event



ST MARYS TOWN CENTRE WILL

1 - HAVE FOUR MAGNETIC HUBS LINKED BY KEY ACTIVITY SPINES

As a strategic centre in the Western Parkland City, St Marys will evolve into a destination that extends beyond its main street. St Marys Town Centre will have four magnetic hubs that will bring the community together to socialise, work, relax, dwell and engage with culture and nature. These are the Civic Heart, the Sport & Recreational Hub, the Transport Hub and St Marys Corner.

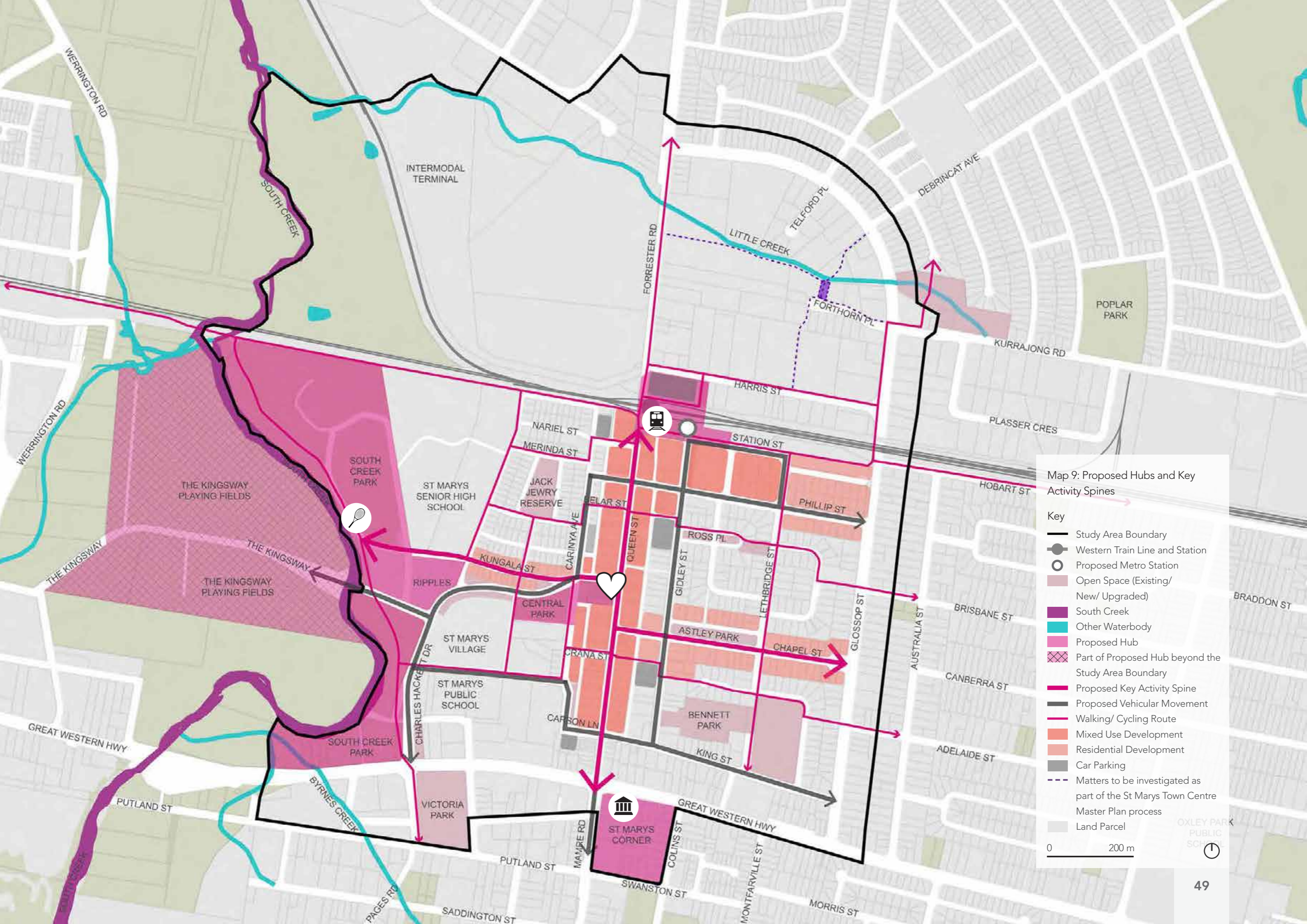
These four hubs will be intertwined by safe, active and attractive green activity spines, being Queen Street: the retail and eat street living spine, and Kungala and Chapel Streets: the green living activity spines. These spines will offer vibrant and enjoyable urban experiences for people of all abilities, inviting a walking and cycling practice into people's daily lives.

DIRECTION 1: CREATE A CIVIC HEART

DIRECTION 2: INTEGRATE THE SPORT & RECREATIONAL HUB WITH THE TOWN CENTRE CORE

DIRECTION 3: COMPLEMENT THE TRANSPORT HUB WITH A COMMERCIAL CORE AND ANCHOR IT TO QUEEN STREET

DIRECTION 4: FURTHER INVESTIGATE ST MARYS CORNER



Map 9: Proposed Hubs and Key Activity Spines

Key

- Study Area Boundary
- Western Train Line and Station
- Proposed Metro Station
- Open Space (Existing/ New/ Upgraded)
- South Creek
- Other Waterbody
- Proposed Hub
- Part of Proposed Hub beyond the Study Area Boundary
- Proposed Key Activity Spine
- Proposed Vehicular Movement
- Walking/ Cycling Route
- Mixed Use Development
- Residential Development
- Car Parking
- Matters to be investigated as part of the St Marys Town Centre Master Plan process
- Land Parcel

0 200 m



ST MARYS TOWN CENTRE WILL

1 - HAVE FOUR MAGNETIC HUBS LINKED BY KEY ACTIVITY SPINES

DIRECTION 1: CREATE A CIVIC HEART

'All roads will lead to the St Marys Civic Heart'. The Civic Heart will be a magnetic, attractive and welcoming community hub and Central Park, fostering civic pride, social cohesion and social connection. Located at the centre of St Marys Town Centre, the Civic Heart will be accessed by green, safe and walkable activity spines and streets.

In 2020, Council adopted the East-West Corridor Interim Centres Strategy, which identified the need for a civic, cultural and community hub located centrally in the St Marys Town Centre. This opportunity was also reiterated by the community during community engagement stage 1 conducted for the St Marys Town Centre Structure Plan. Responses confirmed that the community values the existing facilities at the St Marys Corner; however, there is an aspiration for a community hub that is at the 'heart' of the Town Centre.

An opportunity exists to provide a community facility connected to an open space and within walking distance to where people live, work, shop and access public transport. Council recently also identified the need for a larger library and fit-for-purpose community and cultural spaces to

serve the growing community of St Marys Town Centre through to 2041.

A Civic Heart for St Marys Town Centre can serve as a 'gathering space' and focal point for the community in the middle of the town. The role of the Civic Heart is to provide a mixed use hub comprising of new community spaces, new library, potential for a new cultural space, and a high-quality green open space - the St Marys Central Park, complemented by the St Marys Village shopping centre and nearby mixed use developments. These components are further described on the following pages.



Fig 13: Civic space in Rouse Hill Town Centre, NSW

Map 10: Proposed location of the Civic Heart Magnetic Hub in St Marys Town Centre

Fig 14: 'The Canopy' - a performance space and park at Lane Cove Town Centre, NSW

Fig 15: Open space fronting the State Library of Victoria in Melbourne, VIC



ST MARYS TOWN CENTRE WILL

1 - HAVE FOUR MAGNETIC HUBS LINKED BY KEY ACTIVITY SPINES

DIRECTION 1.1: DELIVER A NEW ST MARYS COMMUNITY CENTRE AND A NEW LIBRARY (COMMUNITY HUB)

When planning for a new community hub, the following objectives should be considered:

- Be located within the Civic Heart of the Town Centre Core precinct
- Be at least 3,500 to 4,000sqm in size. This should include a Library of minimum 2,000sqm and a Community and Cultural space of 1,500sqm to 1,800sqm
- Provide flexible multi-purpose rooms for programming and hiring by community and community organisations
- Provide spaces for creativity and cultural expression, learning and participation
- Enable the Library to use the community and cultural spaces to deliver programs and services
- Be co-located with a green open space, potentially the St Marys Central Park
- Provide good accessibility, wayfinding, and visual prominence to ensure that community needs are met, and the place is welcoming and safe

- Consider the high heat vulnerability index of the existing community in summer months and design the Community Hub to offer refuge from the heat when needed
- Achieve design excellence and high standards of accessibility and environmental sustainability

ACTION FOR COUNCIL:

- Develop a Business Case for the St Marys Community Hub



Fig 16: Marrickville Library and its adjoining open space in Marrickville, NSW

Fig 17: Civic space adjoining the Darling Square Library in Haymarket, NSW

Fig 18: Woollahra Library at Double Bay, NSW



ST MARYS TOWN CENTRE WILL

1 - HAVE FOUR MAGNETIC HUBS LINKED BY KEY ACTIVITY SPINES

DIRECTION 1.2: DELIVER ST MARYS CENTRAL PARK

Council recently identified the need for a high-quality Central Park with an entertainment canopy in St Marys. The size, extents and configuration of this park as well as the activities within will be looked at as part of Council's planning for the Central Park. Council has been successful in its application for close to \$30 million of WestInvest funding for two transformational projects, the Central Park in St Marys and the accelerated delivery of Gipps Street Recreation Precinct.

When planning for the new Central Park, the following objectives should be considered:

- Create an accessible civic park with a state-of-the-art performance space for local concerts, festivals, markets, fetes and celebrations, new amenities and landscaping
- Provide opportunities for passive and active recreation across a range of ages and abilities
- Facilitate participation and engagement in community arts and cultural experiences
- Improve environmental outcomes through tree planting, landscaping and water sensitive urban design (WSUD)

- Enhance social connections, community pride and belonging and improve emotional wellbeing, physical health and emotional and cognitive development in children

ACTION FOR COUNCIL:

- Prepare and deliver the St Marys Central Park and Entertainment area project



Fig. 19: 'The Canopy' - a performance space and park at Lane Cove Town Centre, NSW

Fig 20: Performance space in the Home of the Arts, Gold Coast, QLD



ST MARYS TOWN CENTRE WILL

1 - HAVE FOUR MAGNETIC HUBS LINKED BY KEY ACTIVITY SPINES

DIRECTION 1.3: IDENTIFY LOCATIONS FOR AND DELIVER INCREASED CULTURAL SPACE

Council has identified the need for more cultural space in St Marys Town Centre within walking distance to the metro station to meet the needs for creative and cultural participation, learning and expression.

Community engagement for Council's proposed Cultural Strategy and Action Plan affirmed that the community wants more opportunities and infrastructure to be creative. Young people, practicing and student artists, multicultural communities and service providers, hobbyists, and circular economy advocates alike, have called for makerspaces – collaborative, hands-on learning environments with all the tools for creativity, where people work together to explore, learn, share and make things.

The St Marys Town Centre Structure Plan identifies four potential locations for cultural spaces, as illustrated in Map 11. When planning for new cultural spaces, the following objectives should be considered:

- Provide opportunities for everyone to experience and make art that empowers them to tell their own stories, have fun and share ideas, forge connections, build resilience and together, create an authentically vibrant St Marys Town Centre

- Be co-located with the new Community Hub (1), or in a site within the Town Centre Core Precinct (2), or in the Commercial Core Precinct (3) or at Sydney Metro's divestment site within the Arrival and Interchange Precinct (4) as shown on the map beside
- Consider how the new Community Hub can be multi-purpose/ adaptable to support creative uses as well as common community uses such as large celebrations, community organisations and groups, meetings or kids play areas
- Consider the inclusion of facilities that support makerspaces, such as artist studios and reuse/ upcycling or circular economy spaces
- Consider the inclusion of facilities that support uses like wood working, metal working (which can be messy and noisy) and wet areas
- Be in line with Council's proposed Cultural Strategy and Action Plan
- Be located within 400m of the new St Marys Metro Station
- Work in partnership with local Aboriginal and Torres Strait Islander communities to consider the value and benefit of a First Nations cultural

- facility or space within the St Marys Town Centre. Specific functionality, floor space and location to be scoped
- Consider the high heat vulnerability index of the existing community in summer months and design the cultural space to offer refuge from the heat when needed
- Achieve design excellence and high standards of environmental sustainability

ACTION FOR COUNCIL:

- Conduct an investigation, covering feasibility and operating models for St Marys Cultural Space, including a makerspace



Map 11: Potential locations for delivering cultural space in St Marys Town Centre

Fig. 21: Joynton Avenue Creative Centre in Zetland, NSW



ST MARYS TOWN CENTRE WILL

1 - HAVE FOUR MAGNETIC HUBS LINKED BY KEY ACTIVITY SPINES

DIRECTION 2: INTEGRATE THE SPORT & RECREATIONAL HUB WITH THE TOWN CENTRE CORE

'South Creek and South Creek Park will be the lungs of St Marys' – a gateway for recreation and environmental preservation, fusing the benefits of tranquility and nature with a fun and active lifestyle. South Creek Park together with the Kingsway Playing Fields will be a Sport & Recreational Hub, offering contemporary sports and recreation facilities for all. It will be better connected via a network of walking and cycling paths that open up the creek and the park to places where people live, work, play, study and socialise.

South Creek, South Creek Park and Ripples Leisure and Hydrotherapy Centre are great natural and recreational assets for St Marys, which are valued by the local and surrounding communities. The Kingsway Playing Fields to the west of South Creek (beyond the Study Area extents and the scope of this Structure Plan) also offer key sporting uses.

South Creek offers cooling and ecological benefits for the centre. Ripples Leisure and Hydrotherapy Centre is a key landmark that offers important local and regional programs and services by Council for health, fitness and education. South Creek Park is a major citywide open space that offers specialist sporting facilities

and opportunities for the community to maintain an active and healthy lifestyle and participate in sporting competitions and events. South Creek Park's current facilities include an athletics track and field, a BMX track, a tennis court complex and playing field. The BMX track supports BMX competitions and training and attracts Sydney-wide visitation, particularly from young people. South Creek Park also has a large passive recreational parkland south of the Kingsway.

The Structure Plan builds upon these strengths and reinforces the vital role of South Creek and South Creek Park together with the Kingsway Playing Fields as St Marys' Sport & Recreational Hub. It proposes a green activity spine, supported by other through-site links and paths, that will link the creek and its adjoining open spaces to the Civic Heart and Queen Street. This will better integrate the Sport & Recreational Hub with places where people live, work, play, study and socialise. Upgrades are proposed to South Creek Park to deliver state-of-the-art sports and recreation facilities. These are further described on the following pages.



Fig. 22: BMX track in South Creek Park, St Marys

Map 12: Proposed Sport & Recreational Hub including South Creek Park and The Kingsway Playing Fields (Note: The Kingsway Playing Fields are beyond the extents of the Study Area)

Fig. 23: South Creek in St Marys



ST MARYS TOWN CENTRE WILL

1 - HAVE FOUR MAGNETIC HUBS LINKED BY KEY ACTIVITY SPINES

DIRECTION 2.1: DELIVER A GREEN ACTIVITY SPINE

This direction envisions Kungala Street to be transformed into a pedestrian-focused, green, creative, safe and pleasant activity spine. It will be anchored by the proposed Central Park and Queen Street to the east; Ripples, South Creek and South Creek Park to the west and will be connected to the new library and community hub.

When planning for this green activity spine, the following objectives should be considered:

- Deliver streetscape improvements, a shared-zone environment, non-asphalted paved surfaces, public lighting, art trail and an increase in tree canopy
- Plan for higher density residential living - medium density town houses overlooking the street
- Provide a through-site link connecting Kokoda Park to Jack Jewry Reserve intersecting the precinct
- Review and update Ripples St Marys Aquatic Centres Master Plan, including the Hydrotherapy Centre

ACTION FOR THE ST MARYS TOWN CENTRE MASTER PLAN:

- Prepare and implement an Integrated Street Network Plan
- Undertake built form testing to inform proposed maximum building heights and floor space ratios. Testing to ensure built form controls are feasible and promote human-scale development, solar access, high amenity and design quality



Fig. 24: Orford Road in Walthamstow, London

Map 13: Proposed Green Activity Spine in St Marys Town Centre

Fig. 25: Greenery along Constitution Avenue, Canberra

Fig 26: Prismatic, a series of art sculptures along Scottsdale Waterfront in Arizona, USA



ST MARYS TOWN CENTRE WILL

1 - HAVE FOUR MAGNETIC HUBS LINKED BY KEY ACTIVITY SPINES

DIRECTION 2.2: DELIVER UPGRADES TO SOUTH CREEK PARK

When planning for upgrades to South Creek Park, the following objectives should be considered:

- achieve a contemporary, high-amenity citywide sports and recreation park
- provide seamless east-west pedestrian and bicycle access between South Creek, the Town Centre Core, the Commercial Core, the Education and the Historic Living Precincts
- provide a recreational walking and cycling link along the creek's edge
- improve biodiversity and water quality
- investigate mechanisms for protection against flooding
- protect and enhance viewlines and Aboriginal culture and heritage
- increase tree canopy as per the proposed tree canopy targets
- incorporate outcomes of the Integrated Water Management Plan
- consider the consolidation/re-organisation of car parking spaces to free-up the creek's edge for water management, green open spaces and recreational activities

- assess and mitigate the impacts of the Outer Sydney Orbital
- allow the space to be versatile, flexible, adaptable and resilient to meet changing participation, activities, trends, needs and preferences
- Consider lifecycle costs, management and maintenance so that maintenance and management of the space can be achieved efficiently

ACTION FOR COUNCIL:

- Prepare a Master Plan for South Creek Park
- Review and update Ripples St Marys Aquatic Centres Master Plan, including the Hydrotherapy Centre



Fig. 27: Boardwalk along Saltwater Creek, Central Coast, NSW

Fig. 28: Multipurpose courts in George Kendall Riverside Park, Ermington, NSW



Fig. 29: Wetland in Blacktown Showground, NSW



ST MARYS TOWN CENTRE WILL

1 - HAVE FOUR MAGNETIC HUBS LINKED BY KEY ACTIVITY SPINES

DIRECTION 3: COMPLEMENT THE TRANSPORT HUB WITH A COMMERCIAL CORE AND ANCHOR IT TO QUEEN STREET

'St Marys Metro Station will be the new gateway to the Western Parkland City' – an easy, efficient and accessible transport hub, playing a vital role in the revitalisation of St Marys. Including the bus, train and metro interchange of St Marys, the transport hub will promote shared prosperity, attract employment growth, improve connections across Western Sydney and unify the northern and southern parts of St Marys Town Centre. This hub will be supported by walking and cycling paths and urban plazas, promoting modal shift towards public and active transport.

St Marys is a strategic centre in the Western Parkland City that will serve as an interchange between the T1 Western rail line and the new Sydney Metro Western Sydney Airport line (under construction). It anchors the East-West and North-South economic corridors of Penrith's Economic Triangle. The delivery of a new metro station to be operational by 2026 will be the catalyst for sustainable growth, prosperity and investment in St Marys.

For the past four years, Council has and continues to advocate to the NSW Government, the delivery of a high-quality transport interchange.

In planning for this interchange and new station precinct, Council's advocacy includes the following:

- Delivery of a safe and attractive Arrival and Interchange Precinct that integrates the north and south of the rail corridor and achieves the idea of 'one' centre
- Delivery of two seamless unpaid north-south cross-rail connections (overbridges) for pedestrians, bicycles, e-bikes, etc.
 - The overbridges should be designed so that users are not required to dismount
 - The overbridge at the transport hub should ideally be located to link Queen Street and Forrester Road. The other overbridge should be along Glossop Street
- Facilitate and encourage modal shift, reducing private vehicle use and increasing uptake of public and active transport
- Delivery of commuter car parking and adequate locations for taxi stands and pick up and drop-off areas
- Delivery of a high-quality and safe public domain that prioritises pedestrians and cyclists of all abilities and public transport use

- Design excellence for the new metro station, transport interchange and public domain improvements
- Attraction for employment growth
- Improvements to connections across Greater Western Sydney
- Delivery of a network of walking and cycling paths, associated amenities and urban plazas
- Heritage preservation and restoration
- Improvements to safety in and around the station

To support the significant NSW Government infrastructure investment in the metro station, this direction proposes that the transport hub be complemented by a Commercial Core precinct that will contribute to the prosperity of St Marys. The Commercial Core will promote a thriving and sustainable day-and-night economy adjacent to the metro/train stations. It will be supported by a mix of uses to deliver economic diversity (tourism, night time economy, retail, office spaces, creative industries, etc.) and employment growth. Further information on the Commercial Core can be found under Place Outcome 3 and in the section 'Precinct-specific Interventions'.

ACTION FOR COUNCIL:

- Continue to discuss with, and advocate to, the NSW Government, funding and delivery of unpaid, easy to access, north-south connections across the rail corridor
- Continue to discuss with, and advocate to, the NSW Government, funding and delivery of a high-quality transport hub, including public domain improvements and heritage conservation and restoration
- Continue to discuss with, and advocate to, the NSW Government funding and delivery of active transport routes



ST MARYS TOWN CENTRE WILL

1 - HAVE FOUR MAGNETIC HUBS LINKED BY KEY ACTIVITY SPINES

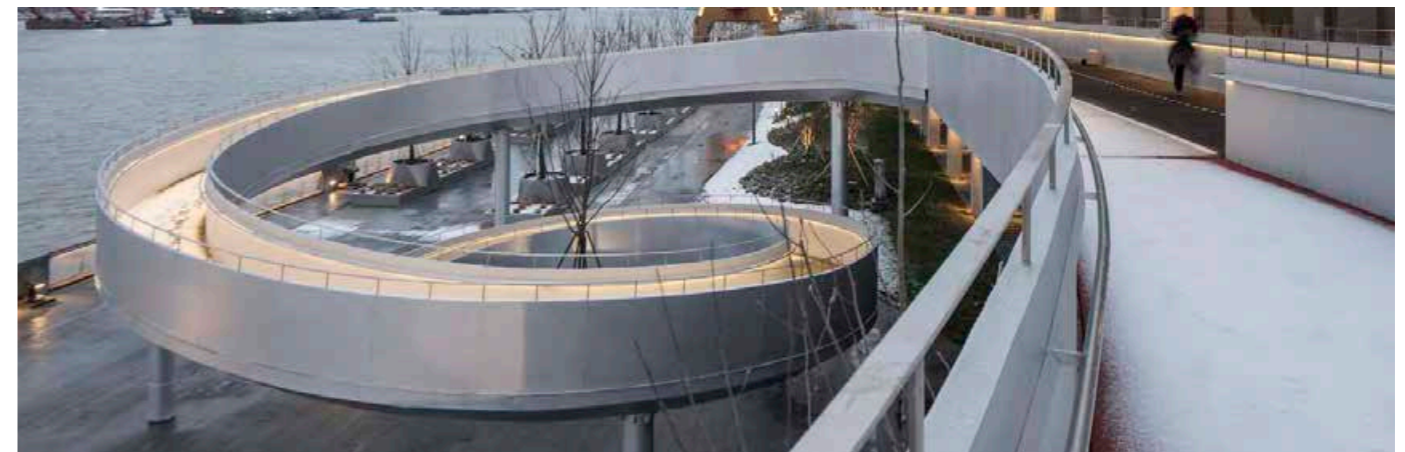
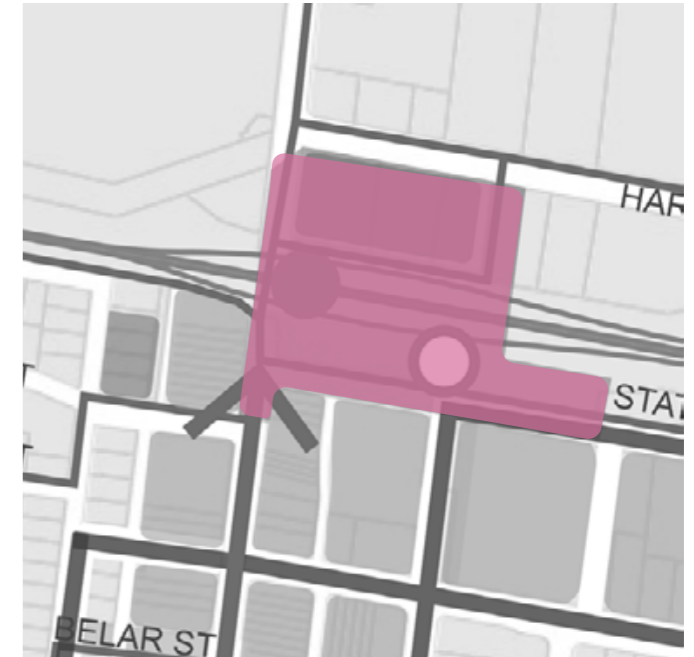


Fig. 30: Forecourt of Bella Vista Metro Station, NSW

Fig 31: Bicycle superhighway from Nijmegen to Arnhem in the Netherlands

Map 14: Proposed Transport Hub in St Marys Town Centre

Fig. 32: On-street bus interchange, Argyle Street, Parramatta, NSW

Fig. 33: Bike Storage Facility outside a train station

Fig 34: Bicycle Ramp at Minsheng Wharf, Shanghai



ST MARYS TOWN CENTRE WILL

1 - HAVE FOUR MAGNETIC HUBS LINKED BY KEY ACTIVITY SPINES

DIRECTION 4: FURTHER INVESTIGATE ST MARYS CORNER

'St Marys Corner will offer well-functioning facilities and services' – a gateway for community facilities and other uses that benefit from access to a highway and freight route.

St Marys Corner has some existing well-functioning community facilities that are valued by the community, such as the Memorial Hall. It also has other facilities such as the Seniors Centre, Community Centre and Arts and Crafts Studio. It is important to support the ongoing use of well-functioning facilities. However, St Marys Corner is approximately 1km away from the new metro station and Commercial Core; more than 500m away from the Civic Heart and higher density residential areas; and is separated by the Great Western Highway, which is a key freight and vehicle route. Therefore, the site is deemed more appropriate for uses that would benefit from access to a highway. This directs towards re-thinking the role and function of the St Marys Corner site. In planning for the site in the longer term, the following objectives should be considered:

- Maximise and support the continued use of well-functioning facilities to meet current and future community needs

- Consider the relocation of appropriate community and cultural uses to the new St Marys Community Hub in the Civic Heart precinct or other upgraded or new facilities in the Town Centre to support easier access, increased usage and the provision of more multi-purpose and multi-user spaces
- Consider the site's potential for subsidised office spaces for not-for-profit organisations as well as additional cultural uses
- Ensure future uses and facilities complement and align with the Business Cases for the new St Marys Community Hub and Cultural Space
- Deliver land uses that benefit from the proximity to a main vehicle and freight corridor
- Deliver built form and landscaping that creates a visual landmark and promotes a sense of arrival to the St Marys Town Centre
- Achieve design excellence and high standards of environmental sustainability

ACTION FOR COUNCIL:

- Develop a Business Case for the future uses of the St Marys Corner



Fig. 35: WeWork co-working space in Sydney

Map 15: St Marys Corner

Fig. 36: Memorial Hall at St Marys Corner

Fig. 37: The Treehouse, Sun Studios - a dedicated space for creatives in Alexandria, NSW



Fig. 38: St Marys Lights Up event



ST MARYS TOWN CENTRE WILL

2 - HAVE A HUMAN-CENTRED STREET NETWORK BALANCING THE EFFICIENT MOVEMENT OF PEOPLE AND GOODS

By 2041, St Marys Town Centre will have transformed into a highly walkable centre that encourages its residents to walk or bike to work, schools, parks, shops and to catch public transport.

Streets in St Marys will efficiently balance the movement of people and goods as well offer a green, safe and high amenity environment to connect with people and nature.

The Town Centre will have dedicated movement networks for service delivery vehicles and freight that will support the thriving businesses and industrial lands. It will also provide car parking on strategically located sites to maintain convenience and support commuters and shoppers.

**DIRECTION 5: BETTER BALANCE THE MOVEMENT OF VEHICLES,
BUSES, PEDESTRIANS AND CYCLISTS**

**DIRECTION 6: DESIGNATE PLACE-SENSITIVE LOCAL BUS ROUTES
AND IMPROVE OVERALL BUS NETWORK EFFICIENCY, CAPACITY
AND FREQUENCY**

**DIRECTION 7: ADVOCATE THE DELIVERY OF THE WERRINGTON
ARTERIAL STAGE 2**



ST MARYS TOWN CENTRE WILL

2 - HAVE A HUMAN-CENTRED STREET NETWORK BALANCING THE EFFICIENT MOVEMENT OF PEOPLE AND GOODS

DIRECTION 5: BETTER BALANCE THE MOVEMENT OF VEHICLES, BUSES, PEDESTRIANS AND CYCLISTS

Streets play the dual role of serving the movement of various modes as well as vital public places where people can sit, stay and socialise. This direction aims to achieve a highly walkable and bikeable street network that also supports the efficient movement of buses, freight and delivery vehicles. This direction envisions St Marys to transform into a 15-minute centre that offers seamless pedestrian and bicycle networks leading to its key destinations.

This direction is divided into two sub-directions, namely:

- Direction 5.1 Plan the role and function of streets to prioritise pedestrians and cyclists of all abilities while ensuring the efficient movement of people and goods
- Direction 5.2: Create an integrated network of walking and cycling paths within the road reserve and through-site links to achieve a 15-minute centre

These are discussed on the following pages.



Fig. 39: Whitfield Safe Active Street, Town of Bassendean, WA

Fig. 40: On-street bus interchange, Argyle Street, Parramatta, NSW

Fig. 41: Bike infrastructure (principal shared path) along a major road in Perth, WA



ST MARYS TOWN CENTRE WILL

2 - HAVE A HUMAN-CENTRED STREET NETWORK BALANCING THE EFFICIENT MOVEMENT OF PEOPLE AND GOODS

DIRECTION 5.1: PLAN THE ROLE AND FUNCTION OF STREETS TO
PRIORITISE PEDESTRIANS AND CYCLISTS OF ALL ABILITIES WHILE
ENSURING THE EFFICIENT MOVEMENT OF PEOPLE AND GOODS

This direction proposes a holistic 'movement and place' thinking for the streets, roads and public car parks in St Marys Town Centre to ensure improved safety outcomes for pedestrians and cyclists as well as efficient movement of buses, private vehicles and freight.

The direction elevates the importance of prioritising vulnerable street users in street network planning and design - pedestrians, cyclists, people using wheelchairs, mobility devices and pram walkers. It also supports the designation of dedicated roads to prioritise private vehicular movement, bus movement, service access and delivery vehicles to cater to the needs of people relying on them and the productivity of businesses.

A PERIPHERAL VEHICULAR MOVEMENT NETWORK

St Marys Town Centre has an established 19th century road network designed around the car. Several locations along existing collector roads have seen crashes involving pedestrians and cyclists. The place function of Queen Street is undermined by vehicular through-movement. To turn this around and achieve a future Town Centre that is pedestrian-friendly and safe, there is a need

to segregate busy vehicular movement functions from areas that will have high pedestrian activity and 'place' functions. This is what this direction proposes.

The medium to long term vehicular movement corridor in the Town Centre (as shown on Map 16) has been planned along the periphery of the Town Centre Core, with wide roads parallel to Queen Street off-loading a significant vehicular movement function from Queen Street. Queen Street will retain vehicular access, however this initiative will allow it to enhance its role as a key activity spine in the Town Centre, rather than its current collector role.

Delivering this change may require the widening of existing roads as well as the creation of new vehicular roads. This includes the following initiatives (that will need to be tested and costed), to be delivered in various stages to 2041, subject to funding (refer to Place Outcome 6):

- Retention of Glossop Street, Forrester Road, the Kingsway, Charles Hackett Drive and Gidley Street as vehicular movement corridors
- Widening of Carinya Avenue north of Charles Hackett Drive up to an extended Phillip Street to a 20m wide road (Map 18)

- New westward extension of Phillip Street to connect with Carinya Avenue north
- Delivery of a 20m wide new east-west road along the south of the St Marys Village shopping centre and Lang Park to connect Charles Hackett Drive and Carinya Avenue south
- Widening of a segment of Carinya Avenue between the new east-west road and Carson Lane to a 20m wide road
- Widening of Carson Lane to serve as a key segment in the vehicular movement network, linking Queen Street, King Street and Carinya Avenue
- Transforming Gidley Street north of Phillip Street as a bus-only corridor and delivering an on-street bus interchange on Station Street (refer to Direction 6)

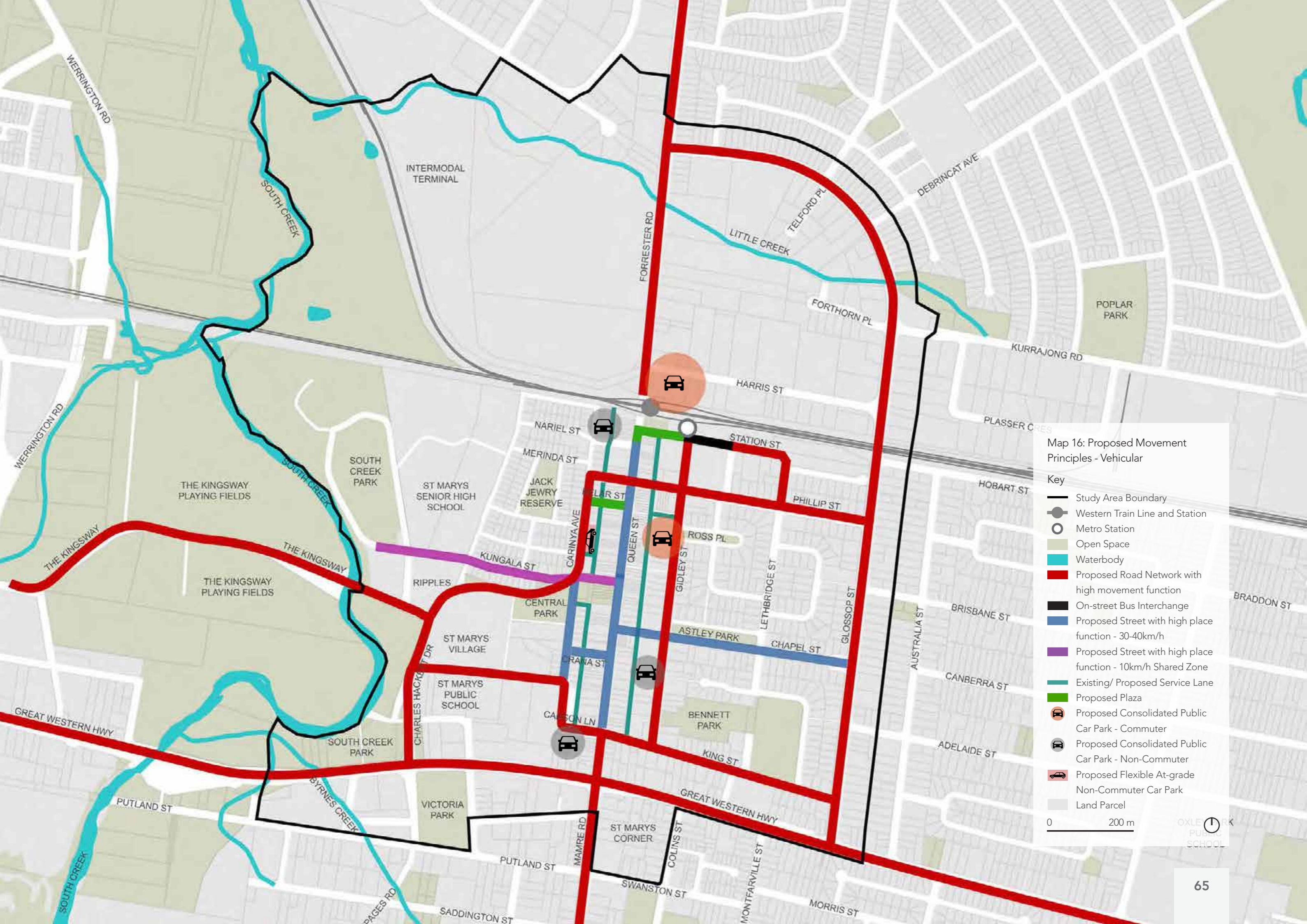
STREETS AS PLACES

A key initiative proposed by this direction is the designation of key activity spines (Place Outcome 1) as streets with a high 'place' function. This includes Queen, Chapel and Kungala streets. These streets will have wide and spacious areas for pedestrian and bicycle movement as well as places to sit, socialise and relax in the public domain. Queen Street will also offer outdoor dining.

Another initiative proposed by this direction is the transformation of specific streets into pedestrianised plazas. This includes the corner of Queen Street and Station Street as well as Belar Street. The delivery of Belar Street Plaza will be conditional upon the westward extension of Phillip Street in the long term. Some potential delivery mechanisms of initiatives are discussed in Place Outcome 6 and will be further assessed and refined as part of the St Marys Town Centre Master Plan.

SERVICE LANES

This direction proposes to retain East Lane and West Lane as one-way service lanes for delivery vehicles and waste trucks. While all the other lanes are retained as they are, West Lane between Coachmans Park and Carson Lane is proposed to be re-aligned to 8m in width to allow a development site in place of Kokoda Place and Bowlers Place car parks (refer to Map 17). This direction also proposes new east-west service lanes (between Carinya Avenue and West Lane; and between Gidley Street and East Lane) to better support service vehicle movement.



Map 16: Proposed Movement Principles - Vehicular

Key

- Study Area Boundary
- Western Train Line and Station
- Metro Station
- Open Space
- Waterbody
- Proposed Road Network with high movement function
- On-street Bus Interchange
- Proposed Street with high place function - 30-40km/h
- Proposed Street with high place function - 10km/h Shared Zone
- Existing/ Proposed Service Lane
- Proposed Plaza
- Proposed Consolidated Public Car Park - Commuter
- Proposed Consolidated Public Car Park - Non-Commuter
- Proposed Flexible At-grade Non-Commuter Car Park
- Land Parcel

0 200 m

OXLEY PARK PUBLIC SCHOOL



ST MARYS TOWN CENTRE WILL

2 - HAVE A HUMAN-CENTRED STREET NETWORK BALANCING THE EFFICIENT MOVEMENT OF PEOPLE AND GOODS

**DIRECTION 5.1: PLAN THE ROLE AND FUNCTION OF STREETS TO
PRIORITISE PEDESTRIANS AND CYCLISTS OF ALL ABILITIES WHILE
ENSURING THE EFFICIENT MOVEMENT OF PEOPLE AND GOODS**

Maps 17, 18 and 19 represent the vision for Carinya Avenue’s transformation as a part of the proposed street network.

CARINYA AVENUE SOUTH

The part of Carinya Avenue between Charles Hackett Drive and the new east-west road will be an 18m wide ‘street in the park’ with a development site to its east. West Lane between the proposed Central Park and Carson Lane will be transformed into a 8m wide one-way service access lane. Carinya Avenue south of the new east-west road will be a 20m wide road connected to a widened Carson Lane. All of this is represented on Map 17.

In the short to medium term, Carson Lane will remain unchanged until population and car trips increase.

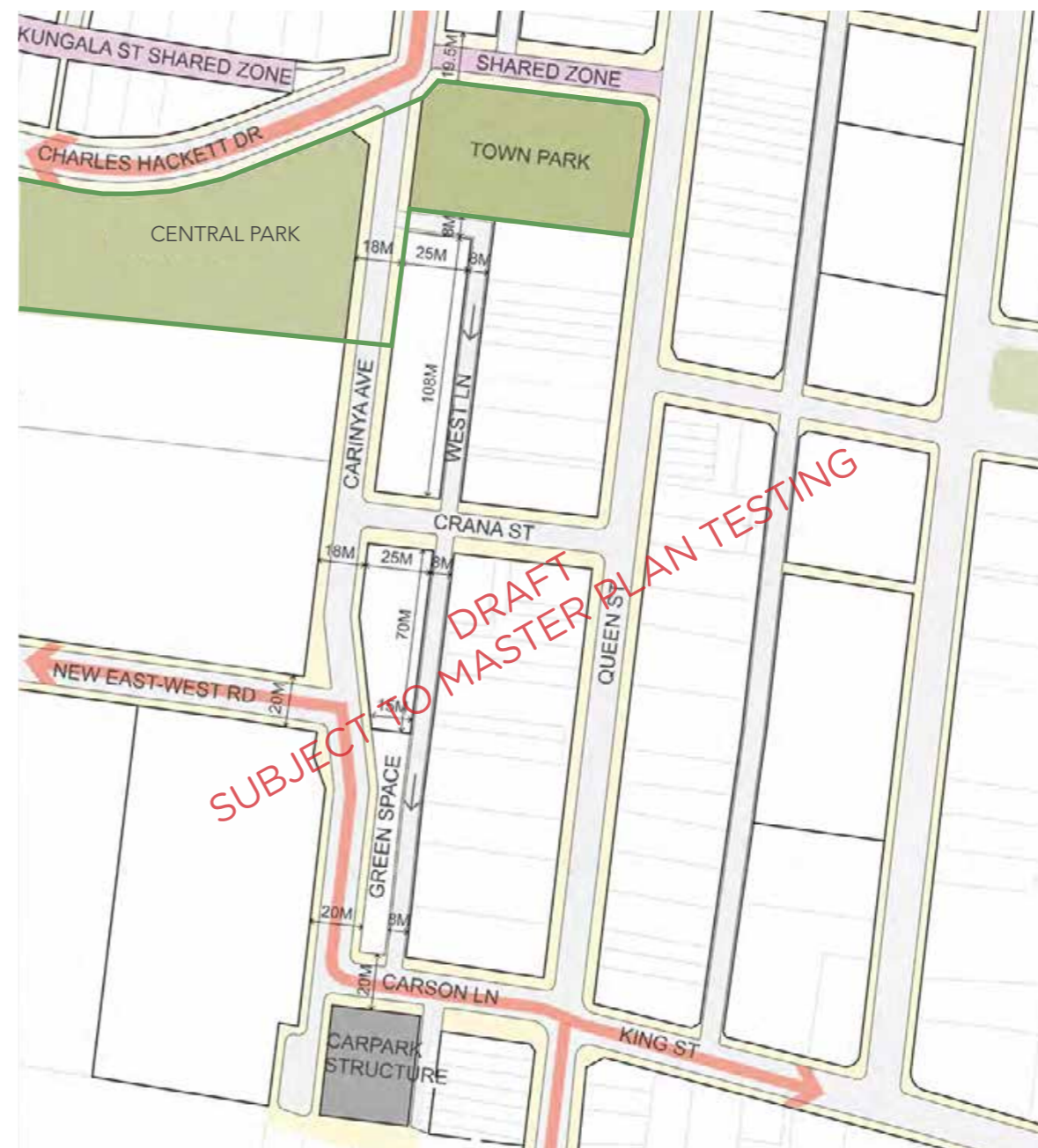
CARINYA AVENUE NORTH

As a long term proposition, Phillip Street will be extended westward and the portion of Carinya Avenue between Charles Hackett Drive and the extended Phillip Street will be widened to a 20m road. This will allow the transformation of Belar Street into a pedestrianised plaza with north-south service access across it. This is represented on Map 18.

However, to get to this point, a short to medium term solution for Carinya Avenue north is the use of Belar Street as a part of the vehicular movement network. This solution will continue to serve vehicular movement until Phillip Street’s westward extension gets realised. This is represented on Map 19.

Concept design, staging and delivery mechanisms for these street interventions will be subject to further analysis as part of the St Marys Town Centre Master Plan.

CARINYA AVENUE SOUTH - PROPOSED LONG TERM SOLUTION



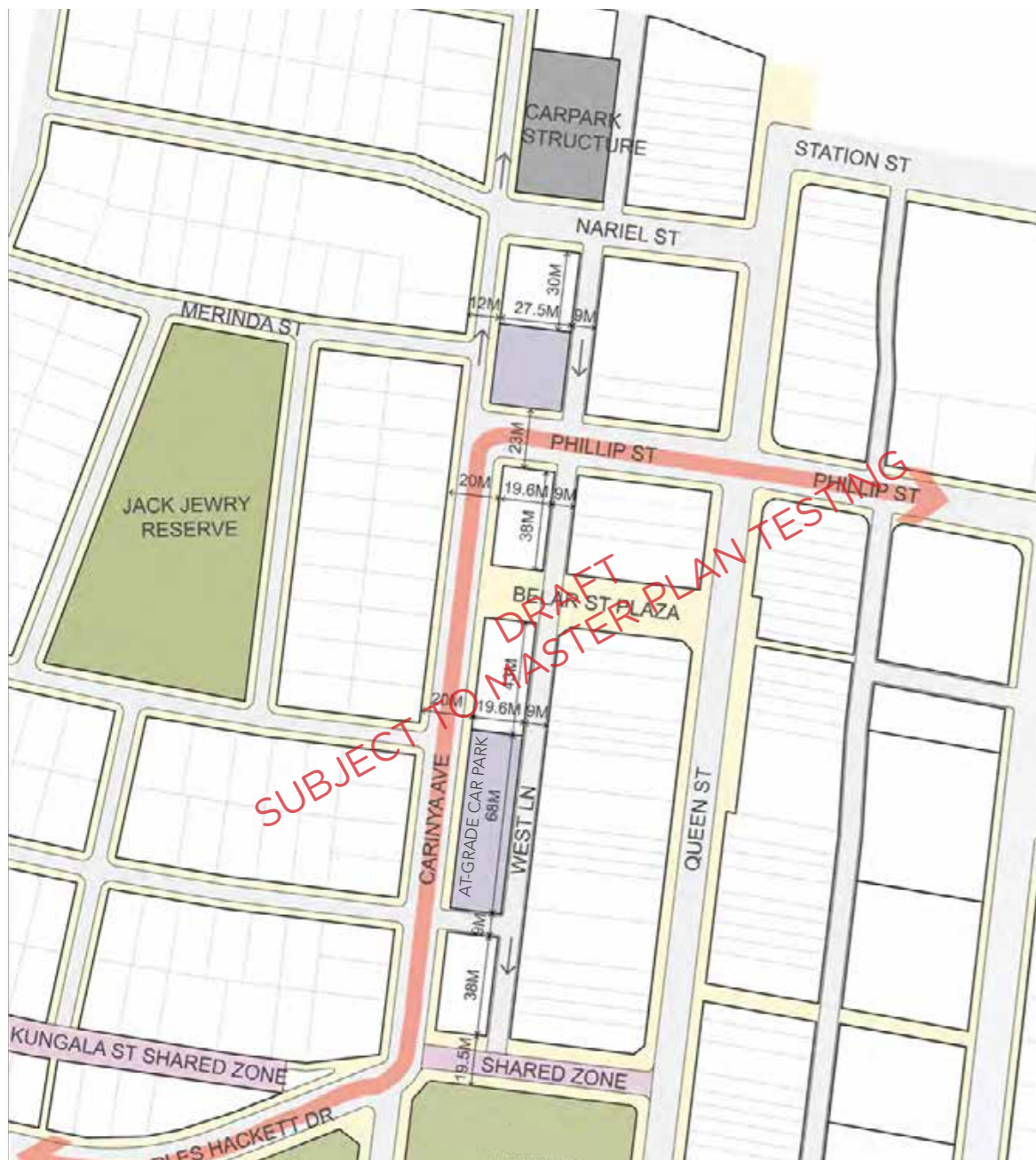
Map 17: Schematic plan showing Carinya Avenue between Charles Hackett Drive and the new east-west road as a 18m road with a development site to its east, and West Lane as a one-way 8m wide service access lane. This also shows Carinya Avenue south of the new east-west road as a 20m wide road connected to a widened Carson Lane



ST MARYS TOWN CENTRE WILL

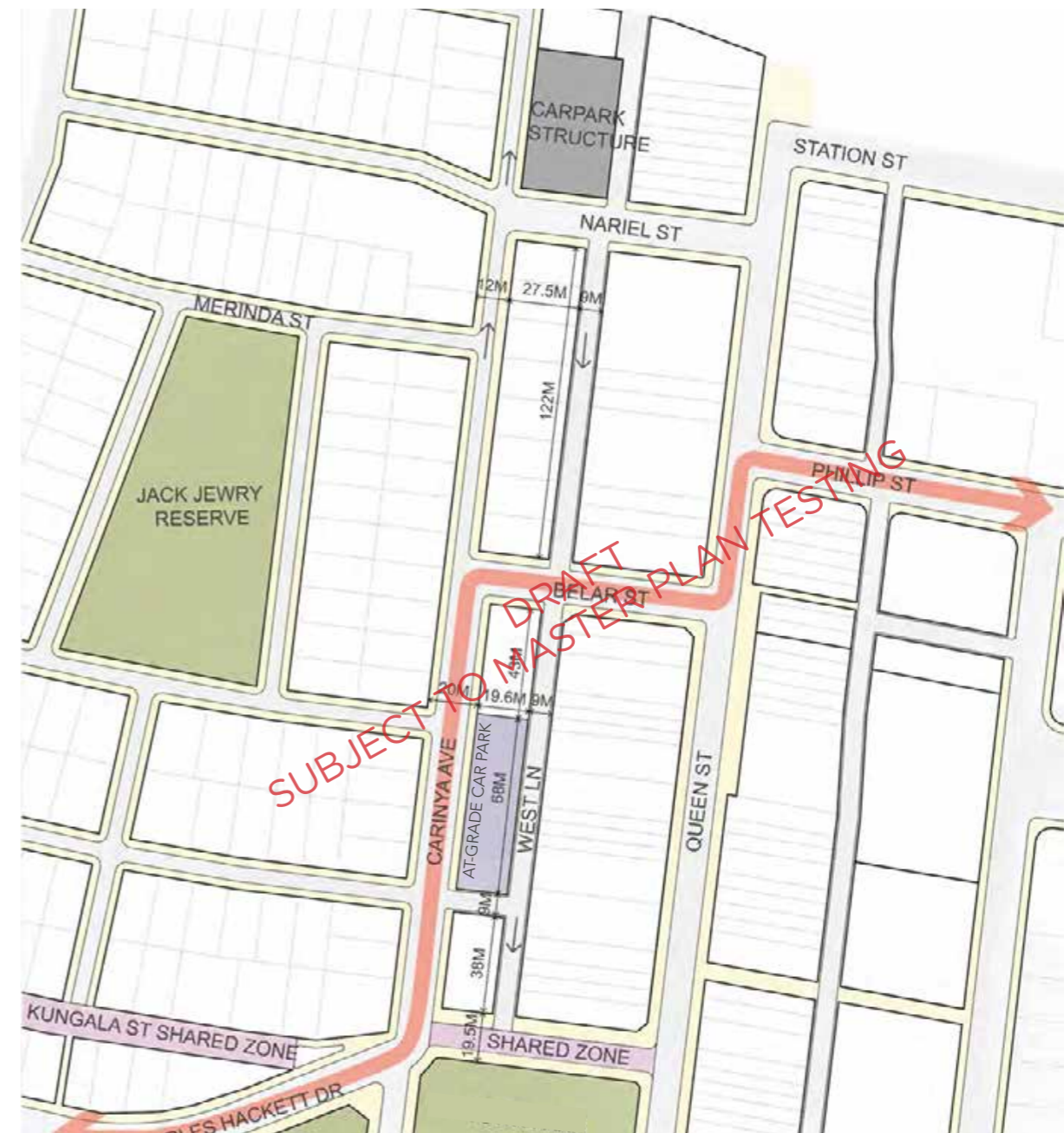
2 - HAVE A HUMAN-CENTRED STREET NETWORK BALANCING THE EFFICIENT MOVEMENT OF PEOPLE AND GOODS

CARINYA AVENUE NORTH - PROPOSED LONG TERM SOLUTION



Map 18: Schematic plan showing the westward extension of Phillip Street and the widening of Carinya Avenue between Charles Hackett Drive and Phillip Street extension to serve as a vehicular movement corridor

CARINYA AVENUE NORTH - PROPOSED SHORT TO MEDIUM TERM SOLUTION



Map 19: Schematic plan showing the widening of Carinya Avenue between Charles Hackett Drive and Belar Street, and the designation of Belar Street and a part of Queen Street as a vehicular movement corridor



ST MARYS TOWN CENTRE WILL

2 - HAVE A HUMAN-CENTRED STREET NETWORK BALANCING THE EFFICIENT MOVEMENT OF PEOPLE AND GOODS

DIRECTION 5.1: PLAN THE ROLE AND FUNCTION OF STREETS TO PRIORITISE PEDESTRIANS AND CYCLISTS OF ALL ABILITIES WHILE ENSURING THE EFFICIENT MOVEMENT OF PEOPLE AND GOODS

PUBLIC CAR PARKING CONSOLIDATION AND UPGRADES

The community of St Marys loves the convenience of parking however has also directed towards improving parking outcomes and ensuring parking supply is retained as St Marys grows. This direction proposes to better manage and consolidate the existing surface car parking in the Town Centre into dedicated multi storey parking structures in locations close to the vehicular movement network.

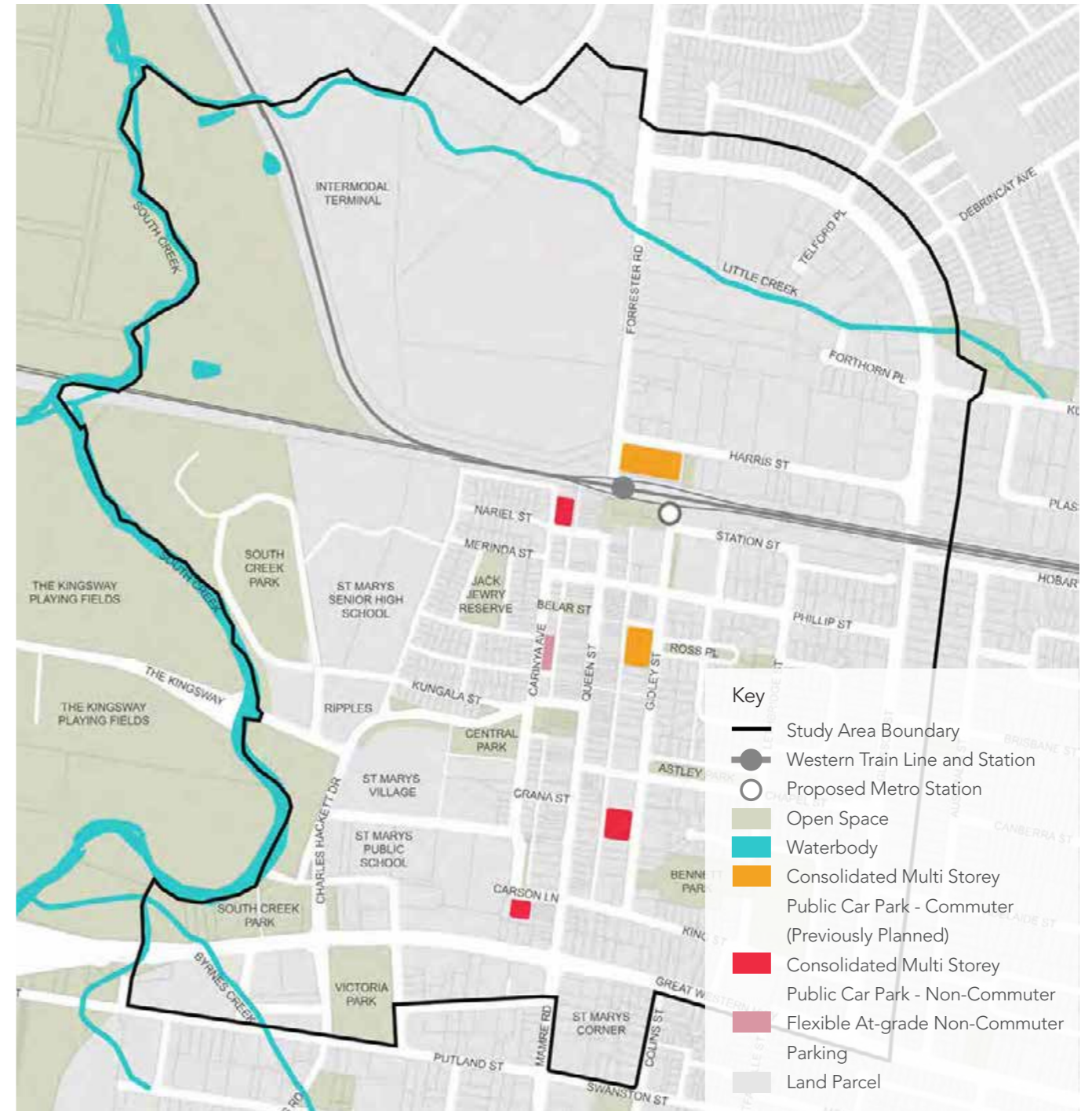
As per Map 20, three locations have been chosen for multi storey public car parks for non-commuter use - one to the north of Nariel Street, one to the south of Carson Lane and one in the existing Finlay Place car park site. Schematic ground floor plans representing preliminary thinking for the three multi storey parking structures is shown on page 69.

The car parking sites will retain the existing off-street car parking numbers and the convenience of parking in the Town Centre. At the same time, they will free up other Council owned lands that are currently used as at-grade car parks for more sustainable development outcomes.

The multi storey car parks in the centre should be designed as adaptable spaces, allowing their future transformation as needed. It will be important for the car parks to not negatively impact views to the Blue Mountains, promote quality building design outcomes and urban greenery (refer to Place Outcome 9).

It should be noted that the Town Centre will have two other multi storey car parking structures in addition to these three - one along Harris Street that has been expanded by TfNSW, and another commuter car park along Gidley Street, which received funding from the Australian Government and is currently under development by Council. These two commuter car parks were already planned for through different processes and do not form part of the initiatives of the Structure Plan.

This direction proposes to retain and upgrade an existing surface car-parking area along Carinya Avenue, north of Charles Hackett Drive. This car park will be designed as a flexible space that can be used for events, markets and other forms of temporary activation. The Structure Plan has directed the preparation of a car parking study for public and private parking to be done as part of the Master Plan.



Map 20: Proposed Public Car Parking Upgrades and Consolidation

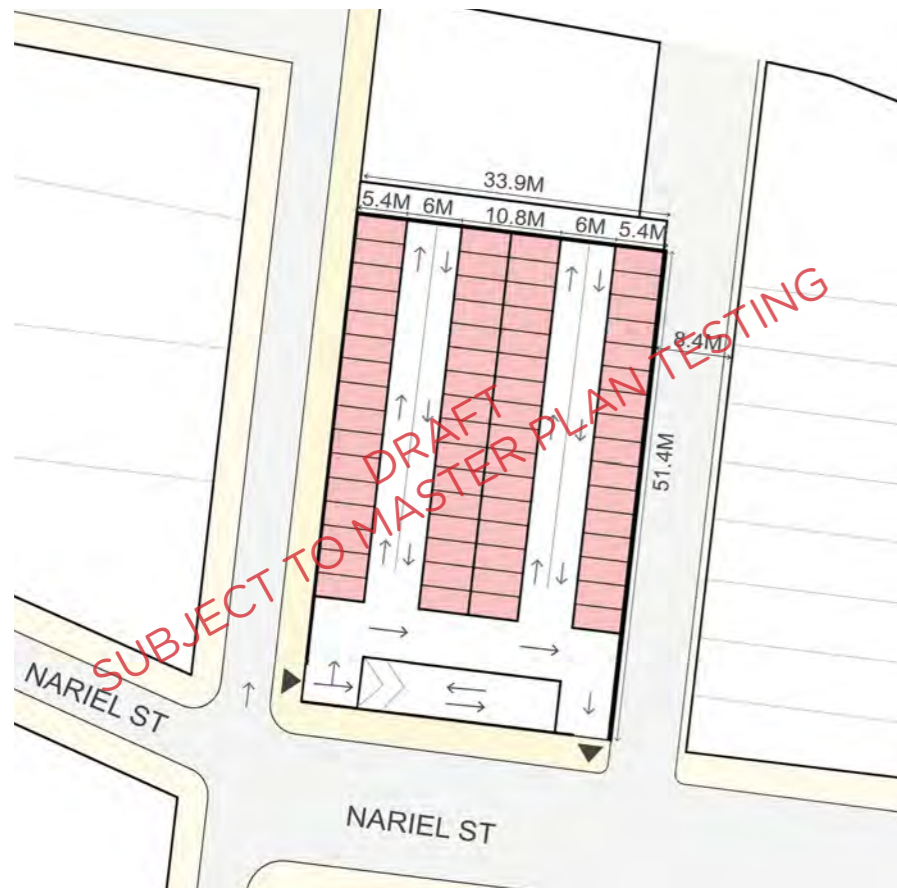




ST MARYS TOWN CENTRE WILL

**2 - HAVE A HUMAN-CENTRED STREET NETWORK
BALANCING THE EFFICIENT MOVEMENT OF PEOPLE
AND GOODS**

NARIEL STREET CONSOLIDATED CAR PARK



Map 21: Schematic ground floor plan of proposed consolidated car park north of Nariel Street for Town Centre visitors (non-commuter use)

- Existing at-grade car parks: 291 parking spaces across Kungala Place, Belar Place and Nariel Place
- Proposed consolidated car park structure:
 - 64 car parking spaces provided per floor
 - 5 storey building can accommodate 291+ spaces (no basement)

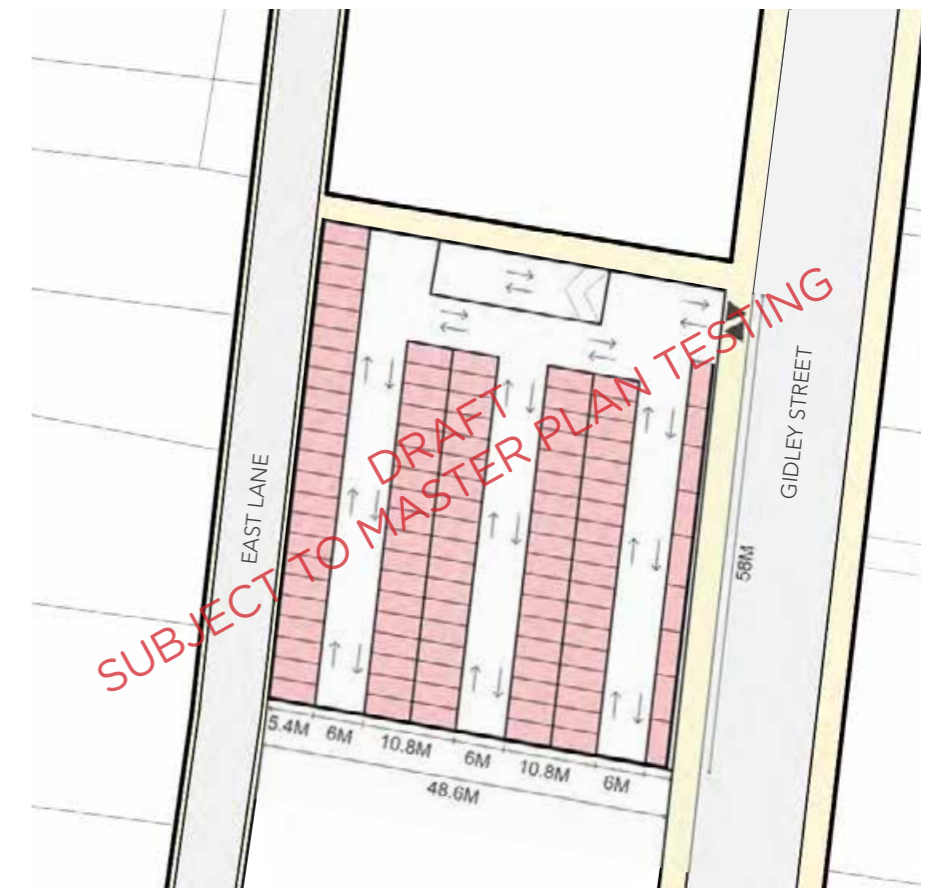
CARSON LANE CONSOLIDATED CAR PARK



Map 22: Schematic ground floor plan of proposed consolidated car park near Carson Lane for Town Centre visitors (non-commuter use)

- Existing at-grade car parks: 275 parking spaces across Kokoda Place, Bowlers Place and Carson Place
- Proposed consolidated car park structure:
 - 48 car parking spaces provided per floor
 - 6 storey building can accommodate 275+ spaces. Some levels could be underground

FINLAY PLACE CONSOLIDATED CAR PARK



Map 23: Schematic ground floor plan of proposed consolidated car park at Finlay Place for Town Centre visitors (non-commuter use)

- Existing at-grade car parks: 486 parking spaces across Beacroft Place and Finlay Place
- Proposed consolidated car park structure:
 - 104 spaces per floor
 - 5 storey building can accommodate 486+ spaces. Some levels could be underground



ST MARYS TOWN CENTRE WILL

2 - HAVE A HUMAN-CENTRED STREET NETWORK BALANCING THE EFFICIENT MOVEMENT OF PEOPLE AND GOODS

DIRECTION 5.1: PLAN THE ROLE AND FUNCTION OF STREETS TO
PRIORITISE PEDESTRIANS AND CYCLISTS OF ALL ABILITIES WHILE
ENSURING THE EFFICIENT MOVEMENT OF PEOPLE AND GOODS

DESIGNATING STREET FUNCTIONS

In line with the thinking around the peripheral vehicular movement network around the Town Centre Core, this direction has assigned 'movement' and 'place' functions to existing and new streets and roads in the Town Centre.

This has built upon the classification of streets as per the NSW Department of Planning & Environment's Movement and Place Framework. This direction has classified the streets and roads in the Town Centre as follows:

- **Main roads - type 1:** These are and will continue to be regional movement corridors that will also serve the movement of freight trucks (the Great Western Highway, Glossop Street and Forrester Road)
- **Main roads - type 2:** This category includes existing and new roads that are part of the proposed peripheral vehicular movement network around the Town Centre Core. They will serve both destination and through-vehicular traffic as well as bus movement (The Kingsway, Charles Hackett Drive, Carinya Avenue north, Phillip Street including its proposed westward extension, Gidley

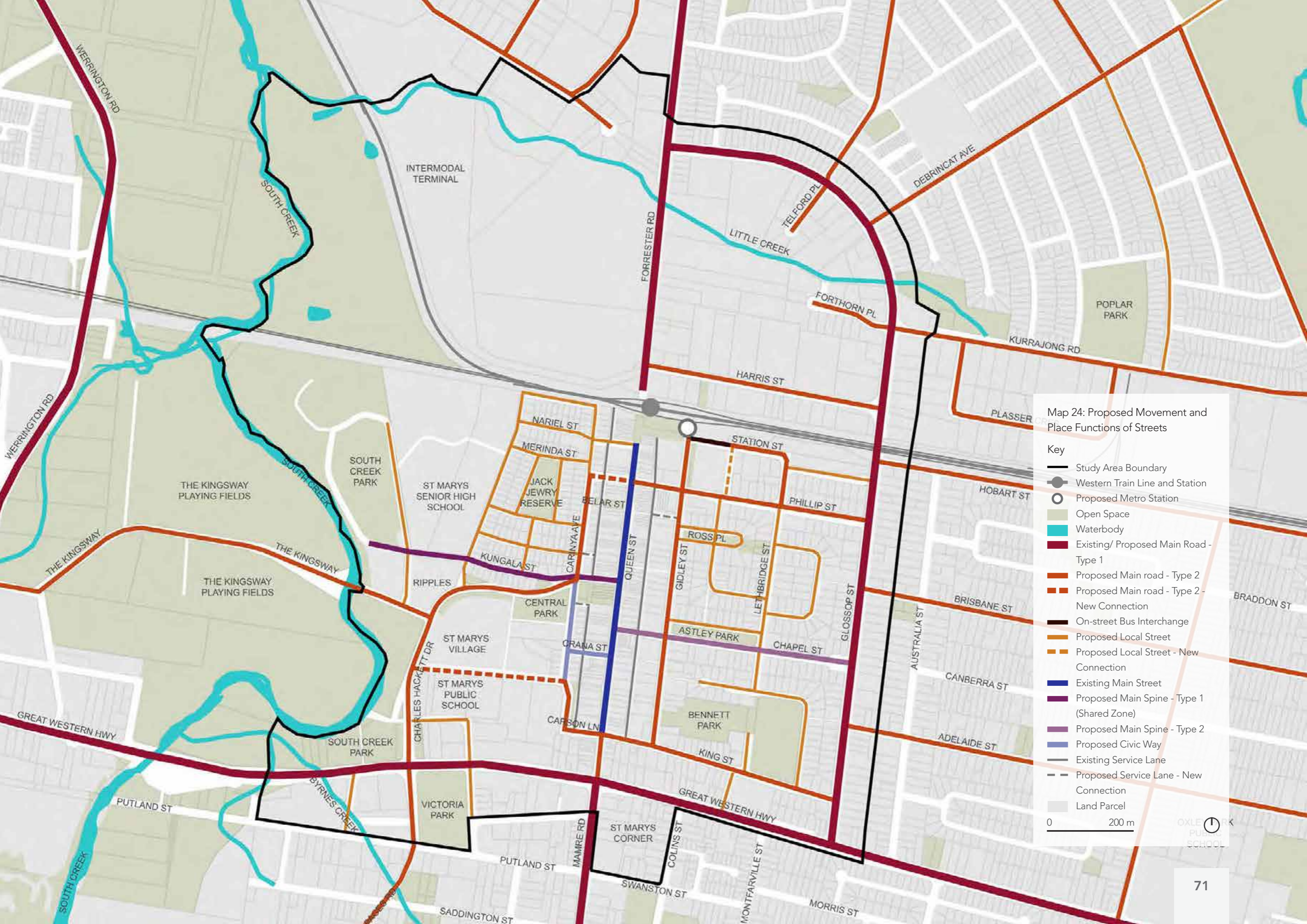
Street and its northward extension up to Station Street, King Street, proposed widened Carson Lane, Carinya Avenue south between the new east-west road and Carson Lane, the new east-west road and parts of Lethbridge Street and Queen Street)

- **Bus Interchange:** This will include an on-street bus interchange on Station Street between the northward extension of Gidley Street and the proposed northward extension of Blair Avenue (all delivered by Sydney Metro)
- **Main Street:** This includes Queen Street activity spine - a street with a high place function, flanked by ground floor retail and commercial activity as well as serving the movement of pedestrians and cyclists. It is proposed to have traffic calming treatments and a 30-40km/h speed limit
- **Main Spine - type 1:** This includes Kungala Street activity spine - which is proposed as a 10km/h shared zone where pedestrians, cyclists and vehicles will share the road space. This will be a key connection to South Creek from Queen Street

- **Main Spine - type 2:** This includes Chapel Street activity spine - which is proposed as a 30-40km/h slow and safe street environment linking the east of the Town Centre with Queen Street
- **Civic Way:** This includes Carinya Avenue between Charles Hackett Drive and the proposed new east-west road. This is proposed as a 30-40km/h slow and safe street environment flanked by civic uses. Its streetscape is proposed to make it feel like a 'street in the park'
- **Local streets:** This category includes the majority of the residential streets in the Town Centre. These are envisioned as slow-speed street environments serving local access for vehicles, pedestrians and cyclists as well as providing safe places to sit, meet neighbours and play
- **Service Lanes:** This category includes East Lane, West Lane and a few new proposed lanes. They will cater to the movement of vehicles but will predominantly serve as places for loading/ unloading goods, waste collection and WSUD features

ACTION FOR THE ST MARYS TOWN CENTRE MASTER PLAN:

- Prepare and implement an Integrated Street Network Plan that addresses street design, landscaping, WSUD, traffic and transport matters, a car parking study and bus network



Map 24: Proposed Movement and Place Functions of Streets

Key

- Study Area Boundary
- Western Train Line and Station
- Proposed Metro Station
- Open Space
- Waterbody
- Existing/ Proposed Main Road - Type 1
- Proposed Main road - Type 2
- Proposed Main road - Type 2 - New Connection
- On-street Bus Interchange
- Proposed Local Street
- Proposed Local Street - New Connection
- Existing Main Street
- Proposed Main Spine - Type 1 (Shared Zone)
- Proposed Main Spine - Type 2
- Proposed Civic Way
- Existing Service Lane
- Proposed Service Lane - New Connection
- Land Parcel

0 200 m



ST MARYS TOWN CENTRE WILL

2 - HAVE A HUMAN-CENTRED STREET NETWORK BALANCING THE EFFICIENT MOVEMENT OF PEOPLE AND GOODS

DIRECTION 5.2: CREATE AN INTEGRATED NETWORK OF WALKING AND CYCLING PATHS WITHIN THE ROAD RESERVE AND THROUGH-SITE LINKS TO ACHIEVE A 15-MINUTE CENTRE

This direction envisions the future St Marys Town Centre to offer a seamless network of walking and cycling paths connecting the key destinations within the Town Centre to their wider surroundings. This will encourage people living in a 15-minute catchment (5km radius) around the Town Centre to consider replacing their local car trips by walking/ bike/ e-bike journeys to go to work, for shopping or to catch public transport in St Marys.

This direction proposes to create an integrated network of walking and cycling routes, building upon the proposed green grid links, to connect key destinations within the St Marys Town Centre.

It responds to the need to improve permeability across barriers identified in the Town Centre such as the Great Western Highway, Glossop Street, the rail corridor, the industrial land to the north and the large school sites and South Creek Park to the west of Queen Street.

Proposed key routes for walking and cycling through the Town Centre are as follows:

EAST-WEST ROUTES

- an east-west regional bicycle route along the rail corridor to connect the train stations along the T1 Western line
- an improved east-west bicycle route from Oxley Park to St Marys along Adelaide Street, a section of Glossop Street and then along Chapel Street up to Queen Street
- two improved walking routes from Oxley Park to St Marys as follows:
 - a walking route along Adelaide Street connecting to Stapleton Parade through an existing but upgraded pedestrian path. This route will then connect to Gidley Street and further up to Queen Street through an existing lane and a proposed new through-site link
 - a walking link from Brisbane Street connecting through an existing but upgraded pedestrian path to Champness Crescent. This route will then traverse through a new open space to the east of Ross Place (refer to Place Outcome 5), and connect to Queen Street through an existing access easement and a new pedestrian through site link

- an eastward extension of the existing shared walking and cycling route along the Great Western Highway
- improved east-west connections between the main street and South Creek as follows:
 - a walking and bicycle route along the Kungala Street shared zone
 - a walking and bicycle route along Belar Street, Merinda/ Waratah streets and a future link to investigate through the St Marys Senior High School as part of the Master Plan in consultation with the school and School Infrastructure NSW
 - a walking and bicycle route along Crana Street and the new east-west road

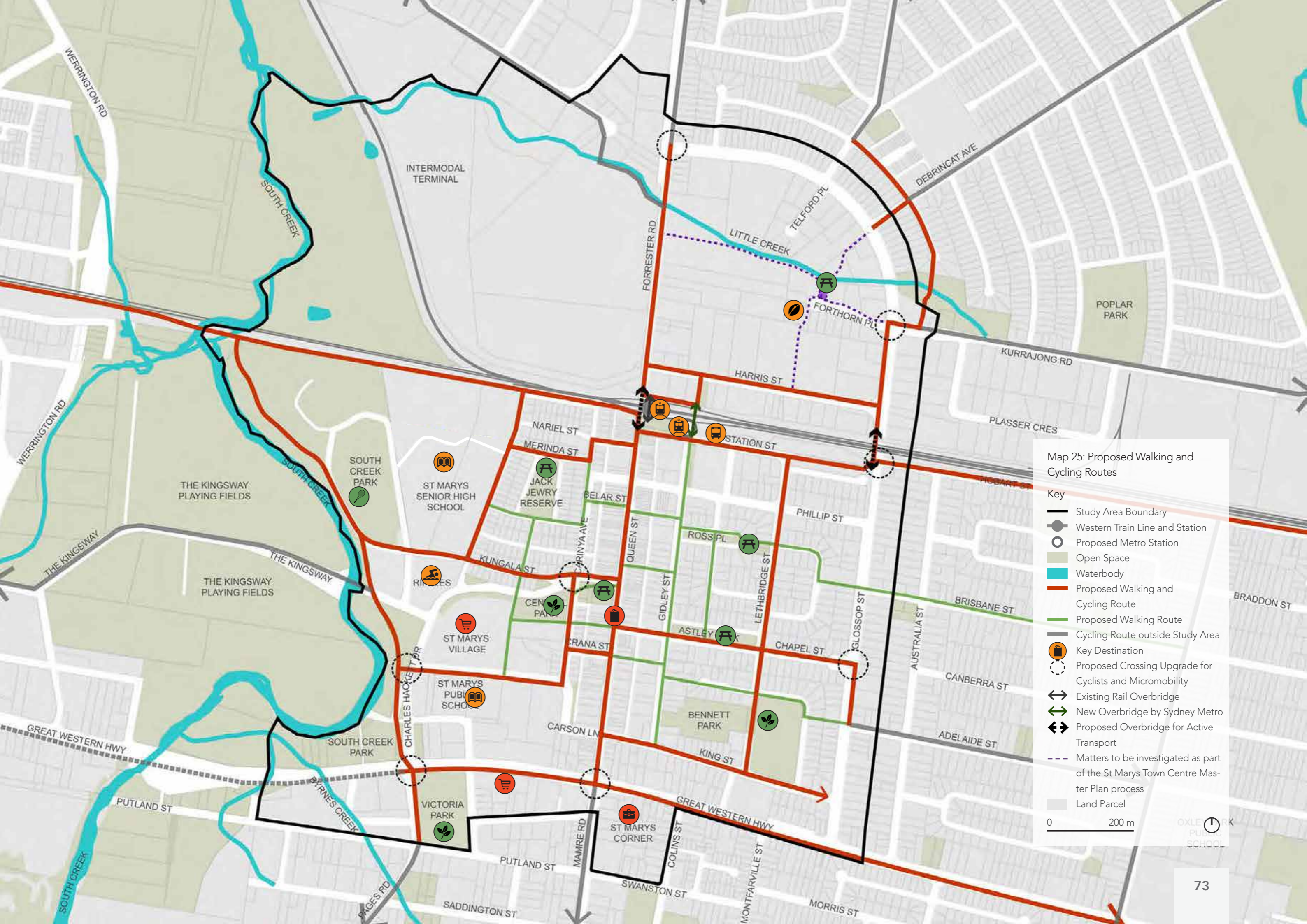
NORTH-SOUTH ROUTES

- an improved walking and bicycle route from North St Marys to St Marys Town Centre via Oleander Road, the open space at the corner of Glossop Street and Kurrajong Road, along Glossop Street, Harris Street and the proposed north-south overbridge at the transport interchange. An alternative for this route away from the busy Glossop Street, through the industrial area, is proposed to be investigated as part of the St Marys

Town Centre Master Plan, with additional technical studies and engagement

- a north-south walking and bicycle route along Queen Street, further connecting up to Forrester Road and beyond via a proposed cross-rail overbridge
- a north-south walking route connecting Jack Jewry Reserve and St Marys Public School through the Civic Heart Precinct
- a north-south walking and bicycle route along the eastern boundary of the St Marys Senior High School connecting to the regional bicycle route along the rail corridor
- a recreational walking and cycling route along South Creek connecting key destinations within the South Creek Park
- a north-south bicycle route along Lethbridge Street
- a north-south walking route connecting Ross Place and Astley Park through a re-aligned pedestrian path in the block north of Astley Park

This direction also proposes improvements to crossings along the key bicycle routes leading to the centre, including cross-rail overbridges, to enhance the experience of safe and seamless cycling.



Map 25: Proposed Walking and Cycling Routes

Key

- Study Area Boundary
- Western Train Line and Station
- Proposed Metro Station
- Open Space
- Waterbody
- Proposed Walking and Cycling Route
- Proposed Walking Route
- Cycling Route outside Study Area
- Key Destination
- Proposed Crossing Upgrade for Cyclists and Micromobility
- Existing Rail Overbridge
- New Overbridge by Sydney Metro
- Proposed Overbridge for Active Transport
- Matters to be investigated as part of the St Marys Town Centre Master Plan process
- Land Parcel

0 200 m



ST MARYS TOWN CENTRE WILL

2 - HAVE A HUMAN-CENTRED STREET NETWORK BALANCING THE EFFICIENT MOVEMENT OF PEOPLE AND GOODS

DIRECTION 5.2: CREATE AN INTEGRATED NETWORK OF WALKING AND CYCLING PATHS WITHIN THE ROAD RESERVE AND THROUGH-SITE LINKS TO ACHIEVE A 15-MINUTE CENTRE

To support bicycle movement within and beyond the St Marys Town Centre, this direction has proposed a hierarchy of bike paths in and around the Town Centre including separated bike paths for rapid connectivity to the transport hub; and shared paths, shared zones and quietways for low-speed, local and recreational cycling.

The determination of which routes need a physical separation or can be shared with other modes is based upon the function of that route (recreational vs. utilitarian) and the expected pedestrian, vehicular and/or freight movement (if any) on that route.

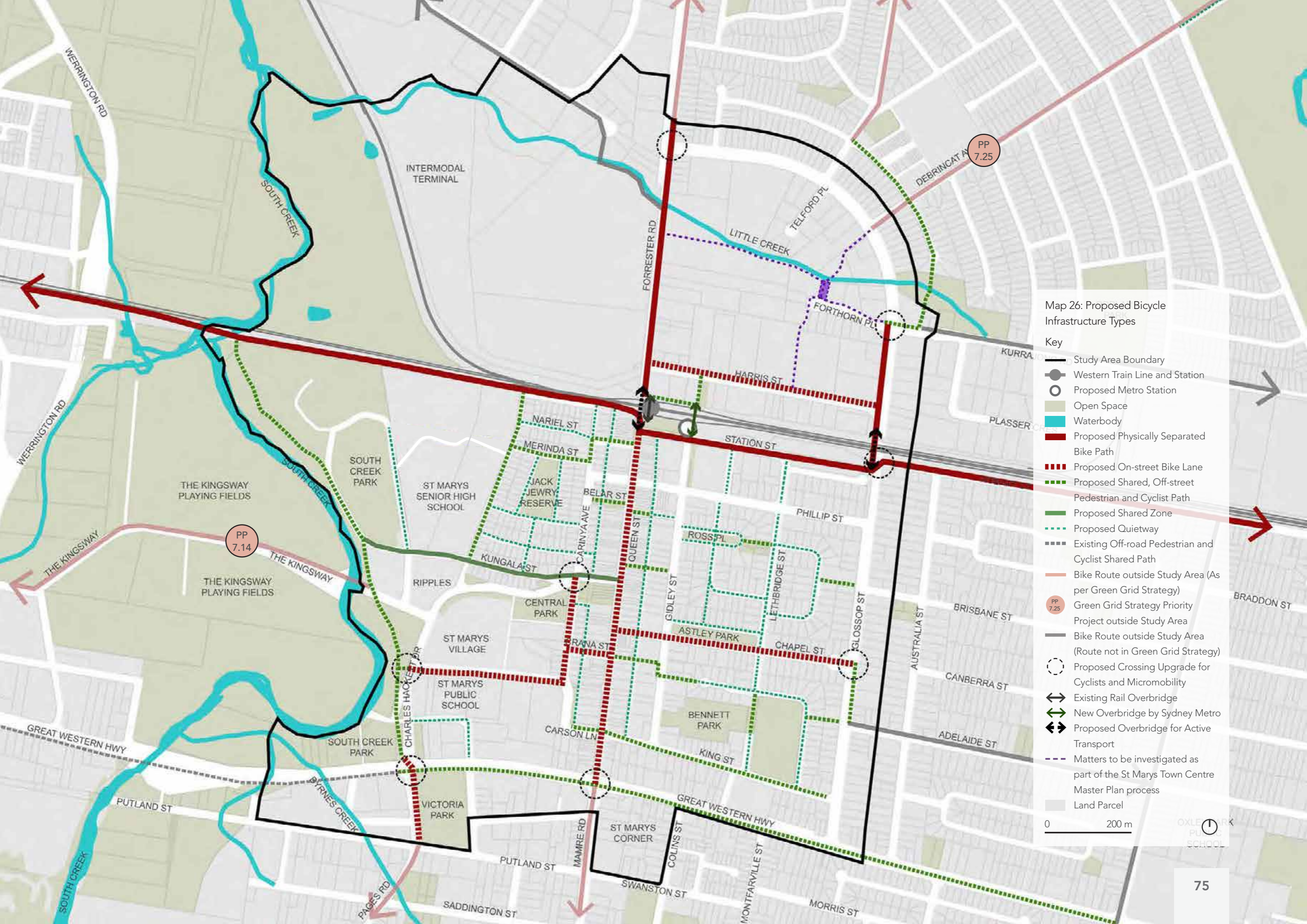
Accordingly, this direction has proposed the following types of infrastructure for bike routes in the Town Centre, built upon the classification of cycleways in the NSW Government Cycleway Toolbox:

- **Physically Separated Bike Path:** This includes paths that are dedicated to rapid bicycle movement, physically separated from footpaths and vehicular movement. In the Town Centre, such infrastructure is proposed along the rail corridor, along Forrester Road and a section of Glossop Street. These will be key paths for accessing the transport interchange

- **On-street Bike Lane:** This category includes demarcated painted bicycle lanes on streets that are meant for bicycle use only. However, cars can enter these lanes when turning into an intersecting street or accessing a property along the street. Such infrastructure in the St Marys Town Centre is proposed along Queen Street, Harris Street, Carinya Avenue south, Crana Street, the new east-west road and Chapel Street; to enable access to major destinations
- **Shared, Off-street Pedestrian and Cyclist Path:** This includes paths that are shared between cyclists and pedestrians; and are meant for slower cycling/ for non-confident riders. A network of such infrastructure is proposed in the Town Centre, with key paths being along the South Creek, King Street, the Great Western Highway, and potential future links to investigate through the Master Plan such as links through the industrial lands and the St Marys Senior High School
- **Shared Zone:** Kungala Street is proposed as a shared zone with a 10km/h traffic speed limit. It will enable safe and comfortable access to South Creek from the main street for pedestrians and cyclists
- **Quietway:** All the local streets and service lanes in the Town Centre that do not have the bicycle infrastructure types outlined above are designated as quietways. These are slow speed residential and commercial streets with painted symbols indicating that cyclists and vehicles have to share the road space

This direction also envisions the provision of protected crossings for bicycles across major roads and bike parking as well as other end-of-trip facilities at key destinations. This will be detailed further in the St Marys Town Centre Master Plan.

The proposed walking and cycling paths in the Town Centre are consistent with Council's adopted Green Grid Strategy, except along Glossop Street, Charles Hackett Drive and Carinya Avenue north of Charles Hackett Drive which have been designated as major vehicular movement routes (based on place-based 'movement and place' thinking).



Map 26: Proposed Bicycle Infrastructure Types

- Key**
- Study Area Boundary
 - Western Train Line and Station
 - Proposed Metro Station
 - Open Space
 - Waterbody
 - Proposed Physically Separated Bike Path
 - Proposed On-street Bike Lane
 - Proposed Shared, Off-street Pedestrian and Cyclist Path
 - Proposed Shared Zone
 - Proposed Quietway
 - Existing Off-road Pedestrian and Cyclist Shared Path
 - Bike Route outside Study Area (As per Green Grid Strategy)
 - Green Grid Strategy Priority Project outside Study Area
 - Bike Route outside Study Area (Route not in Green Grid Strategy)
 - Proposed Crossing Upgrade for Cyclists and Micromobility
 - Existing Rail Overbridge
 - New Overbridge by Sydney Metro
 - Proposed Overbridge for Active Transport
 - Matters to be investigated as part of the St Marys Town Centre Master Plan process
 - Land Parcel

0 200 m

OXLEY PARK PUBLIC SCHOOL



ST MARYS TOWN CENTRE WILL

2 - HAVE A HUMAN-CENTRED STREET NETWORK BALANCING THE EFFICIENT MOVEMENT OF PEOPLE AND GOODS

DIRECTION 6: DESIGNATE PLACE-SENSITIVE LOCAL BUS ROUTES AND IMPROVE OVERALL BUS NETWORK EFFICIENCY, CAPACITY AND FREQUENCY

Buses are a key mode for bringing people to the St Marys Town Centre from its surrounding satellite suburbs. However, there is an intention to re-align the current bus route in order to protect the place amenity of Queen Street while retaining the efficient movement of buses and passengers.

As St Marys grows and the new metro station is realised, it will be important to enhance bus access including increasing both the capacity and the frequency of regional bus services to the Town Centre to support customers living and working in St Marys; as well as to encourage an increased uptake of public transport among the community.

RE-ALIGNMENT OF LOCAL BUS MOVEMENT

The movement of buses along Queen Street negatively impacts its place amenity, particularly in the section north of Charles Hackett Drive. As per the analysis in the 'Understanding St Marys - Background Evidence Report', several bus routes run along this northern portion of Queen Street. However, this section of the street only has one bus-stop each on either side of the street.

In alignment with the 'movement and place' thinking proposed for the Town Centre, this direction proposes to re-route the local bus routes along the peripheral movement network (Direction 5.1) to enhance the efficient operation of bus movements around the Town Centre Core. This is subject to the delivery of the proposed peripheral vehicular movement network and discussions with Transport for New South Wales and bus operators.

The movement of buses along Charles Hackett Drive will be retained as is, however instead of connecting up to Queen Street, buses would be diverted along a widened Carinya Avenue north of Charles Hackett Drive. This route would then join up to Queen Street and Phillip Street via a new westward extension of Phillip Street in the long term (refer to Direction 5.1).

Buses along the highway are proposed to continue accessing Queen Street from the south. However, these will then turn onto King Street and then move up north along Gidley Street and the northward Gidley Street extension to access the on-street bus interchange on Station Street.

The section of Station Street between Gidley Street and Lethbridge Street is proposed to be a bus-only zone. Private vehicular access to the block to the south of Station Street is proposed to be via Lethbridge Street and the northward extension of Blair Avenue delivered by Sydney Metro.

IMPROVING THE FREQUENCY OF REGIONAL BUS SERVICES

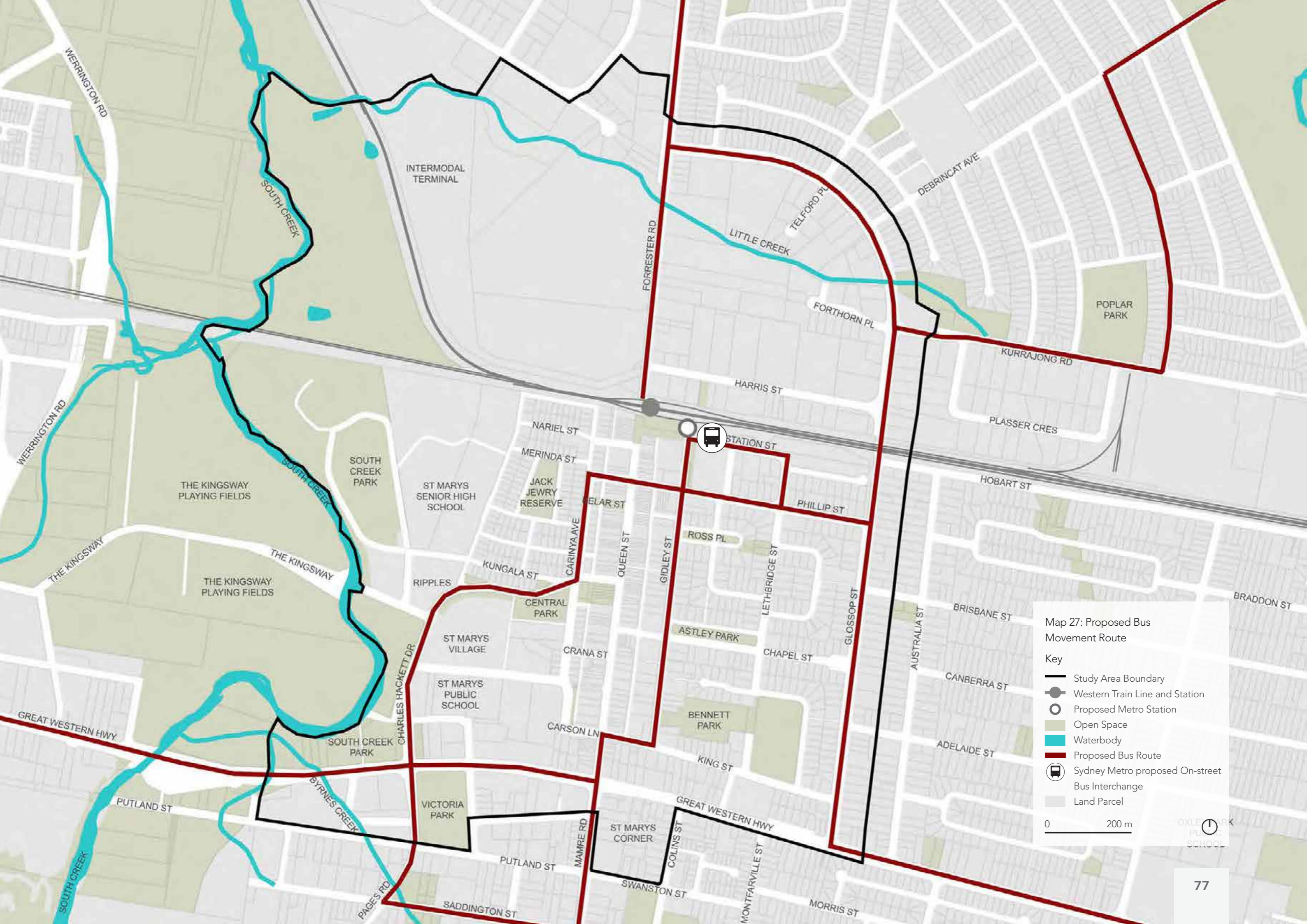
This direction proposes Council to advocate the NSW Government and bus operators to deliver high-frequency regional bus connectivity between St Marys Town Centre and its surrounding suburbs. It includes an east-west rapid bus linking The Quarter and St Marys Town Centre. This is in response to the improvements suggested to bus services by the community of St Marys.

The objectives for the same are:









- Improve 30-minute access to meet the NSW Government's objective for a 30-minute city
- Facilitate and encourage modal shift, reducing private vehicle use and increasing uptake of public transport

ACTION FOR THE ST MARYS TOWN CENTRE MASTER PLAN:

- Discuss with, and advocate to, the NSW Government for a review of the regional bus network to develop a plan to increase Bus Network Capacity to support customers living and working in St Marys
- Discuss with, and advocate to, the NSW Government and bus operators the delivery of high-frequency regional bus connectivity between suburbs and the Town Centre
- Discuss with the NSW Government and bus operators the proposed re-alignment of bus routes to both enhance bus access to St Marys through improving efficient movement of buses while supporting the vibrancy and accessibility of the centre
- Discuss with, and advocate to, the NSW Government to deliver the east-west rapid bus route



Map 27: Proposed Bus Movement Route

- Key
-  Study Area Boundary
 -  Western Train Line and Station
 -  Proposed Metro Station
 -  Open Space
 -  Waterbody
 -  Proposed Bus Route
 -  Sydney Metro proposed On-street Bus Interchange
 -  Land Parcel

0 200 m

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ST MARYS TOWN CENTRE WILL

2 - HAVE A HUMAN-CENTRED STREET NETWORK BALANCING THE EFFICIENT MOVEMENT OF PEOPLE AND GOODS

DIRECTION 7: ADVOCATE THE DELIVERY OF THE WERRINGTON ARTERIAL STAGE 2

This direction envisions the realisation of the Werrington Arterial Stage 2, a key upgraded road connection that would serve as an alternative freight route to access the industrial lands and the Intermodal Freight Hub in St Marys. This connection would not only improve access for freight trucks but also enhance the safety and amenity of Forrester Road and Glossop Street for pedestrians and cyclists moving between the transport interchange and North St Marys.

The St Marys Intermodal State Significant Development (SSD) Assessment Report (May 2020) for the Intermodal Freight Hub revealed that the proposal would generate a daily maximum of 436 heavy vehicle movements in and out of the freight hub. The approved route for container trucks to access the hub currently is Forrester Road - Glossop Street - the Great Western Highway - Mamre Road, with heavy vehicle access being at the southern end of Forrester Road, near the St Marys train station.

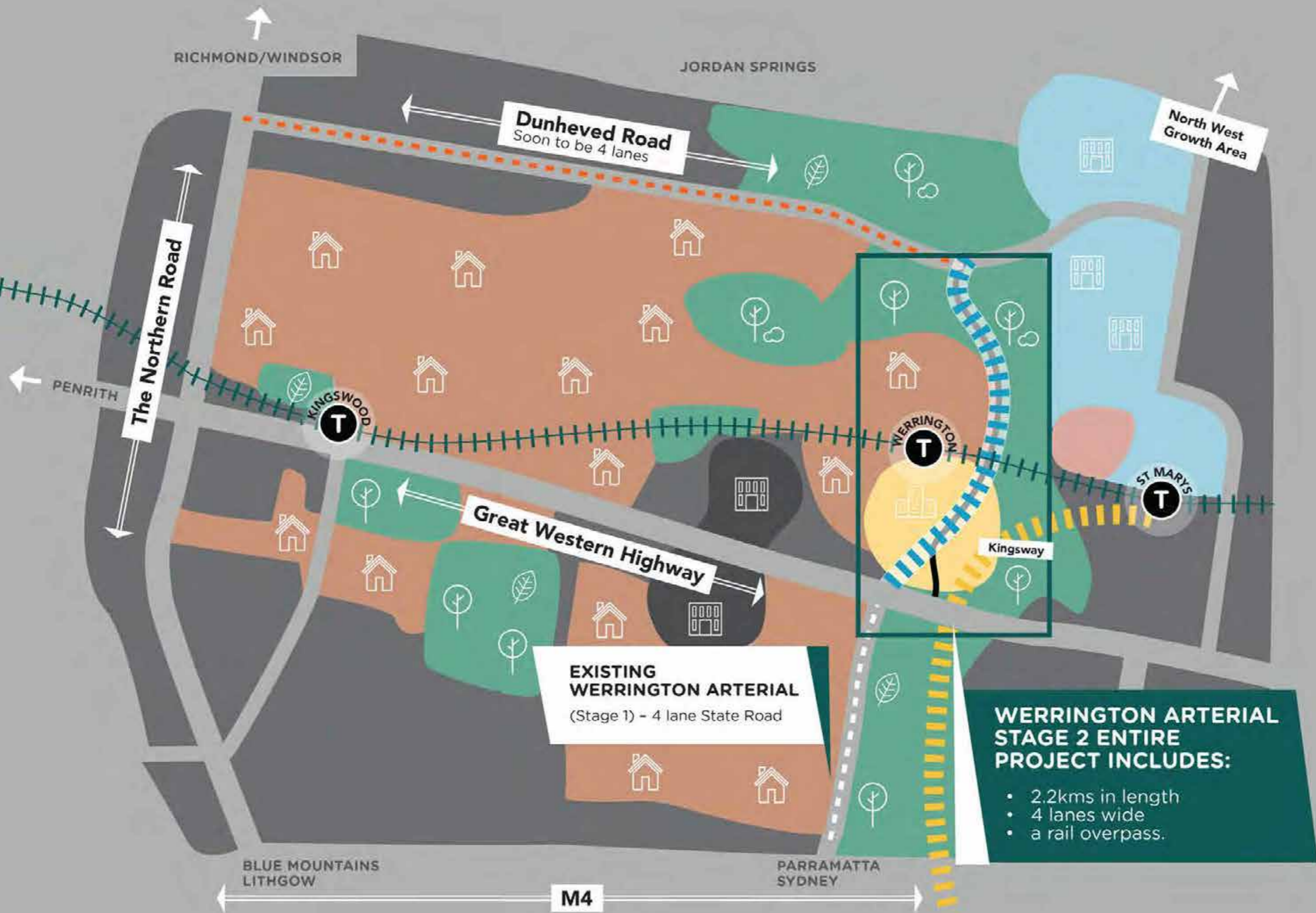
This may significantly impact the amenity and safety of vulnerable road users to the north of the train station near the heavy vehicle access to the hub. This direction responds to the need to improve the safety of these users.

Council has been advocating for the Werrington Arterial Stage 2 upgrade, which would see the local Werrington Road (outside the St Marys Town Centre) upgraded to a State Arterial Road, connecting the Werrington Arterial Stage 1 with the soon to be upgraded Dunheved Road (see Map 28). This connection would remove the high number of traffic movements including heavy vehicles from local roads and create more efficient access to the M4 Motorway from the North West Growth Area and the St Marys industrial area. It will be an important project providing an alternative to the current freight movement within the St Marys Town Centre.

The NSW Government recently announced \$3 million towards planning for the Werrington Arterial Stage 2, with the Australian Government providing an additional \$3 million. This funding is for a Strategic Business Case, which will provide the strategic design, economic assessment and early cost estimation to inform an investment decision on a Final Business Case.

ACTION FOR COUNCIL

- Work with TfNSW on a strategic business case for the Werrington Arterial Stage 2 funded by the NSW and Australian Governments



KEY

Green Space	Seeking Funds	Train Line - Main Western Line
Housing	Upgrade Delivered	Werrington Road (local inadequate road).
School Precinct	University	Dunheved Business Park
Work Underway	New Metro Line to Airport	St Marys Intermodal

Map 28: Werrington Arterial Stage 2 (Source: Penrith City Council Advocacy Priorities, 2021)



ST MARYS TOWN CENTRE WILL

3 - BE A CENTRE FOR EMPLOYMENT GROWTH

By 2041, St Marys Town Centre will have transformed into a vibrant strategic centre with a diverse economic offering and over two and a half times the number of jobs it offered in 2016.

St Marys will strengthen and promote its well-loved retail and service based main street economy as well as retain and enhance its thriving industrial precinct. By 2041, St Marys Town Centre will be home to commercial office spaces; professional, knowledge and innovation businesses as well as tourism, entertainment and night time economy based businesses building upon its proximity to the Western Sydney International Airport and Aerotropolis.

DIRECTION 8: PROVIDE UP TO 9,100 JOBS IN ST MARYS TOWN CENTRE BY 2041

DIRECTION 9: ATTRACT NEW BUSINESSES AND DIVERSIFY THE DAY AND NIGHT ECONOMY

DIRECTION 10: PRESERVE AND ENHANCE THE ROLE OF THE DUNHEVED BUSINESS PARK PRECINCT



ST MARYS TOWN CENTRE WILL

3 - BE A CENTRE FOR EMPLOYMENT GROWTH

DIRECTION 8: PROVIDE UP TO 9,100 JOBS IN ST MARYS TOWN CENTRE BY 2041

This direction proposes to intensify areas close to the transport interchange, leveraging investment in the metro station and efficient public transport connection to the Western Sydney Airport and Aerotropolis. Council projections provide low to high job growth scenarios, indicating the need to provide an additional 2,100 to 5,600 jobs in St Marys Town Centre by 2041, making the total job target range 5,600 to 9,100* (refer to section 'Planning for a Growing Population'). This direction will lead St Marys Town Centre towards becoming a new employment hub in the Western Parkland City.

The intent of this direction is to promote economic prosperity of the Town Centre and its people. It thereby proposes to intensify local economic activity and drive jobs growth. Map 29 shows the areas of proposed commercial intensification in two precincts - the Commercial Core Precinct and the Arrival and Interchange Precinct. This map also shows an area to the south of Harris Street to further investigate the desired future character for employment-generating uses.

The aim of commercial intensification as indicated on Map 29 is to safeguard the growth of employment floor space. Any

increase in built form height and Floor Space Ratio (FSR) (to be tested further in the Master Plan) will be conditional upon the delivery of employment floor space. The Structure Plan aims to preserve the thriving industrial lands to the north of the rail line and to improve the walkability and amenity of this area to attract workers. This is discussed further in Direction 10.

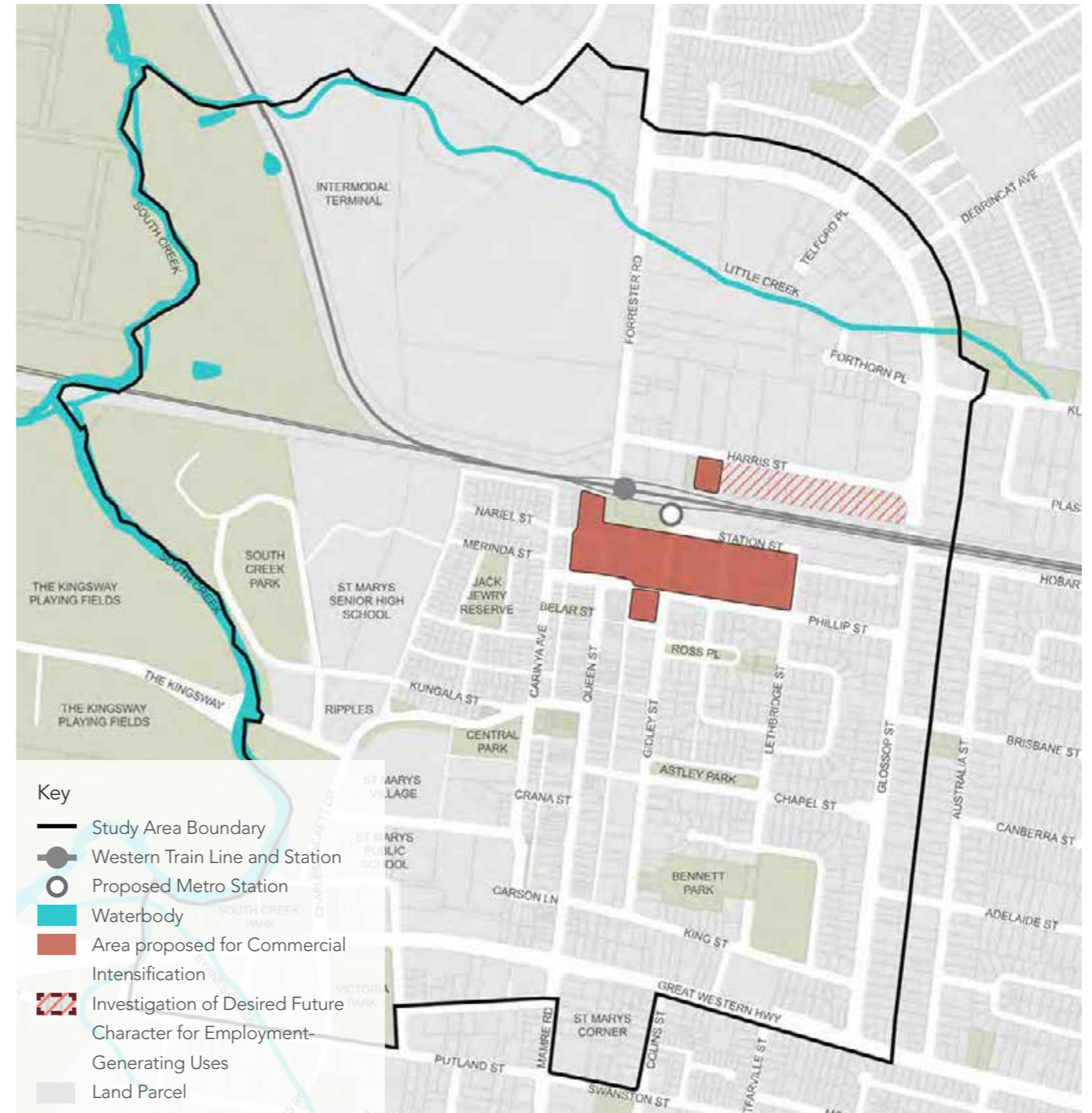
Employment will also be provided in other precincts such as the Retail & Eat Street Living, Civic Heart, Highway Commercial and Entertainment, in Ripples and in the Education precincts (Refer to Map 30).

OBJECTIVES FOR FURTHER ECONOMIC INITIATIVES:

- Promote economic resilience and a circular economy approach through best practice and innovation
- Support vulnerable people and people with disability through improved pathways for employment

ACTION FOR THE ST MARYS TOWN CENTRE MASTER PLAN:

- Review and refine the proposed range of job numbers based on the new 2021 Census data and additional urban design studies



Map 29: Proposed Areas for Commercial Intensification & Future Investigation of Character



*Note: Refinements to job projections for St Marys Town Centre will be undertaken as part of the St Marys Town Centre Master Plan



3 - BE A CENTRE FOR EMPLOYMENT GROWTH

DIRECTION 9: ATTRACT NEW BUSINESSES AND DIVERSIFY THE DAY AND NIGHT ECONOMY

This direction envisions St Marys Town Centre to have a range of 'economy-focussed' precincts. These distinct precincts will allow the Town Centre to evolve and diversify its economic base to be more resilient into the future. The direction responds to the community's aspiration for a future Town Centre that offers a range of dining options and an improved and diverse shopping and entertainment experience.

The direction proposes six key employment precincts south of the rail line and two to the north as illustrated in Map 28. The Dunheved Business Park Precinct north of the rail line is covered in the following pages. Economic activity within the other six precincts is as follows:

- **Arrival & Interchange Precinct:** a 24x7 precinct with potential commercial/cultural uses north of the train line to complement the industrial activity, create a transition across the north and south of the rail corridor and enable ground level activation at the metro station entry
- **Commercial Core Precinct:** a key day-and-night commercial hub with supporting uses that improve economic diversity, affordability and contribute to the prosperity of the centre. The precinct

will operate as a commercial, service and tourism destination, leveraging upon the investment in the metro, to service future visitation from international, regional or interstate customers. It will be a location for professional, knowledge, research, and innovation businesses, and will allow provisions for office spaces, short term accommodation (commercial 4-5 star) and a new supermarket. Proposed intensification in this precinct will be conditional upon the delivery of non-residential floor space and subsidised floor space for not-for-profit organisations, public benefit, high amenity/design quality and environmental sustainability

- **Retail & Eat Street Living Precinct:** a destination place for the community to shop, dine, access services, gather and socialise, leveraging upon the growing 'foodie' culture. This will be a precinct with a thriving retail, makerspace/creative and dining-focused economy ('eat street'), supported by complementary uses, such as residential and office spaces. The precinct will be a day and night 'mixed-use' precinct, offering opportunity to provide more outdoor dining in proximity of key destinations

- **Civic Heart Precinct:** a mixed-use precinct with a new Community Hub/new Library. St Marys Central Park and the St Marys Village shopping centre, mixed with residential development. The economic focus of this precinct will be on retail, hospitality and community services as well as events and entertainment
- **Education Precincts:** precincts comprising of school infrastructure - the St Marys Senior High School and the St Marys Public School, offering jobs in teaching and administration
- **South Creek Park Precinct (Ripples):** aquatic and leisure centre offering programs/ services and jobs related to health, fitness and education
- **Highway Commercial & Entertainment Precinct:** a precinct supporting the continued use of well-functioning facilities at the St Marys Corner and existing entertainment venues, retail and community services; and encouraging the provision of subsidised office spaces for not-for-profit organisations and businesses that benefit from easy access to a major road/movement corridor

ACTION FOR THE ST MARYS TOWN CENTRE MASTER PLAN:

- Develop and implement an Economic Feasibility & Market Analysis Study to guide built form intensification refinements
- Undertake built form testing to inform proposed maximum building heights and floor space ratios. Testing to ensure controls are feasible and promote human-scale development, solar access, high amenity, design quality and public benefit

ACTION FOR COUNCIL:

- Advocate for government jobs to be located in the Town Centre
- Assist local businesses to investigate circular economy opportunities
- Deliver 'Buy Local' campaigns and initiatives to strengthen local supply chains
- Explore opportunities to support the efforts to produce, source, re-purpose and manufacture locally
- Work with St Marys Town Centre Corporation to deliver capacity building programs and investigate/initiate access audits to future proof businesses
- Develop visitor economy opportunities tapping onto cultural and heritage assets



Map 30: Proposed Employment Precincts

Key

- Study Area Boundary
- Western Train Line and Station
- Proposed Metro Station
- Waterbody
- Dunheved Business Park
- Commercial Core
- Retail & Eat Street Living
- Civic Heart
- South Creek Park (Ripples)
- Arrival & Interchange
- Education
- Highway Commercial & Entertainment
- Land Parcel

0 200 m

OXLEY PARK PUBLIC SCHOOL



3 - BE A CENTRE FOR EMPLOYMENT GROWTH

DIRECTION 10: PRESERVE AND ENHANCE THE ROLE OF THE DUNHEVED BUSINESS PARK PRECINCT

This direction envisions the thriving industrial area in North St Marys to be preserved and its amenity enhanced to continue serving as a key revenue and employment generating precinct.

Council’s endorsed Employment Lands Strategy recognises the area north of the rail line in St Marys as one of five primary industrial precincts in Penrith LGA. The Western City District Plan (2018) mentions the importance of retaining and managing existing industrial and urban services land (including the lands in St Marys) to safeguard it from competing pressures, especially residential and mixed-use zones. It states that these lands are specifically required for economic and employment purposes; and that their objectives should focus on a mix of economic outcomes supporting the city and population rather than the number of jobs.

Responding to the Western City District Plan’s principle to ‘retain and manage’ existing employment lands, Council’s Employment Lands Strategy proposes to retain and manage the existing industrial areas along the East-West Corridor, stating that the existing industrial precincts closer to the centres of Penrith and St Marys provide higher job density and greater

business diversity compared to larger scale industrial precincts like Erskine Park.

This Structure Plan proposes to preserve yet enhance the industrial precinct in North St Marys in line with the endorsed Employment Lands Strategy. The existing industrial uses in this precinct will be retained and the objectives of the current IN1 zoning will be maintained.

The Structure Plan proposes initiatives for the industrial area to make it more attractive for new businesses and employees. This includes improving street planting and streetscapes and delivering sustainable built form as well as initiatives to be further tested through the Master Plan process including open space provision, role of the Council owned vacant land at the western end of Forthorn Place and improved walking and cycling connections across the block. The direction also encourages investigating the desired future character of the lots south of Harris Street for employment-generating uses as part of the Master Plan.

As described in the ‘Understanding St Marys - Background Evidence’ Report, there are some premises in and around the industrial area that have Environment Protection Licences (EPLs). It is important for this precinct to minimise land use conflict,

particularly around the premises with EPLs, and avoid inappropriate impacts for existing and future industry and residents.

The Structure Plan also aims to support freight movement in this precinct and separate it from high pedestrian activity areas to cater to the efficient movement of goods (Refer to Direction 7 - Werrington Arterial Stage 2).



Fig. 42: Nestle factory’s visiting areas with a landmark feature in Caçapava, Brazil

Fig. 43: Industrial building by Frasers with a six-star Green Star rating in West Park Industrial Estate, Truganina, VIC

Fig. 44: Bike path in Indianapolis, USA



ST MARYS TOWN CENTRE WILL

3 - BE A CENTRE FOR EMPLOYMENT GROWTH



Fig. 45: Cafe along High Street, Penrith

Fig. 46: Outdoor dining on Gertrude Street, Fitzroy, VIC

Fig. 47: Industrial activity in North St Marys

Fig. 48: Commercial Office Space owned by TransGrid in Sydney

Fig. 49: Hawkesbury Remakery, a makerspace in Windsor, NSW

Fig. 50: Burwood Brickworks Shopping Centre in Burwood, VIC

Fig. 51: Night time economic activity in Parramatta, NSW



ST MARYS TOWN CENTRE WILL

4 - OFFER INCLUSIVE AND DIVERSE HOUSING FOR ALL

By 2041, St Marys Town Centre will offer up to four times the number of dwellings it offered in 2021 (refer to chapter 'Planning for a Growing Population'). Housing will be diverse and in close proximity of public transport, jobs, services and recreation to cater to people with different needs.

St Marys will be known as a safe, liveable, affordable and inclusive place that is home to people of all ages, abilities, incomes and family types.

DIRECTION 11: PROVIDE HOUSING DIVERSITY

DIRECTION 12: PROVIDE A MIX OF AFFORDABLE AND SOCIAL HOUSING TO MEET THE NEEDS OF THE FUTURE ST MARYS' COMMUNITY

DIRECTION 13: PROVIDE UP TO 7,200 DWELLINGS IN THE ST MARYS TOWN CENTRE BY 2041



4 - OFFER INCLUSIVE AND DIVERSE HOUSING FOR ALL



Fig. 52: Lucent Claremont Apartments - a mid-rise apartment building in Claremont, WA

Fig. 53: Nightingale Housing in Brunswick, VIC

Fig. 54: Green roof atop a residential building in New York

Fig. 55: Townhouse development in Concord West, NSW

Fig. 56: Dining on the ground level of a building in Melbourne, VIC

Fig. 57: Dee Why Square - a mixed use development in Dee Why, NSW



4 - OFFER INCLUSIVE AND DIVERSE HOUSING FOR ALL

DIRECTION 11: PROVIDE HOUSING DIVERSITY

This direction envisions that by 2041, St Marys Town Centre will be a place that offers truly diverse living choices - be it an apartment unit, a villa, a townhouse or an independent house. By providing housing of different sizes, densities, types and configurations, the Town Centre will cater to the needs of a variety of people.

This direction proposes eight key housing precincts south of the rail line, providing various housing types, lot sizes and densities. The other precincts in the Town Centre (Commercial Core precinct and Highway Commercial & Entertainment precinct) may still continue to provide housing based on current zoning, however the Structure Plan aims to focus new housing provisions in the following precincts:

- **Retail & Eat Street Living Precinct:** this precinct will have mixed use 'shop top' type buildings with residential floor space on the upper floors of buildings with retail and commercial premises below. It will allow a lifestyle of convenience along the well-loved Queen Street with proximity to shops, cafes, services and amenities. The upper level residential uses along Queen Street will help with passive surveillance of its public domain, improving the safety of the area. The views to the mountains

and vibrant urban living environment will attract professionals and key workers to the area. High quality design and sustainability will ensure St Marys will be a place of choice for people wanting to live in a truly self-reliant, welcoming, sustainable and authentic strategic centre

- **Civic Heart Precinct:** this will be a true mixed use precinct with residential development close to community and cultural uses, schools, a shopping centre and open spaces
- **Green Spine Living Precinct:** this precinct will offer medium density living (town houses) overlooking Kungala Street - a key east-west green spine within the Town Centre. With pedestrian and bike-priority infrastructure and ample street planting, the green spine precinct will offer living opportunities embedded in greenery, close to the Civic Heart, and the Sport & Recreational Hub
- **Gateway Living Precinct:** this precinct will include medium to high density development close to the metro line and transport interchange, and within walking distance to Queen Street, open spaces, the Civic Heart and schools. With quality design being a priority for delivering housing, the Gateway Precinct will provide

a housing mix, with a focus on affordable housing for key workers as well as public and private social housing. Intensification in this precinct will be conditional upon the delivery of high-amenity affordable housing. Refer to Direction 9

- **Ridge-top Living Precinct:** a precinct enjoying great views to the mountains on account of its location over a ridge, this area will provide high density living with a strong focus on the provision of social and affordable housing close to facilities, jobs and amenity. Existing social housing in the area will be retained, and local amenity will be improved through the provision of new open spaces and better connections for pedestrians and cyclists. This precinct will see some intensification along Chapel Street to enhance activation and along Phillip Street to provide affordable housing
- **Park Living Precinct:** this will be a medium density precinct offering a range of dwelling types close to facilities, jobs and Bennett Park. This precinct will include some intensification along Chapel Street to enhance activation along the activity spine
- **Historic Living Precinct:** this precinct has a strong association with the history

of St Marys and as a place for housing factory workers. While the Duration Cottages in this precinct are deemed unsuitable for listing as heritage items or the precinct as a conservation area (refer to the Duration Cottages Heritage Investigation Report, July 2022) there are opportunities for preserving the subdivision pattern and investigating heritage interpretation within Jack Jewry Reserve. Urban intensification in this precinct will be investigated as part of the Master Plan process

- **Town Centre Fringe Living Precinct:** this precinct will maintain its existing medium density residential uses. While no intensification is proposed in this area, the precinct should offer higher setbacks and green buffers from the busy vehicular and freight movement along Glossop Street

It is important to note that the current zoning in St Marys already promotes housing diversity, providing R2, R3, R4 and B4 zones that allow various housing types, sizes and densities. This Structure Plan proposes intensification in very specific areas to achieve specific benefits. Additional intensification within 400m to the south of the train/ metro stations will be investigated as part of the Master Plan process.



Map 31: Proposed Residential Precincts

Key

- Study Area Boundary
- Western Train Line and Station
- Proposed Metro Station
- Waterbody
- Retail & Eat Street Living
- Green Spine Living
- Civic Heart
- Historic Living
- Ridge-top Living
- Park Living
- Town Centre Fringe Living
- Gateway Living
- Land Parcel

0 200 m

OXLEY PARK PUBLIC SCHOOL



ST MARYS TOWN CENTRE WILL

4 - OFFER INCLUSIVE AND DIVERSE HOUSING FOR ALL

DIRECTION 12: PROVIDE A MIX OF AFFORDABLE AND SOCIAL HOUSING TO MEET THE NEEDS OF THE FUTURE ST MARYS' COMMUNITY

This direction envisions that by 2041, St Marys Town Centre will retain its affordability and inclusivity, and offer homes to key workers and vulnerable community members within proximity of public transport, jobs, services/shops, recreation and schools.

Over 60% of households in St Marys Town Centre are in housing or rental stress (2016 data). Council's Local Strategic Planning Statement (2020) states the need to protect the existing stock of affordable rental housing and improve supply. It is important to make sure that as St Marys grows over time, its community is protected and does not get displaced. Providing good quality affordable and social housing is key to that.

This direction proposes two dedicated precincts in the Town Centre to safeguard the delivery of affordable housing and public and private social housing - the Gateway Living Precinct and the Ridge-top Living Precinct (Map 31). These precincts already have a significant number of dwellings owned by the NSW Land & Housing Corporation (LAHC) and community housing providers. This direction proposes to retain these dwellings and investigate potential intensification as part of the St Marys Town Centre Master Plan

(informed by built form testing and feasibility studies) to deliver a mix of affordable and social housing that is high amenity and that meets the criteria for design quality and environmental sustainability.

Affordable housing in these precincts will cater to a variety of community members including key workers. Additionally, these precincts will also offer private housing (salt and pepper approach) to ensure a truly mixed community. Affordable housing could be provided across most of the other residential precincts in the Town Centre as well (except the Arrival and Interchange and Commercial Core precincts), via the Housing State Environmental Planning Policy (SEPP).

ACTION FOR THE ST MARYS TOWN CENTRE MASTER PLAN (Actions related to directions 11 and 12):

- Develop and implement an Economic Feasibility and Market Analysis Study to inform refinements to the intensification strategy and built form testing
- Undertake built form testing to inform proposed maximum building heights and FSR controls. Testing to ensure built form controls are feasible and promote human-scale development, solar access, high amenity and design quality



Fig. 58: Community housing in Potts Hills, NSW

Fig. 59: Affordable housing in Green Square, NSW

Fig. 60: Washington Park - a residential development including a mix of social and private housing, Riverwood, NSW



ST MARYS TOWN CENTRE WILL

4 - OFFER INCLUSIVE AND DIVERSE HOUSING FOR ALL

DIRECTION 13: PROVIDE UP TO 7,200 DWELLINGS IN THE ST MARYS TOWN CENTRE BY 2041

Council projections provide low to high dwelling growth scenarios for St Marys, indicating the need to provide an additional 4,800 to 5,400 dwellings in St Marys Town Centre by 2041, making the total dwelling target range 6,600 to 7,200* (refer to section 'Planning for a Growing Population'). Initial studies indicate that the existing planning controls can accommodate the anticipated growth in the Town Centre, and this will be further investigated as part of the Master Plan. The Structure Plan, however, proposes intensification for residential uses along key activity spines as well as near green open spaces and public transport to provide greater housing diversity, affordable housing and public benefit.

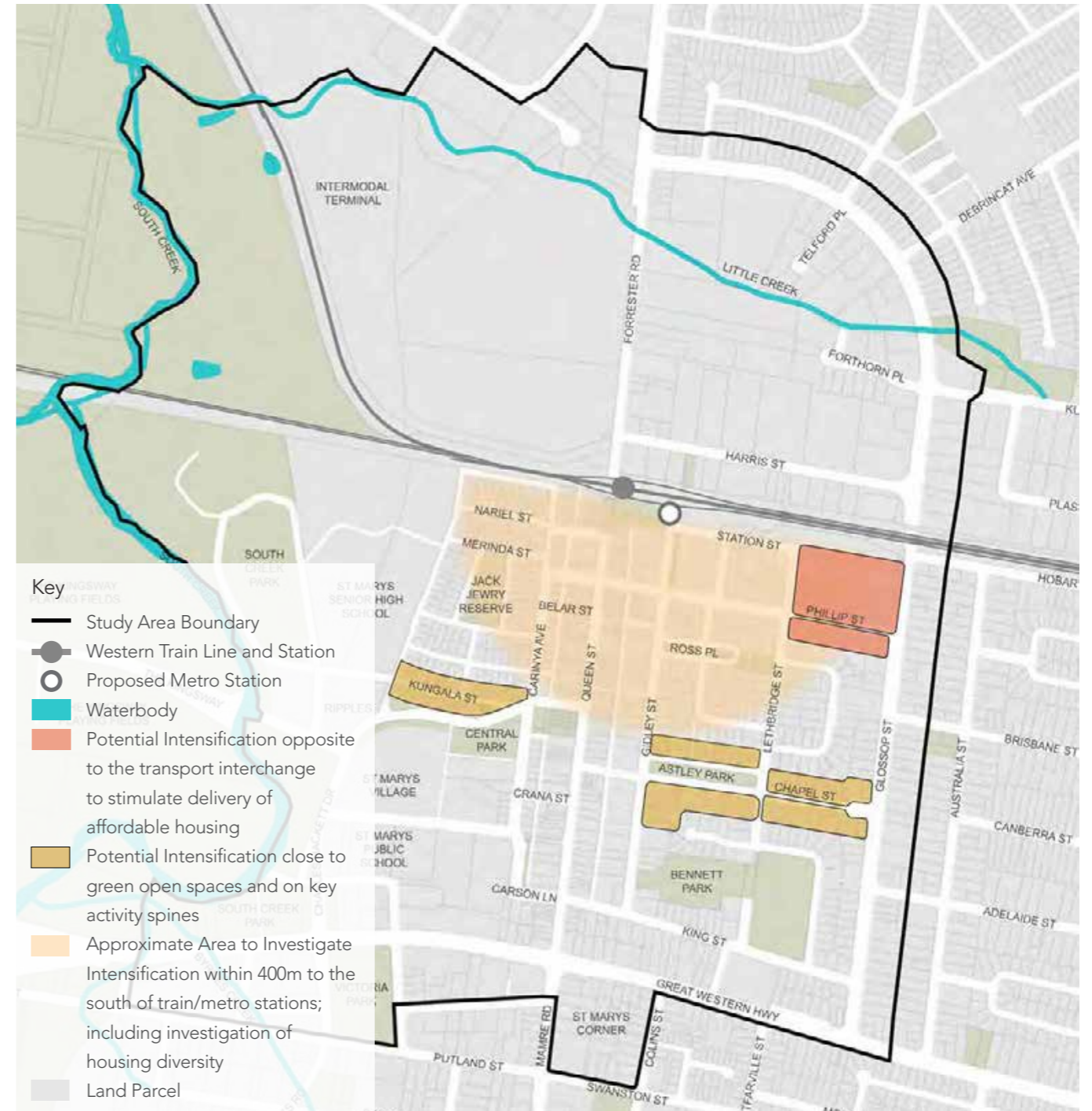
In December 2020, Council commissioned HillPDA to undertake a preliminary analysis of the potential for housing development in St Marys under the current planning controls. The study estimated that the likely dwelling potential of St Marys REPLAN precinct (area including the suburbs of St Marys, North St Marys, Oxley Park and Colyton) would be in the order of around 11,000 dwellings under current controls. Council's LHS (2022) indicates a similar figure (noting that around 782 dwellings have already been completed between 2016 and 2021). Based on these figures and noting that the majority of

dwellings will be delivered within the St Marys Town Centre, the Structure Plan anticipates sufficient capacity in the current planning controls to accommodate the projected low to high dwelling growth scenarios.

However, there are opportunities to provide further growth in areas that will have a high amenity in the future. This direction proposes intensification in these areas, subject to built form testing (see Map 32). The first is along Chapel Street and Kungala Street, which are proposed to transform into high-amenity streets activated by residential development. Dwellings along these streets will enjoy access to a high quality public domain with wide footpaths, bicycle routes, greenery and places to sit at their doorstep. Another area where intensification is proposed is along Chesham and Phillip streets, to provide a mix of affordable and social housing (refer to Direction 12). Further opportunities for intensification within 400m to the south of the train/ metro stations will be investigated as part of the Master Plan.

ACTION FOR THE ST MARYS TOWN CENTRE MASTER PLAN:

- Review and refine the proposed range of population and dwelling numbers based on the new 2021 Census data and additional urban design studies



Map 32: Proposed Residential Intensification

*Note: Refinements to population and dwelling projections for St Marys Town Centre will be undertaken as part of the St Marys Town Centre Master Plan



ST MARYS TOWN CENTRE WILL

5 - BE A COOL AND GREEN CENTRE WITH NATURE AND RECREATION AT ITS FOREFRONT

By 2041, St Marys Town Centre will be an exemplar of a strategic centre that is truly integrated with nature. St Marys will celebrate its natural assets, bring nature to the forefront of its place experience and strengthen its existing connection to the surrounding landscape.

This will mean that St Marys will have an expanded network of open spaces, including new open spaces in areas that are currently under-served and upgraded open spaces with a diverse activity offering. The Town Centre will also see an increase in canopy cover and improved biodiversity outcomes.

DIRECTION 14: CREATE A NETWORK OF EASILY ACCESSIBLE OPEN SPACES WHERE RESIDENTS AND WORKERS ARE WITHIN 200M TO 400M OF A GREEN OPEN SPACE

DIRECTION 15: DELIVER PUBLIC OPEN SPACES WITH A DIVERSITY OF ACTIVITIES AND A RANGE OF SIZES AND FUNCTIONS TO CATER TO PEOPLE OF ALL ABILITIES AND AGES

DIRECTION 16: ENSURE THAT THE QUANTUM OF GREEN OPEN SPACES IS SUFFICIENT, WELL-LOCATED AND WELL-SIZED TO CATER TO THE ANTICIPATED 20-YEAR GROWTH PROJECTION

DIRECTION 17: ACHIEVE 25% OF TREE CANOPY COVER BY 2041 AND IMPROVE BIODIVERSITY



Map 33: Proposed Open Space Network

Key

- Study Area Boundary
- Western Train Line and Station
- Proposed Metro Station
- Open Space outside Study Area
- Waterbody
- New/ Existing Green Open Space
- New/ Existing Plaza
- Proposed Central Park
- Green Link between Open Spaces
- Matters to be investigated as part of the St Marys Town Centre Master Plan process
- Land Parcel

0 200 m





ST MARYS TOWN CENTRE WILL

5 - BE A COOL AND GREEN CENTRE WITH NATURE AND RECREATION AT ITS FOREFRONT

DIRECTION 14: CREATE A NETWORK OF EASILY ACCESSIBLE OPEN SPACES WHERE RESIDENTS AND WORKERS ARE WITHIN 200M TO 400M OF A GREEN OPEN SPACE

This direction proposes to form a network of upgraded and new parks, plazas and green spaces in the Town Centre that the current and future residents, workers and visitors can easily access on foot. It envisions open spaces as places for social gathering and recreation - the 'backyards' and 'living rooms' of the community.

St Marys Town Centre will see a growing population over the next 20 years. It is key to provide new and/or expanded open spaces aligned with the areas planned to accommodate new growth as well as to meet the open space needs of the areas that are currently under-served. This direction proposes to create new and/or expanded open spaces as follows:

- An upgraded Kokoda Park alongside an expanded and upgraded Coachmans Park to serve the identified need of a Central Park at the heart of the Town Centre. The size, extents and configuration of this park as well as the activities within will be looked at as part of Council's planning for the Central Park. Further information on this can be found under Place Outcome 1 - Direction 1
- An extended Ross Place open space to be negotiated for delivery by NSW LAHC on land parcels between Ross Place

and Lethbridge Street that are owned by LAHC to support the population and dwelling growth in the area. This new open space should be treated as a part of Ross Place, with a traffic calm 'street in the park' in between

- A plaza in place of the existing Belar Street, delivered by re-routing vehicular traffic movement along an extended Phillip Street. This plaza is a long term initiative, dependent upon the westward extension of Phillip Street (refer to Place Outcome 2)
- A new north-south plaza on the northern side of the rail line, delivered by Sydney Metro. This space will be an arrival gateway to the industrial lands as part of the Arrival & Interchange Precinct
- An expanded Southern Plaza of the train station, including pedestrianised sections of Queen Street north of Nariel Street and Station Street west of Gidley Street. This space will be an arrival gateway to the Town Centre as part of the Arrival & Interchange Precinct
- A 1,316sqm linear pocket park/ green space to be delivered at 8 Station Street as part of the Voluntary Planning Agreement (VPA) for the site parallel to the Gidley Street extension. Shape and

location of this space to be determined in collaboration with Sydney Metro

- A widened green space (green verge) along the southern boundary of Charles Hackett Drive between Kokoda Park and the Kingsway to contribute to increased greenery and WSUD features in the centre
- Further investigation of open space provision in the industrial lands and the use of Council-owned vacant land at the western end of Forthorn Place as part of the Master Plan process, to cater to increased greenery and heat mitigation, improved amenity and beautification

It is important to future-proof the existing well-located green open spaces to ensure their continued use into the future. This direction proposes to formally designate Ross Place as an open space, with appropriate mechanisms for the same to be developed through the Master Plan.

In line with community feedback about the need for more family-friendly green spaces and upgrades required to parks, this direction proposes to upgrade open spaces such as Jack Jewry Reserve, Kokoda Park, Bennett Park West and Astley Park (refer to Direction 15 - role, principles and functions of individual open spaces). Council has already

committed to upgrading Bennett Park East.

South Creek Park is an important natural and recreational asset for the St Marys Town Centre. This direction proposes to develop a Master Plan for this park (potentially together with the Kingsway Playing Fields) to enhance its activity offering and connect it better with the Town Centre core. The objectives for the South Creek Park Master Plan are discussed under Place Outcome 1.

Some open spaces in the Town Centre are not well-accessible and used and, as such, are best to be transformed into other uses. This includes the two triangular pocket parks along Champness Crescent that should be considered for land sale. The rest of the open spaces in the centre are proposed to be retained and maintained as they are, including Victoria Park, the open space at the corner of Glossop Street and Kurrajong Road and smaller open spaces along Charles Hackett Drive.

Beyond upgrading existing open spaces and creating new ones, it is key to bring the experience of accessing green space to the front door of the community. This direction proposes to create green links connecting parks and plazas. These green links could be active transport links and/or streets with landscaping and tree canopy.



Map 34: Proposed Open Space - Key Initiatives

- Key
- Study Area Boundary
 - Western Train Line and Station
 - Proposed Metro Station
 - Open Space outside Study Area
 - Waterbody
 - Existing Open Space/ Urban Green Space - No Change
 - Confirmed Open Space Upgrade by Council
 - Proposed Open Space Upgrade
 - New Open Space to be delivered by Sydney Metro
 - Proposed New Open Space
 - Proposed Park/Plaza Expansion and Upgrade
 - Proposed Central Park
 - Proposed Urban Green Space
 - Proposed Formal Designation of Existing Open Space
 - South Creek Park - Proposed Master Planning
 - Kingsway Playing Fields (To be potentially Master Planned with South Creek Park)
 - Potential Decommissioned Open Space
 - Proposed Green Link between Open Spaces
 - Matters to be investigated as part of the St Marys Town Centre Master Plan process
 - Land Parcel
- 0 200 m





ST MARYS TOWN CENTRE WILL

5 - BE A COOL AND GREEN CENTRE WITH NATURE AND RECREATION AT ITS FOREFRONT

DIRECTION 15: DELIVER PUBLIC OPEN SPACES WITH A DIVERSITY OF ACTIVITIES AND A RANGE OF SIZES AND FUNCTIONS TO CATER TO PEOPLE OF ALL ABILITIES AND AGES

This direction envisions St Marys Town Centre to offer a mix of high-amenity active recreational parks, sporting spaces, passive recreational parks, plazas, areas for environmental protection and urban greening. It aims to diversify the activities, features and amenities within open spaces to attract diverse users and encourage them to stay longer in the public domain. This will allow each open space to have a unique point of difference and a distinct identity in the network of open spaces.

The community of St Marys perceives the need to improve the diversity of open space activities for different users including toddlers, kids, youth and families. There is also an identified need to provide activities such as markets, events and festival celebrations, in addition to serving functions such as gathering, socialising, play and relaxation in open spaces.

One of the key ideas for St Marys Town Centre that this direction proposes is to increase the area dedicated to plazas. As St Marys grows, it is important to provide paved, urban outdoor places to gather, socialise, sit, dine, perform and participate in art and entertainment. Coachmans Park does this very well, but there is a need to build upon the experience. Some of the

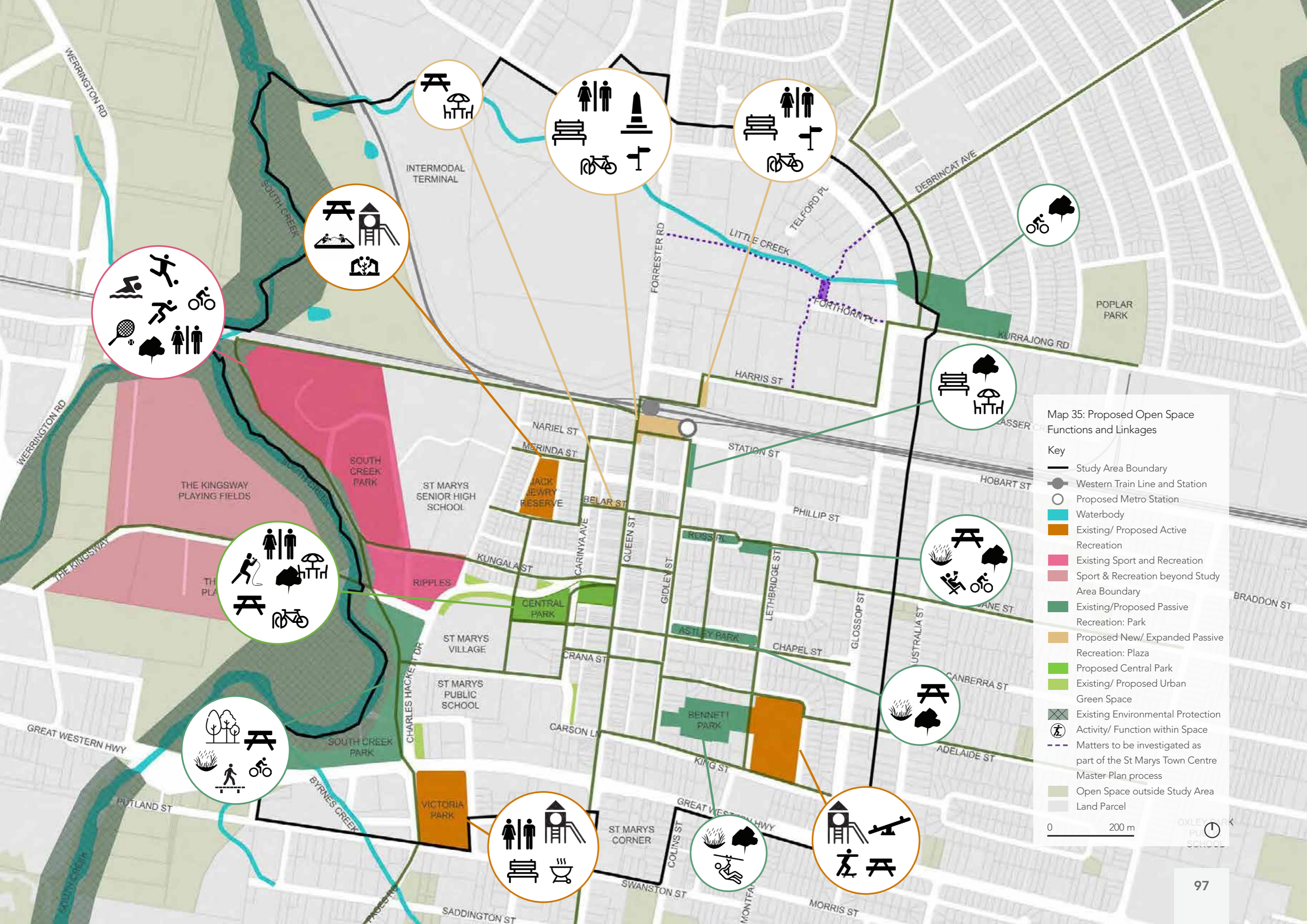
proposed features within such plazas are diverse types of formal and informal seating, trees and awnings for shade and shelter, amenities such as water bubblers and toilets, bike parking, lighting features, public artworks, water play and formal wayfinding elements.

Another key move proposed by this direction is to enhance the activities within parks. Council has committed to upgrading Bennett Park East to a mixed recreational park with skating and play facilities. There are opportunities to expand the activity offering in Jack Jewry Reserve as well as in Kokoda Park, Astley Park and Bennett Park West. This direction proposes the passive recreational parks to offer high quality, green and shaded spaces to relax, sit quietly and read a book as well as provide some opportunities for play and socialising. Opportunities for Aboriginal, cultural and natural heritage interpretation should also be considered. An important function of parks across the centre is to provide WSUD features and walking and cycling connections as part of the green networks linking open spaces. The design and development of the public domain across the Town Centre including parks and plazas should adhere to Crime Prevention Through Environmental Design (CPTED) principles.

There is an aspiration for St Marys Town Centre to have a Central Park which will be a space for events and performances. The Structure Plan has proposed this space to be integrated within the Civic Heart (refer to Place Outcome 1). The size, extents and configuration of this park as well as the activities within will be looked at as part of Council's planning for the Central Park.

The Structure Plan has proposed a Master Plan to be prepared for the South Creek Park (potentially with the Kingsway Playing Fields) to enhance its current sporting activities, passive recreational offering, interface with South Creek, water quality and biodiversity (refer to Place Outcome 1).

Please refer to pages 98-100 for the role, principles and functions of individual open spaces. This includes only the parks for which the Structure Plan proposes interventions for upgrades and improvements. It excludes Victoria Park, the open space at the intersection of Glossop and Kurrajong streets and the three open spaces along Charles Hackett Drive. These initiatives together will increase the activation within open spaces and enhance their use across different times of the day and week.



Map 35: Proposed Open Space Functions and Linkages

Key

- Study Area Boundary
- Western Train Line and Station
- Proposed Metro Station
- Waterbody
- Existing/ Proposed Active Recreation
- Existing Sport and Recreation
- Sport & Recreation beyond Study Area Boundary
- Existing/Proposed Passive Recreation: Park
- Proposed New/ Expanded Passive Recreation: Plaza
- Proposed Central Park
- Existing/ Proposed Urban Green Space
- Existing Environmental Protection
- Activity/ Function within Space
- Matters to be investigated as part of the St Marys Town Centre Master Plan process
- Open Space outside Study Area
- Land Parcel

0 200 m

OXLEY PARK PUBLIC SCHOOL



ST MARYS TOWN CENTRE WILL

5 - BE A COOL AND GREEN CENTRE WITH NATURE AND RECREATION AT ITS FOREFRONT

BENNETT PARK EAST



Map 36: Bennett Park East

Role: A mixed recreational district park

Principles:

- An active and varied park for all
- A park offering a distinct sense of place and regional views
- A safe to access park

Functions:

- Skate park
- Integrated mixed recreation playspace with high activity levels
- Key east-west and north-south active transport routes (walking, cycling etc.)

BENNETT PARK WEST



Map 37: Bennett Park West

Role: A green and blue oasis

Principles:

- A park with a natural and wild environment
- A place offering a cool and green respite
- A place offering an informal and unstructured natural experience

Functions:

- Incorporation of detention basin/ stepped ponds
- Lush treecover surrounding water features
- Edges activated by paths along neighbouring residential development
- Potential nature play

CENTRAL PARK (KOKODA PARK AND COACHMANS PARK COMBINED)



Map 38: Proposed Central Park

Role: A community focussed civic place with a cultural offering

Principles:

- A magnetic destination that draws people to the heart of St Marys Town Centre
- A welcoming green open space and plaza integrated with the community hub and potential cultural space
- A dynamic place that is activated day and night
- An accessible and inclusive space with permeable edges
- A cool and green refuge
- A place offering a diversity of experiences

Functions:

- Potential outdoor event and performance space with amphitheatre, covered stage with screen and seating
- Spaces for day to day activities: seating, gathering, outdoor dining
- Spaces for temporary activities: markets, festivals, busking etc.
- Local amenities such as toilets, water bubblers etc.
- Landmark features/ public art
- Potential for water play
- Key east-west and north-south pedestrian and bike routes
- Traffic calm 'street in the park' traversing through the space (Carinya Avenue)
- Potential vegetated westward extension along Charles Hackett Drive to accommodate rain gardens



5 - BE A COOL AND GREEN CENTRE WITH NATURE AND RECREATION AT ITS FOREFRONT

ASTLEY PARK



Map 39: Astley Park

Role: Linear Park

Principles:

- A recreational link between the ridge and town
- A safe to access park
- A park that offers a great viewing experience and spaces to relax
- A water sensitive park

Functions:

- Nodes/ zones of activities e.g. quieter spaces for enjoying views and reflection, health and wellbeing focused spaces and play areas with picnic facilities
- Green links to other parks in the network
- Surrounding streets with WSUD features

ROSS PLACE LINEAR PARK



Map 40: Ross Place Linear Park

Role: Linear Park

Principles:

- A recreational link between the ridge and town
- An expanded green space surrounded by 'quiet streets in the landscape'
- A water sensitive park with a key role in the blue green network
- A local destination with a diversity of activity nodes

Functions:

- Nodes/ zones of activities e.g. communal seating, kids playground, picnic tables for families to have lunch/ socialise
- Incorporation of WSUD features
- Key east-west active transport route

JACK JEWRY RESERVE



Map 41: Jack Jewry Reserve

Role: Local Park

Principles:

- The park as a backyard
- A place offering a cool and green respite
- A water sensitive park (not water play)
- An expanded green space surrounded by 'quiet streets in the landscape'

Functions:

- Zones of activities such as picnic spaces, play equipment, potential for community garden and informal kick and play area ('backyard' sports)
- Incorporation of rain gardens and swales along the lower, western side of the park on the street

BELAR STREET PLAZA (LONG TERM)



Map 42: Belar Street Plaza

Role: Plaza

Principles:

- A fun and activated urban space along a key east-west active transport route in the town centre
- A green forecourt to new development sites

Functions:

- Key east-west active transport routes
- Some seating, amenities and wayfinding features
- Spaces for shoppers to sit and rest and for workers to have lunch/ coffee
- Tree canopy and landscaping
- Potential for public art



ST MARYS TOWN CENTRE WILL

5 - BE A COOL AND GREEN CENTRE WITH NATURE AND RECREATION AT ITS FOREFRONT

SOUTHERN PLAZA OF TRAIN STATION



Map 43: Southern Plaza of train station

Role: Transport interchange forecourt area

Principles:

- An expanded landmark gateway to St Marys town centre
- An urban plaza offering a unique sense of arrival and places for gathering
- A safe and activated plaza

Functions:

- Key east-west and north-south active transport routes with end of trip facilities
- Historic building and features
- Shaded spaces to sit and walk along
- Landmark gateway features
- Opportunities for commercial activation

NORTHERN PLAZA OF TRAIN STATION



Map 44: Northern Plaza of train station

Role: Metro Station forecourt area

Principles:

- A landmark gateway to St Marys industrial area (Dunheved Business Park)
- An urban plaza offering a unique sense of arrival and places for gathering
- A safe and activated plaza

Functions:

- Key east-west and north south active transport routes with end of trip facilities
- Shaded spaces to sit and walk along
- Landmark gateway features
- Opportunities for commercial activation

OPEN SPACE AT 8 STATION STREET



Map 45: Open space at 8 Station Street

Role: Small pocket park/ Green open space

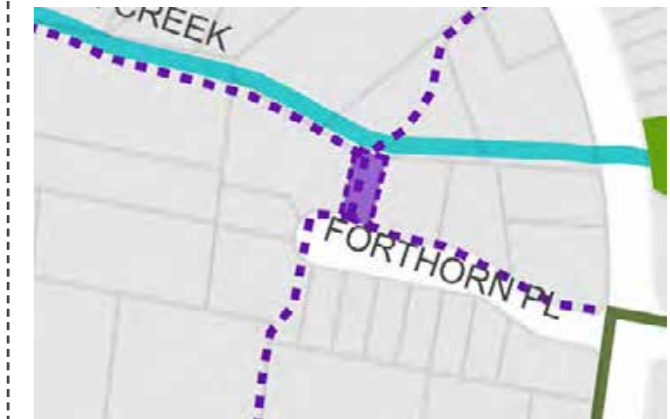
Principles:

- A cool and green alleyway to access the town centre and station
- A green forecourt to new development sites
- A space offering a safe and activated passageway

Functions:

- Green and vegetated areas
- Key north-south walking link
- Some seating, amenities and wayfinding features

VACANT LAND IN INDUSTRIAL AREA



Map 46: Use of vacant land at the western end of Forthorn Place to be further investigated through the Master Plan process

Below items associated with the vacant land to be investigated as part of the St Marys Town Centre Master Plan:

Role: Small pocket park/ Green open space

Principles:

- A place to pause and relax
- A cool and green respite
- A space to gather and meet

Functions:

- Space for greenery
- Spaces to have lunch/ coffee
- Potential physical connection to the creek
- Potential future bridge across the creek for northward bicycle connection



ST MARYS TOWN CENTRE WILL

5 - BE A COOL AND GREEN CENTRE WITH NATURE AND RECREATION AT ITS FOREFRONT



Fig. 61: Joynton Park, Zetland, NSW

Fig. 62: Paperbark play space in Parramatta Park, NSW

Fig. 63: Chelsea Street Playground - a pocket park in Redfern, NSW

Fig. 64: Wetland at Blacktown Showground, NSW

Fig. 65: Eveleigh Tree House, an interactive public artwork in Eveleigh Green, Redfern, NSW

Fig. 66: Civic space adjoining the Darling Square Library in Haymarket, NSW



ST MARYS TOWN CENTRE WILL

5 - BE A COOL AND GREEN CENTRE WITH NATURE AND RECREATION AT ITS FOREFRONT

DIRECTION 16: ENSURE THAT THE QUANTUM OF GREEN OPEN SPACES IS SUFFICIENT, WELL-LOCATED AND WELL-SIZED TO CATER TO THE ANTICIPATED 20-YEAR GROWTH PROJECTION

This direction envisions the future St Marys Town Centre to offer an optimum open space quantum aligned with the projected population forecast. The aim of the direction is to future proof the centre by proposing an increase to open space areas based on the rates prescribed in Council's Sport and Recreation Strategy and the NSW Government Architect's Draft Greener Places Guideline.

The current quantum of open space in St Marys Town Centre is more than adequate to meet the needs of its population in 2021. This includes citywide parks (South Creek Park, Kingsway Playing Fields and Boronia Park) and sporting spaces as well as district, local, linear and pocket-sized open spaces.

However looking at the expected increase of 11,000 - 12,500 people living in the Town Centre by 2041*, Council has identified the need to increase the area of some of the open spaces and introduce new open spaces. Accordingly, this direction proposes to add new parks and plazas in the Town Centre as well as expand some existing open spaces. This is covered under Direction 14.

Table 3 shows that, by 2041, St Marys Town Centre will have 14.74ha of district parks within its accessible reach, 3.52ha of local and linear parks and 0.83ha of pocket park/plaza and other open spaces. In addition, St Marys will be well-serviced by South Creek Park, which is a citywide park at the 'door step' of the future population of St Marys.

Some potential mechanisms for the delivery of these open spaces are outlined under Place Outcome 6 and will be reviewed and refined as part of the St Marys Town Centre Master Plan process. This could include land acquisition, delivery in-kind through developments, Development Control Plan (DCP) /LEP controls, re-purposing of land, etc.

*Note: Refinements to population projections for St Marys Town Centre will be undertaken as part of the St Marys Town Centre Master Plan



ST MARYS TOWN CENTRE WILL

5 - BE A COOL AND GREEN CENTRE WITH NATURE AND RECREATION AT ITS FOREFRONT

Open Space Category	Name of Open Space	Existing and/or Proposed Area (in ha)		Total Area required (in ha) per category in 2021 as per Sport and Recreation Strategy ²	Total Area required (in ha) per category in 2041 as per Sport and Recreation Strategy (low population growth) ²	Total Area required (in ha) per category in 2041 as per Sport and Recreation Strategy (high population growth) ²
		Per park	Per category			
District Park (1ha/1,000ppl, min. size 2ha, avg. size 5ha-10ha, catchment 400m) ¹	Bennett Park (east and west)	3.658	14.74	3.7	14.7	16.2
	Victoria Park	2.084				
	Park at the corner of Glossop St and Kurrajong Rd	2.117				
	Open space north of Cook Park	3.49				
	Poplar Park	3.39				
Local/ Park (0.2ha/1,000 ppl, min size 0.5ha, catchment 400m) Linear Park (0.2ha/1,000 ppl, min. width 20m, catchment 800m)	Kokoda Park and Coachmans Park combined/ Central Park ³	1.077	3.52	0.74	2.94	3.24
	Jack Jewry Reserve	0.836				
	Southern Plaza of Station (provided by Sydney Metro)	0.59				
	Ross Place Linear Park (including acquired area)	0.52				
	Astley Park	0.5				
Pocket Park/ Plaza (0.2ha/1,000 ppl, size 0.15ha< and <0.5ha, catchment 200m) and smaller open spaces ²	Space at the corner of Great Western Hwy and Charles Hackett Dr	0.18	0.65			
	Belar Street Plaza	0.16				
	Green Open Space at 8 Station Street (VPA)	0.13				
	Northern Plaza (provided by Sydney Metro)	0.1				
	Green Open Space in Industrial Area (to be investigated through the Master Plan)	0.08				
Open Space in Road Reserve ²	Spaces along Charles Hackett Dr	0.18	0.18			

Table 3: Proposed Open Space Provision in the Study Area for district, local and linear parks and pocket parks/plazas (Rates based on Council's Sport and Recreation Strategy, 2020 and NSW Government Architect Greener Places Guideline. Rates for the pocket parks/plazas are based on the Greener Places Guideline)

¹For this calculation, all district park-sized open spaces within and up to 400m from the Study Area boundaries have been included. Citywide open spaces and sporting spaces have not been included.

²Minimum area required in 2021/2041 has not been calculated for pocket parks/ plazas and open spaces in road reserve.

³This area excludes the area for the proposed Community Hub attached to the proposed Central Park.



ST MARYS TOWN CENTRE WILL

5 - BE A COOL AND GREEN CENTRE WITH NATURE AND RECREATION AT ITS FOREFRONT

DIRECTION 17: ACHIEVE 25% OF TREE CANOPY COVER BY 2041 AND IMPROVE BIODIVERSITY

This direction envisions St Marys Town Centre to nearly double its tree canopy cover from the current 13% to over 25% by 2041. This will help improve cooling and the visual amenity of St Marys, increase resilience to the urban heat island effect and offer associated health benefits of greenery in urban environments. This direction also sets an expectation for improvements to the local biodiversity, native vegetation and habitats for urban wildlife by 2041.

St Marys' community sees the presence of greenery and shade in the centre as something to be improved to mitigate urban heat. This direction proposes an overall tree canopy target of over 25% for the Town Centre. This is based on an analysis of the existing tree canopy cover, NSW Government guidance in relation to tree canopy targets (NSW Government Architect's Greener Places Design Guide and DPE's Greener Neighbourhoods Guide) and the existing constraints for tree canopy increase in St Marys.

Some parts of the Town Centre, particularly the existing parks, have a high tree canopy and contribute to the sense of greenery. This direction proposes to preserve the existing tree canopy.

Although the parks in the centre have a high canopy cover compared to other open spaces, there is an opportunity to undertake further greening to achieve over 45% canopy cover in parks. For sporting spaces, the tree canopy calculation excludes areas that are under sporting fields.

This direction proposes to significantly increase tree canopy on streets, as these currently have the lowest canopy cover across all types of public land (6%). The target prescribed for streets is over 30%. Greening the streets will need to work with existing challenges for tree planting such as overhead power lines, underground services and site contamination.

Private lands represent a majority of the area within the centre (61%). This direction thus proposes a target of over 25% canopy cover on private lands. Private lands will play a key role in contributing towards increasing canopy and reducing the urban heat island effect in St Marys. There are opportunities to do this through built form controls for deep soil areas and tree canopy on podiums or rooftops, supported by good design and water management solutions. Increasing overall green cover in St Marys Town Centre (e.g. green roofs) should be explored in addition to increasing local canopy cover.

ACTIONS FOR THE ST MARYS TOWN CENTRE MASTER PLAN

- Test and refine tree canopy targets through the Integrated Street Network Plan and Built Form Testing
- Develop and implement a Landscape Study that includes a Street Tree Plan to meet tree canopy targets and to inform the Integrated Street Network Plan. The Landscape Study would also include the preparation of DCP controls (if warranted) to require the delivery of cool and green developments in line with the recommendations in the Sustainability Study and Built Form Study
- Prepare a Biodiversity Study
- Investigate and develop a Water Management Strategy (refer to Direction 19)



Fig. 67: Proposed tree canopy cover targets for public and private lands in St Marys Town Centre



ST MARYS TOWN CENTRE WILL

5 - BE A COOL AND GREEN CENTRE WITH NATURE AND RECREATION AT ITS FOREFRONT



Fig. 68: Planting along Constitution Avenue, Canberra

Fig. 69: Mature tree canopy along Bourke Street in Surry Hills, NSW

Fig. 70: Green wall of residential building at One Central Park, Chippendale, NSW

Fig. 71: Tree canopy and ground cover in Joynton Park, Zetland, NSW

Fig 72: Green courtyard within a residential development - Eve Apartments in Erskineville, NSW



ST MARYS TOWN CENTRE WILL

6 - GROW SUSTAINABLY SUPPORTED BY INFRASTRUCTURE INVESTMENT

This place outcome envisions a balanced and sustainable growth for St Marys Town Centre where any increase in housing and commercial activity is supported by an optimum provision of movement, open space, education, utility infrastructure and community infrastructure.

This outcome would involve the work of Council as well as other state agencies, the private sector and not-for-profit organisations working together to deliver public benefit for the community of St Marys.

DIRECTION 18: COST AND FUND INFRASTRUCTURE DELIVERY TO ALIGN WITH THE ANTICIPATED ULTIMATE AND STAGED GROWTH PROJECTION

DIRECTION 19: DELIVER STORMWATER INFRASTRUCTURE AND IMPROVE WATER QUALITY

DIRECTION 20: ADVOCATE THE DELIVERY OF KEY UTILITY INFRASTRUCTURE AND SCHOOL UPGRADES



ST MARYS TOWN CENTRE WILL

6 - GROW SUSTAINABLY SUPPORTED BY INFRASTRUCTURE INVESTMENT

DIRECTION 18: COST AND FUND INFRASTRUCTURE DELIVERY TO ALIGN WITH THE ANTICIPATED ULTIMATE AND STAGED GROWTH PROJECTION

In 20 years, St Marys population is forecast to triple in size; from 3,700 people in 2021 to up to 12,500 in 2041*. In addition, its workforce is also anticipated to grow significantly. Demand for transport, utility and community infrastructure, as well as open spaces, services and education will grow exponentially should the anticipated growth be realised by 2041.

The vision for St Marys is to become a thriving destination in the Western Parkland City. To ensure that St Marys will evolve as a vibrant, welcoming, sustainable and authentic strategic centre, infrastructure investment and delivery need to be adequately planned for, costed, funded, and aligned with the anticipated ultimate and staged growth projections.

Several place outcomes and directions on the preceding and following pages are interrelated with Place Outcome 6, which relates to potential delivery mechanisms to meet the outcomes. Mechanisms include land acquisition, land sale, in-kind and/or financial development contributions through development controls or voluntary planning agreements, capital works program, advocacy for delivery by the NSW Government, etc.

These potential delivery mechanisms are preliminary only and will be subject to further assessment and refinements based on the ability to fund required infrastructure to accommodate projected growth. Further work will be developed through the St Marys Town Centre Master Plan process, as outlined in the following actions.

ACTION FOR THE ST MARYS TOWN CENTRE MASTER PLAN:

- Develop and implement an Economic Feasibility and Market Analysis Study
- Develop and implement an Infrastructure Delivery Plan to identify funding and delivery mechanisms. The Infrastructure Delivery Plan will be informed by other technical studies being prepared as part of the Master Plan

*Note: Refinements to population, dwelling and job projections for St Marys Town Centre will be undertaken as part of the St Marys Town Centre Master Plan



ST MARYS TOWN CENTRE WILL

6 - GROW SUSTAINABLY SUPPORTED BY INFRASTRUCTURE INVESTMENT

DIRECTION 19: DELIVER STORMWATER INFRASTRUCTURE AND IMPROVE WATER QUALITY

This direction envisions St Marys Town Centre to future proof itself from the impacts of flooding and stormwater inundation. This will see the Town Centre embed greater resilience through investment in stormwater management, retention of water upstream, water sensitive urban design and improved water quality outcomes.

The 'Understanding St Marys - Background Evidence Report' articulated the flooding risk in St Marys, associated with 1% Annual Exceedance Probability (AEP), 5% AEP and 20% AEP flood events. Analysis revealed that the stormwater infrastructure in St Marys is currently at capacity which contributes to overland flooding. This direction has thereby proposed to undertake an Integrated Stormwater Management Plan that addresses stormwater drainage upgrades, flood mitigation and Water Sensitive Urban Design as part of the St Marys Town Centre Master Plan. The objectives for this work are as follows:

- Upgrades to stormwater drainage system will be considered strategically to improve safety and to minimise nuisance flooding. These will be

funded to support the anticipated growth of the Town Centre

- Stormwater will be retained within the catchment and incorporated into the landscape by integrating WSUD into the design of the public domain. This will consider the design and installation of WSUD elements such as raingardens, swales, constructed wetlands, porous pavements and stormwater harvesting and reuse in parks and streets
- New roads, car parking areas, buildings and active open spaces will be planned based on merit approach considering the functions of floodplain as well as meeting waterway health and stormwater targets
- Future developments should seek to meet the Waterway Health and Stormwater targets prepared by the NSW Department of Planning & Environment for Wianamatta South Creek
- Funding mechanisms will be considered and developed to deliver an Integrated Stormwater Management Strategy for St Marys Town Centre

ACTION FOR THE ST MARYS TOWN CENTRE MASTER PLAN:

- Develop and implement an Integrated Stormwater Management Plan



Fig. 73: Raingardens - a WSUD feature along streets in Chippendale, NSW

Fig. 74: Stormwater storage area in Copenhagen



ST MARYS TOWN CENTRE WILL

6 - GROW SUSTAINABLY SUPPORTED BY INFRASTRUCTURE INVESTMENT

DIRECTION 20: ADVOCATE THE DELIVERY OF KEY UTILITY INFRASTRUCTURE AND SCHOOL UPGRADES

This direction envisions the growth of St Marys Town Centre to be supported by optimum utility infrastructure and educational infrastructure. This will see Council working in collaboration with state agencies and utility service providers.

As part of the St Marys Town Centre Master Plan process, Council will engage with utility service providers for wastewater, electricity and NBN regarding the projected growth in population and dwellings in the St Marys Town Centre. The Structure Plan directs this to be undertaken to ensure that the future planning and delivery of wastewater, electricity and NBN infrastructure meets the needs of the growing population. The planning and delivery of electricity infrastructure should aim to reduce carbon emissions.

Preliminary inputs from Sydney Water have revealed that there is sufficient water servicing capacity in the system to service the future development as per the proposed vision for St Marys, with some amplifications, adjustments, and/or minor extensions potentially required to service high demand buildings. However, the St Marys Wastewater Treatment Plant and the wastewater trunk network do not have sufficient capacity to service future growth.

Sydney Water's inputs reveal that there are no recycled water schemes available in St Marys Town Centre; with opportunities to consider recycled water initiatives in the future.

Council has had preliminary discussions with the NSW Department of Education regarding the two schools in St Marys Town Centre. Preliminary investigations by School Infrastructure NSW have revealed sufficient capacity in the schools in and around St Marys to accommodate the growth as per the current planning controls. Once projected growth is refined as part of the Master Plan process, further discussions regarding school infrastructure capacity will be held with the NSW Department of Education if required.

ACTION FOR THE ST MARYS TOWN CENTRE MASTER PLAN:

- Discuss and advocate for the delivery of key utility infrastructure (wastewater system, electricity and NBN infrastructure) with the NSW Government
- Incorporate inputs from Sydney Water about water supply, wastewater and recycled water systems and consider opportunities for utilising recycled water as part of developing the Integrated Stormwater Management Plan
- Once projected growth is refined as part of the Master Plan process, discuss further school infrastructure capacity with the NSW Department of Education if required



ST MARYS TOWN CENTRE WILL

7 - BE A PLACE THAT FOSTERS CIVIC PRIDE AND CELEBRATES ITS HISTORY, CULTURE AND DIVERSITY

By 2041, St Marys will be a place that its residents are proud to call home. This responds to the community's aspiration to preserve the strong sense of connection and personal belonging they have for the Town Centre and its people. St Marys Town Centre will offer opportunities for its diverse multicultural communities to connect and participate in public life as well as celebrate their individual uniqueness.

St Marys Town Centre will also be a place where Country-centred thinking and respect for heritage are at the forefront of design processes and outcomes.

DIRECTION 21: PROVIDE COMMUNAL PLACES AND SERVICES THAT STRENGTHEN SOCIAL CAPITAL

DIRECTION 22: EMBED COUNTRY-CENTRED DESIGN PRINCIPLES IN DESIGN AND PLANNING PROCESSES

DIRECTION 23: IDENTIFY AND PROTECT ITEMS AND VALUES OF SHARED HERITAGE SIGNIFICANCE



ST MARYS TOWN CENTRE WILL

7 - BE A PLACE THAT FOSTERS CIVIC PRIDE AND CELEBRATES ITS HISTORY, CULTURE AND DIVERSITY

DIRECTION 21 - PROVIDE COMMUNAL PLACES AND SERVICES THAT STRENGTHEN SOCIAL CAPITAL

This direction envisions the future St Marys Town Centre to have human-scale and sociable places for residents to meet and connect with one another as well as support services that are easily accessible. This responds to the community's aspiration to preserve St Marys communal atmosphere and access to local community facilities and services.

A Civic Heart Precinct will reflect the social and cultural fabric of St Marys, providing a central focal point, housing a new community hub and library, cultural space and Central Park (refer to Place Outcome 1). The precinct will play the key role of bringing communities together for socialising and recreation.

Private developments can play an important role by providing communal space that reflects local history, heritage and culture, and can help bring people together and connect with their neighbours. The importance of character, quality building and public space design in private developments has been elevated in this Structure Plan (refer to Place Outcome 9). The following objectives should be considered for the integration of communal places within private developments:

- Provide community infrastructure within private developments to support the needs of residents and help to meet the demand of local community infrastructure, particularly in high density living environments
- Provide community infrastructure that supports a variety of users and uses, including people of different life stages, diverse cultural backgrounds, and from both low- and higher-income households (refer to Place Outcomes 7 and 9)

Additionally, the Structure Plan has proposed to upgrade existing open spaces and create new open spaces in the Town Centre. The plan also elevates the role of certain streets in the Town Centre as streets with a high 'place' function. These places will serve as local social magnets promoting communal activity, socialising and events (refer to Place Outcomes 2 and 5). The following objective should be considered in the design of streets and public open spaces:

- Design streets and the public realm for the comfort and safety of the most vulnerable users so that they are good for everyone (refer to Place Outcome 2)



Fig. 75: A sheltered space by the street to sit, work and meet neighbours in Mortdale, NSW

Fig. 76: Victoria Street Community Cupboard - a communal food pantry in Flemington, VIC

Fig. 77: A communal garden at Washington Park, Riverwood, NSW



ST MARYS TOWN CENTRE WILL

7 - BE A PLACE THAT FOSTERS CIVIC PRIDE AND CELEBRATES ITS HISTORY, CULTURE AND DIVERSITY

DIRECTION 22: EMBED COUNTRY-CENTRED DESIGN PRINCIPLES IN DESIGN AND PLANNING PROCESSES

This direction promotes Country to be at the core of planning and design processes in the future St Marys Town Centre. St Marys will be an inclusive place that celebrates its historic roots and supports its Aboriginal and Torres Strait Islander communities.

St Marys always has, and continues to be, a place that is important to Aboriginal and Torres Strait Islander people as well as a place to call home. The number of people identifying as Aboriginal and Torres Strait Islander calling St Marys (suburb) home has grown from 506 (4.1%) people in 2016, to 610 (4.6%) people in 2021.

'Country' reflects a complex and interconnected system of elements. To Aboriginal people Country is not solely consisting of land formations, Country also encompasses: water, plants, animals, rocks, sky, stars, wind, people and culture.

In planning for the places of Penrith City, Council has sought to understand the aspects required to apply a cultural lens and Country-centred design to its planning principles, acknowledging the opportunity that the St Marys Town Centre Structure Plan brings to strengthen the work and an understanding of community priorities in this area.

It is important, and appropriate, for the design of new built form, public spaces and streets in the St Marys Town Centre to reflect Aboriginal values and principles relating to caring for Country. Adopting the design objectives listed in the NSW Government Architect's Draft Connecting with Country Framework (2020), as part of the Structure Plan work, will assist this.

In the Draft Connecting with Country Framework (2020), Dr Danièle Hromek (Budawang/Yuin, Researcher and Spatial Designer, 2019) notes that "Country means much more than land, it is our place of origin in cultural, spiritual and literal terms. It includes not only land but also skies and waters. Country incorporates both the tangible and the intangible, for instance, all the knowledges and cultural practices associated with land. People are part of Country, and our identity is derived in a large way in relation to Country".

The Structure Plan aims to respond to these cultural, spiritual and literal elements. It directs development in the centre to be sensitive to views to the mountains (Place Outcome 9). The Structure Plan brings 'water' to the forefront of city making, directing better water quality, the retention of water upstream, better management of flooding, the incorporation of WSUD within public and private land, and upgrades to stormwater infrastructure (Place Outcome 6). It supports overland flow paths, creating open spaces and streets that can accommodate better water management practices where possible. It directs the preservation and enhancement of biodiversity and tree canopy and promotes the creation of communal places. It also promotes the creation of communal places and open spaces that are inclusive for all (Direction 21 and Place Outcome 5). Ultimately, the Structure Plan envisions the future St Marys as a place that puts nature and people equally at the core of planning and design.

ACTION FOR THE ST MARYS TOWN CENTRE MASTER PLAN:

- Engage with local Aboriginal groups to confirm the best approaches for planning for and connecting with Country in St Marys
- Prepare a heritage study to better understand known sites of Aboriginal archaeological cultural heritage significance



ST MARYS TOWN CENTRE WILL

7 - BE A PLACE THAT FOSTERS CIVIC PRIDE AND CELEBRATES ITS HISTORY, CULTURE AND DIVERSITY



Fig. 78: Yagan Square in Perth, WA offers a range of experiences and incorporates stories from the Whadjuk people - exploring themes of place, people, animals, birds and landscape

Fig. 79: NAIDOC event celebration in Penrith, NSW (Photographer: 7 Chairs. Represented in the photograph are the Jannawi Dance Clan)

Fig. 80: Casino Aboriginal Medical Service, designed to provide a comfortable and welcoming place for community members, recognising its role as an important social hub

Fig. 81: Koorie Heritage Trust building in Melbourne, a place providing educational programs and resources to promote, support, and celebrate the Aboriginal culture of south-east Australia

Fig. 82: Portrait of a young Aboriginal boy on the walls of Nowra Library that celebrates the Shoalhaven's rich indigenous history



ST MARYS TOWN CENTRE WILL

7 - BE A PLACE THAT FOSTERS CIVIC PRIDE AND CELEBRATES ITS HISTORY, CULTURE AND DIVERSITY

DIRECTION 23: IDENTIFY AND PROTECT ITEMS AND VALUES OF SHARED HERITAGE SIGNIFICANCE

This direction envisions the future St Marys Town Centre to protect and promote its built and cultural heritage assets which contribute to its uniqueness and association with history. The heritage of St Marys will be a part of its visitor experience and stimulate economic opportunities.

St Marys sits on the banks of Wianamatta - South Creek, which has high cultural significance to Aboriginal people. Many of the 757 known Aboriginal cultural heritage sites within Penrith LGA are located within and close to St Marys, including 92, at Ropes Crossing.

There are several Aboriginal walking trails, trade routes and songlines that exist as key corridors within and around this area. The journey from west to east has always facilitated the movement of people from the fresh water, forest Country of the Nepean River to the brackish and salt water coastal areas further east, providing opportunities for trade, ceremony and kinship responsibilities. St Marys as a place continues to be vital in the cultural and ceremonial lives of local Aboriginal people, providing essential connections to Country and community that were established thousands of years ago and are still intact today.

The St Marys Town Centre has some local heritage listed items and one state heritage listed item - refer to Map 47. This direction aims to protect these items. Council is currently preparing a local heritage trail constituting key heritage items which will help promote the history of the centre and bring it to the forefront of visitor experience.

The Duration Cottages centred around Jack Jewry Reserve have a strong association with the history of St Marys. Council engaged City Plan Heritage to undertake a heritage investigation of this precinct. The investigation concluded that the Duration Cottages do not reflect the characteristics that would warrant their listing as heritage items or the establishment of a Heritage Conservation Area for the precinct. The study found that the integrity of dwellings has been compromised due to modifications over time, many show evidence of fabric deterioration and the surviving original cottages (39% of the total 149 properties) are scattered across the precinct reducing the cohesiveness along streetscapes.

The investigation however found the subdivision pattern, streetscape layout and Jack Jewry Reserve, with its original mature trees at four corners, to be remarkably

intact. It recommended these aspects to be preserved, representing significant evidence of the area's development. The investigation mentioned lot amalgamation in the precinct to be undesirable; but if needed, to be limited to maximum two allotments to maintain the integrity of subdivision. It also recommended future development in the precinct to be limited to low- to medium density residential development. Detailed findings can be found in the 'Duration Cottages Heritage Investigation Report'.

In response to the recommendations of the heritage investigation, this direction proposes to retain the development standards in this precinct to remain 'as is', with no intensification currently proposed in the area. Further intensification of areas within 400m of the train/metro stations will be investigated as part of the Master Plan process, including areas within the Duration Cottages 'Historic Living' Precinct. It will be important to retain the subdivision pattern of the area through any future change. This direction also proposes to investigate opportunities for heritage interpretation within Jack Jewry Reserve.

This direction proposes to undertake a heritage study for 60 Queen Street and 9, 10 and 11 Stapleton Parade in line with the

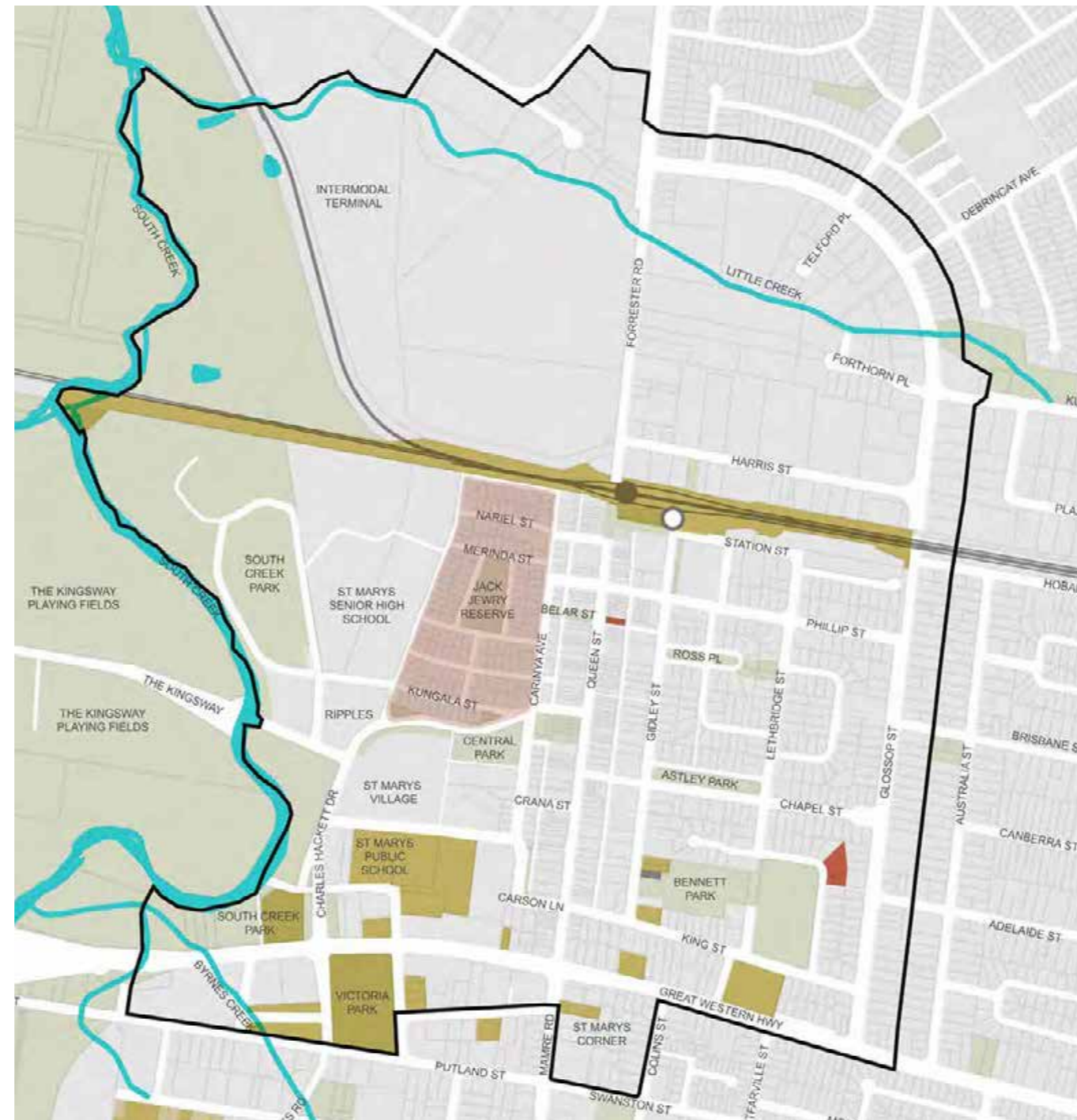
findings of the 'Understanding St Marys - Background Evidence Report'. LAHC have confirmed that they will undertake a heritage investigation for 9, 10 and 11 Stapleton Parade as part of their planning for those sites. Additionally, Council has identified the need to add 42 Gidley Street and remove 38 Gidley Street from the LEP Schedule 5. This is to fix a minor error in the current Penrith LEP 2010.

ACTION FOR THE ST MARYS TOWN CENTRE MASTER PLAN:

- Prepare a heritage study for potential items of European heritage significance
- Engage with local Aboriginal groups and investigate and identify sites of archaeological significance
- Investigate opportunities to appropriately protect, understand and communicate about newly emerging Aboriginal heritage sites and cultural landscapes

ACTION FOR COUNCIL:

- Undertake identified LEP housekeeping amendments for 38 and 42 Gidley Street
- Develop visitor economy opportunities tapping onto cultural and heritage assets
- Investigate opportunities for heritage interpretation within Jack Jewry Reserve
- Investigate opportunities for Aboriginal interpretive signage and wayfinding within St Marys and Ropes Creek



Map 47: Proposed Heritage Conservation and Investigation



- Key**
- Study Area Boundary
 - Western Train Line and Station
 - Proposed Metro Station
 - Waterbody
 - Open Space
 - Existing Heritage Item
 - Proposed Heritage Study/ Investigation
 - Area of recent Heritage Investigation
 - Previously Identified Heritage Item (Not yet listed)
 - Land Parcel



Fig. 83: James Street Reserve Community Garden, Redfern, NSW



ST MARYS TOWN CENTRE WILL

8 - BE A LOW-CARBON CENTRE

St Marys of the future will be a sustainable, energy-efficient and resilient Town Centre with a significantly lower carbon footprint compared to the present day.

This will mean improvements to sustainable transport modes, more greening and water-sensitive urban design as well as climate-responsive building design.

DIRECTION 24: REDUCE LOCAL EMISSIONS FOR A MORE SUSTAINABLE FUTURE OF ST MARYS



DIRECTION 24: REDUCE LOCAL EMISSIONS FOR A MORE SUSTAINABLE FUTURE OF ST MARYS

This direction envisions St Marys Town Centre to take steps towards reducing its emissions and enhancing energy efficiency. The St Marys Town Centre of the future will prioritise sustainable modes of transport including walking, cycling and public transport; will have energy efficient and sustainable buildings and public spaces; and will be a green and cool centre resilient to heat and flooding.

In June 2021, Council adopted the Resilient Penrith Action Plan (RPAP), which recognises the need to address climate challenges and reduce emissions at a national/state and local level through energy efficiency, uptake of renewable energy and identifying a pathway to net zero emissions. This plan included an action to 'set a net zero emissions target and develop a pathway to achieve emissions reduction'.

The St Marys Town Centre Structure Plan reflects Council's future sustainability and resilience goals and supports the RPAP by guiding the transition of the Town Centre towards a more sustainable future, with an aspirational goal to have significantly reduced its carbon footprint compared to the present day by 2050. This time frame aligns with current NSW and Australian Government Strategy targets.

St Marys will transform from its current car-dominated form to a public transport interchange hub and a more walkable and bikeable 15-minute centre. Its new sustainable transport infrastructure will encourage a modal shift over time, replacing some of the car trips within a 15-minute catchment with public transport, bike, e-bike and walking trips (refer to Place Outcome 2). The prioritisation of sustainable active transport coupled with the investment in public transport will see enhanced sustainability outcomes and potentially reduced carbon emissions.

The Structure Plan has proposed consolidating surface car parking areas in the Town Centre (refer to Place Outcome 2). Further work regarding car parking and street design landscaping in the centre should note the following objectives:

- Explore options to implement electric vehicle charging stations in the Town Centre
- Deliver on Place Outcome 2 and associated directions
- Consider integrating smart technologies and solutions (monitoring equipment, smart lighting and street furniture, etc.)

In addition to the above, Direction 24 also relates to high sustainability standards and energy efficiency in the built form (refer to Place Outcome 9). Objectives for new built form in light of this direction are as follows:

- Require Ecologically Sustainable Development and WSUD techniques for construction and management of buildings and streetscapes.
 - Buildings over a specific cost threshold to meet 5 star + green star ratings
 - Use of recycled building materials and recyclable building materials across the precinct
 - Climate-responsive design (e.g. passive solar design, cross ventilation, better insulation, etc.) for efficient buildings.
 - Full-electric buildings for residential and mix-use developments
 - Explore opportunities for energy efficiency and use of renewables for businesses

These and/or other mechanisms will be further developed through a proposed Sustainability Study as part of the St Marys Town Centre Master Plan.

An integrated and holistic water management will also play an important role in mitigating heat and flooding risk. Initiatives proposed include retaining water upstream, integrating WSUD in open spaces and streetscapes and increased tree planting (refer to Place Outcomes 6 and 5).

ACTION FOR THE ST MARYS TOWN CENTRE MASTER PLAN:

- Prepare a Sustainability Study to develop mechanisms to achieve a low-carbon centre by 2041

ACTION FOR COUNCIL:

- Develop a citywide target to achieve net zero emissions (as directed by the Resilient Penrith Action Plan)



ST MARYS TOWN CENTRE WILL

8 - BE A LOW-CARBON CENTRE



Fig. 84: Public transport in the Netherlands

Fig. 85: Electric vehicle charging stations in Hunter Valley, NSW

Fig. 86: Multi storey car park with a green wall in Manly Vale, NSW

Fig. 87: Bicycle friendly street in the Netherlands

Fig. 88: Landscape elements, waterbodies, and water features in Sydney Park, Alexandria, NSW make up a large-scale stormwater treatment system, making the water available for reuse

Fig. 89: Burwood Brickworks in Burwood, VIC recognised as the world's most sustainable shopping centre



Fig. 90: Arc, a mixed-use development in Sydney with apartments, boutique hotel rooms, cafes, restaurants and retail



ST MARYS TOWN CENTRE WILL

9 - HAVE QUALITY DESIGN IN THE PUBLIC AND PRIVATE REALMS

By 2041, St Marys Town Centre will have a high quality built environment that is both visually appealing and well-scaled. This responds to the community's aspiration to preserve the village-feel of the Town Centre and the need to improve its visual appeal.

The Town Centre will have sustainable, attractive and human-scale buildings as well as safe and beautiful streets, parks, plazas and other spaces for people and nature to thrive.

As a strategic centre in the Western Parkland City, this refreshed visual appeal will attract investment, stimulate re-investment and draw people to live, work, visit, study and play in the Town Centre.

DIRECTION 25: CREATE ATTRACTIVE, LIVEABLE, HEALTHY AND SUSTAINABLE PUBLIC AND PRIVATE PLACES THROUGH QUALITY DESIGN AND COUNTRY-CENTRED DESIGN



9 - HAVE QUALITY DESIGN IN THE PUBLIC AND PRIVATE REALMS

DIRECTION 25: CREATE ATTRACTIVE, LIVEABLE, HEALTHY AND SUSTAINABLE PUBLIC AND PRIVATE PLACES THROUGH QUALITY DESIGN AND COUNTRY-CENTRED DESIGN

This direction envisions St Marys Town Centre to offer enhanced and high-quality buildings and shopfronts with a refreshed and modern character, sensitive to the local natural landscapes, views, built heritage and climate. It also supports the retention of the well-loved 'country town' feel and scale of its main street.

This direction responds to the community's feedback about the need to improve the overall visual appeal of the centre and amenity of public spaces.

It proposes a few areas for built form intensification to deliver public benefit, through-site links, housing diversity as well as increase in non-residential floor space to boost the local economy (refer to Place Outcomes 3 and 4). Existing planning controls for the St Marys Town Centre already allow much taller built form compared to that seen today. There is a need to undertake built form testing in St Marys as part of the St Marys Town Centre Master Plan. This should consider the following objectives:

- Protect the fine grain built form, street activation and street scale of development along Queen Street

- Support the creation of high quality built form that responds to the local character and natural and built conditions. For example, new built form in the Historic Living Precinct should be sensitive to the past subdivision pattern
- Ensure that new development in the Town Centre does not block westward views to the mountains from streets and other public open spaces. Built form should be required to undertake a visual impact assessment addressing the views to the mountains
- Ensure that the areas proposed for built form intensification do not negatively impact solar access and amenity of public open spaces and streets
- Consider new built form to integrate greenery to enhance the sense of the centre embedded in its landscape
- Maximise opportunities for street activation and passive surveillance along key pedestrian routes from adjoining built form development
- Maximise the use of light-coloured materials in planning and design to help minimise the urban heat island effect (roads, footpaths, car parks, buildings and roofs)

Changes have been proposed to the current street network, highlighting the need to redesign street environments based on their proposed movement and place functions (refer to Place Outcome 2). Some of the objectives to be considered in street design are:

- Ensure that new streets deliver legibility and ease of wayfinding with clear sightlines
- Plan controls for undergrounding overhead wires to meet tree canopy targets for streets

These objectives will be further developed and refined through the Integrated Street Network Plan to be prepared as part of the St Marys Town Centre Master Plan.

As part of the 'movement and place' thinking, the Structure Plan has proposed dedicated areas for consolidated car parking structures and at-grade car parking (refer to Place Outcome 2) to be detailed further in a public car parking strategy. The proposed public car parking strategy should take into account the following objectives:

- Ensure that at-grade parking areas are designed as sustainable and versatile spaces that can accommodate temporary pop-up events (such as the St Marys Open Streets event). They should be designed and delivered to better manage water and provide tree canopy and landscaping to mitigate heat effect and promote greenery of the centre.
 - Ensure that the consolidated car parks in the Town Centre are designed as adaptable spaces to allow flexibility of uses over time
 - Ensure that the consolidated car parks do not negatively impact westward view lines in the centre and promote urban greenery
- This plan proposes open spaces for upgrades and new open spaces to be delivered in St Marys (refer to Place Outcome 5). The future landscape design of open spaces in the centre should consider the following objectives:
- Upgrade parks, plazas and streets with high quality and sustainable materials and features
 - Ensure that the design of public open spaces takes into account solar access, shade and protection from wind



ST MARYS TOWN CENTRE WILL

9 - HAVE QUALITY DESIGN IN THE PUBLIC AND PRIVATE REALMS

DIRECTION 25: CREATE ATTRACTIVE, LIVEABLE, HEALTHY AND SUSTAINABLE PUBLIC AND PRIVATE PLACES THROUGH QUALITY DESIGN AND COUNTRY-CENTRED DESIGN

- Ensure that the design of parks and open spaces incorporates and responds to historic narratives and heritage features, where relevant
- Provide diversity of experiences to cater for people of all abilities, ages and interests.
- Deliver on tree canopy targets
- Deliver upon objectives for each park outlined in Place Outcome 5

The design of open spaces, streets and public car parks should also consider incorporating 'smart' features such as digital wayfinding, smart lighting, electric vehicle charging stations, sensors, etc.

ACTION FOR THE ST MARYS TOWN CENTRE MASTER PLAN:

- Prepare built form testing, design quality clause and built form controls



Fig. 91: Green Square Library, Green Square, NSW

Fig. 92: Streetscape improvements at the intersection of Little Lefroy Lane and Sydney Street in South Fremantle, WA

Fig. 93: Chippendale Green, a public place offering a diversity of passive recreational experiences



ST MARYS TOWN CENTRE WILL

10 - EVOLVE THROUGH PARTNERSHIPS AND COLLABORATION

Cities and Town Centres are like living organisms - evolving and growing over time, with the input of a range of stakeholders. This place outcome envisions a truly collaborative city-making approach for working towards realising the shared place vision for St Marys Town Centre.

This will see Council working closely with NSW Government agencies as well as private stakeholders, landowners, businesses and community members to achieve collective success.

DIRECTION 26: ACKNOWLEDGE THE COMPLEXITIES OF CITYMAKING AND DEVELOP PARTNERSHIPS TO ACHIEVE THE BEST OUTCOME FOR OUR COMMUNITY



ST MARYS TOWN CENTRE WILL

10 - EVOLVE THROUGH PARTNERSHIPS AND COLLABORATION

DIRECTION 26: ACKNOWLEDGE THE COMPLEXITIES OF CITYMAKING AND DEVELOP PARTNERSHIPS TO ACHIEVE THE BEST OUTCOME FOR OUR COMMUNITY

This direction proposes the formation of effective partnerships for achieving the various outcomes and the shared place vision for St Marys Town Centre. Inter-governmental, private sector and institutional partnerships and public participation will form the basis of St Marys' transformation.

St Marys Town Centre has significant government assets, and as a result, a number of government agencies are involved in the transformation of the Town Centre. The investment in the new metro station as part of the Western Sydney City Deal will catalyse local growth in the Town Centre; and there are opportunities to build upon this inter-governmental approach to collaborate further across agencies.

The St Marys Town Centre Collaboration Group led by Penrith City Council and the Greater Cities Commission is a key example of the beginning of formulating partnerships for shared success. Members of the St Marys Collaboration Area include the Greater Cities Commission, Penrith City Council, Department of Planning and Environment, TfNSW, Sydney Metro, NSW LAHC, Western Parkland Cities Authority, Family & Community Services and Landcom.

For the past four years, Council has and continues to advocate to the NSW Government, the delivery of a high-quality transport interchange. Council's advocacy includes the delivery of two new unpaid cross-rail overbridges, commuter car parking and a safe and high-quality public domain at and around the transport interchange. This work involves TfNSW, Sydney Trains and Sydney Metro.

Sydney Metro has committed to the delivery of the metro station as well as the upgrade of the train station's Southern Plaza and the provision of a new northern plaza. There is also another open space to be delivered as part of the VPA for the former Station Plaza site when this site is developed.

Achieving regional bicycle connectivity has been a key item on Council's advocacy priorities. This includes a regional east-west cycleway along the rail corridor. Involvement of agencies such as TfNSW is vital for its delivery.

The Structure Plan has identified opportunities for better linking South Creek Park to the Town Centre via various east-west active transport connections. One of these connections is through the St Marys Senior High School, which is proposed to

be further investigated as part of the Master Plan, in further consultation with School Infrastructure NSW and the school. There is potential to extend existing MoUs with the NSW Department of Education from other centres to the schools in St Marys to consider opportunities for sharing school facilities and maintenance.

The NSW LAHC is a key landowner in St Marys, owning a concentration of properties in the Ridge-top Living Precinct and the Gateway Living Precinct (see Proposed Precincts Map on page 45). The delivery of new open spaces and walking and bicycle connections through these precincts will require collaboration between Council and NSW LAHC. Sydney Water and other state agencies, and the development industry are also key government agencies to collaborate with.

In addition to these agencies, this direction stresses the importance of the Town Centre Corporation in delivering on-the-ground initiatives for the betterment of businesses and the prosperity of the centre. The same applies to other community groups, such as the Historical Society, which play a vital role in raising awareness and elevating the role of history and heritage in city making.

Last but not least is the present and future community of St Marys - the ones that are at the centre of everything that Council does and whose lives will be impacted by this work. As part of the community engagement of the Structure Plan, Council engaged with a broad section of the community as well as key stakeholders to understand the strengths of the Town Centre, the challenges it currently faces and the aspirations for its future.

It is important for Council to continue this engagement with all the above agencies as well as committees, community groups, landowners, business owners and the wider community while progressing towards the implementation of this Structure Plan.

ACTION FOR THE ST MARYS TOWN CENTRE MASTER PLAN:

- Continue to collaborate with government agencies and key stakeholders
- Engage with and incorporate feedback from the community
- Engage with local Aboriginal groups to elevate the role of Aboriginal culture and heritage and Country-centred design in St Marys

PRECINCT-SPECIFIC INTERVENTIONS

The future St Marys Town Centre will offer a diversity of people-places, land uses, economic activities, housing types, open spaces and movement modes to cater to a growing and diverse community. This diversity is reflected in the proposed character of individual precincts within the Town Centre. The following pages outline how the various initiatives of the Structure Plan discussed so far come together at the geographic scale of individual precincts.



Fig. 94: The Granville Centre, Granville, NSW

Fig. 95: Home of the Arts, Gold Coast, QLD

Fig. 96: WSUD feature in Balfour Street Pocket Park, Chippendale, NSW

Fig. 97: 'The Commons' (Nightingale housing) in Brunswick, VIC

PRECINCT-SPECIFIC INTERVENTIONS

DUNHEVED BUSINESS PARK

A precinct that preserves its industrial role and offers a high amenity environment, improved accessibility and sustainable built form to attract businesses and workers.

PRESERVE:

- Council's endorsed Employment Lands Strategy recognises North St Marys as one of five primary industrial precincts in Penrith LGA. It is the LGA's largest established industrial precinct comprising around 281ha of general industrial land in total. Only a small portion of the same is within the St Marys Town Centre Structure Plan's Study Area boundaries. A key feature of this precinct is its diversity of uses, including manufacturing, commercial and some retail and services, contributing to a thriving industrial economy
- No changes to zoning in order to preserve the precinct's significant local and regional economic output

KEY DIRECTIONS FOR IMPROVEMENT:

- Enhance the quality and amenity of the streetscapes (tree planting and landscaping, better footpaths, street lighting, street furniture and the provision of safe and accessible cycleways and public art in specific locations)
- Encourage or require higher standards of environmental sustainability in new buildings or major alterations to existing buildings

- Ensure appropriate separation from premises with Environment Protection Licences (EPLs), avoid non-compatible land uses and minimise land use conflict

PRECINCT-SPECIFIC FUTURE ACTIONS:

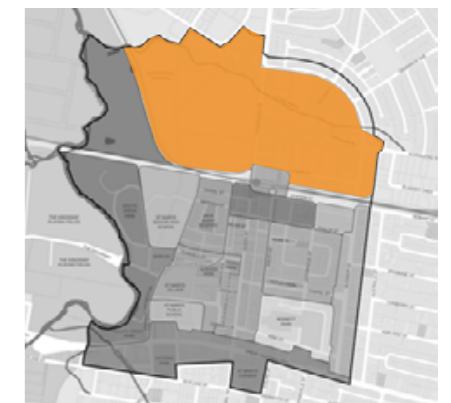
- Work with TfNSW on a strategic business case for the Werrington Arterial Stage 2 funded by the NSW and Australian Governments route proposed re-align freight movement serving the Intermodal, improving pedestrian safety and amenity north of the transport interchange)
- Investigate the desired future character of the lots south of Harris Street for employment-generating uses as part of the Master Plan
- Investigate the location, alignment and width of walking and cycling routes in the industrial lands connecting North St Marys with St Marys Town Centre as part of the Master Plan
- Investigate open space provision in the industrial lands including the role of the Council owned vacant land at the western end of Forthorn Place as part of the Master Plan
- Continue to advocate for two unpaid, easy to access cross-rail overbridges to link north and south St Marys that allow cyclists and people using micromobility devices to cross the railway corridor without dismounting



Map 48: Dunheved Business Park Precinct

Key

- | | |
|--|--|
| — Study Area Boundary | — Proposed Walking & Cycling Route - Other |
| ● Western Train Line and Station | — Proposed Key Walking Route |
| ○ Proposed Metro Station | ↔ Proposed Overbridge across Rail |
| ■ Waterbody | ↔ Existing Overbridge |
| ▨ Future Investigation of Character for Employment Generating Uses | ↔ New Overbridge by Sydney Metro |
| ■ Green Open Space - Existing/ New/ Upgraded | ○ Proposed Crossing Upgrade for Cyclists and Micromobility |
| — Proposed Road Network with high Movement Function and Bus Route | — Matters to be investigated as part of the St Marys Town Centre Master Plan process |
| — Proposed Key Walking & Cycling Route | ■ Land Parcel |



PRECINCT-SPECIFIC INTERVENTIONS

ARRIVAL & INTERCHANGE

A unifying 24x7 precinct that achieves a 'one-centre' approach and delivers a transport interchange to enhance local and regional public transport access and connectivity to St Marys.

PRESERVE:

- Current transport interchange role and heritage features

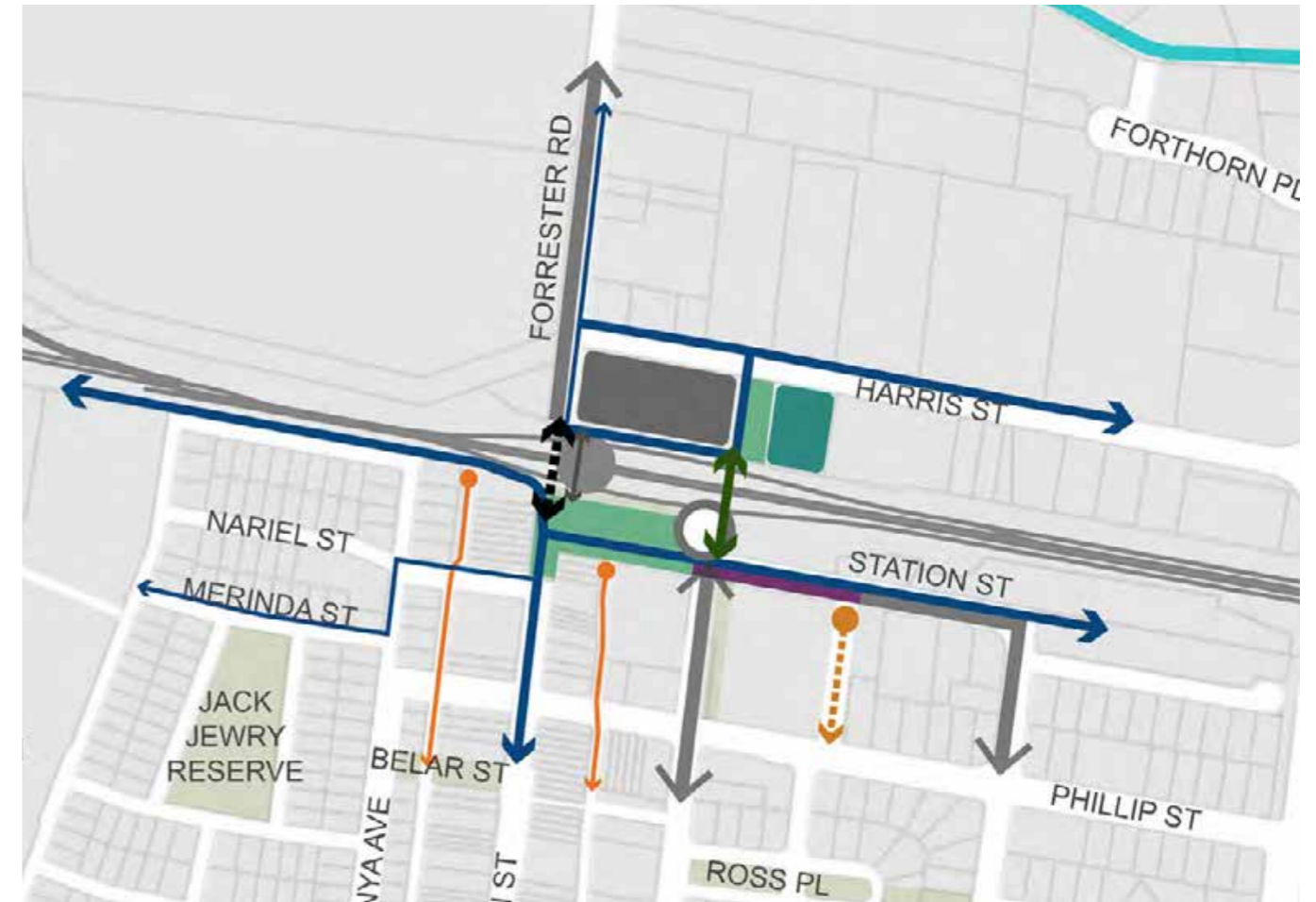
KEY DIRECTIONS FOR IMPROVEMENT:

- Deliver a new metro station, an on-street bus interchange and bus layover area (to be delivered by Sydney Metro) in addition to the upgraded commuter car parking on Harris Street delivered by TfNSW
- Provide a seamless north-south cross-rail connection (overbridge) for pedestrians, bicycles, e-bikes, etc. that is safe and activated. The overbridge should be designed so that users are not required to dismount and should be located to link Queen Street and Forrester Road
- Provide an expanded Southern Plaza as a landmark arrival place connecting the train and metro stations, bus interchange and Queen Street. This will include pedestrianised sections of Queen Street (north of Nariel Street) and Station Street (west of Gidley Street extension). The plaza should offer pedestrian movement paths and places to sit and gather. It will also include the preservation and restoration of heritage features (to be delivered by Sydney Metro)

- Provide a landmark Northern Plaza along Harris Street that connects the train and metro stations and the Dunheved Business Park precinct. This plaza should provide pedestrian movement paths as well as accessible cycleways (to be delivered by Sydney Metro)
- Deliver initiatives such as streetscape improvements, high-quality street furniture, water management, public art, etc. (to be delivered by Sydney Metro)
- Provide an east-west regional bicycle path physically separated from other modes that links the train stations along the western train line. A part of this bicycle path will traverse through this precinct
- Ensure appropriate separation from premises with EPLs, avoid non-compatible land uses and minimise land use conflict

PRECINCT-SPECIFIC FUTURE ACTIONS:

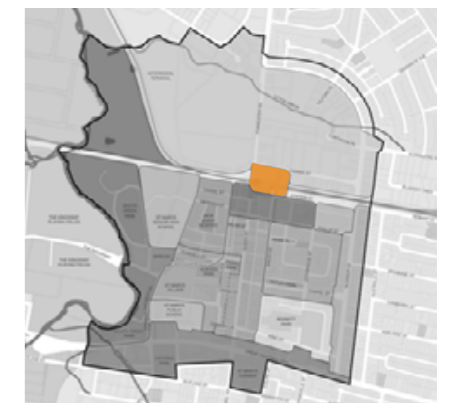
- Investigate urban intensification of the lot next to the Northern Plaza (supported by built form testing and feasibility study) for employment generating uses - including a potential commercial/ cultural use to complement the industrial activity, create a transition across the north and south of the rail corridor and enable ground level activation at the metro station entry
- Continue advocating unpaid, easy to access, cross-rail connections; a high-quality transport hub, including public domain improvements and heritage conservation and restoration; and key active transport routes



Map 49: Arrival & Interchange Precinct

Key

- | | | | |
|---|---|---|--|
| — | Study Area Boundary | — | Existing Service Lane |
| ● | Western Train Line and Station | — | Proposed Key Walking & Cycling Route |
| ○ | Proposed Metro Station | — | Proposed Walking & Cycling Route - Other |
| ■ | Waterbody | ↔ | Proposed Overbridge across Rail |
| ■ | Proposed Employment Generating Uses | ↔ | Existing Overbridge |
| ■ | Plaza - Existing/ New/ Upgraded | ↔ | New Overbridge by Sydney Metro |
| ■ | Proposed Road Network with high Movement Function and Bus Route | ■ | Existing Consolidated Public Car Park |
| ■ | On-street Bus Interchange | ■ | Land Parcel |
| — | New Local Street | | |



PRECINCT-SPECIFIC INTERVENTIONS

COMMERCIAL CORE

A key day-and-night commercial hub with a supporting mix of uses that improve economic diversity and contribute to the prosperity of the Town Centre. Residential uses permissible under the current LEP controls will be retained.

KEY DIRECTIONS FOR IMPROVEMENT:

- Safeguard growth of employment floor space by investigating intensification scenarios conditional upon the delivery of non-residential floor space
- Retain residential floor space permissible under the current LEP control
- Preserve and enhance ground-level retail activity, including businesses associated with the night time economy
- Create landmarks both in the built form and the public domain to terminate vistas along Queen Street
- Support Gidley Street extension between Phillip Street and Station Street to be a bus-only street for buses to access the on-street bus interchange on Station Street
- Deliver a new north-south street (Blair Avenue extension) between Phillip Street and Station Street (to be delivered by Sydney Metro)
- Deliver one 1,316sqm linear pocket park/green space in the former Station Plaza site (as per the VPA for this site), parallel to Gidley Street extension to serve as a

green alleyway for accessing the metro station (to be delivered by Sydney Metro)

- Locate one of the strategic consolidated car parking sites for the visitors of the Town Centre (non-commuter car parking) in this precinct, in the Council owned land north of Nariel Street (tested through a car parking study prepared as part of the Master Plan)

PRECINCT-SPECIFIC FUTURE ACTIONS:

- Safeguard growth of employment floorspace. Investigate land uses with a higher percentage of non-residential uses, including A-grade office spaces, hotels and short term accommodation (Commercial 4-5 star) and a new supermarket (supported by feasibility and built form testing studies). Attract Government agencies to relocate to this precinct
- Investigate urban intensification conditional upon the delivery of non-residential floor space and subsidised floor space for not-for-profit organisations, public benefit, high amenity/design quality and environmental sustainability (supported by built form testing and feasibility studies)
- Undertake further urban design studies, including built form testing, to ensure to ensure controls promote a human-scale built form, solar access, high-amenity and design quality



Map 50: Commercial Core Precinct

Key

- | | |
|--|---|
| — Study Area Boundary | — Proposed Road Network with high Movement Function and Bus Route |
| ● Western Train Line and Station | — On-street Bus Interchange |
| ○ Proposed Metro Station | — New Local Street |
| ■ Waterbody | — Existing Service Lane |
| ■ Proposed Mixed Use (Commercial Core) | — Proposed Key Walking & Cycling Route |
| ■ Public Car Parking proposed to be re-purposed (Current B4 Zone) | — Proposed Walking & Cycling Route - Other |
| ■ Approximate Area to Investigate Intensification within 400m to the south of train/metro stations | ↔ Proposed Overbridge across Rail |
| ■ Green Open Space - Existing/ New/ Upgraded | ↔ Existing Overbridge |
| ■ Plaza - Existing/ New/ Upgraded | ↔ New Overbridge by Sydney Metro |
| | ■ Proposed Consolidated Public Car Park |



PRECINCT-SPECIFIC INTERVENTIONS

TOWN CENTRE CORE

The Town Centre Core comprises of three sub-precincts: Retail & Eat Street Living, Green Spine Living and the Civic Heart.

RETAIL & EAT STREET LIVING

A destination place for the community to shop, dine, access services, gather and socialise, leveraging the growing 'foodie' culture. This will be a human-scale, high-amenity and pedestrian-friendly precinct, with a thriving retail, makerspace and dining-focused economy (the "eat street"), supported by complementary uses such as residential and commercial spaces. The precinct will be a day and night 'mixed-use' precinct, offering opportunity to provide outdoor dining in proximity of key destinations.

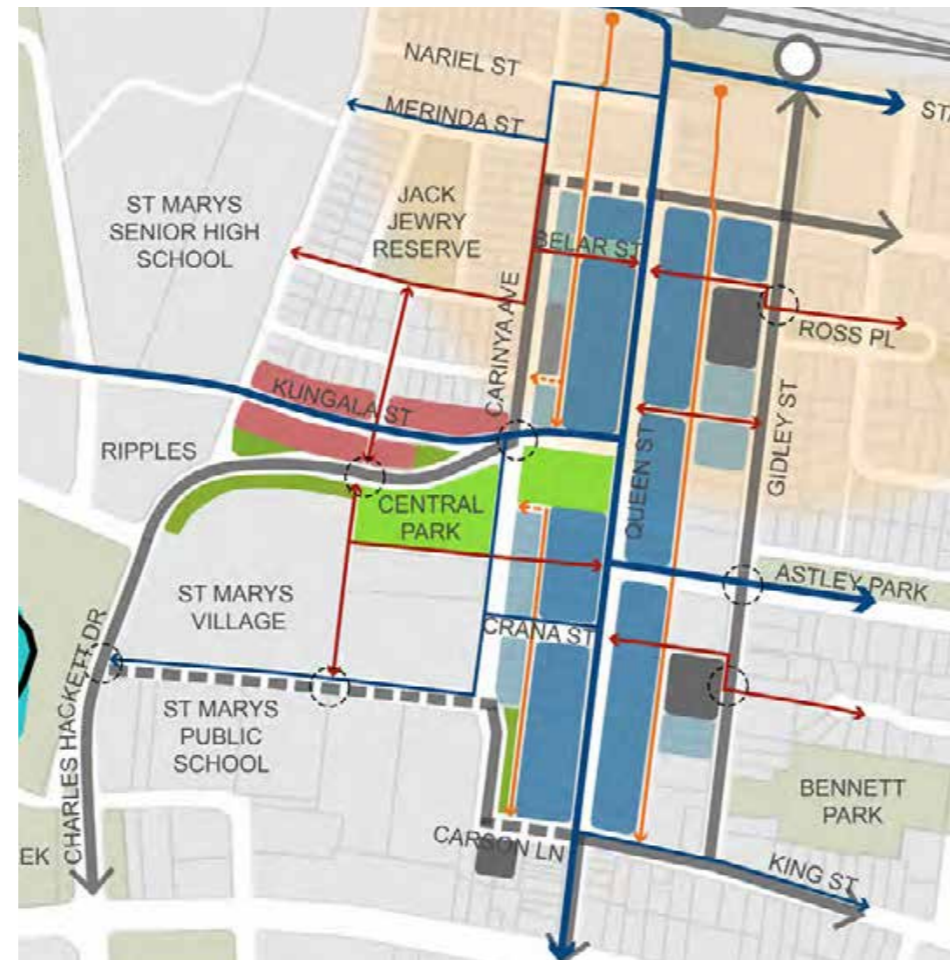
GREEN SPINE LIVING

A pedestrian-focused, green, creative, safe and pleasant street with medium density residential development activating the street interface and linking South Creek and Ripples with Queen Street.

CIVIC HEART

A mixed-use civic heart with a new community hub (community facility) and new library, St Marys Central Park and the St Marys Village shopping centre mixed with commercial and residential development.

Each of the above proposed sub-precincts have been further described in this section.



Map 51: Town Centre Core Precinct

Study Area Boundary	Approximate Area to Investigate Intensification within 400m to the south of train/metro stations	Existing Service Lane
Western Train Line and Station	Green Open Space - Existing/ New/ Upgraded	New Service Lane
Proposed Metro Station	Plaza - Existing/ New/ Upgraded	Proposed Key Walking & Cycling Route
Waterbody	Proposed Central Park and Community Hub	Proposed Walking & Cycling Route - Other
Proposed Mixed Use (Town Centre Core Retail and Eat Street Living)	Proposed Road Network with high Movement Function and Bus Route	Proposed Key Walking Route
Public Car Parking proposed to be re-purposed (Current B4 Zone)	Proposed Consolidated Public Car Park	Proposed Upgraded Surface Car Park
Proposed Medium Density Living (Activity Spine)	Proposed Crossing Upgrade for Cyclists and Micromobility	



- 1 - Retail and Eat Street Living
- 2 - Civic Heart
- 3 - Green Spine Living

RETAIL & EAT STREET LIVING

PRESERVE:

- Human scale and fine-grain built form, pedestrian amenity and safety, inclusive environment, public art and cultural markers, and thriving long-standing/destination businesses.

KEY DIRECTIONS FOR IMPROVEMENT:

- Deliver a peripheral vehicular and bus movement network away from Queen Street to help protect the 'place' function of Queen Street. Promote traffic-calming treatments and 30-40km/h speed limits along Queen Street
- Reallocate road space to provide dedicated bicycle routes along Queen Street, Crana Street, Kungala Street and Chapel Street to cater to a safe and comfortable riding experience for cyclists and micromobility device users
- Transform Belar Street into a plaza in the long term, once the westward extension of Phillip Street up to Carinya Avenue has been realised
- Deliver dedicated, publicly accessible through-site links to improve east-west pedestrian connectivity through the precinct
- Locate two strategic consolidated car parking sites for the visitors of the Town Centre (non-commuter car parking) in this precinct, in Council owned lands west of Gidley Street and south of Carson

PRECINCT-SPECIFIC INTERVENTIONS

Lane (tested as part of the Master Plan)

- Consider the redevelopment of strategic Council-lands for community uses/ mixed use development
- Retain existing lanes to service businesses fronting Queen Street, and create new laneway connections

PRECINCT-SPECIFIC FUTURE ACTIONS:

- Promote creative industries (makerspaces, artists' studios, etc.), commercial office spaces, restaurant and food retail industries, community services, etc. supported by residential uses
- Undertake feasibility study to assess requirement for non-residential uses at Level 1
- Undertake built form testing to ensure controls promote human-scale built form, high-amenity/design quality and protect views to the mountains

CIVIC HEART

PRESERVE:

- Existing open spaces in the precinct
- North-south road connection along Carinya Avenue

KEY DIRECTIONS FOR IMPROVEMENT:

- Deliver a Central Park at the heart of the centre, connected to a community hub
- Transform Carinya Avenue as a 30-40km/h 'street in the park' with traffic

calming, pedestrian-oriented streetscape treatment and dedicated bike routes

- Create a new east-west road opposite to the school site with a dedicated bicycle lane and pick up/drop off areas
- Create a new north-south pedestrian connection between the St Marys Village shopping centre and Kokoda Park, connecting up further north to Jack Jewry Reserve
- Retain West Lane as a service lane and establish a new east-west lane connecting West Lane to Carinya Avenue
- St Marys Village shopping centre - The current controls in Penrith LEP 2010 allow the St Marys Village to develop in accordance with the permissibility of B4 Mixed Use zoning, with a Maximum Building Height of 24m and Maximum Floor Space Ratio of 2.5:1. If major works are to be undertaken to the existing shopping centre in the future, provide underground car parking and vehicular entries away from the streets that will have a high place function
- Further investigate flood risk and mitigation, stormwater, built form testing, vehicle access and land use in relation to the St Marys Village site as part of the Master Plan

The Structure Plan for St Marys Town Centre represents Council's current strategic thinking for St Marys Town Centre and therefore will supersede the previous strategic objectives developed as part of

the reclassification of public land for Lang and Kokoda Parks, endorsed by Council at the Ordinary Meeting of 18 April 2016. The amendments to the Penrith Development Control Plan 2014 will be considered as part of the subsequent stages of the St Marys planning pathway and will supersede the resolution to amend the DCP made at the 18 April 2016 Ordinary Meeting.

PRECINCT-SPECIFIC FUTURE ACTIONS:

- Investigate the delivery of a new community hub of at least 3,500 – 4,000sqm. This should:
 - Include a library of minimum 2,000sqm
 - Include a Community and Cultural space of 1,500sqm – 1,800sqm
 - Include flexible multi-purpose rooms for programming and hiring by community and community groups
 - Provide spaces for creativity and cultural expression, learning and participation
 - Allow the library to use the community and cultural spaces to deliver library programs and services
 - Ideally be located on one site and be inclusive of a connected outdoor space

GREEN SPINE LIVING

PRESERVE:

- Linear spine towards South Creek

KEY DIRECTIONS FOR IMPROVEMENT:

- Deliver streetscape improvements, a shared-zone environment with flush kerbs (footpaths at grade with the carriageway), non-asphalted paved surfaces, public lighting, art trail and an increase in tree canopy
- Provide a pedestrian through-site link linking Kokoda Park and Jack Jewry Reserve

PRECINCT-SPECIFIC FUTURE ACTIONS:

- Investigate medium density residential land use overlooking the street to improve activation and surveillance (supported by built form testing and feasibility studies)

PRECINCT-SPECIFIC INTERVENTIONS

HIGHWAY COMMERCIAL & ENTERTAINMENT

A business and entertainment focused precinct along the highway including the continued use of well-functioning facilities at St Marys Corner and proposed subsidised office spaces for not-for-profit organisations, allied health services and businesses benefiting from easy access to a major corridor. Residential uses permissible under the current LEP controls will be retained.

PRESERVE:

- Well-functioning facilities at St Marys Corner, for example, the Memorial Hall
- Existing business and entertainment uses including large floor plate retail, light industrial activity and office spaces that benefit from exposure and access to a major movement corridor
- Existing B4 zone between Charles Hackett Drive and Queen Street

KEY DIRECTIONS FOR IMPROVEMENT:

- Deliver built form and landscaping at St Marys Corner that creates a visual landmark and promotes a sense of arrival to the St Marys Town Centre
- Extend the existing shared path along the southern side of the Great Western Highway further eastward towards Blacktown LGA
- Enhance intersection design for safe pedestrian and bicycle crossing while maintaining efficient freight movement

- Maximise and support the continued use of well-functioning facilities, such as the Memorial Hall, to meet present and future community needs
- Consider the relocation of appropriate community and cultural floor space to the new St Marys Community Hub in the Civic Heart precinct to support easier access, increased usage and the provision of more multi-purpose and multi-user spaces
- Consider the potential for St Marys Corner site to provide subsidised office spaces for not-for-profit organisations or additional cultural uses

PRECINCT-SPECIFIC FUTURE ACTIONS:

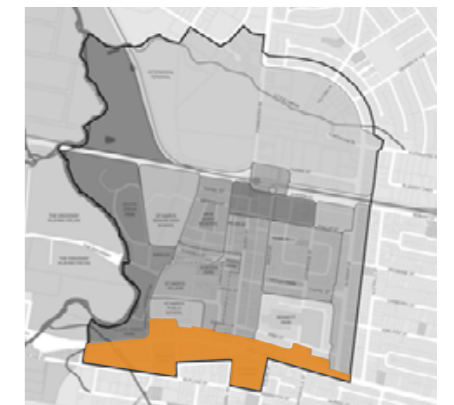
- Develop a Business Case for the St Marys Corner, considering the site's potential for subsidised office spaces for not-for-profit organisations, additional cultural uses, land uses that benefit from the proximity to a main vehicle and freight corridor etc. Ensure consistency of the same with the Business Case for the new St Marys Community Hub and Cultural Space
- Develop built form controls to improve amenity of potential residential uses above ground level on the sites currently zoned B4 that face the highway
- Discourage future residential use along the major movement corridor considering the impacts of freight movement on amenity



Map 52: Highway Commercial and Entertainment Precinct

Key

- | | |
|---|--|
| Study Area Boundary | Proposed Key Walking & Cycling Route |
| Waterbody | Proposed Walking & Cycling Route - Other |
| Green Open Space - Existing/ New/ Upgraded | Existing Walking & Cycling Route |
| Environmental Protection | Proposed Consolidated Public Car Park |
| Proposed Road Network with high Movement Function and Bus Route | Proposed Crossing Upgrade for Cyclists and Micromobility |
| Existing Service Lane | Land Parcel |



PRECINCT-SPECIFIC INTERVENTIONS

RIDGE-TOP LIVING

Medium to high density residential precinct that offers housing diversity; focussing on the provision of affordable and social housing close to facilities, jobs and amenity.

PRESERVE:

- Existing social and affordable housing within the precinct
- Existing views to the Blue Mountains from streets and public open spaces

KEY DIRECTIONS FOR IMPROVEMENT:

- Dedicate Chapel Street as a key activity spine, with a 30-40km/h speed limit, wide footpaths, shade and seating
- Provide a dedicated bicycle route along Chapel Street helping connect Queen Street with areas to the east of the Town Centre
- Consider mechanisms to formally designate Ross Place as an open space
- Create a new open space on land parcels between Ross Place and Lethbridge Street, to serve as an extended Ross Place Linear Park (with a traffic-calm street in between). This open space will support the population and dwelling growth in the area and provide east-west pedestrian and bicycle connectivity
- Deliver upgrades to Astley Park

- Consider re-purposing/sale of existing two triangular pocket parks along Champness Crescent that are underused and difficult to access
- Deliver a new straight north-south pedestrian connection between Blair Avenue and Little Chapel Street (replacing the existing through-site link) through the redevelopment of LAHC owned lots

PRECINCT-SPECIFIC FUTURE ACTIONS:

- Investigate planning mechanisms to safeguard the delivery of affordable housing
- Through the Master Plan process, investigate urban intensification conditional upon lot amalgamation and delivery of affordable housing, high amenity/design quality, and environmental sustainability on lots facing Phillip Street, Lidley Street, Chapel Street, Little Chapel Street as well as other locations deemed suitable (supported by built form testing and feasibility studies)



Map 53: Ridge-top Living Precinct

Key

- | | | | |
|--|--|--|---|
| | Study Area Boundary | | Proposed Road Network with high Movement Function and Bus Route |
| | Western Train Line and Station | | Existing Service Lane |
| | Waterbody | | New Service Lane |
| | Proposed Medium - High Density Living | | Proposed Key Walking & Cycling Route |
| | Proposed Medium Density Living (Activity Spine) | | Proposed Walking & Cycling Route - Other |
| | Approximate Area to Investigate Intensification within 400m to the south of train/metro stations | | Proposed Key Walking Route |
| | Green Open Space - Existing/ New/ Upgraded | | Proposed Crossing Upgrade for Cyclists and Micromobility |
| | | | Land Parcel |



PRECINCT-SPECIFIC INTERVENTIONS

PARK LIVING

Medium density living to contribute to the provision of a range of dwelling types close to facilities, jobs and amenity.

PRESERVE:

- Existing open spaces
- Existing views to the Blue Mountains from streets and public open spaces
- No changes to residential densities except along Chapel and Gidley streets as shown on Map 54 beside

KEY DIRECTIONS FOR IMPROVEMENT:

- Deliver upgrades to Bennett Park East including a skate park and integrated mixed recreation playspace (confirmed upgrades)
- Upgrade Bennett Park West to serve as a green and blue oasis (with detention basin/ stepped ponds, lush treecover, surrounding paths and potential nature play), complementing Bennett Park East
- Deliver improved east-west pedestrian connectivity along Brock Avenue, between Gidley Street and Glossop Street
- Deliver improved bicycle connectivity along Lethbridge Street up to King Street

PRECINCT-SPECIFIC FUTURE ACTIONS:

- Through the Master Plan process, investigate urban intensification of lots facing Gidley Street and Chapel Street to enhance activation along the key activity spine (supported by built form testing and feasibility studies)



Map 54: Park Living Precinct

Key

- | | |
|---|--|
| Study Area Boundary | Proposed Key Walking & Cycling Route |
| Waterbody | Proposed Walking & Cycling Route - Other |
| Proposed Medium Density Living (Activity Spine) | Proposed Key Walking Route |
| Green Open Space - Existing/ New/ Upgraded | Proposed Crossing Upgrade for Cyclists and Micromobility |
| Proposed Road Network with high Movement Function and Bus Route | Land Parcel |
| Existing Service Lane | |



PRECINCT-SPECIFIC INTERVENTIONS

GATEWAY LIVING

An affordable and high-quality higher density living precinct for key workers close to the metro line, jobs, community facilities, recreation and schools.

PRESERVE:

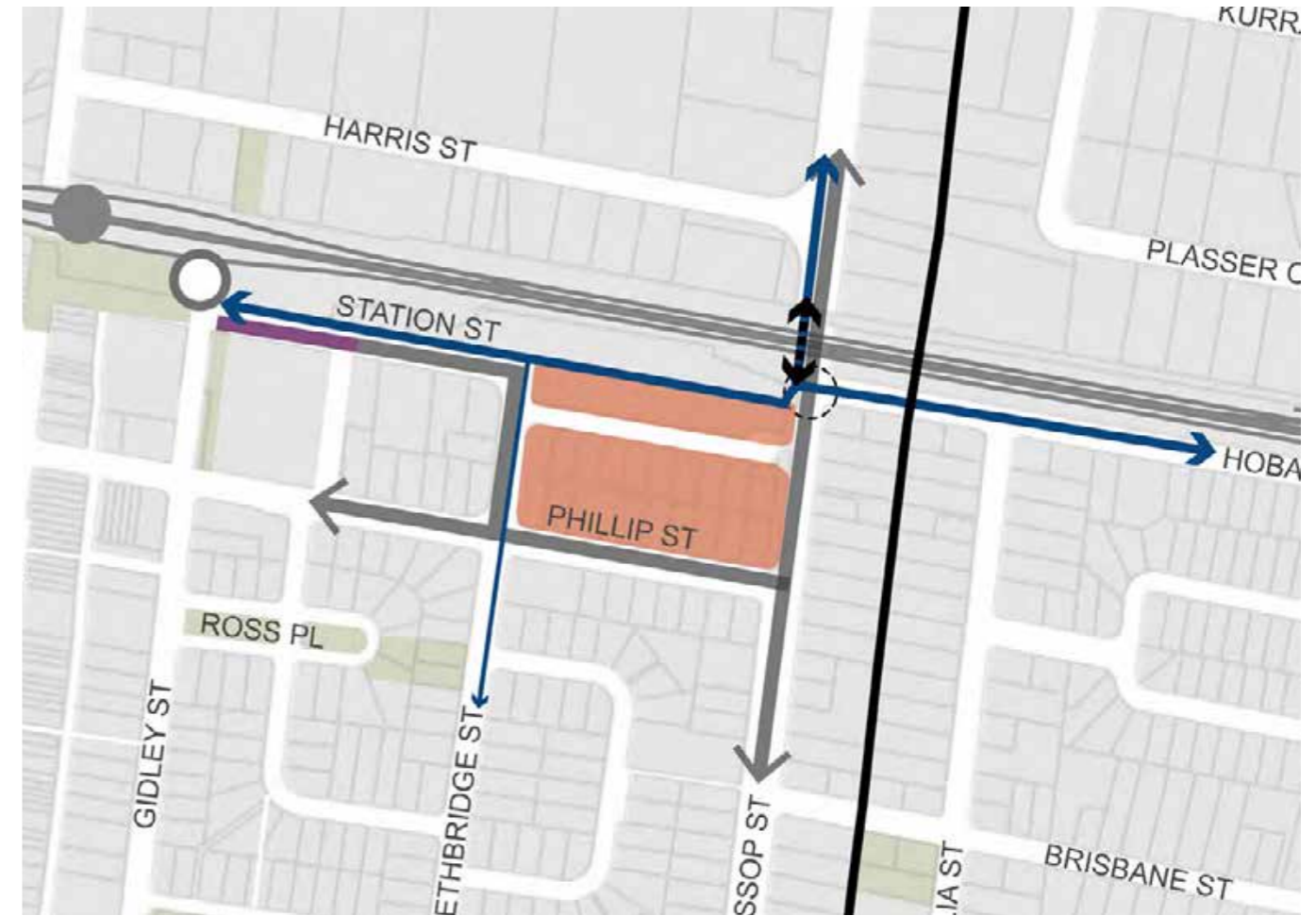
- Existing road network supporting peripheral vehicular and bus movement around the Town Centre Core precinct

KEY DIRECTIONS FOR IMPROVEMENT:

- Deliver a new east-west physically separated bicycle route along the rail line (to be delivered by the NSW Government)

PRECINCT-SPECIFIC FUTURE ACTIONS:

- Investigate planning mechanisms to safeguard the delivery of affordable housing
- Through the Master Plan process, investigate urban intensification conditional upon lot amalgamation and the delivery of affordable housing, high amenity/design quality, and environmental sustainability (supported by built form testing and feasibility studies)
- Undertake built form testing to ensure controls promote human-scale built form, high-amenity and design quality



Map 55: Gateway Living Precinct

Key

- | | |
|---|--|
| Study Area Boundary | Proposed Key Walking & Cycling Route |
| Western Train Line and Station | Proposed Walking & Cycling Route - Other |
| Proposed Metro Station | Proposed Overbridge across Rail |
| Waterbody | Proposed Crossing Upgrade for Cyclists and Micromobility |
| Proposed Medium - High Density Living | Land Parcel |
| Proposed Road Network with high Movement Function and Bus Route | |
| On-street Bus Interchange | |



PRECINCT-SPECIFIC INTERVENTIONS

TOWN CENTRE FRINGE LIVING

A primarily movement focused precinct that maintains its existing medium density residential uses and enables east-west pedestrian and bicycle connectivity to St Marys Town Centre.

PRESERVE:

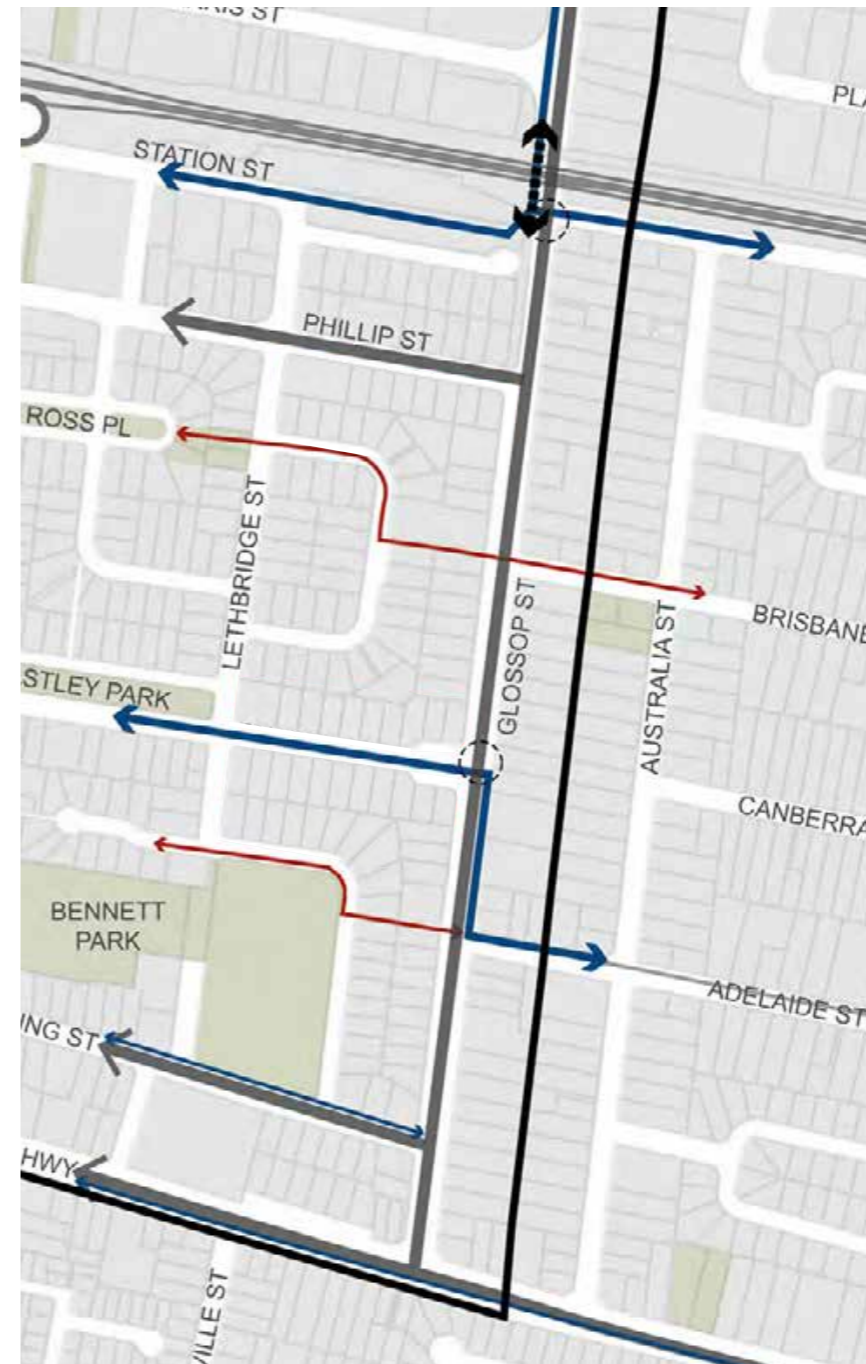
- Key movement function of Glossop Street including freight movement servicing employment areas in North St Marys, until the design and funding to construct Werrington Arterial Stage 2 is confirmed by the NSW Government
- No change to residential density

KEY DIRECTIONS FOR IMPROVEMENT:

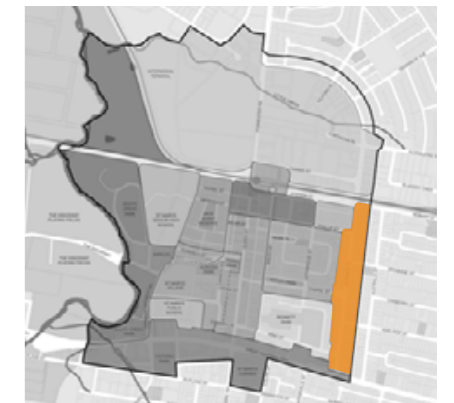
- Enhance intersection design on Glossop Street at intersections with Chapel Street and Hobart Street to deliver safe and convenient crossing points for pedestrians and cyclists to encourage active transport uptake and achieve a 15-minute centre, while maintaining the efficient movement of freight and other vehicles
- Enhance east-west pedestrian crossing between Brisbane Street and Champness Crescent to deliver safe and convenient crossing points for pedestrians

PRECINCT-SPECIFIC FUTURE ACTIONS:

- Investigate and develop controls to:
 - increase front setback to provide tree planting and landscape within the lots facing Glossop Street to improve residential amenity



- Key
- Study Area Boundary
 - Western Train Line and Station
 - Proposed Metro Station
 - Waterbody
 - Proposed Road Network with high Movement Function and Bus Route
 - Proposed Key Walking & Cycling Route
 - Proposed Walking & Cycling Route - Other
 - Proposed Key Walking Route
 - Proposed Overbridge across Rail
 - Proposed Crossing Upgrade for Cyclists and Micromobility
 - Land Parcel



Map 56: Town Centre Fringe Living Precinct



PRECINCT-SPECIFIC INTERVENTIONS

HISTORIC LIVING

A precinct with a strong association with the history of St Marys, preserving its fine grain subdivision pattern, street layout and central park (Jack Jewry Reserve), and offering opportunities for heritage interpretation.

Proposed initiatives for this precinct have been developed based on the recommendations of the Duration Cottages Heritage Investigation Report (2022).

PRESERVE:

- Original subdivision pattern, street layout and central park (Jack Jewry Reserve) with mature trees at its four corners, found to be remarkably intact by a recent heritage investigation of the Duration Cottages
- Existing residential densities, except along Kungala Street and potentially at locations within 400m of the train/metro stations, subject to further investigation as part of the Master Plan

KEY DIRECTIONS FOR IMPROVEMENT:

- Upgrade Jack Jewry Reserve to include picnic spaces, play equipment, potential community garden and informal kick and play area ('backyard' sports). Rain gardens and swales to be located along the lower, western side of the park on the street
- Investigate opportunities for heritage interpretation in the landscaping of Jack Jewry Reserve to disseminate the historical role of the Duration Cottages

- Deliver east-west and north-south bicycle and pedestrian routes intersecting the precinct

PRECINCT-SPECIFIC FUTURE ACTIONS:

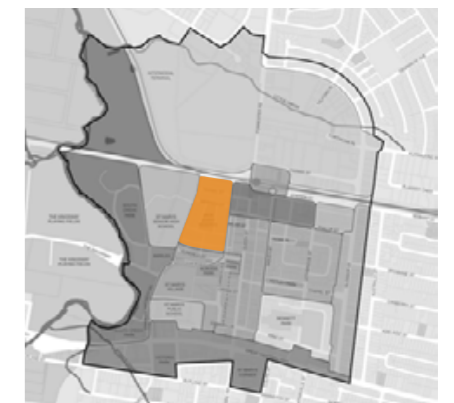
- Archival recording of all Duration Cottages by a qualified Heritage Specialist
- Through the Master Plan process, urban intensification within 400m to the south of the train/metro stations may be investigated. Intensification to be sensitive to the character of the precinct and to be supported by built form testing and feasibility studies



Map 57: Historic Living Precinct

Key

Study Area Boundary	Existing Service Lane
Western Train Line and Station	New Service Lane
Proposed Metro Station	Proposed Key Walking & Cycling Route
Waterbody	Proposed Walking & Cycling Route - Other
Approximate Area to Investigate Intensification within 400m to the south of train/metro stations	Proposed Key Walking Route
Green Open Space - Existing/ New/ Upgraded	Proposed Crossing Upgrade for Cyclists and Micromobility
Proposed Road Network with high Movement Function and Bus Route	Land Parcel



PRECINCT-SPECIFIC INTERVENTIONS

SOUTH CREEK PARK

A gateway for recreation and environmental preservation, with contemporary sporting and recreational facilities for all, integrated cohesively with the Town Centre Core. It will retain its popular sporting uses and offer an enhanced public domain to enjoy the interface with South Creek.

PRESERVE:

- Existing sporting uses in the precinct
- Ripples Leisure Centre and Hydrotherapy Centre which is a key landmark that offers health, fitness and education programs and services
- Areas of environmental protection and biodiversity (native species, threatened ecological species and fauna habitats)

KEY DIRECTIONS FOR IMPROVEMENT:

- Consider the following objectives for the upgrade of South Creek Park:
 - achieve a contemporary, high-amenity citywide sports and recreation park
 - provide seamless east-west pedestrian and bicycle access between South Creek, the Town Centre Core, the Commercial Core, the Education and the Historic Living Precincts
 - provide a recreational walking and cycling link along the creek's edge
 - improve biodiversity and water quality

- investigate mechanisms for protection against flooding
- protect and enhance viewlines and Aboriginal culture and heritage
- increase tree canopy as per the proposed tree canopy targets
- incorporate outcomes of the Integrated Water Management Plan
- consider the consolidation/re-organisation of car parking spaces to free-up the creek's edge for water management, green open spaces and recreational activities
- assess and mitigate the impacts of the Outer Sydney Orbital
- allow the space to be versatile, flexible, adaptable and resilient to meet changing participation, activities, trends, needs and preferences
- Consider lifecycle costs, management and maintenance so that maintenance and management of the space can be achieved efficiently

PRECINCT-SPECIFIC FUTURE ACTIONS:

- Prepare a Master Plan for South Creek Park
- Review and update the Ripples St Marys Aquatic Centres Master Plan, including the Hydrotherapy Centre



Map 58: South Creek Park Precinct

Key

- | | |
|--|---|
| — Study Area Boundary | ■ Proposed Road Network with high Movement Function and Bus Route |
| ● Western Train Line and Station | — Proposed Key Walking & Cycling Route |
| ○ Proposed Metro Station | — Proposed Walking & Cycling Route - Other |
| ■ Waterbody | — Proposed Key Walking Route |
| ■ Ripples and Hydrotherapy Centre | — Existing Walking & Cycling Route |
| ■ South Creek Park (To be Master Planned) | ○ Proposed Crossing Upgrade for Cyclists and Micromobility |
| ■ Kingsway Playing Fields (To be potentially Master Planned with South Creek Park) | |
| ■ Environmental Protection | |

PRECINCT-SPECIFIC INTERVENTIONS

EDUCATION

Precincts supporting the growth of St Marys by providing local school infrastructure. These precincts will be well-integrated with places to live, work, shop and catch public transport, and offer seamless walking and cycling links.

PRESERVE:

- Existing educational uses - St Marys Public School and St Marys Senior High School

KEY DIRECTIONS FOR IMPROVEMENT:

- Deliver safe pedestrian and bicycle connectivity between the schools, the transport interchange and other key destinations within St Marys Town Centre

PRECINCT-SPECIFIC FUTURE ACTIONS:

- Investigate the east-west walking and cycling connection through the Senior High School in consultation with the Senior High School and School Infrastructure NSW
- Once projected growth is refined as part of the Master Plan process, discuss further school infrastructure capacity with the NSW Department of Education if required



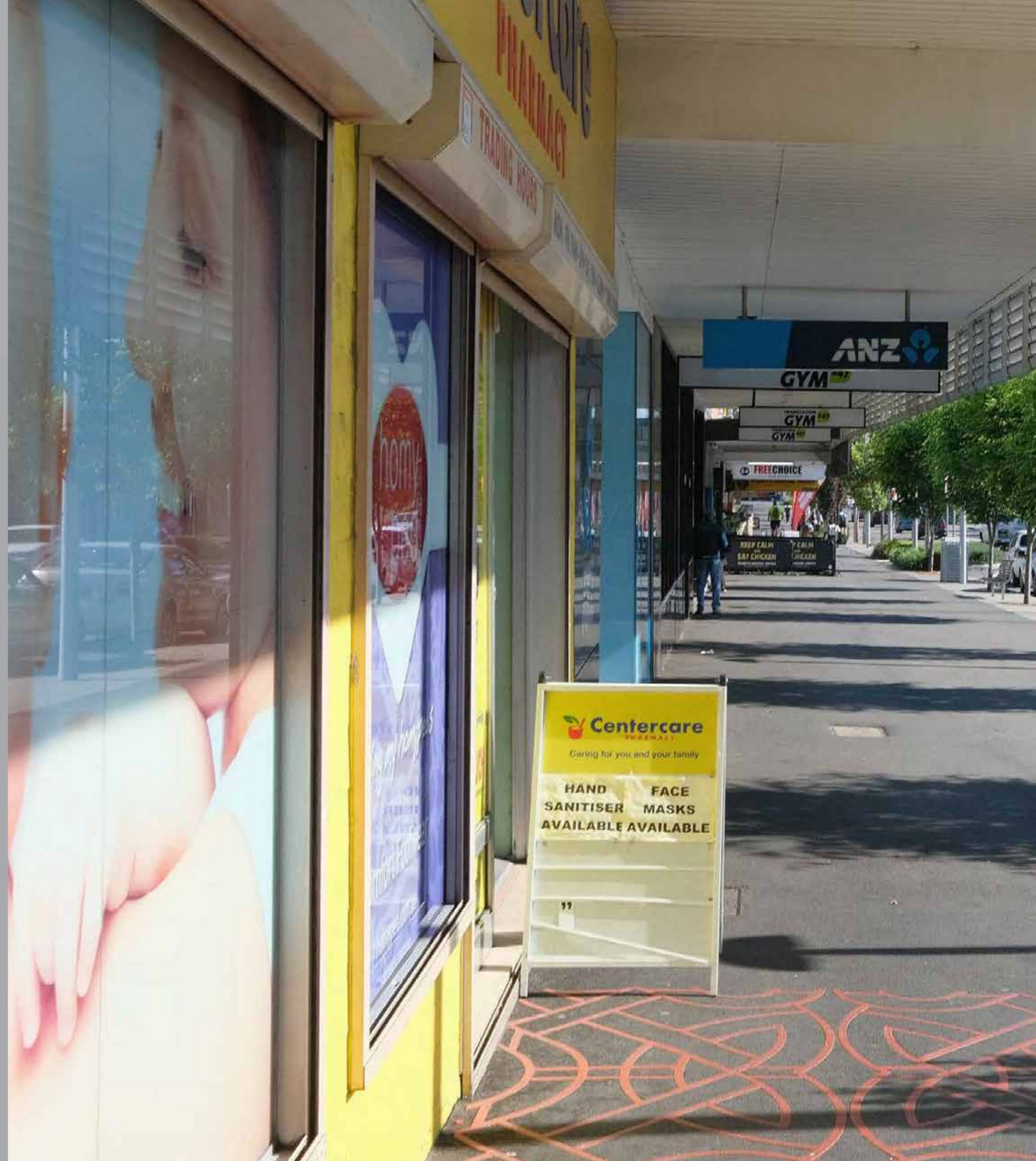
Map 59: Education Precincts

Key

- | | |
|---|--|
| Study Area Boundary | Proposed Walking & Cycling Route - Other |
| Western Train Line and Station | Proposed Key Walking Route |
| Proposed Metro Station | Existing Walking & Cycling Route |
| Waterbody | Proposed Crossing Upgrade for Cyclists and Micromobility |
| Proposed Road Network with high Movement Function and Bus Route | Land Parcel |
| Proposed Key Walking & Cycling Route | |



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