

**PRECINCT PLAN AND DEVELOPMENT CONTROL STRATEGY – WESTERN PRECINCT ST MARYS**

REQUIREMENT		COMMENT	COMPLIES
<b>1.0 PART 1 - INTRODUCTION</b>			
<b>1.6 Western Precinct Development Vision</b>	<p><i>The vision for the Western Precinct is intended to shape the planning, design, and management of the future development.</i></p> <p><i>PCC and Maryland Development Company Pty Ltd have developed the following shared vision for the development of the Western Precinct:</i></p>	<p>The development vision for the Western Precinct as articulated in the Precinct Plan and Development Control Strategy have been incorporated into the design of the proposed at lot 2, Jordan Springs Boulevard in the nursing home development.</p>	<b>√</b>
	<p><i>The St Marys Development will be a cohesive community that meets the needs and aspirations of all stakeholders. It will be an integrated, thriving and vibrant place centred on the core elements of learning, community interaction and engagement, housing diversity, enterprise and sustainability. It will capitalise on connections with nature and open space, respecting the natural and rural qualities of the region.</i></p>	<p>The design of the proposed development at Jordan Springs is such that it meets the needs of the current and developing community. It is a people-focused development which will provide a safe, well-designed and high quality urban environment that will provide for and foster a cohesive community.</p>	
	<b>Key elements</b>		
	<i>The key elements driving the shared vision are:</i>		
	<ul style="list-style-type: none"> <li>• <i>Learning – access to whole of life learning.</i></li> <li>• <i>Diversity – mixture of uses and housing;</i></li> <li>• <i>People Focused – safe, accessible, community centric, lifestyle driven;</i></li> <li>• <i>Employment – employment for local residents providing 21st Century jobs, enterprise capability;</i></li> <li>• <i>Innovation – creative, distinctive, functional and responsive;</i></li> <li>• <i>Collaboration – partnership and integration;</i></li> <li>• <i>Sustainability – a holistic approach to social, economic and environmental outcomes, consistent with Council’s ‘Sustainability Blueprint for Urban Release Areas’;</i></li> </ul>		

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<ul style="list-style-type: none"> <li>• <i>Delivery – timely delivery of facilities to meet the needs of the community; and</i></li> <li>• <i>Design – provision of safe, well-designed and high quality urban environments that foster a cohesive community.</i></li> </ul> <p><b>Value and Place Attributes</b></p> <ul style="list-style-type: none"> <li>• <i>The value and place attributes for the Western Precinct development are:</i></li> <li>• <i>A real place where you feel you belong and can contribute to the life of the community;</i></li> <li>• <i>A planned community that features places and spaces for today and tomorrow’s needs;</i></li> <li>• <i>A walkable place where you can walk or cycle safely to school, work and other destinations – a place that caters for personal mobility choice, regardless of age or level of ability;</i></li> <li>• <i>A place where people of all ages and abilities can gather and access community facilities;</i></li> <li>• <i>A vibrant place with a village heart that engenders community spirit;</i></li> <li>• <i>A place that integrates with, and builds links to surrounding communities;</i></li> <li>• <i>A natural place where quality parklands maximise opportunities for usable green space;</i></li> <li>• <i>A healthy and active community where there is access to quality facilities for social interaction and active and passive recreation for all people with diverse abilities;</i></li> <li>• <i>A learning place for people of all ages where the community can grow and prosper;</i></li> <li>• <i>A place that offers real housing choice incorporating high quality urban design to meet market needs;</i></li> </ul>		

**PRECINCT PLAN AND DEVELOPMENT CONTROL STRATEGY – WESTERN PRECINCT ST MARYS**


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	<ul style="list-style-type: none"> <li>• A place where enterprise activity adds value to the workers and residents;</li> <li>• A place connected by contemporary telecommunication infrastructure; and</li> <li>• A place that respects the natural environment and encourages community participation in its upkeep and maintenance.</li> </ul>		
<b>1.7 Land to which the Precinct Plan applies</b>	<i>This Precinct Plan applies to all the land in the St Marys Western Precinct as identified in SREP 30.</i>	This plan applies to the proposed development as the subject site is located within the Western Precinct of the land identified in SREP 30 – St Marys.	✓
<b>1.8 Land Ownership</b>	<i>The land to which the Precinct Plan applies is owned by St Marys Land Limited and is being jointly developed by ComLand Limited and Lend Lease Development Pty Limited through their Joint Venture company, Maryland Development Company.</i>	Noted.	✓
<b>1.9 Date of Adoption</b>	<i>The Western Precinct Plan was adopted by Penrith City Council on 23 March 2009.</i>	Noted.	✓
<b>2.0 PART 2 – PLANNING FRAMEWORK</b>			
<b>2.3 St Marys Employment Development Strategy</b>	<i>Whilst the Western Precinct does not contain land zoned for Employment, significant employment opportunities will be facilitated through the Village Centre and home-based business.</i>	The proposed development will accommodate a major part of the employment target for the Western Precinct. The Development Application is for a nursing home which will generate full time, part time and casual employment opportunities.	✓
<b>4.0 PART 4 – FRAMEWORK PLAN AND ENVIRONMENTAL MANAGEMENT STRATEGIES</b>			



**PRECINCT PLAN AND DEVELOPMENT CONTROL STRATEGY – WESTERN PRECINCT ST MARYS**

REQUIREMENT		COMMENT	COMPLIES
	 <p><b>Figure 12 – Dwelling Yield Plan</b></p>	<p>The proposed development aims to not only provides services for the local residents of Jordan Springs, but also future residents of the area as well as residents of the Penrith LGA – refer to Appendix O.</p>	✓
<p><b>4.3 Future Character Areas</b></p>	<p>The character areas proposed for the site are illustrated in Figure 13, and are as follows:</p> <ul style="list-style-type: none"> <li>• Urban Area/Neighbourhood Character;</li> <li>• Village Centre Character Area;</li> <li>• Parkland Node;</li> <li>• The Northern Road Interface;</li> <li>• Ninth Avenue Interface; and</li> </ul>	<p>The proposed development is considered to be consistent with the envisioned village centre character of the area.</p>	✓

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<ul style="list-style-type: none"> <li>• <b>Bushland Edge.</b></li> </ul>  <p><b>Figure 13 – Western Precinct Character Areas &amp; Typical Dwelling Types</b></p>		

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<p><b>Village Centre Character Area</b></p> <p><i>The Village Centre Character Area forms the heart of the Western Precinct and will provide a vibrant mixed-use village centre within easy access of the surrounding residential neighbourhoods. The focus of the village centre will be a main street containing a mix of retail, commercial, community and education facilities serving the local population. The ground floor may accommodate shops, offices, markets, restaurants, cafes and community uses to create a lively pedestrian oriented urban environment, with upper level residential and office uses housed in 2 to 4 storey (up to 6 storeys for apartments) buildings oriented to the street. Education, community and employment uses will also be a key element in the fabric of the village centre.</i></p> <p><i>Residential opportunities within the village centre will be varied with apartments, attached houses, warehouse housing, shop top housing and some semi-detached and detached housing proposed to serve a broad spectrum of the community. The design of the village centre will encourage a high degree of social interaction and activity in the public domain.</i></p> <p><i>Public spaces of appropriate scale will promote casual social interaction and informal gathering, as well as allow for outdoor civic and cultural activities. These spaces will have active edges, which enhance casual surveillance and create a sense of passive ownership, promoting safety and security. They will also be designed to meet the needs of all segments of the population. In particular, the public domain will provide safe spaces for social interaction and expression.</i></p> <p><i>The village centre will incorporate a lake with an approximate</i></p>	<p>The principles associated with the Village Centre Character Area and adopted by Penrith City Council have been taken into consideration at the design stage of the proposed development. The applicant has proposed a development which not only satisfies the local aged care demand but has proposed a development which satisfies the long term strategic planning goals for the Village Centre Character Area of Jordan Springs.</p> <p>The proposal involves a nursing home building which is an employment use over 5 storeys consistent with the Village Centre Character Area with the ground floor storey including provision of active frontages to create a vibrant setting. Refer to the Urban Design Peer Review at Appendix T.</p> <p>The proposed development has been designed with the village centre design principles in mind, particularly the following:</p> <ul style="list-style-type: none"> <li>• <i>A walkable pedestrian-friendly environment is to be established with generous footpaths fronted with active ground level uses. Most residents in the Western Precinct will be within a short walk of the village centre.</i></li> <li>• <i>Accessibility is to be encouraged through design for all people to ground level uses where possible.</i></li> <li>• <i>Corner design elements which accentuate key street junctions and nodes are encouraged.</i></li> <li>• <i>Landscaping is to be robust and contribute to the identity of the Village Centre Character Area.</i></li> </ul>	<p><b>v</b></p>

**PRECINCT PLAN AND DEVELOPMENT CONTROL STRATEGY – WESTERN PRECINCT ST MARYS**

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<p><i>size of 2.5 ha that will serve a stormwater management function (retention and water quality) while providing a focal point for civic spaces and community activities along the main street. This will provide the opportunity for uses such as cafes and restaurants to overlook the water with a northerly aspect.</i></p> <p><i>The village centre is to be developed according to the following design principles:</i></p> <ul style="list-style-type: none"> <li>• <i>A walkable pedestrian-friendly environment is to be established with generous footpaths fronted with active ground level uses. Most residents in the Western Precinct will be within a short walk of the village centre.</i></li> <li>• <i>Accessibility is to be encouraged through design for all people to ground level uses where possible.</i></li> <li>• <i>A main street is to be established, framed with 2 to 4 storey buildings.</i></li> <li>• <i>Main street parking is to be maximised, additional parking is to be located primarily in small, shared parking areas located at the rear of buildings and on public streets.</i></li> <li>• <i>Public transport is proposed to service the village centre and connect with the existing regional public transport network, and surrounding residential neighbourhoods.</i></li> <li>• <i>Mixed-use development is to be a key element of the village centre and should focus on the main street, and transition to residential uses at the edge of the Village Centre Character Area.</i></li> <li>• <i>Upper level building uses may be established on certain specific sites, including residential, education, community, restaurant, and office uses.</i></li> <li>• <i>Upper level setbacks are to be provided in building design in appropriate locations to provide for varied streetscapes</i></li> </ul>		

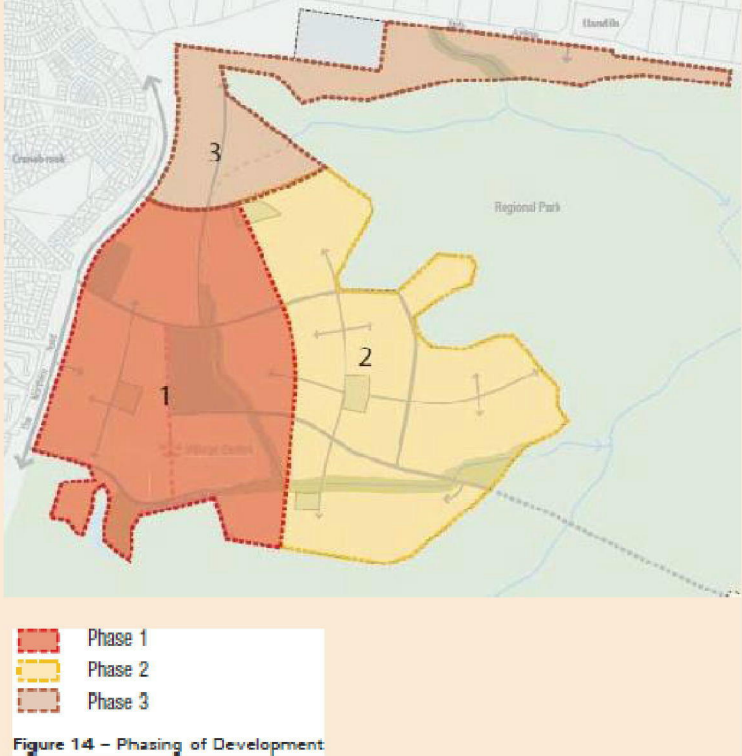
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	<p><i>and to allow for solar access.</i></p> <ul style="list-style-type: none"> <li>• <i>Corner design elements which accentuate key street junctions and nodes are encouraged.</i></li> <li>• <i>Civic Spaces are to be the focus for activities in the Precinct.</i></li> <li>• <i>Civic spaces and suitable uses such as cafes and restaurants will be located with a northerly outlook over the proposed village centre lake.</i></li> <li>• <i>Consideration may be given within the village centre to have a multi-use playing field shared between school and community users, including a civic interface with the main street of the village centre.</i></li> <li>• <i>Landscaping is to be robust and contribute to the identity of the Village Centre Character Area.</i></li> <li>• <i>High-quality street trees are to be used to provide shade and further enhance the use, enjoyment and character of streets in the village centre.</i></li> <li>• <i>Species selection for landscaping is to consider potential soil salinity issues / conditions.</i></li> <li>• <i>A concept plan setting out proposals for the development of the Village Centre is required to be lodged with the first subdivision development application relating to the Village Centre. The concept plan shall incorporate the above design principles and shall outline:</i></li> <li>• <i>Proposed urban structure and public domain elements, including proposed .and uses and proposed relationship with the Village Centre lake.</i></li> <li>• <i>Proposed dwelling yield and types...</i></li> <li>• <i>Proposed road network and car parking arrangements.</i></li> <li>• <i>Proposed pedestrian and cycle network.</i></li> <li>• <i>Proposed staging of development.</i></li> </ul>		


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<b>4.6 Phasing of Development</b>	<i>The development of the Western Precinct is to be carried out in stages. The indicative staging of the development of the precinct is shown at Figure 14.</i>	Noted.		√


**PRECINCT PLAN AND DEVELOPMENT CONTROL STRATEGY – WESTERN PRECINCT ST MARYS**

REQUIREMENT	COMMENT	COMPLIES
 <p>Figure 14 – Phasing of Development</p>		

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	REQUIREMENT	COMMENT	COMPLIES
<p><b>4.9 Landscape and Open Space Network</b></p>	 <p>The map illustrates a landscape and open space network. It features several zones with numerical values: a large dark green zone labeled '1' with a value of '5.5', a smaller light green zone labeled '5' with a value of '0.7', a zone labeled 'B' with a value of '0.5', and a zone labeled '3' with a value of '1.0'. A road labeled 'The Northern Road' is shown on the left. A blue asterisk symbol is located near the 'B' zone. A dashed line indicates a boundary or network path.</p>	<p>Noted.</p>	<p>✓</p>

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<div data-bbox="492 414 974 758"> <table border="1"> <thead> <tr> <th colspan="3">Western Precinct</th> </tr> <tr> <th></th> <th>Total Areas (ha)</th> <th>Park Numbers</th> </tr> </thead> <tbody> <tr> <td>District Park</td> <td>5.5</td> <td>1</td> </tr> <tr> <td>Neighbourhood Park</td> <td>2.5</td> <td>2</td> </tr> <tr> <td>Local Park</td> <td>1.0</td> <td>3</td> </tr> <tr> <td>Pocket Park</td> <td>3.1</td> <td>4, 5, 6, 7</td> </tr> <tr> <td>Open Space to Corridors</td> <td>3.53 (includes 0.33ha paths to corridors)</td> <td>A, B, C, D</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>15.53</b></td> <td></td> </tr> </tbody> </table> </div> <div data-bbox="504 790 1232 917">  </div> <p data-bbox="504 933 985 957">Figure 18 – Western Precinct Open Space Network</p> <p data-bbox="481 981 716 1005"><b>Locational Principles</b></p> <p data-bbox="481 1029 1209 1093">Key locational principles for each of the identified open space areas are described in below.</p> <p data-bbox="481 1109 739 1141">Central Basin Park (B)..</p> <ul data-bbox="481 1157 1164 1364" style="list-style-type: none"> <li>• Provided as a node at the junction of the north-south and east-west - drainage/vegetation corridors to complement local and pocket parks in serving the adjoining neighbourhoods;</li> <li>• Adjoins the proposed detention basin which will provide a permanent - standing water body (proposed village centre</li> </ul>		Western Precinct				Total Areas (ha)	Park Numbers	District Park	5.5	1	Neighbourhood Park	2.5	2	Local Park	1.0	3	Pocket Park	3.1	4, 5, 6, 7	Open Space to Corridors	3.53 (includes 0.33ha paths to corridors)	A, B, C, D	<b>TOTAL</b>	<b>15.53</b>			
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	<p>lake), enhancing visual and recreational potential;</p> <ul style="list-style-type: none"> <li>Integration with corridor will optimise the landscape and visual amenity - and provide good connectivity via the corridor shared access path; and</li> <li>Relates closely to the village centre and offers potential for strong - interaction with activity and uses in the centre.</li> </ul>																																																						
<b>5.0 PART 5 – DEVELOPMENT CONTROL STRATEGY</b>																																																							
<b>5A URBAN STRUCTURE &amp; SUBDIVISION</b>																																																							
<b>5.2 Street Types</b>	<p>The location of external road connection points and internal roads, as shown in the Framework Plan (see Figure 11) serve as an indication of the urban structure of the site.</p>	Noted.	✓																																																				
	<table border="1"> <thead> <tr> <th rowspan="2">Street Type</th> <th colspan="4">Carriageway</th> <th colspan="3">Verge</th> </tr> <tr> <th>Travel Lanes</th> <th>Median</th> <th>On-street Cycle Lane No.</th> <th>Parking</th> <th>Carriageway Width</th> <th>Verge Width</th> <th>Total Reserve</th> <th>Footpath</th> </tr> </thead> <tbody> <tr> <td><b>C1</b> Collector with parking both sides</td> <td>7 (3.5+3.5m)</td> <td>0</td> <td>0</td> <td>5 (2.5+2.5m)</td> <td>12</td> <td>8 (4m each side)</td> <td>20 m</td> <td>3 (1.5+1.5m)</td> </tr> <tr> <td><b>C2</b> Collector with median and parking both sides</td> <td>7 (3.5+3.5m)</td> <td>4</td> <td>0</td> <td>5 (2.5+2.5m)</td> <td>16</td> <td>8 (4m each side)</td> <td>24 m</td> <td>3 (1.5+1.5m)</td> </tr> <tr> <td><b>C3</b> Collector Main Street with parking and cycle lanes</td> <td>7 (3.5+3.5m)</td> <td>0</td> <td>2</td> <td>5 (2.5+2.5m)</td> <td>14</td> <td>12 (6m each side)</td> <td>26 m</td> <td>8 (4+4m)</td> </tr> <tr> <td><b>C4</b> Collector Main Street angle parking with median</td> <td>7.4 (3.7+3.7m)</td> <td>4</td> <td>0</td> <td>11.2 (5.6m each side for 45 degree)</td> <td>22.6</td> <td>12 (6m each side)</td> <td>34.6 m</td> <td>8 (4+4m)</td> </tr> </tbody> </table> <p><small>Tree pits may be incorporated into the carriageway width to delineate parking and define pedestrian priority zones and crossing points or other nodes along the main street. When this occurs, the kerb will be brought out and around the tree to integrate the planting with the verge.</small></p>	Street Type	Carriageway				Verge			Travel Lanes	Median	On-street Cycle Lane No.	Parking	Carriageway Width	Verge Width	Total Reserve	Footpath	<b>C1</b> Collector with parking both sides	7 (3.5+3.5m)	0	0	5 (2.5+2.5m)	12	8 (4m each side)	20 m	3 (1.5+1.5m)	<b>C2</b> Collector with median and parking both sides	7 (3.5+3.5m)	4	0	5 (2.5+2.5m)	16	8 (4m each side)	24 m	3 (1.5+1.5m)	<b>C3</b> Collector Main Street with parking and cycle lanes	7 (3.5+3.5m)	0	2	5 (2.5+2.5m)	14	12 (6m each side)	26 m	8 (4+4m)	<b>C4</b> Collector Main Street angle parking with median	7.4 (3.7+3.7m)	4	0	11.2 (5.6m each side for 45 degree)	22.6	12 (6m each side)	34.6 m	8 (4+4m)	Noted.	✓
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	<p style="text-align: center;"><b>Street Type</b>                      <b>Carriageway</b>                      <b>Verge</b></p> <table border="1"> <thead> <tr> <th rowspan="2">Local Street</th> <th rowspan="2">Travel Lanes</th> <th rowspan="2">Median</th> <th colspan="2">On-street Cycle Lane</th> <th rowspan="2">Carriageway Width</th> <th rowspan="2">Verge Width</th> <th rowspan="2">Total Reserve</th> <th rowspan="2">Footpath</th> </tr> <tr> <th>No.</th> <th>Parking</th> </tr> </thead> <tbody> <tr> <td>L1 Minor Local Street with parking both sides</td> <td>3</td> <td>0</td> <td>0</td> <td>5 (2.5+2.5m)</td> <td>8</td> <td>7.6 (3.8+3.8m)</td> <td>15.6 m</td> <td>3 (1.5+1.5m)</td> </tr> <tr> <td>L2 Pedestrian Priority Local Street with parking both sides (inc. tree pits, defined pkg, dish drain and double tree planting)</td> <td>3</td> <td>0</td> <td>0</td> <td>5 (2.5+2.5m)</td> <td>8</td> <td>9 (5.0+4.0m)</td> <td>17 m</td> <td>4 (2.5+1.5m)</td> </tr> <tr> <td>L3 Local Street possible bus route with parking both sides</td> <td>6</td> <td>0</td> <td>0</td> <td>5 (2.5+2.5m)</td> <td>11</td> <td>7.6 (3.8+3.8m)</td> <td>18.6 m</td> <td>3 (1.5+1.5m)</td> </tr> </tbody> </table> <p><small>This is the predominant street type, allowing for a range of use patterns, and fostering pedestrian priority. These streets connect Collector Roads with open spaces through the residential neighbourhoods. On some roads, tree pits will be incorporated into the carriageway width. This will also help to soften the character of the street. When this occurs, the kerb will be brought out and around the tree to integrate the planting with the verge.</small></p> <table border="1"> <thead> <tr> <th rowspan="2">Accessway</th> <th rowspan="2">Travel Lanes</th> <th rowspan="2">Median</th> <th colspan="2">On-street Cycle Lane</th> <th rowspan="2">Carriageway Width</th> <th rowspan="2">Verge Width</th> <th rowspan="2">Total Reserve</th> <th rowspan="2">Footpath</th> </tr> <tr> <th>No.</th> <th>Parking</th> </tr> </thead> <tbody> <tr> <td>A1 Accessway (rear loaded no parking)</td> <td>3.5</td> <td>0</td> <td>0</td> <td>0</td> <td>3.5</td> <td>6 (2.5+2.5m)</td> <td>8.5 m</td> <td>0</td> </tr> <tr> <td>A2 Accessway parking one side (parkland)</td> <td>3.5</td> <td>0</td> <td>0</td> <td>2.5</td> <td>6</td> <td>3.5 (2.5+1m)</td> <td>9.5 m</td> <td>0</td> </tr> </tbody> </table> <p><small>Accessways provide rear access to allotments along roads with limitations on front driveway access.</small></p> <p><b>General Notes:</b></p> <ol style="list-style-type: none"> <li>Cyclepaths are to be provided as per the Pedestrian and Cycle Network Plan in the Precinct Plan, and may be on street or off road. On street cycle lane 1m wide each direction. Off road share hike and bike trail 2.5m wide and adds 1m to road reserve total width.</li> <li>Median adds 4m to road reserve and allows central tree planting.</li> <li>Angle parking can be used for high intensity activity areas such as the Village Centre, streets adjoining the District Park and Regional Park access points.</li> <li>Option for 1 sided footpath on local streets.</li> <li>Local Street one sided parking reduces pavement width by 1.5m.</li> <li>Upright kerb to be used, higher kerb to be used along parkland edges.</li> </ol>	Local Street	Travel Lanes	Median	On-street Cycle Lane		Carriageway Width	Verge Width	Total Reserve	Footpath	No.	Parking	L1 Minor Local Street with parking both sides	3	0	0	5 (2.5+2.5m)	8	7.6 (3.8+3.8m)	15.6 m	3 (1.5+1.5m)	L2 Pedestrian Priority Local Street with parking both sides (inc. tree pits, defined pkg, dish drain and double tree planting)	3	0	0	5 (2.5+2.5m)	8	9 (5.0+4.0m)	17 m	4 (2.5+1.5m)	L3 Local Street possible bus route with parking both sides	6	0	0	5 (2.5+2.5m)	11	7.6 (3.8+3.8m)	18.6 m	3 (1.5+1.5m)	Accessway	Travel Lanes	Median	On-street Cycle Lane		Carriageway Width	Verge Width	Total Reserve	Footpath	No.	Parking	A1 Accessway (rear loaded no parking)	3.5	0	0	0	3.5	6 (2.5+2.5m)	8.5 m	0	A2 Accessway parking one side (parkland)	3.5	0	0	2.5	6	3.5 (2.5+1m)	9.5 m	0			
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<b>5.3 Public Domain</b>	<p><b>5.3.1 Landscape Characters</b></p> <p><i>The landscape character of the open space areas within the Western Precinct, as identified in the Open Space Masterplan in Section 4.8, is to reflect one of the following landscape characters:</i></p> <ul style="list-style-type: none"> <li>• <i>Bushland;</i></li> <li>• <i>Woodland;</i></li> <li>• <i>Parkland;</i></li> <li>• <i>Open Space Water; and</i></li> <li>• <i>Urban Plazas / Squares.</i></li> </ul>	Noted.	√																																																																				

PRECINCT PLAN AND DEVELOPMENT CONTROL STRATEGY – WESTERN PRECINCT ST MARYS

	REQUIREMENT	COMMENT	COMPLIES
	<p><b>5.3.2 Landscape Presentation</b></p> <p><i>The landscape presentation reflects the level of landscape detail that is proposed to embellish open space areas. The presentation is typically linked to landscape character. There are three landscape presentations proposed, Urban Presentation, Suburban Presentation, and Natural Presentation. The presentation and maintenance standards for these are detailed in the separate Landscape Maintenance and Handover Plan at Appendix R.</i></p>	Noted.	√
	<p><b>5.3.3 Public Domain Materials and Treatments</b></p> <p><b>Objectives</b></p> <ul style="list-style-type: none"> <li>• <i>Enhance the visual and functional elements of public domain areas through the appropriate provision of street furniture.</i></li> <li>• <i>Enhancing the character, identity and appearance of the public domain, whilst minimising on-going maintenance requirements for public domain materials and treatments.</i></li> <li>• <i>Enhance the identity and character of the public domain and landscape through the integration of public art.</i></li> </ul>	The applicant has considered the Public Domain Materials and Treatments Objectives of the Development Control Strategy and applied them at the design stage of the proposed development, refer to the Architectural Drawings included at Appendix B.	√
	<p><b>Controls</b></p> <ul style="list-style-type: none"> <li>• <i>Provide street furniture items, including seats, bins, and picnic tables at locations where users are most likely to require them, including open space areas identified in the Western Precinct Open Space Masterplan.</i></li> </ul>	The proposal include site furniture within its landscape setting, refer to the Landscape Architectural Drawings included at Appendix E.	√

PRECINCT PLAN AND DEVELOPMENT CONTROL STRATEGY – WESTERN PRECINCT ST MARYS

	REQUIREMENT	COMMENT	COMPLIES
	<ul style="list-style-type: none"> <li>• <i>Signage, street furniture and lighting is to be:</i> <ul style="list-style-type: none"> <li>○ <i>designed to reinforce the distinct identity of the development;</i></li> <li>○ <i>coordinated in design and style; and</i></li> <li>○ <i>located so as to minimise visual clutter and obstruction of the public domain.</i></li> </ul> </li> </ul>	<p>The proposed development is considered to be consistent with the signage, street furniture and lighting requirements, refer to the Architectural drawings included at Appendix B.</p>	<p>✓</p>
	<ul style="list-style-type: none"> <li>• <i>Footpath and cycle path paving should provide a hard wearing, cost effective and maintainable surface. The range of materials should be limited to make maintenance, renewal and extension works cost effective. Potential paving materials include quality stone, asphalt and exposed aggregate.</i></li> </ul>	<p>The material and finishes for the proposed development will be finalised at the construction certificate stage, however the applicant has taken this requirement into consideration as detailed in the drawings at Appendix B.</p>	<p>✓</p>
	<ul style="list-style-type: none"> <li>• <i>Opportunities for integration of public art into the public domain should be identified through on-going design at the relevant DA stage</i></li> </ul>	<p>The design of the proposed development is considered to be consistent with this requirement.</p>	<p>✓</p>
	<p><b>5.3.4 Street Tree Planting</b></p> <p><b>Objectives</b></p> <ul style="list-style-type: none"> <li>• <i>To reinforce the street hierarchy with appropriate native and cultural street tree planting considering scale, form, arrangement and amenity.</i></li> <li>• <i>To ensure landscape treatments reflect the civic and visual importance of .collector streets and their role in the street hierarchy.</i></li> </ul>	<p>The proposed development is considered to be consistent with the objectives of street tree planting at the design stage and incorporated them into the final design, refer to the Landscape Concept Drawings included at Appendix E.</p>	<p>✓</p>

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	REQUIREMENT	COMMENT	COMPLIES
	<p><b>Controls</b></p> <ul style="list-style-type: none"> <li>• <i>Landscape treatment of streets is to:</i> <ul style="list-style-type: none"> <li>○ <i>be consistently used to distinguish between public and private spaces and between different street types within the road hierarchy;</i></li> <li>○ <i>minimise risk to utilities and services;</i></li> <li>○ <i>be durable and suited to the road environment and, wherever practicable, include endemic native species; and</i></li> <li>○ <i>maintain adequate lines of sight for vehicles and pedestrians, especially around driveways and street corners.</i></li> </ul> </li> <li>• <i>Collector streets should incorporate a strong/formal avenue planting of a Larger, evergreen tree species that reinforce the higher order of these streets in the hierarchy and that provide visual continuity and legibility of the route throughout the development.</i></li> <li>• <i>Local streets should incorporate native tree species that are of a height and form that reinforce the lower order of these streets in the hierarchy.</i></li> <li>• <i>The landscape treatment should provide a continuous street tree canopy located within the road reserve between the footpath and the kerb.</i></li> <li>• <i>Ground surfaces to verges and medians are to vary from maintained native grasses (adjoining the Regional Park) to</i></li> </ul>	<p>The proposed development is considered to be consistent with these street tree planting controls, refer to the Landscape Concept Plan included at Appendix E.</p>	<p>✓</p>

PRECINCT PLAN AND DEVELOPMENT CONTROL STRATEGY – WESTERN PRECINCT ST MARYS

REQUIREMENT		COMMENT	COMPLIES
	<p><i>maintained garden bed, pavement or turf. Soft landscape treatments, where provided, should be kept simple to reduce recurrent maintenance needs.</i></p> <ul style="list-style-type: none"> <li>• <i>Design features such as blisters and neckdowns can be used to provide .additional space for landscaping and tree planting, where appropriate.</i></li> </ul>		
	<p><b>5.3.5</b></p> <p><b>Lighting</b></p> <p><b>Objectives</b></p> <ul style="list-style-type: none"> <li>• <i>Provide adequate lighting to streets to ensure pedestrian and traffic safety.</i></li> <li>• <i>To ensure a high quality, functional, safe and attractive public domain reinforced with appropriate lighting.</i></li> </ul>	<p>The proposed development is considered to be consistent with these lighting objectives.</p>	✓
	<p><b>Controls</b></p> <ul style="list-style-type: none"> <li>• <i>Vehicular street lighting is to meet relevant RTA and Austroads standards.</i></li> <li>• <i>Pedestrian lighting should be provided close to footpath lighting, typically 3.5 to 4.5 metres at 20 metre intervals, to provide optimum illumination.</i></li> <li>• <i>Pedestrian lighting is to be pole mounted to meet relevant Australian Standards.</i></li> <li>• <i>Major cycle routes and pedestrian access paths are to be lit for night .time usage.</i></li> </ul>	<p>All lighting proposed will be compliant with the Building Code of Australia and Australian Standards.</p>	✓
<b>5.4 Character Areas</b>	<p><i>Future Character Areas are shown in Figure 13 and outlined in Section 4.3.</i></p>	<p>The proposed development is considered to be consistent with the Future Character Areas outlined in Section 4.3 of this DCS.</p>	✓

**PRECINCT PLAN AND DEVELOPMENT CONTROL STRATEGY – WESTERN PRECINCT ST MARYS**

REQUIREMENT		COMMENT	COMPLIES
	<i>Table 3 outlines the Planning and Design Principles for each Character Area.</i>		
<b>5.5 Concept Plans</b>	<p><i>A concept plan showing the indicative urban structure of the Precinct is required to be submitted with the first subdivision DA for the Precinct. The concept plan shall demonstrate indicative information relating to:</i></p> <ul style="list-style-type: none"> <li><i>• Road layout and subdivision pattern.</i></li> <li><i>• Pedestrian and cycle network.</i></li> <li><i>• Open space network.</i></li> <li><i>• Location and type of non-residential uses.</i></li> <li><i>• Development staging.</i></li> <li><i>• The concept plan shall be revised, as required, and lodged with subsequent relevant subdivision DAs as agreed with Council.</i></li> </ul>	Noted.	√

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<p><b>5.8 Non Residential Buildings (Village Centre)</b></p>	<p><i>Non residential built form in the Village Centre Character Area will include a variety of uses including retail, commercial, mixed use, community and education buildings. Where such development takes place a number of principles will be observed in order to enhance the urban design outcomes in the village centre. These principles are listed below.</i></p> <p><i>Mix of Uses</i></p> <p><i>A range of uses including office, community, educational,</i></p>	<p>The design of the proposed development has taken into consideration the Village Centre Character area controls as outlined by the Western Precinct Plan and Development Control Strategy.</p> <p>Appropriate siting of the proposed development in relation to its context will provide for a development which does not conflict with surrounding land uses. Loading Bay, site storage and access points for waste collection are located away from public spaces, streets and residential</p>																			

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<p><i>residential and recreational uses may be considered within a mixed use building. Mixed uses can be arranged horizontally, vertically or in a combination. Horizontal mixed-use development in the Village Centre will locate retail and commercial uses along street frontages with residential use to the rear or along secondary streets and accessways. Vertical mixed-use development will locate retail and commercial uses at street level, so as to maximise street activation, with commercial and residential uses located on upper levels.</i></p> <p><i>Conflict between uses will be minimised through appropriate siting or via the application of appropriate building materials to eliminate noise transmission and other conflicts. Loading bays, site storage and access points for waste collection will be located away from public spaces, streets and residential areas to minimise amenity issues associated with cooking exhausts, waste, plant rooms and service vehicles.</i></p>	<p>areas to minimise amenity issues, refer to the Architectural Drawings included at Appendix B.</p>	
<p><b>Street Frontages/Entrances</b></p> <p><i>Non-residential uses will be located on the street with ground floor uses and upper floor windows facing the street to activate these edges and provide passive surveillance. Primary entrances will generally be provided off the main street. Access points will be compatible with the overall façade of the building but will be clearly defined and identifiable for vehicles and pedestrians.</i></p> <p><i>Retail buildings will be designed to address the street to ensure high quality pedestrian connectivity between all uses in the Village Centre. Larger stores may be sleeved by smaller specialty shops and offices with frontages to surrounding streets. Vehicle access will be provided away from the main</i></p>	<p>The street frontages of the proposed development have incorporated ground floor uses facing the street to activate these edges and provide for passive surveillance in accordance with the Development Control Strategy. All street facades have been designed to be clearly defined and identifiable for vehicles and pedestrians.</p> <p>The building is designed facing street frontages to ensure high quality pedestrian connectivity between all uses in the Village Centre. The building will be sleeved with active uses with frontages to the street. The undercroft car park has been designed to be recessive while emphasizing the pedestrian entries associated with the development, refer to the Architectural Drawings included at Appendix B.</p>	<p>√</p>

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REQUIREMENT		COMMENT	COMPLIES
<p><i>street frontage. Parking and passenger drop off will be located adjacent to building entrances. Car parking will be shared and co-located where possible to minimise land take and enhance walkability and maximise pedestrian connections.</i></p>			
<p><b>Building Form</b></p> <p><i>Buildings will be designed to face the street with particular attention paid to the rear of the building and its relationship to access ways and adjacent buildings. Built form should relate to the public domain and its form and scale. Façade treatment should avoid the use of blank walls and should break up excessive bulk and scale. The façade of large buildings will be articulated in terms of volume and surface treatments, to reflect the existing scale of the street and adjacent development.</i></p>		<p>The proposed development is considered to be consistent with this built form requirement, refer to the Architectural Drawings included at Appendix B.</p>	✓
<p><b>Building Depth</b></p> <p><i>Building depth should be adequate in order to maximise natural light, ventilation and circulation unless specific building use requires otherwise. This depth will allow optimum circulation and room layout while minimising artificial lighting at the building core.</i></p>		<p>The proposed development is considered to be consistent with this built form requirement, refer to the Architectural Drawings included at Appendix B.</p>	✓