



# Community Engagement Report (Stage 2)

St Marys Town Centre Structure Plan | November 2022

# 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.

## About this report

The Community Engagement Stage 2 report describes the outcomes of community and stakeholder engagement conducted between 29 August and 26 September 2022 as part of the public consultation of the draft St Marys Town Centre Structure Plan.

The report outlines the engagement activities undertaken with the community and stakeholders of St Marys Town Centre, the communication channels used to promote the engagement, the response received from the community and stakeholders and how Council has addressed the feedback. The feedback received through this community engagement has been considered in the finalisation of the Structure Plan.

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# Executive Summary

St Marys is a strategic centre in Western Sydney. Its importance as a critical transport link between Greater Sydney and the world will be elevated with the arrival of the Western Sydney International (Nancy Bird Walton) Airport and its direct link to the airport via a station on the Sydney Metro – Western Sydney Airport metro line. With such transformation underway, Council acknowledged the need to guide planning and development within the St Marys Town Centre to realise the needs and aspirations of current and future residents, businesses, and visitors. Council prepared the draft St Marys Town Centre Structure Plan (the draft Structure Plan) to manage growth and change in St Marys over the next twenty years. This plan is the first stage of the planning pathway for St Marys Town Centre and will be followed by the St Marys Town Centre Master Plan (the Master Plan) that may result in potential amendments to planning controls.

Council sought input and feedback from the community and stakeholders on two occasions. The Community Engagement Stage 1 occurred between 22 February and 3 April 2022. This early engagement revealed what the community and stakeholders loved about St Marys Town Centre and would like to see improved and preserved. Community members and stakeholders were also asked to provide ideas about their vision for the future of St Marys. This engagement received over 300 responses from the community via a variety of channels. The outcomes of this community engagement were reported to Council at the 1 August 2022 Councillor Briefing and can be found in the Community Engagement Stage 1 Report, which is publicly available on Council's YourSay St Marys 2041 web page – <https://yoursaypenrith.com.au/stmarys2041>.

Following the endorsement of the draft Structure Plan by Council for public exhibition at the 22 August 2022 Ordinary Meeting, Council undertook community engagement stage 2 for a four-week period between 29 August and 26 September 2022. This engagement was developed in line with Council's Community Engagement Strategy, and sought feedback on the place vision, place outcomes, and strategic and spatial directions proposed by the draft Structure Plan.

The community and stakeholders of St Marys were informed of the public consultation through various channels, including:

- YourSay Penrith website
- A web page dedicated to planning for the future of St Marys Town Centre
- More than 2,000 letters sent to residents, business owners and landowners and distribution of more than 200 postcards
- Emails to local service providers, key stakeholders, state agencies and previous submitters
- Five face-to-face engagement activities at St Marys Spring Festival, Council's Village Cafe in Kingswood and North St Marys, Dalmarri Gallery, and the St Marys Library
- Seven social media posts across Facebook, Instagram and LinkedIn
- Two media releases

Council's YourSay page got 1,995 visits during the public consultation period and the social media posts reached a total of 8,670 people. The engagement activities attracted over 320 responses across various channels.

The majority of responses to the survey were received from landowners within the Study Area, with some responses also captured from businesses, property investors, and renters. The survey respondents included a broad representation of the community in terms of gender and age, and included people with disability, and people speaking other languages than English at home (Refer to Appendix 1).

The feedback received during the community engagement revealed very strong support from the majority of respondents for the proposed place vision and ten place outcomes, and also revealed that a great majority of respondents agreed with the 26 directions of the draft Structure Plan.

While most of the feedback has been in support of the draft Structure Plan, a small number of changes are proposed to the final Structure Plan to address the feedback received from the community and stakeholders. Some matters are proposed to be resolved at the Master Plan stage as they require further investigation and discussion with the community and stakeholders. Additionally, a small number of comments relate to matters beyond the scope of the Structure Plan and Master Plan and will be addressed by other projects and processes.

# 1. Introduction

This report describes the outcomes of community and stakeholder engagement conducted as part of the public exhibition of the draft St Marys Town Centre Structure Plan. The report has been divided into seven chapters, starting by providing a brief overview of the two stages of engagement leading to the preparation of the Structure Plan. 'Chapter 2: How we engaged' addresses the ways in which Council consulted community members and stakeholders as part of the public consultation process whereas 'Chapter 3: What we heard' includes all the feedback received by Council. The following four chapters of this report list the proposed changes to the Structure Plan, the items to be further investigated as part of the Master Plan, the items to be addressed by other projects and processes and the next steps. This report has four appendices. Appendix 1 includes the demographic breakdown of respondents who participated in the survey of the Community Engagement Stage 2 whereas Appendix 2 lists the stakeholders contacted via email about the public consultation. Appendix 3 shows in more detail the outcomes of the survey and Appendix 4 includes detailed inputs from community members and stakeholders who provided written submissions, along with Council's responses to the same.

## 1.1 COMMUNITY ENGAGEMENT STAGE 1

As part of developing the draft Structure Plan, Council undertook community engagement stage 1, seeking input from the community and stakeholders of St Marys between 22 February and 3 April 2022. This engagement revealed what the community and stakeholders loved about St Marys Town Centre and would like to see improved and preserved. Community members and stakeholders were also asked to provide ideas about their vision for the future of St Marys. This engagement received over 300 responses from the community via a variety of channels. The following is a summary of the outcomes of this engagement:

When asked what people love about St Marys, the most frequently reported attributes related to:

- 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.

When asked what needs to be improved, the most frequently reported attributes were:

- Have a greater variety of shops and 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.

When asked to describe a vision for St Marys in 20 years' time, the most frequent attributes reported were:

- Aspiration for a variety of dining options
- Access to a greater diversity of local shops and services
- A sense of safety in the Town Centre by day and night
- Access to open spaces, greenery and nature and need for a greater diversity of activities and facilities in public spaces
- Aspiration for high-quality built environment and high-quality public spaces
- A need for good public transport connectivity and connections to other places
- Access to and diversity of housing.

When asked what people most want to be preserved in St Marys into the future, respondents most commonly reported that the features that people want to see preserved were:

- 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 place
- Unique mix and diversity of people.

This feedback was taken into account when preparing the place vision, place outcomes and directions of the draft Structure Plan. The outcomes of the Community Engagement Stage 1 were reported to Council at the 1 August 2022 Councillor Briefing and can be found in the Community Engagement Stage 1 Report, which is publicly available on Council's YourSay St Marys 2041 web page.

## 1.2 COMMUNITY ENGAGEMENT STAGE 2

Following Council endorsement of the draft Structure Plan for public consultation, the plan was exhibited for feedback for four weeks between 29 August and 26 September 2022.

The community and stakeholders were informed of the public consultation through various channels, including the YourSay Penrith website, St Marys 2041 webpage, more than 2,000 letters sent to residents, business owners and landowners, more than 65 emails sent to local service providers, key stakeholders, state agencies and previous submitters, distribution of more than 200 postcards, five face-to-face engagement activities, four social media posts and two media releases, including a Mayoral release.

Council's YourSay St Marys 2041 web page got 1,995 visits during the public consultation period. Social media posts reached a total of 8,670 people. 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 following is an overview of the engagement activities and the number of responses received:

Engagement	Response
Your Say St Marys 2041 website: <ul style="list-style-type: none"> <li>• Quick Poll</li> <li>• Survey</li> <li>• Open ended engagement on spatial plans</li> </ul>	Received 1,995 visits  90 contributions (43 contributions to the quick poll, 40 contributions to the survey, 7 contributions to the open-ended engagement on spatial plans)
Social media engagement (Facebook, Instagram, and LinkedIn)	Reached a total of 8,670 people  112 reactions/ comments/ shares
Five Face-to-face activities – St Marys Spring Festival, Village Café Kingswood, Village Café North St Marys, Community Drop-in Session at St Marys Library and Dalmarri Gallery	Approximately 75 conversations
Engagement via phone or meetings (excluding state agencies)	Approximately 14 phone calls or face-to-face meetings
Engagement via meetings with key state agencies and committees	11 meetings
Formal submissions – emails/letters (community members and stakeholders)	22 submissions via email

## 2. How we engaged

The engagement for the draft Structure Plan was guided by Council's Community Engagement Strategy and sought to inform and consult the community and stakeholders through a combination of online and face-to-face activities.

### 2.1. COMMUNICATION CHANNELS

Community members and stakeholders were informed of the public consultation through various channels, including:

- A highlight of the public consultation on the YourSay Penrith website
- A web page dedicated to St Marys containing all information and documentation for feedback –St Marys 2041: Planning for the future of St Marys Town Centre
- More than 2,000 letters sent to residents, business owners and landowners
- Emails sent to local service providers, key stakeholders, state agencies and previous submitters
- Distribution of more than 200 postcards
- Five face-to-face engagement activities
- Seven social media posts
- Two media releases

Each of these communication channels are further described below.

#### Letters

Council distributed over 2,000 letters to residents, landowners and businessowners associated with properties within the draft Structure Plan Study Area boundaries. Letters were distributed on the first day of the public consultation period.

#### Postcards

Council printed more than 200 hard copy postcards to hand out to community members at the community face-to-face activities.



Figures 1 and 2: Postcards distributed to community members as part of the public consultation of the draft Structure Plan

#### Emails

Emails were sent out to 12 respondents who had participated in the community engagement stage 1. Emails were also sent to over 65 state agencies, committees, business groups, institutions, and service providers. A list of stakeholders can be found in Appendix 2. These emails encouraged community members and stakeholders to view the public consultation collaterals on Council's YourSay page and submit their feedback.

## Social Media Posts

Communications were sent out to the community via Council's pages on Facebook, Instagram, and LinkedIn. Seven social media posts in total were shared on 29th August, 12th September, 15th September and 24th September 2022. Each of the communications included links to Council's YourSay page.



Figures 3 and 4: Examples of social media posts shared during the public consultation of the draft Structure Plan

## Media Releases

Communications about the draft Structure Plan including messages from the Mayor of Penrith City were shared in the Western Weekender on 30 August 2022 and as a news article on Council's website on 15 September 2022.

## 2.2 ENGAGEMENT ACTIVITIES

Council organised a range of online and face to face activities for the community members and stakeholders to provide feedback on the draft Structure Plan. Feedback was received either through responses on the YourSay St Marys 2041 webpage, comments on social media posts, verbal or written comments during face-to-face activities, or written feedback via email or formal submissions. Each of the above engagement activities are described below. The feedback received from the community and stakeholders is included in 'Chapter 3: What we Heard'.

### Quick Poll

Council set up quick poll questions to seek feedback from the community on the draft place vision developed for St Marys Town Centre. This was distributed in both digital form (as a link to Council's YourSay page) as well as in print form at Council's community face-to-face sessions.

The quick poll questions were as follows:

- Between February and April 2022, Council heard from the community of St Marys about their aspirations and vision for the future of the Town Centre. These inputs have helped formulate the following shared place vision for the future St Marys. Do you agree with this proposed place vision?
- What would you add to or change in the proposed place vision? (Optional question)

### Survey

Council prepared a survey to seek feedback from the community on the place outcomes and directions of the draft Structure Plan. This survey was distributed in both digital form (as a link on Council's YourSay page) as well as in print form at Council's community face-to-face sessions.



The survey asked respondents the following four questions:

- The draft St Marys Town Centre Structure Plan proposes 10 place outcomes for St Marys Town Centre. These outcomes define goals for how St Marys should evolve in the next twenty years. Please select 3 place outcomes that you would rate as your highest priority. (Required question)
- Would you like to provide comments on any of the place outcomes? (Optional question)
- The draft St Marys Town Centre Structure Plan proposes 26 strategic and spatial directions. These comprehensively guide towards achieving the place vision and place outcomes. To what extent do you agree with each direction? (Required question)
- Would you like to provide comments on any of the directions? (Optional question)

In addition to the above, the survey asked a mandatory question around the association of the respondents with St Marys Town Centre and some optional demographic questions:

- Tell us about yourself (Required question). Options provided included 'a renter in the St Marys Town Centre study area', 'An owner-occupier in the St Marys Town Centre study area', 'A property investor in the St Marys Town Centre study area', 'A young person or student in the St Marys Town Centre study area', 'A business-owner in the St Marys Town Centre study area' and 'Other – please describe'
- Please tell us a little bit about yourself (Optional questions)
  - How old are you?
  - How do you identify?
  - Do you have a disability?
  - Are you of Aboriginal or Torres Strait Islander origin?
  - What language do you speak at home?

## Interactive Maps and Open-ended Engagement

Council prepared a range of interactive maps and graphics on Council's Your Say St Marys 2041 webpage to make it easier for the community members and stakeholders to understand and explore the spatial directions of the draft Structure Plan. Respondents were given the option to provide open-ended feedback to the following question:

- Tell us your thoughts on the spatial directions: As illustrated in the interactive maps above, the draft St Marys Town Centre Structure Plan proposes spatial directions to improve St Marys Town Centre over the next 20 years. Do you have any comments on the proposed spatial directions?

Once the Structure Plan is finalised and endorsed by Council, these interactive maps will be amended, as required, and will remain live as a valuable source of information for the community throughout the St Marys Planning Pathway process.

## Social Media Engagement

Council advertised the public consultation via Facebook, Instagram and LinkedIn. A total of seven posts were uploaded which appeared over 10,000 times in the viewers' social media feed. The posts reached a total of 8,670 people. Council's posts received a total of 112 engagements (reactions, comments and shares) including 93 reactions.

## Face-to-face Engagement

Council undertook face-to-face engagement with community members and stakeholders throughout the public consultation period.

Council organised five sessions allowing community members to hear from Council staff, ask questions and discuss their feedback on the draft Structure Plan with Council officers, and complete hard copy surveys. Council staff were able to reach out to a wide range of community members through the face-to-face sessions and had over 75 conversations.

Following is the list of drop-in sessions organised by Council:

- St Marys Spring Festival, Saturday 3 September 2022, 10:00am – 12:00pm
- Village Cafe Kingswood, Thursday 8 September 2022, 9:30am – 11:30am
- Village Cafe North St Marys, Thursday 15 September 2022, 9:30am – 11:30am
- St Marys Aboriginal and Torres Strait Islander focus group session at the Dalmarri Gallery,

Monday 19 September 2022, 12.30pm – 2.30pm

- Community Drop-in Session, St Marys Library, Monday 19 September 2022, 5:00pm – 7:00pm



*Figures 5, 6 and 7: Community engagement sessions conducted during the public consultation period*

## Engagement via Meetings with State Agencies and Committees

Council met with various state agencies, committees and industry organisation groups during the public consultation period. This offered the opportunity to present and discuss the draft place vision, place outcomes and strategic and spatial directions with stakeholders who asked to have meetings with Council. Eleven meetings were conducted with:

- Sydney Metro
- NSW Department of Planning and Environment
- St Marys Collaboration Group (this group includes representatives of various organisations including Council, Greater Cities Commission, NSW Department of Planning and Environment, Transport for NSW, Sydney Metro, NSW LAHC, Landcom and Western Parkland City Authority)
- NSW LAHC
- Transport for NSW
- St Marys Town Centre Corporation
- UDIA
- Access Committee
- Property Development Advisory Panel

Additionally, Council staff also conducted meetings requested by 7 private businesses during the public consultation period. A list of all stakeholders who were invited to provide feedback can be found in Appendix 2 of this report.

## Engagement via Phone or face-to-face Meetings

During the public consultation period, 14 community members/landowners contacted Council to enquire about the draft Structure Plan. Some enquiries addressed the impacts of the plan on specific properties while others sought information about public consultation activities and changes happening in the area.

## 3. What we heard

Responses received during the public consultation revealed strong support by the majority of respondents for the place vision, place outcomes and directions of the Structure Plan. This is explained further in the following sections. For further information, refer to Appendix 3: Level of Support for Place Outcomes and Directions, and Appendix 4: Formal Submissions.

### 3.1 RESPONSES TO THE PLACE VISION

Responses received through face-to-face activities, submissions, meetings, and other channels reveal a strong level of support for the proposed draft vision statement. In addition to that, Council received 43 responses on the place vision via the quick poll on YourSay webpage, of which the majority of respondents (84%) agreed with the draft place vision. When asked about things to add or change in the vision statement, 13 out of 43 respondents provided their input as follows:

- Things for young people to do
- Creating a shopping, dining and entertainment precinct
- More planting and better seating
- Connections to surrounding neighbourhoods including better north-south connectivity at the station for pedestrians
- Parking (on side streets or multi-level) and electric vehicle charging stations
- Considering redevelopment of houses in the Duration Cottages 'Historic Living' Precinct
- Considering making the vision statement more concise

The items listed above are already included in the place vision or in the directions. The vision statement already addresses the intention for catering to things to do and activities for people from all walks of life. Matters such as parking provision, development outcomes in the Duration Cottages 'Historic Living' Precinct and public domain features apply to the strategic and spatial directions of the Structure Plan rather than the place vision. The vision statement can be read as a shorter, concise version supported by four pillars – Vibrant, Welcoming, Sustainable and Authentic. Given the strong support received from the community and stakeholders, no changes are proposed to the place vision.

### 3.2 RESPONSES TO PLACE OUTCOMES AND DIRECTIONS

#### Place Outcomes

Council received a strong level of support for the ten draft place outcomes via face-to-face activities, submissions, meetings, and other channels. In addition, Council received 40 survey responses (online and hardcopies) demonstrating strong support by the majority of respondents for all ten place outcomes. When asked to select their top-three highest priority, most survey respondents selected:

- #1 Place Outcome 5: Be a cool and green centre with nature at its heart
- #2 Place Outcome 2: Have a human-centred street network balancing the efficient movement of people and goods
- #3 Place Outcome 3: Be a centre for employment growth
- #3 Place Outcome 7: Be a place that fosters civic pride and celebrates its history, culture and diversity

#### Directions

By and large, all the 26 directions received support from the majority of respondents. The analysis of 40 survey responses revealed that 25 out of 26 directions (except Direction 13) received support from the majority of respondents who selected their level of agreement for the directions as agree or strongly agree. For *Direction 13: Provide up to 7,200 dwellings in the St Marys Town Centre by 2041*, 48% of respondents either agreed or strongly agreed with the direction, and 21% provided a neutral response, meaning they neither agreed nor disagreed with the same. Further analysis of survey responses can be found in Appendix 3. However, the analysis of survey responses cannot be looked at in isolation as Council received additional feedback on the directions via other channels as outlined in 'Section 3.3: Key Feedback Themes and Council Responses'.

### 3.3 KEY FEEDBACK THEMES AND COUNCIL RESPONSES

The public consultation of the draft Structure Plan received open-ended feedback from the community and stakeholders via a variety of channels. This included 13 comments on the quick poll, 34 comments on the survey, 7 contributions to the open-ended question about the proposed spatial plans, inputs captured through 75 conversations at face-to-face engagement sessions, 14 conversations with community members over the phone or via face-to-face meetings and a small number of comments on social media. In addition, Council received 22 formal submissions and two late submissions as follows:

- 4 submissions from residents/ landowners
- 8 submissions from businesses, including 5 from businesses in the industrial lands
- 2 submissions from institutions/service providers
- 6 submissions from state agencies
- 1 submission from a development industry body

In addition to the above, late submissions on the draft Structure Plan were received on 7 November and 8 November 2022 from School Infrastructure NSW (SINSW) and the NSW Department of Planning & Environment respectively. Whilst these submissions were received late, they provided support to the Structure Plan and raised some matters that will be considered as part of the Master Plan.

The open-ended feedback on the place vision, place outcomes and directions and the submissions were analysed together and grouped in accordance with the ten place outcomes of the Structure Plan. This analysis revealed that the place outcomes and directions were supported by the majority of respondents and only three out of 26 directions received mixed feedback. These matters are summarised in the table below, along with brief responses from Council. Appendix 4 provides further detail on the submissions and Council's response.

Place Outcomes	Feedback Received	Council Response
PO1: <i>Have four magnetic hubs linked by key activity spines</i>	<ul style="list-style-type: none"><li>• Strong support for PO1, Directions 1, 2, 3 &amp; 4</li></ul>	No changes proposed to the Structure Plan



<p>PO2: <i>Have a human-centred street network balancing the efficient movement of people and goods</i></p>	<ul style="list-style-type: none"> <li>• Strong support for PO2, Directions 5, 6 &amp; 7</li> <li>• Strong support for proposed walking and cycling routes except in a few specific areas where some landowners raised concerns about the impact of proposed routes</li> <li>• Strong support and some considerations for proposed roads except one submission raising concern about the new east-west road linking Carinya Ave and Charles Hackett Dr</li> <li>• Mixed feedback about future car parking provision: <ul style="list-style-type: none"> <li>○ Some community members mentioned the importance of car parking and the need to align growth with car parking provision</li> <li>○ Recommendation from some agencies and industry bodies to reduce parking provisions</li> </ul> </li> </ul>	<p>Minor changes proposed to the Structure Plan as listed below:</p> <ul style="list-style-type: none"> <li>• Further investigate through the Master Plan process: <ul style="list-style-type: none"> <li>○ the location, alignment and width of walking and cycling routes in the industrial lands as part of the Master Plan. 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</li> <li>○ the east-west walking and cycling connection through the Senior High School in consultation with the Senior High School and School Infrastructure NSW as part of the Master Plan</li> </ul> </li> <li>• Add details of NSW Government and Australian Government funding for the Werrington Arterial Stage 2 Strategic Business Case</li> <li>• Mention the future rail connection between Marsden Park and St Marys, as identified within the NSW Future Transport Strategy</li> <li>• Mention that TfNSW has already delivered upgrades to commuter car parking along Harris Street, under the 'key directions for improvement' for the Arrival and Interchange Precinct</li> <li>• No changes to the proposed new east-west road linking Carinya Ave and Charles Hackett</li> </ul>
<p>PO3: <i>Be a centre for employment growth</i></p>	<ul style="list-style-type: none"> <li>• Strong support for PO3, Directions 8, 9 &amp; 10</li> <li>• Strong support for preserving and enhancing industrial lands; except one submission recommending future rezoning of one site for mixed use development</li> <li>• Recommendation from one state agency to further investigate 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</li> <li>• Recommendation from one state agency to add details about premises having Environment Protection Licences (EPLs) and objectives for minimising land use conflict around them</li> <li>• Recommendation from one member of the community to use the name 'Dunheved Business Park' for the industrial lands as per mapping within the Dunheved Business Park Revitalisation Strategy (2014)</li> </ul>	<p>No changes proposed to the Structure Plan except for the items listed below:</p> <ul style="list-style-type: none"> <li>• Further investigate through the Master Plan process: <ul style="list-style-type: none"> <li>○ 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</li> </ul> </li> <li>• Add details about premises having Environment Protection Licences (EPLs) and objectives for minimising land use conflict around them</li> <li>• Change all references to the North St Marys Industrial Precinct to Dunheved Business Park Precinct</li> </ul>

<p>PO4: <i>Offer inclusive and diverse housing for all</i></p>	<ul style="list-style-type: none"> <li>• Support for PO4, Directions 11, 12 &amp; 13</li> <li>• Mixed feedback about additional development and intensification: <ul style="list-style-type: none"> <li>◦ Concern from some community members about the impact of overdevelopment on character</li> <li>◦ Push from some state agencies for exploring further intensification opportunities within 400m to the south of the train/metro stations</li> </ul> </li> <li>• Strong recommendation for increasing social and affordable housing provision from a few state agencies and service providers</li> </ul>	<p>No changes proposed to the Structure Plan except for the item listed below:</p> <ul style="list-style-type: none"> <li>• Further investigate through the Master Plan process potential intensification within 400m to the south of the train/metro stations. 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</li> </ul>
<p>PO5: <i>Be a cool and green centre with nature at its heart</i></p>	<ul style="list-style-type: none"> <li>• Strong support for PO5, Directions 14, 15, 16 &amp; 17</li> <li>• Some concerns and inputs in submissions about specific open and green spaces from three landowners and one state agency</li> <li>• One submission stated that Lang Park is a flood-affected site, which may limit the potential use of the land in the future</li> </ul>	<p>No changes proposed to the Structure Plan except for the items listed below:</p> <ul style="list-style-type: none"> <li>• Further investigate through the Master Plan process: <ul style="list-style-type: none"> <li>◦ open space provision in the industrial lands including the role of the Council owned vacant land at the western end of Forthorn Place</li> <li>◦ shape and orientation of the open space on the former Station Plaza site through the Master Plan process</li> <li>◦ shape and size of the wider green verge at the St Marys Village site</li> </ul> </li> <li>• Add a principle related to CPTED for the Southern Plaza and the Northern Plaza of the train/metro stations</li> <li>• Remove the hatch indicating Lang Park as 'Open Space proposed to re-purpose (Mixed Use)' from the Proposed Spatial Framework Plan and other mapping within the Structure Plan</li> </ul>
<p>PO6: <i>Grow sustainably supported by infrastructure investment</i></p>	<ul style="list-style-type: none"> <li>• Strong support for PO6, Directions 18, 19 &amp; 20</li> <li>• One state agency reinforced the need for improving utility infrastructure including stormwater, wastewater and recycled water systems</li> <li>• Some community members and state agencies reinforced the need for staged development growth and ultimate and staged growth projections</li> </ul>	<p>Minor changes proposed to the Structure Plan as listed below:</p> <ul style="list-style-type: none"> <li>• Add information about the existing capacity of water supply, wastewater and recycled water systems including potential opportunities for using recycled water</li> <li>• Refine the wording of Direction 18 to read: '<i>Cost and fund infrastructure delivery to align with the anticipated ultimate and staged growth projections</i>'</li> <li>• Refine the text in the section on Place Outcome 6 to read: '<i>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</i></li> </ul>

		<i>centre, infrastructure investment and delivery need to be adequately planned for, costed, funded and aligned with the anticipated ultimate and staged growth projections'</i>
PO7: <i>Be a place that fosters civic pride and celebrates its history, culture and diversity</i>	<ul style="list-style-type: none"> <li>• Strong support for PO7, Directions 21, 22 &amp; 23</li> <li>• One landowner raised the issue of potential demolition of three properties along Stapleton Pde by LAHC identified for heritage investigation in the draft Structure Plan</li> <li>• Support in a joint submission from various service providers to preserve vital community services/facilities, and providing new ones</li> </ul>	<p>No changes proposed to the Structure Plan.</p> <ul style="list-style-type: none"> <li>• LAHC have confirmed that they will be undertaking a heritage investigation of the properties at 9, 10 &amp; 11 Stapleton Pde as a part of their planning for those sites</li> </ul>
PO8: <i>Be a low-carbon centre</i>	<ul style="list-style-type: none"> <li>• Strong support for PO8, Direction 24</li> <li>• Strong desire from the community for St Marys to be more sustainable</li> </ul>	No changes proposed to the Structure Plan.
PO9: <i>Have quality design in the public and private realms</i>	<ul style="list-style-type: none"> <li>• Strong support for PO9, Direction 25</li> <li>• Strong desire from the community to see improvements to safety, visual appeal and amenity</li> </ul>	No changes proposed to the Structure Plan.
PO10: <i>Evolve through partnerships and collaboration</i>	<ul style="list-style-type: none"> <li>• Strong support for PO10, Direction 26</li> <li>• Desire for continued engagement, collaboration and partnerships from stakeholders</li> </ul>	No changes proposed to the Structure Plan.
Other Topics	<ul style="list-style-type: none"> <li>• Concern that the vertical expansion of the St Marys Village site may not be achievable due to flood risk and site typology</li> <li>• Concern that sites at 133-137 Queen Street may be used for community purpose</li> </ul>	<p>Minor changes proposed to the Structure Plan as listed below:</p> <ul style="list-style-type: none"> <li>• Add a note to improve clarity stating that further investigation of flood risk and mitigation, stormwater, built form testing, vehicle access and land use in relation to the St Marys Village site (and other sites within the Structure Plan study boundary) will be undertaken as part of the Master Plan</li> <li>• Remove the word 'encourage vertical growth' and replace with a note stating that 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</li> <li>• In regard to lot 133-137 Queen Street, add a note stating that this is a matter to be resolved as part of Council's planning for Central Park</li> </ul>

The following section includes further details on the key feedback themes aligned to the ten place outcomes of the Structure Plan.

## Place Outcome 1 – Direction 1 and Place Outcome 7 – Direction 21 (Community facilities, social services and arts and cultural infrastructure)

**Responses from the community and stakeholders expressed a strong support for Direction 1. Create a Civic Heart, including 1.1 Deliver a new St Marys Community Centre and Library and 1.2 Deliver St Marys Central Park within St Marys Town Centre. Responses from various service providers expressed strong support for preserving vital community services/facilities, and providing new ones to foster liveability, social cohesion and advancement of disadvantaged communities in Western Sydney.**

Responses from the community revealed a strong level of support for the proposed direction of creating a civic heart within St Marys Town Centre. Open ended feedback stated the need for community facilities to cater to different users such as the youth, women, elderly and people with a disability. One respondent mentioned the need to upgrade Ripples.

Open-ended engagement revealed a strong desire for cultural facilities and arts spaces, including spaces for artists to display their work, makers workshops, performance spaces for music, drama and performance as well as consulting spaces for creative therapists. Other types of infrastructure mentioned through open-ended engagement included GPs and health services, community colleges, and an information hub near the train station.

*“A youth/community hub connected to a large local Library facility next to the train station. Provides young people and families space to access services and is easily accessible by transport”*

*“a space for creative artists to share and display their work in a pop up gallery with a pop up cafe during school holidays. This area could generate revenue as well as a possible hub space for external facilitators to use”*

*“There needs to be a balance with the arts and spaces for creatives and making and makers workshops and activities outside of sport. This is how a city or town creates its own culture and provides social supports for its residents”*

The above ideas were reinforced by a joint submission from service providers, who recommended considering the infrastructure needs of essential social services, looking at co-located community infrastructure and services, providing creative arts facilities and maker spaces and improving affordability to prevent these services from moving out of St Marys. This submission emphasised the need to preserve the existing social services and provide new ones to foster liveability, social cohesion and advancement of disadvantaged communities in Western Sydney.

## Place Outcome 2 – Direction 5 (Walking and cycling routes)

**Direction 5: Better balance the movement of vehicles, buses, pedestrians and cyclists, including Direction 5.1 Create an integrated network of walking and cycling paths within the road reserve and through-site links to achieve a 15-minute centre received an overall high level of support from the community and stakeholders. Only a few landowners in specific parts of the Town Centre raised concerns about some of the walking and cycling routes impacting their individual properties.**

Direction 5 (5.1 and 5.2) received 86% support from community members through survey responses. Agencies such as TfNSW, Sydney Metro and Landcom expressed support for improving active transport connections in and around St Marys. The submission from TfNSW particularly supported investigations of improved active transport connections across the rail corridor and across the Great Western Highway, and east-west active transport connections between St Marys and the eastern end of Penrith's CBD, including The Quarter. Eight open ended responses across different channels addressed the provision of infrastructure for walking and cycling. Several open-ended responses supported the proposed walking and cycling paths to access shops along Queen Street, major retailers, open spaces and destinations beyond the Town Centre. Some responses stated that the Town Centre today lacks dedicated infrastructure for cyclists. Comments revealed the desire for accessible spaces for walkers and wheelchairs and longer pedestrian crossing times at intersections.

Open ended comments and conversations at the face-to-face engagement sessions strongly supported the need for a 24x7 accessible cross-rail connection linking south and north St Marys. Some stated the need for better cross-rail connectivity in the context that when the lifts are broken, accessing or crossing the railway bridge becomes impossible for people using wheelchairs/ mobility devices.



Respondents at the face-to-face engagement at North St Marys strongly supported the need for safe and pleasant pedestrian and bicycle north-south cross rail connectivity and through the industrial lands, linking North St Marys to the St Marys Town Centre. They expressed concerns that Glossop Street has a lot of truck movement, a narrow bridge and that it is noisy and unpleasant to walk along.

*"With the expected population growth the need for open space and walking cycling pathways is essential to the overall well-being of the population."*

*"Love the cycleways. Particularly want a cycle connection over the railway so I can ride with the children safely to North St Marys and Werrington."*

*"I have been to many sporting events at The Kingsway and think being able to have a nice walk on a path to St Marys shops would be good for businesses."*

*"I would like to see a footbridge over the railway line at St Marys. We put a big new bridge over the river why can't we do a similar thing to improve bring both sides of St Marys together and provide better access?"*

However, four business owners in the industrial lands, the St Marys Senior High School and a landowner in the St Marys Town Centre opposed some of the proposed walking and cycling routes on account of the perceived negative impacts of the same on their individual properties.

- Four submissions from the industrial landowners to the north of Harris Street expressed concern about the perceived impact of the proposed walking and cycle paths in the industrial lands on business operations, future development and land value, safety associated with trespassing and damage to property, car parking provision and conflict between pedestrian and freight movement
- A submission from the St Marys Senior High School stated the inability of the school to facilitate a bike path through the middle of their property. Their submission cited concerns about the school land being private, safety impacts associated with people wandering through the site and the impacts on school property. The school, however, expressed willingness to negotiate, shifting their northern fence towards the south to facilitate an east-west walking and cycling connection along the rail corridor
- The St Marys Senior High School's submission sought clarification as to whether Kalang Avenue was proposed to be widened to accommodate the proposed cycleway stating that this is a busy pedestrian route for students accessing the school from the train/ bus interchange
- A landowner in the Town Centre opposed the east-west and north-south walking and cycling connections proposed through the Civic Heart Precinct stating that this would segment St Marys Village further away from Queen Street and would conflict with vehicular access within their site
- The submission from LAHC sought more detail around the implementation of proposed through site links affecting LAHC owned land

## Place Outcome 2 – Direction 6 (Public transport)

**Direction 6 associated with re-aligning and improving bus services in and around St Marys Town Centre was strongly supported by the community and stakeholders. TfNSW and Sydney Metro have expressed willingness for further collaboration on the planning of bus routes as part of the Master Plan process.**

Feedback received to the survey revealed 88% support from the community on the direction to designate place-sensitive local bus routes and improve overall bus network efficiency, capacity and frequency. A respondent mentioned the desire for free bus transport for seniors, disabled community members and low-income families from St Marys/ Ropes Crossing to Penrith.

Submissions from TfNSW and Sydney Metro stated willingness to further discuss proposed bus movement routes as part of Council's Master Plan process and identified the need for further investigation to address bus routes, frequency and stops, adequacy of the streets/ intersections and stages of implementation. TfNSW concurred with the need for additional public transport services in the future to connect St Marys to surrounding suburbs. Sydney Metro recommended the draft Structure Plan to mention the potential for a future rail connection between Marsden Park and St Marys, as identified within the NSW Future Transport Strategy.

## Place Outcome 2 – Direction 5 (Car Parking)

**Directions associated with car parking provision are contained in Direction 5: Better balance the movement of vehicles, buses, pedestrians and cyclists, including Direction 5.1. Feedback on matters pertaining to car parking provision was mixed. While five community members asked about car parking provisions or stated the importance of providing parking aligned with the proposed growth, two stakeholders recommended a potential reduction in car parking provisions based on improved future public transport connectivity. The direction to consolidate car parking sites on multistoried car parking structures and repurpose Council-owned at-grade car parking sites was strongly supported by community members and stakeholders.**

Five open ended responses from the community addressed the topic of car parking in St Marys. Respondents enquired whether the draft Structure Plan impacted existing car parks or intended to reduce parking numbers in the centre. Some responses raised the need to prioritise the provision of parking to match the population growth and showed support for delivering multistoried parking structures in the centre.

*“Will there be additional parking perhaps multi level etc available then?”*

*“One unique aspect of St Marys is that we can always find a car park!  
As the population rapidly increases it's important to be aware of this for future growth.”*

Submissions from UDIA and Sydney Metro advocated for a reduction in all-day/shopper car parking provision and supported the direction to repurpose Council-owned at-grade car parking sites given the significant investment in public transport infrastructure in St Marys. More specifically, Sydney Metro suggested that the re-purposing of at-grade car parking sites should consider a complementary use other than residential. UDIA noted that there may be an oversupply of shopper car parking in the Town Centre and supported the direction to reuse at-grade car parking for mixed residential uses, arguing that this would provide additional vibrancy in the Town Centre. TfNSW's submission stated that the upgrades to the Harris Street commuter car park were delivered by TfNSW, not Sydney Metro.

## Place Outcome 2 – Direction 5 (Roads and traffic)

**Feedback from the community revealed a strong support for the direction to balance the movement of vehicles, buses, pedestrians and cyclists. Only a few submitters provided feedback and considerations for the suitability, role and function of proposed roads in the Town Centre.**

Feedback received to the survey revealed a strong support from the community for Direction 5 (5.1 and 5.2) associated with balancing the movement of vehicles, buses, pedestrians and cyclists.

Three submissions provided comments about the directions regarding roads in the draft Structure Plan.

- One landowner in the Town Centre opposed the proposed new east-west road to the west of Carinya Avenue, citing reasons such as the potential fragmentation of the St Marys Village's truck service lane and staff parking areas, risk to pedestrians and vehicles on Charles Hackett Drive due to interference with off street loading and internal staff parking, and the impacts on the fire access for serving St Marys Village
- Sydney Metro's submission supported the action to undertake a traffic and transport study as part of the Master Plan. It stated that Sydney Metro's preliminary traffic assessment has revealed some streets in the vicinity of the Town Centre to be operating at or near capacity
- Sydney Metro's submission recommended the role and function of Blair Avenue extension to be carefully considered in relation to serving future adjacent development, preferred traffic movements, pedestrian connectivity and spatial requirements on the Station Street bus interchange. This submission also sought clarification about the shared zone proposed along Kungala Street
- The submission from TfNSW acknowledged Council's advocacy for the Werrington Arterial Stage 2 and stated that \$3 million funding from the NSW Government and an additional \$3 million funding from the Australian Government have been allocated towards planning for the Werrington Arterial Stage 2 (strategic business case). TfNSW mentioned willingness to involve Council in this process

## Place Outcome 3 – Directions 8 and 9 (Economic activity and attraction for businesses)

**Responses from the community and stakeholders expressed strong support for Direction 9: Attract new businesses and diversify the day and night economy and Direction 8: Provide up to 9,100 jobs in St Marys Town Centre by 2041.**

Directions 8 and 9 of the draft Structure Plan received 83% and 86% support respectively. Seven open ended responses across various channels addressed economic activity in the Town Centre. Some responses expressed support for retaining Queen Street as a hub for small and diverse businesses and to create a dining-based economy along the street. Two respondents suggested incorporating the character of dining/ethnic precincts such as Chinatown or Parramatta. A couple of survey responses mentioned the desire to bring back Coles to the Town Centre. A few responses captured via face-to-face conversations and the survey stated the importance of ensuring that local businesses and the St Marys Village continue to thrive into the future. The submission from Sydney Metro provided some recommendations for studies to be considered when proposing additional commercial/ employment growth in St Marys.

*"Please ensure Queen St is retained as a hub for small businesses and diverse, culturally relevant businesses such as the Asian grocery stores"*

*"I've always imagined international lanterns hanging driving down Queen Street with the smoke and smell of outdoor late night eateries"*

*"It is very important that new developers don't impact existing business viability and that St Marys Village as our only local shopping centre continue to thrive as well as our critical businesses"*

## Place Outcome 3 – Direction 10 (Industrial lands)

**Direction 10: Preserve and enhance the role of the North St Marys Industrial Precinct had overall majority support through various communication channels, except for one landowner in the industrial lands. The majority of submissions addressing the industrial lands north of the rail corridor expressed support for the direction to preserve and enhance the role of the industrial precinct. Only one submission expressed concern that the draft Structure Plan has not proposed this area to be rezoned. One submitter recommended using the name 'Dunheved Business Park' instead of North St Marys Industrial Precinct stating that this name was changed 20 years ago for marketing reasons.**

The majority of submissions addressing the industrial lands north of the rail corridor expressed support for Direction 10. Four submissions addressed land uses in the industrial lands; three out of which expressed support for preserving and enhancing the role of the North St Marys industrial precinct.

Sydney Metro supported the identification of the Sydney Metro owned site on Harris Street for a mix of employment uses. They, however, encouraged further consideration of the industrial character of the lots immediately to the north of the railway to allow for higher density employment generating uses. A business owner within the industrial lands specifically expressed concern about any potential rezoning of the industrial lands in the future. A submission from NSW Environment Protection Authority (EPA) encouraged maintaining land use separation and minimising land use conflict, particularly in and around the industrial area, ensuring adequate separation between businesses in the industrial lands holding Environment Protection Licenses (EPLs) and sites with mixed use development, and ensuring that the existing operations of licensed premises are not unduly impacted by the encroachment of new residential development. EPA recommended adding commentary around avoiding non-compatible land uses where possible and ensuring good amenity for both existing and future sensitive receivers in and around the industrial lands. Additionally, 65% survey respondents supported the direction to preserve and enhance the role of the industrial precinct in North St Marys.

Only one private business within the industrial lands expressed concern that the industrial lands have been chosen to be retained for industrial uses rather than considering their potential to serve as a mixed-use precinct.

One submission recommended using the name 'Dunheved Business Park' instead of North St Marys Industrial Precinct mentioning that this name was changed about 20 years ago by Council and the Dunheved Business Park Committee for marketing reasons.

## Place Outcome 4 – Direction 13 (Intensification)

**Direction 13: Provide up to 7,200 dwellings in the St Marys Town Centre by 2041 received mixed feedback, particularly about additional development and urban intensification. While some community members expressed concern about overdevelopment on grounds of its impact on the character of the centre, others encouraged medium to high density development in specific areas, particularly near the train/ metro stations. Agencies recommended exploring further intensification opportunities within 400m to the south of the train/ metro stations.**

Of all survey respondents, 48% supported the direction to provide up to 7,200 dwellings in the Town Centre by 2041, while 21% provided a neutral response to the same. At the face-to-face community engagement sessions, a few respondents expressed concern about whether Council intended to put in high-rise apartments or rezone areas of the Town Centre, showing strong opposition to such intensification. Some open-ended responses revealed the desire for the character of Queen Street to remain as is and expressed concern about the impacts of overdevelopment on the identity of St Marys. One survey response mentioned the importance of preserving views to the Blue Mountains and expressed concern that the south-west side of Queen Street if built up too high would block such views. At the face-to-face engagement activities, some community members asked about the impact of the draft Structure Plan on their properties in the Duration Cottages 'Historic Living' Precinct. Some of them expressed support for no changes in the area, while others expressed a desire for the area to evolve as a medium-density residential precinct.

On the other hand, four open-ended responses from the community expressed support for medium to high density development, particularly near the station and between Queen Street and Glossop Street.

*"Zoning for the Southern end of Queen St should be kept low density with maximum building heights in order to maintain it as a pleasant, quirky street with boutique business, services, and sunshine!"*

*"Council should prioritise ensuring views of the mountains are retained in parts of St Marys. Our historic suburb was built on a hill with a view of the mountains, they are part of its history and beauty."*

*"Re-look at zoning requirements. Encourage more medium to high density and make compliance more simple."*

*"High rise buildings near the train station should be allowed to be built to help transport problem."*

Six submissions addressed the topic of intensification/ rezoning in areas to the south of the railway in St Marys Town Centre. All submissions supported the initiative to investigate intensification in the Town Centre subject to site constraints and feasibility. However, some submissions expressed the need for Council to consider further intensification, particularly within 400m to the south of the train station.

- Landcom's submission expressed support for testing residential intensification near amenity and providing employment activity near the transport interchange
- Sydney Metro's submission supported the identification of the proposed change to medium-high density residential for Sydney Metro' site north of Chesham Street. This submission sought clarity on the analysis regarding the capacity of existing planning controls and supported the preparation of a feasibility study and market analysis as part of the master planning process
- LAHC's submission recommended a different approach to capacity analysis that focuses on demographic and feasibility analysis. The submission sought greater urban intensification within 400m of the metro station and sought clarity around the intended yield and uplift envisaged for the Town Centre.
- A submission from a private individual, one open ended response each to the survey and quick poll and a few responses at the face-to-face engagement sessions recommended considering rezoning within the Duration Cottages 'Historic Living' Precinct considering its proximity to the train/metro stations
- UDIA's submission recommended mechanisms for Council to consider in order to stimulate development in St Marys Town Centre and to limit the application of voluntary planning agreements

Lastly, on social media, a few respondents expressed concern about the privacy impacts of an 8-storey residential development approved next to the St Marys Public School. This relates to development approvals and is therefore outside the scope of the Structure Plan.



## Place Outcome 4 – Directions 11 and 12 (Social and affordable housing)

**Direction 11: Provide inclusive and diverse housing for all and Direction 12: Provide a mix of affordable and social housing to meet the needs of the future St Marys community received a high level of support from a few state agencies and were supported by the majority of survey respondents (55%).**

Of the survey respondents, 55% supported the direction to provide a mix of affordable and social housing to meet the needs of the future St Marys' community. Targeted engagement with the Aboriginal community revealed the need for housing diversity in the form of accessible homes for intergenerational households and more social housing.

Submissions from LAHC and Sydney Metro supported the direction of preserving existing social and affordable housing in St Marys as well as the proposed investigation of intensification to deliver affordable housing within the Metro station walking catchment. However, they indicated a desire to see further opportunities being explored for the uplift of sites within 400m to the south of the stations to contribute to housing diversity, including the provision of social and affordable housing. LAHC's submission specifically mentioned that not identifying uplift or intensification on the majority of LAHC's landholdings will severely impact the ability for LAHC and Council to achieve the objective of delivering housing diversity to support a resilient and vibrant community. Sydney Metro noted that increasing residential development on sites surrounding the Metro station could set targets for new housing density, tenures and price points to improve affordability.

## Place Outcome 5 – Directions 14 to 17 (Open Space)

**Directions 14, 15, 16 and 17, which are all associated with open space and greening in St Marys, have been strongly supported by the community and stakeholders. Only three submitters raised questions or sought clarifications about some of the proposed open spaces.**

Responses to the survey and open-ended feedback from the community revealed 86% to 91% support for the directions associated with open spaces and greening. Four open ended responses across different channels addressed green open spaces. Respondents mentioned the importance of having green space for customers, commuters and workers to enjoy their lunch, sit outdoors, have a picnic and promote the wellbeing of people. Some respondents stated their support for improving activity diversity within the parks, however mentioned that it would be important to preserve the existing open space and not lose it as St Marys grows. Several responses addressed the need to mitigate urban heat and to cool the centre, including improving greenery and tree cover. Creating the heart of St Marys as a place for families and people of different ages, making the South Creek area a place that people would use, and delivering a friendly village square linking North St Marys and Queen Street were some of the ideas shared by community members through the engagement.

*"Lots of green spaces designed with Trees near the Train station and water fountains during hot summers. Especially for older people who travel public transport to enjoy as well."*

*"Once an area is developed it is very hard to later regain green space. Focus on retaining what is good about St Marys and carefully managing where the growth occurs"*

*"Similar to the recreational/ eating space area on Batt Street Penrith, it just needs some green spaces for workers to enjoy their lunches outdoors."*

*"I had previously submitted a suggestion re making the South Creek area a place that people would use e.g. create a lake by building a weir over the old Kingsway"*

Five submitters raised questions about the open spaces impacting or located near their properties.

- Two private businesses in the industrial lands opposed the proposed pocket park/ green open space in the vacant Council owned land at the western end of Forthorn Place and stated that the area does not need a public open space to support industrial businesses. Reasons included perceived potential of the proposal to increase graffiti and vandalism, rubbish dropping, risk associated with assaults, car parking constraints, lack of monitoring of the area and increased security risk to businesses
- Sydney Metro and LAHC sought further clarity on the proposals for open spaces impacting their individual lots. Sydney Metro suggested the size of the Southern Plaza of the train/metro stations to consider impacts to public transport functionality, customer safety and convenience and be supported by evidence. Their submission also directed the need to meet distance requirements

for taxi and kiss and ride zones if these existing facilities required relocation due to the proposed pedestrian plaza. TfNSW suggested incorporating Crime Prevention Through Environmental Design (CPTED) principles for the design of the Southern Plaza to mitigate issues around personal safety of the transport interchange. Sydney Metro's submission also requested reconsideration of the shape/location of the linear park on Gidley Street extension

- The submission from a landowner in the Town Centre raised that the draft Structure Plan has indicated Lang Park as a mixed-use development site, adding further that this site sits on a flood plain and overland flow path. The submission from this landowner expressed the desire for a planning approach that looks at the development of Lang Park and the St Marys Village Centre together, rather than stand-alone re-development at Lang Park. It claims that this will better connect the St Marys Village to Queen Street and maintain and enhance existing infrastructure for managing flood risk. This submission also opposed the green link along the northern elevation of the St Marys Village stating its potential in obstructing customer vehicles, truck ingress and egress of the shopping centre and customer parking

## **Place Outcome 6 – Direction 18 (Stages of urban development)**

**Community members and stakeholders concurred with Direction 18 to cost and fund infrastructure delivery to align with the 20-year growth projection but sought greater clarity on the staging of development and timing for overall improvements to the Town Centre.**

Three submissions by TfNSW, Sydney Metro and Sydney Water addressed the need for further consideration of staging of development growth in St Marys, particularly with regard to bus routes, function of streets and stormwater and water recycling infrastructure provision. A few respondents at the face-to-face sessions asked about the timeframe for the implementation of the directions in the Structure Plan and whether growth and improvements would be staged. One survey respondent asked Council to re-think the 20-year timeframe.

## **Place Outcome 6 – Directions 18 and 19 (Infrastructure for stormwater, wastewater and recycled water)**

**Submissions from Sydney Water and a landowner in St Marys Town Centre supported Direction 19: Deliver stormwater infrastructure and improve water quality, and provided more information relating to anticipated future challenges in stormwater, wastewater and recycled water systems.**

The submission from Sydney Water mentioned that their preliminary investigations have revealed sufficient water servicing capacity in the system to service the proposed development. However, the St Marys Wastewater Treatment Plan and wastewater trunk network do not have sufficient capacity to service future growth. Furthermore, there is no existing recycled water scheme available in the St Marys Town Centre, but there may be options to consider recycled water opportunities in other ways. Sydney Water have sought information on the anticipated ultimate and annual growth data and an indication of demand and timescales to be able to effectively plan for services, support growth and developments, fully assess proposed developments and provide robust servicing advice.

The submission from a landowner in St Marys Town Centre sought information on the provisions, timing and agencies performing upgrades to stormwater infrastructure in St Marys and mentioned that consultation will be required with Sydney Water and the St Marys Village in planning to direct any water from the Town Centre to South Creek in the future.

## **Place Outcome 7 – Direction 23 (Heritage Investigation)**

**Direction 23: Identify and protect items and values of shared heritage significance, received a high level of support from survey respondents. One local resident enquired about the action for heritage investigation prescribed under this direction.**

Direction 23 received 83% support from survey respondents. One submission raised concerns about the potential demolition of the LAHC owned properties at 9, 10 and 11 Stapleton Parade in St Marys identified in a letter sent by LAHC to nearby residents. The submitted enquired about the status of the heritage study proposed by the draft Structure Plan.

## Place Outcome 8 – Direction 24 (Sustainability)

**Direction 24: Reduce local emissions for a more sustainable future of St Marys received strong support in the survey, and additional comments from 2 respondents.**

Direction 24 received 79% support from survey respondents. A couple of comments expressed the desire for St Marys to be more sustainable, through ways such as adding electric vehicle charging stations and taking inspiration from cities around the world. Face-to-face engagement with the Aboriginal community revealed the concern about existing traffic having led to an increase in carbon emissions.

## Place Outcome 9 – Direction 25 (Safety, visual appeal and amenity)

**Responses from the community stated the need to improve safety, visual appeal and amenity of St Marys Town Centre, aligned with the findings of the Community Engagement Stage 1 report.**

Six responses received through various channels as well as conversations at Council's face-to-face engagement sessions revealed the need for improved safety in St Marys as well as the need for policing. Seven open ended responses address the need for visual improvements to the streets and shopfronts, including improved maintenance and cleaning of streets, parks and public facilities.

Respondents shared various ideas about the infrastructure and features desired in the public domain, including more planting and vegetation, street lighting, drinking water fountains, accessible toilets, outdoor gym equipment, public access to Wifi, Internet booths to charge phones, and shaded rest stops. One survey response asked for reconsideration of the speed limit on Gidley Street should traffic be diverted from Queen Street to Gidley Street. At the face-to-face engagement with the Aboriginal community, attendees revealed the desire for having visible signs of Aboriginal culture in the public domain to tell the story of the place through Aboriginal trails, sculptures, banners, art and murals.

*"The heart of St Marys needs to be a safe accessible place  
where young families want to be, where children can run away and are safe..  
where locals old and young can sit and enjoy the space"*

*"Could be such a great place and get rid of the feeling of not being safe around Queen Street"*

*"Pathways. More lighting. More police presence"*

*"The town centre has needed a major facelift for over 10 years. We would like to see a  
more visually pleasing Main Street"*

*"Streets cleaned. Areas clear of rubbish. Road maintenance"*

*"Planting more vegetation and flowers would improve the beauty of the area  
and make it look less trashy."*

*"More seats with backs for the elderly who need a back on a seat.  
More planting of trees in hot areas."*

## Place Outcome 10 – Direction 26 (Partnerships & Further Engagement)

**Several stakeholders and some community members expressed their support for Direction 26: Acknowledge the complexities of city making and develop partnerships to achieve the best outcome for our community and stated willingness to continue to work collaboratively with Council through the master planning process.**

UDIA's submission recommended pursuing industry collaboration and a partnership approach with both government and private sector stakeholders to achieve site-based redevelopment for mixed residential uses and greater housing choice. A submission from a landowner in the St Marys Town Centre expressed the desire for a collaborative approach for the St Marys Village to become more integrated with the Central Park and planned civic spaces.

Various state agencies and local stakeholders requested to be further involved in the planning process for St Marys Town Centre as part of the development of the Master Plan and the subsequent preparation of amendments to planning controls. Responses from the community also suggested a desire to continue collaboration with diverse groups, social service organisations as well as Aboriginal Elders.

## 4. Proposed Changes to the Structure Plan

Based on all feedback outlined in Sections 3.2 and 3.3, a small number of changes are proposed as part of the finalisation of the Structure plan as follows:

- Add notes and a map showing the feedback received that require matters to be investigated as part of the Master Plan
- Mention the future rail connection between Marsden Park and St Marys, as identified within the NSW Future Transport Strategy
- Add details of NSW Government and Australian Government funding for the Werrington Arterial Stage 2 Strategic Business Case
- Add details about premises having Environment Protection Licences (EPLs) and objectives for minimising land use conflict around them
- Add a principle related to CPTED for the train/metro stations
- Remove the colour indicating Lang Park as 'Open Space proposed to re-purpose (Mixed Use)' from the Proposed Spatial Framework Plan and other mapping within the Structure Plan. Noting that Lang Park is currently zoned B4 Mixed Use, the Structure Plan does not propose changes to the zoning
- Add a note to improve clarity in the Structure Plan report stating that further investigation of flood risk and mitigation, stormwater, built form testing, vehicle access and land use in relation to the St Marys Village site will be undertaken as part of the Master Plan as already anticipated in the various actions throughout the document
- With regard to the St Marys Village, remove the words 'encourage vertical growth' and replace with a note stating that 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
- Add a note in the Structure Plan report stating the following: *'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'*
- Add information about the existing capacity of water supply, wastewater and recycled water systems including potential opportunities for using recycled water
- Refine the wording of Direction 18 to read: *'Cost and fund infrastructure delivery to align with the anticipated ultimate and staged growth projections'*
- Refine the text in the section on Place Outcome 6 to read: *'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.'*
- Change all references to the North St Marys Industrial Precinct to Dunheved Business Park Precinct
- In regard to lot 133-137 Queen Street, add a note stating that this is a matter to be resolved as part of Council's planning for Central Park
- Make other minor changes to the text throughout the report to improve clarity of the proposed directions



## 5. Matters to be addressed by the Master Plan

As outlined in 'Section 3.3: Key Feedback Themes and Council Responses', some of the proposed spatial directions of the draft Structure Plan received mixed feedback. 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:

- 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
- 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
- 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 stages 1 and 2 that revealed some opposition for high-density developments
- 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

## 6. Matters to be addressed by other projects or processes

Some of the feedback received during the community engagement relates to matters beyond the scope of the Structure Plan and Master Plan that will be addressed by other projects and/or processes as follows:

- Need for improvements to safety and policing
- Desire for improvements to maintenance and cleaning of streets, parks and public facilities
- Desire for shorter-term improvements to the public domain such as more vegetation, street lighting, drinking water fountains, accessible toilets, outdoor gym equipment, public art (including Aboriginal trails, sculptures, banners, art and murals), public access to Wifi, internet booths to charge phones, and shaded rest stops
- Desire for retaining social service organisations in St Marys and protecting them from being displaced
- Feedback regarding past development approvals
- Feedback related to areas outside the study area boundary of the Structure Plan
- Feedback related to the potential use of the lots at 133-137 Queen Street for community purpose

St Marys is a changing area and there is mounting pressure on the Town Centre to evolve and adapt but also to hold and keep what makes it unique. The development of a Place Plan for St Marys will promote a stakeholder led approach to goal setting, renewal and programming to address some of the feedback listed above. The Place Plan is in development.

## 7. Next Steps

The feedback received during the public consultation period of the draft Structure Plan will be incorporated into an amended Structure Plan as outlined in this engagement report. The final Structure Plan will be reported to Council seeking endorsement. Following the same, Council will continue its work on the development of the Master Plan for St Marys Town Centre.

## Appendix 1: Survey Participation

The survey received a good range of participation across people of different ages, genders, and association with St Marys Town Centre. The charts below indicate the representation of different groups. It should be noted that providing demographic information was optional hence the charts only include information from people who provided the relevant details.

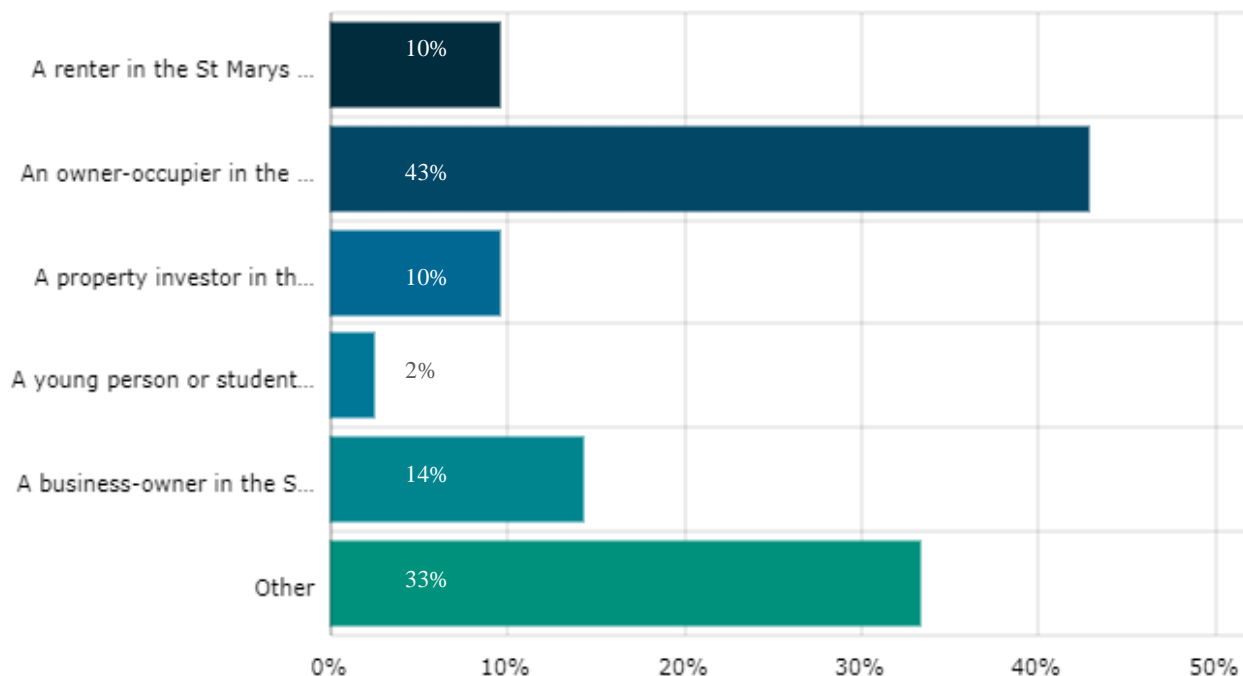


Figure 8: Respondents' association with St Marys Town Centre (respondents allowed to select all the options that applied to them)

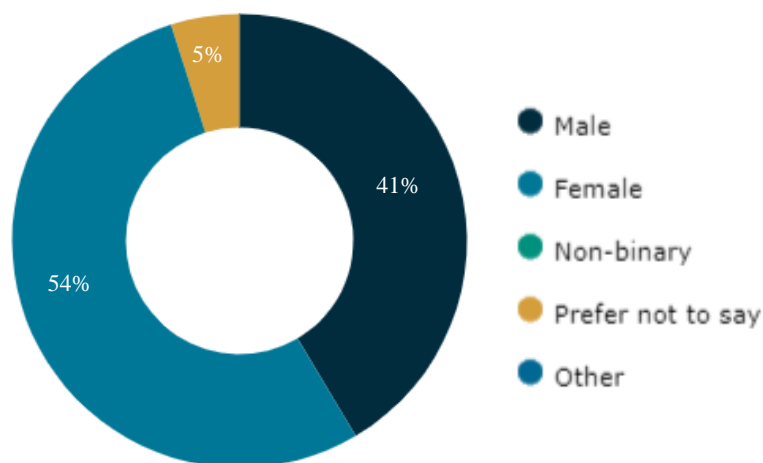


Figure 9: Breakdown of respondents by gender

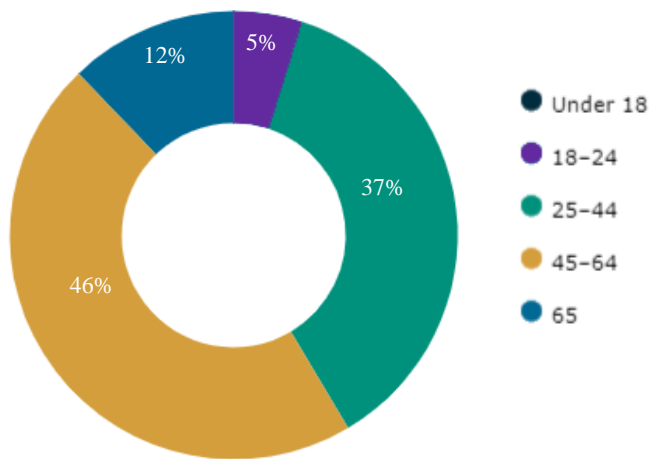


Figure 10: Breakdown of respondents by age

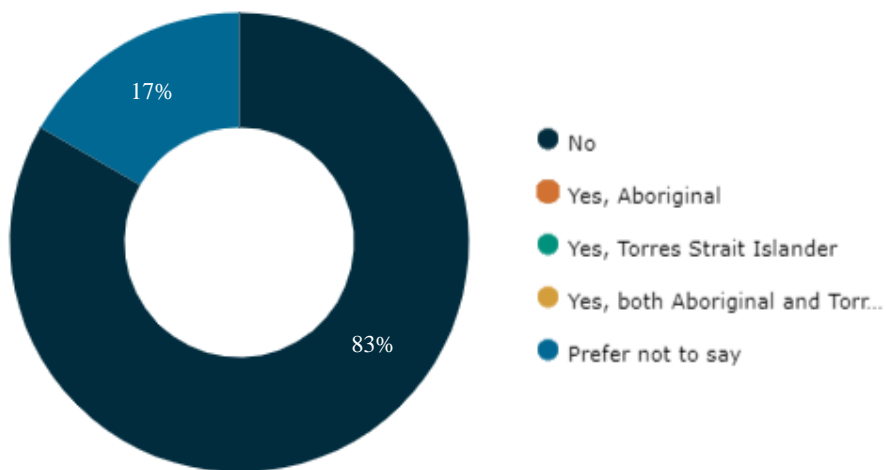


Figure 11: Breakdown of respondents by Aboriginal/Torres Strait Islander origin

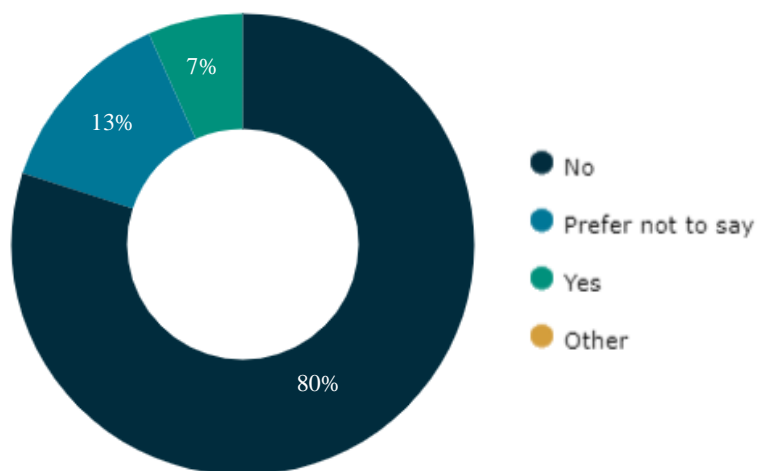
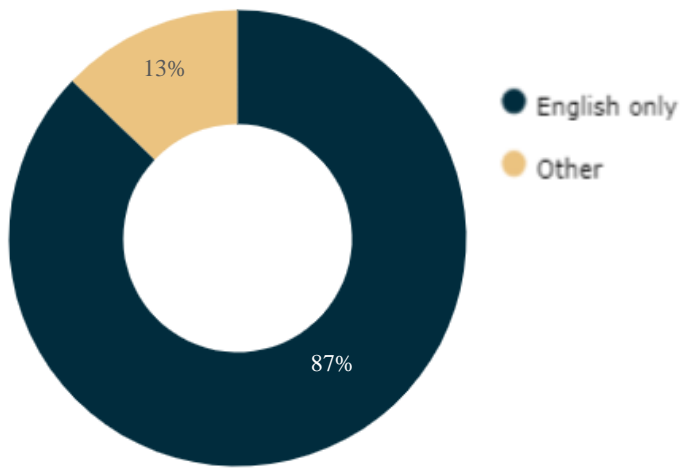


Figure 12: Breakdown of respondents by disability status



*Figure 13: Breakdown of respondents by language spoken at home*



## Appendix 2: Stakeholder list

The below list includes the names of agencies and other stakeholders that Council contacted via email to inform regarding the public consultation of the draft Structure Plan. Council received a few submissions from some of these stakeholders as outlined in Appendix 3 and Section 3.3 of this report

Category	Agency Name
State and Federal Agencies	NSW Department of Planning and Environment
	Sydney Metro
	Landcom
	Greater Cities Commission – St Marys Collaboration Group
	Land and Housing Corporation
	Transport for New South Wales
	NSW Department of Education
	Sydney Water (Urban Growth)
	Western Parkland City Authority
	NSW Health
	Tafe NSW
	Western Sydney University
	NSW Police
	NSW Department of Justice
	NSW Family & Community Services
	NSW Communities & Justice
	NSW Local Land Services
	Services Australia
	Australian Government Department of Employment and Workplace Relations (Sydney Greater West Employment Facilitator – Local Jobs Program)
Committees	Access Committee
	Resilience Committee
	Local Traffic Committee
	Feedback from the Heritage Committee and Floodplain Management Committee were sought. However, the Heritage Committee was not formed during the public exhibition period and there was no interest from the Floodplain Management Committee to be involved
Community Service Providers and agencies	St Marys Interagency
	Penrith General Interagency
	Nepean Multicultural Access
	Don Bosco Youth and Recreation Centre
	Nepean Blue Mountains Aboriginal Workers Network
	Early Childhood Early Intervention (ECEI) interagency
	Nepean Potters Society
	Fusion Youth
	Nado
	Community Junction

	Penrith Youth Interagency
	Penrith Community Care Forum
	Lifestart Cooperative
	Lapidary Club
	Matchworks
	AtWork
	Sarina Russo
	Global Skills St Marys
	Skilling and Employment
	Muru Mittigar
	Sydney Region Aboriginal Corporation
	Nepean Blue Mountains Primary Health Network
	Nepean Community & Neighbourhood Services
	OzChild
	PCYC NSW
	Platform Youth services
	Sydneywide Partyhire
	Australian Unity
	Link Wentworth
	Greater Western Aboriginal Health Service
	Marist180
	Real Futures
	Clontarf Foundation
	Kildare Road Medical Centre
	Wesley Mission Sydney
	Australian Indigenous Mentoring Experience
	Aboriginal Legal Service (NSW/ACT) Limited
	Dalmarri
	Narang Bir-rong Aboriginal Corporation (NBAC)
	Aboriginal Employment Strategy (AES)
	Liven Truth Productions
	Deerubbin Local Aboriginal Land Council

## Appendix 3: Level of Support for Place Outcomes and Directions

The table below outlines the level of support for each of the directions proposed by the draft Structure Plan. The level of support for place outcomes has been aggregated based on the support for directions related to individual outcomes, being agree or strongly agree for each direction. The percentages of respondents have been rounded to the nearest decimal. The bar charts accompanying each direction reveal the degree to which respondents agree with the same on a scale of 0–10.

Through the survey, respondents were asked to provide their level of support for the 26 directions on the scale of 0–10; 0 being strongly disagree, 5 being neutral, and 10 being strongly agree. This quantitative feedback revealed that:

- By and large, all the 26 directions received either support (6 or greater) or a neutral response (5) from most respondents
- 25 out of 26 directions (except Direction 13) received support from the majority of the respondents, who selected their level of agreement for the directions as 6 or greater (agree/strongly agree)
- 11 out of 26 directions received support from over 85% respondents
- 20 out of 26 directions had over 70% respondents' support
- 69% of respondents selected their level of agreement for 'Direction 13: Provide up to 7,200 dwellings in the St Marys Town Centre by 2041' as 5 (neutral) or greater (agree and strongly agree). Of those, 48% of respondents either agreed or strongly agreed with Direction 13, and 21% provided a neutral response, meaning they neither agreed nor disagreed with the same

Direction	Level of support for Direction	Percentage of respondents selecting agree/strongly agree
<b>PLACE OUTCOME 1: have four magnetic hubs linked by key activity spines</b>		<b>73% average support</b>
Direction 1: Create a Civic Heart		74%
Direction 2: Integrate the Sport & Recreational Hub with the Town Centre Core		74%
Direction 3: Complement the Transport Hub with a Commercial Core and anchor it to Queen Street		79%
Direction 4: Further investigate St Marys Corner		67%
<b>PLACE OUTCOME 2: have a human-centred street network balancing the efficient movement of people and goods</b>		<b>79% average support</b>

Direction 5: Better balance the movement of vehicles, buses, pedestrians and cyclists		86%
Direction 6: Designate place-sensitive local bus routes and improve overall bus network efficiency, capacity and frequency		88%
Direction 7: Advocate the delivery of the Werrington Arterial Stage 2		64%
<b>PLACE OUTCOME 3: be a centre for employment growth</b>		<b>78% average support</b>
Direction 8: Provide up to 9,100 jobs in St Marys Town Centre by 2041		83%
Direction 9: Attract new businesses and diversify the day and night economy		86%
Direction 10: Preserve and enhance the role of the North St Marys Industrial Precinct		65%
<b>PLACE OUTCOME 4: offer inclusive and diverse housing for all</b>		<b>55% average support</b>
Direction 11: Provide housing diversity		62% agree/strongly agree 14% neutral
Direction 12: Provide a mix of affordable and social housing to meet the needs of the future St Marys' community		55% agree/strongly agree 14% neutral

Direction 13: Provide up to 7,200 dwellings in the St Marys Town Centre by 2041		48% agree/strongly agree  21% neutral
<b>PLACE OUTCOME 5: be a cool and green centre with nature and recreation at its forefront</b>		<b>88% average support</b>
Direction 14: Create a network of easily accessible open spaces where residents and workers are within 200m – 400m of a green open space		88%
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		86%
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		91%
Direction 17: Achieve 25% of tree canopy cover by 2041 and improve biodiversity		86%
<b>PLACE OUTCOME 6: grow sustainably supported by infrastructure investment</b>		<b>86% average support</b>
Direction 18: Cost and fund infrastructure delivery to align with the 20-year growth projection		88%
Direction 19: Deliver stormwater infrastructure and improve water quality		88%
Direction 20: Advocate the delivery of key utility infrastructure and school upgrades		83%
<b>PLACE OUTCOME 7: be a place that fosters civic pride and celebrates its history, culture and diversity</b>		<b>78% average support</b>



Direction 21: Provide communal places and services that strengthen social capital	<table><caption>Support Data for Direction 21</caption><thead><tr><th>Rating</th><th>Percentage</th></tr></thead><tbody><tr><td>0</td><td>0%</td></tr><tr><td>1</td><td>4%</td></tr><tr><td>2</td><td>0%</td></tr><tr><td>3</td><td>0%</td></tr><tr><td>4</td><td>4%</td></tr><tr><td>5</td><td>18%</td></tr><tr><td>6</td><td>8%</td></tr><tr><td>7</td><td>18%</td></tr><tr><td>8</td><td>2%</td></tr><tr><td>9</td><td>12%</td></tr><tr><td>10</td><td>22%</td></tr></tbody></table>	Rating	Percentage	0	0%	1	4%	2	0%	3	0%	4	4%	5	18%	6	8%	7	18%	8	2%	9	12%	10	22%	76%
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Direction 22: Embed country-centred design principles in design and planning processes	<table><caption>Support Data for Direction 22</caption><thead><tr><th>Rating</th><th>Percentage</th></tr></thead><tbody><tr><td>0</td><td>0%</td></tr><tr><td>1</td><td>4%</td></tr><tr><td>2</td><td>0%</td></tr><tr><td>3</td><td>0%</td></tr><tr><td>4</td><td>4%</td></tr><tr><td>5</td><td>18%</td></tr><tr><td>6</td><td>14%</td></tr><tr><td>7</td><td>22%</td></tr><tr><td>8</td><td>8%</td></tr><tr><td>9</td><td>8%</td></tr><tr><td>10</td><td>16%</td></tr></tbody></table>	Rating	Percentage	0	0%	1	4%	2	0%	3	0%	4	4%	5	18%	6	14%	7	22%	8	8%	9	8%	10	16%	74%
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Direction 23: Identify and protect items and values of shared heritage significance	<table><caption>Support Data for Direction 23</caption><thead><tr><th>Rating</th><th>Percentage</th></tr></thead><tbody><tr><td>0</td><td>4%</td></tr><tr><td>1</td><td>4%</td></tr><tr><td>2</td><td>0%</td></tr><tr><td>3</td><td>8%</td></tr><tr><td>4</td><td>0%</td></tr><tr><td>5</td><td>4%</td></tr><tr><td>6</td><td>2%</td></tr><tr><td>7</td><td>18%</td></tr><tr><td>8</td><td>14%</td></tr><tr><td>9</td><td>8%</td></tr><tr><td>10</td><td>22%</td></tr></tbody></table>	Rating	Percentage	0	4%	1	4%	2	0%	3	8%	4	0%	5	4%	6	2%	7	18%	8	14%	9	8%	10	22%	83%
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PLACE OUTCOME 8: be a low-carbon centre		79% support																								
Direction 24: Reduce local emissions for a more sustainable future of St Marys	<table><caption>Support Data for Direction 24</caption><thead><tr><th>Rating</th><th>Percentage</th></tr></thead><tbody><tr><td>0</td><td>4%</td></tr><tr><td>1</td><td>4%</td></tr><tr><td>2</td><td>4%</td></tr><tr><td>3</td><td>4%</td></tr><tr><td>4</td><td>0%</td></tr><tr><td>5</td><td>8%</td></tr><tr><td>6</td><td>8%</td></tr><tr><td>7</td><td>18%</td></tr><tr><td>8</td><td>8%</td></tr><tr><td>9</td><td>8%</td></tr><tr><td>10</td><td>22%</td></tr></tbody></table>	Rating	Percentage	0	4%	1	4%	2	4%	3	4%	4	0%	5	8%	6	8%	7	18%	8	8%	9	8%	10	22%	79%
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PLACE OUTCOME 9: have quality design in the public and private realms		91% support																								
Direction 25: Create attractive, liveable, healthy and sustainable public and private places through quality design and Country-centred design	<table><caption>Support Data for Direction 25</caption><thead><tr><th>Rating</th><th>Percentage</th></tr></thead><tbody><tr><td>0</td><td>0%</td></tr><tr><td>1</td><td>4%</td></tr><tr><td>2</td><td>0%</td></tr><tr><td>3</td><td>0%</td></tr><tr><td>4</td><td>0%</td></tr><tr><td>5</td><td>8%</td></tr><tr><td>6</td><td>10%</td></tr><tr><td>7</td><td>22%</td></tr><tr><td>8</td><td>12%</td></tr><tr><td>9</td><td>10%</td></tr><tr><td>10</td><td>22%</td></tr></tbody></table>	Rating	Percentage	0	0%	1	4%	2	0%	3	0%	4	0%	5	8%	6	10%	7	22%	8	12%	9	10%	10	22%	91%
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PLACE OUTCOME 10: evolve through partnerships and collaboration		91% support																								
Direction 26: Acknowledge the complexities of city-making and develop partnerships to achieve the best outcome for our community	<table><caption>Support Data for Direction 26</caption><thead><tr><th>Rating</th><th>Percentage</th></tr></thead><tbody><tr><td>0</td><td>0%</td></tr><tr><td>1</td><td>8%</td></tr><tr><td>2</td><td>0%</td></tr><tr><td>3</td><td>0%</td></tr><tr><td>4</td><td>2%</td></tr><tr><td>5</td><td>2%</td></tr><tr><td>6</td><td>6%</td></tr><tr><td>7</td><td>18%</td></tr><tr><td>8</td><td>8%</td></tr><tr><td>9</td><td>12%</td></tr><tr><td>10</td><td>22%</td></tr></tbody></table>	Rating	Percentage	0	0%	1	8%	2	0%	3	0%	4	2%	5	2%	6	6%	7	18%	8	8%	9	12%	10	22%	91%
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## Appendix 4: Formal Submissions

This chapter includes the detailed feedback to the draft Structure Plan provided by community members and stakeholders via written submissions to Council, along with Council's responses to the same.

Submitter/ Issue Raised	Council Response
State Agencies	
TfNSW	
<p>TfNSW support the vision for St Marys and mention the important role of new and upgraded transport arrangements in achieving this vision.</p> <p>TfNSW mention the role of the St Marys Sydney Metro – Western Sydney Airport station as a new gateway to Sydney, making St Marys an important metropolitan transport interchange and playing a vital role in the renewal of the centre. TfNSW also acknowledge the role of the station in connecting the north and south of the station precinct via a new concourse bridge.</p>	<p>Noted. No change to the Structure Plan.</p> <p>The draft Structure Plan acknowledges the strategic significance of the Sydney Metro – Western Sydney Airport station as a catalyst for the development of St Marys. Council continues to advocate the NSW Government to deliver seamless north-south cross-rail connections for pedestrians, bicycles, mobility devices, etc. that are safe, free and activated.</p> <p>Feedback from the community identified the strong support for the proposed cross-rail connectivity of the Structure Plan as essential infrastructure to link North St Marys to the Town Centre.</p>
<p>Recognising the importance of active transport connections, TfNSW state keenness to carry out detailed analysis of active transport connections across the rail corridor with Council. TfNSW recognise the need for improved east-west active transport connections between St Marys and the eastern end of Penrith's CBD, including The Quarter. TfNSW share the objective to improve active transport connections across the Great Western Highway to the south of St Marys and would be happy to share their analysis of options for additional pedestrian and cyclist crossings on the Great Western Highway with Council.</p> <p>TfNSW have chosen St Marys as a location for a new Pilot Walking Infrastructure Planning Program that could inform future funding applications.</p>	<p>Noted. No change to the Structure Plan.</p> <p>Council staff will continue to work with TfNSW on looking at ways to improve regional north-south and east-west walking and bicycle connections to St Marys Town Centre, particularly connections across the rail corridor, Glossop Street the Great Western Highway.</p> <p>Council staff will provide input to the TfNSW Pilot Walking Infrastructure Planning Program.</p>
<p>TfNSW state the potential need for additional public transport services to meet increased demand and achieve mode shift away from private car use as St Marys grows. TfNSW would engage with Council on the need for additional bus services to connect St Marys to surrounding suburbs, including Orchard Hills and The Quarter in Penrith.</p> <p>TfNSW would also like to further discuss proposed bus movement routes included in the draft Structure Plan and how they can best serve resident access needs and adjacent land uses including the retention of bus services on Queen Street. TfNSW suggest considering the accessibility of bus stops for as many users as possible and providing good</p>	<p>Noted. No change to the Structure Plan.</p> <p>The next step following the draft Structure Plan is the preparation of a Master Plan for St Marys Town Centre that will be accompanied by a range of technical studies. The location of bus stops can be looked at in detail as part of this process.</p> <p>Council's intent behind aligning bus routes away from but parallel to Queen Street is to protect the place amenity of Queen Street while also maintaining convenient access to main street destinations for customers getting on or off buses.</p> <p>Council will undertake further engagement with</p>

levels of passive surveillance in order to encourage public transport use. They mention the potential need of amendments to proposed bus movement routes due to intersection design constraints (for example the Mamre Road / Queen Street / Great Western Highway intersection).	TfNSW, Sydney Metro and bus operators regarding bus routes, bus stop locations and additional bus services to connect St Marys to surrounding suburbs, including Orchard Hills and The Quarter.
TfNSW note the concerns of local residents about personal safety at transport interchanges and state that the new metro station and upgrades to the train station would provide opportunities for a high-quality public domain incorporating personal safety. TfNSW express commitment to working with Council to achieve this outcome, ideally taking into account Crime Prevention Through Environmental Design (CPTED) principles and collaboration with Aboriginal and Torres Strait stakeholders and community groups.	Noted. Amend the Structure Plan to add a reference to CPTED when describing the principles for the Southern Plaza and the Northern Plaza of the train/metro stations.
Acknowledging Council's advocacy for the Werrington Arterial Stage 2, TfNSW mention the NSW Government's funding of \$3 million towards planning for the Werrington Arterial Stage 2 (strategic business case), with additional \$3 million funding from the Australian Government. TfNSW will involve Council in this planning process.	<p>Noted. Amend the Structure Plan to mention that <i>'the NSW Government has 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.'</i></p> <p>Change the wording in the actions related to the Werrington Arterial Stage 2 for Council to <i>'work with TfNSW on a strategic business case for the Werrington Arterial Stage 2 funded by the NSW and Australian Governments'.</i></p>
TfNSW seek clarity on whether the direction for improvement to deliver upgraded commuter car parking in the 'Arrival and Interchange' Precinct is in addition to the recently upgraded Harris Street car park delivered by TfNSW and the car parking on Gidley Street that Council is delivering.	<p>Noted. Amend the Structure Plan to replace the reference to Sydney Metro with TfNSW as the agency that delivered upgrades to commuter car parking along Harris Street, under the 'key directions for improvement' for the Arrival and Interchange Precinct.</p> <p>At this stage, no additional car parking is proposed beyond that already provided by TfNSW along Harris Street and the car parking consolidation shown on the Structure Plan.</p>
TfNSW suggest sequencing development and design interventions in St Marys over the next 20-year period to help inform the staging of transport initiatives such as changed bus routes as well as the changing function and legibility of roads such as Forrester Road and Glossop Street for pedestrians and cyclists.	<p>Noted. No change to the Structure Plan.</p> <p>The draft Structure Plan has identified the need to stage and align infrastructure investment and delivery with the planned growth projection. The Master Plan and its associated technical studies, including an Infrastructure Delivery Plan will investigate how to plan, cost, fund and stage infrastructure delivery aligned with the anticipated ultimate and staged growth projections.</p>
Sydney Metro	
Sydney Metro would welcome an opportunity to review the drafting of any planning controls for the Commercial Core Precinct in light of Council's expectation for any additional floor space above that permitted in the existing	<p>Noted. No change to the Structure Plan.</p> <p>Council will continue to engage with Sydney Metro, other agencies and the community throughout the Master Plan phase.</p>

<p>planning controls to be commercial development.</p>	
<p>Sydney Metro suggest that the need for any additional commercial / employment growth in St Marys may benefit from supporting studies that consider the viability or suitability of such outcomes within the broader regional context, i.e. the centres of Mt Druitt, Penrith, Luddenham (Sydney Science Park), Airport Business Park, and the Aerotropolis, and how additional commercial floor space in St Marys may compete with the viability other planned commercial centres across the Western Parkland City. Sydney Metro suggest that such a study could also recommend specific types of commercial uses appropriate for the St Marys Town Centre.</p>	<p>Noted. No change to the Structure Plan.</p> <p>Council will be undertaking an economic feasibility and market analysis study as part of the Master Plan to look at the development potential within St Marys Town Centre. Council will consider the recommendations of Sydney Metro in preparing the scope of this project.</p>
<p>Sydney Metro argue that similar to recognising the importance of the creation of jobs, the draft Structure Plan should cater for a significantly increased demand for residential development.</p> <p>Sydney Metro state that the realisation of higher density residential land uses within the St Marys Metro station walking catchment is crucial to achieving multiple strategic Government and Sydney Metro objectives, including:</p> <ul style="list-style-type: none"> <li>• Integrated land use and transport planning to accelerate the 30-minute city objective (Planning Priority W7 Western City District Plan)</li> <li>• Enabling improved liveability and place-making outcomes centred around connectivity and efficient delivery of amenity, with diverse uses facilitating both day and night-time activation (Planning Priority W6 Western City District Plan)</li> </ul> <p>Sydney Metro argue that the quantum of residential development anticipated in the draft Structure Plan does not appear to be commensurate with the quantum of residential growth expected in response to a strategic centre with a transport interchange. For instance, in the draft Structure Plan, some sites less than 200m from the future Metro station entry are not earmarked for changes to planning controls (e.g., south of Phillip Street), whereas other comparable centres in Sydney have medium – high density residential development within the station walking catchment, especially within a 400m walking distance of the station.</p> <p>Sydney Metro have provided evidence from the recently released ‘Six Cities Region Discussion Paper’ by the Greater Cities Commission addressing the prioritisation of housing close to existing and future transport hubs and targets for housing density to be</p>	<p>Noted. Amend the Structure Plan to add a note to investigate further intensification opportunities within 400m to the south of the transport interchange as part of the Master Plan process.</p> <p>It should be noted that most of the areas within 400m of the train station to the south (except the Duration Cottages ‘Historic Living’ Precinct) have already been zoned for medium to high density residential development as per the Penrith LEP 2010. Council’s preliminary studies have indicated sufficient capacity within the existing planning controls to deliver 11,000 dwellings in St Marys, which meets Council’s preliminary dwelling projections for 2041.</p> <p>Council will undertake refined projections for population, dwellings and jobs in St Marys Town Centre as part of developing the Master Plan. These projections will identify any need for development uplift and rezoning. Furthermore, built form testing undertaken as part of the Master Plan will review the area within 400m to the south of the transport interchange closely to investigate additional intensification opportunities. Investigation for potential intensification will be balanced with infrastructure provision, feasibility and feedback received from the community as part of community engagement stages 1 and 2 that revealed some opposition for high-density developments.</p>

delivered in locations within 800m of a strategic centre or transport hub.	
Sydney Metro state that the draft Structure Plan does not mention the potential for a future rail connection between Marsden Park and St Marys, as identified within the NSW Future Transport Strategy. This would play a significant role in elevating the strategic centre status of St Marys. Sydney Metro recommends that the potential further evolution of St Marys as a result of future planned network extension should be considered beyond 2041.	Noted. Amend the Structure Plan to add reference to the future rail connection between Marsden Park and St Marys, as identified within the NSW Future Transport Strategy.
<p>Sydney Metro note that the assumptions used for preliminary assessments of planning controls in St Marys are unclear, particularly those relating to market demand, feasibility and market uptake.</p> <p>Sydney Metro recommend future economic analysis as part of the master planning process to benefit from the following considerations:</p> <ul style="list-style-type: none"> <li>• fragmentation of potential development sites</li> <li>• land ownership patterns (including Government ownership)</li> <li>• market feasibility of expected development typologies, including those permissible under proposed amendments to planning controls</li> <li>• analysis of economic and market factors that influence employment and population growth</li> <li>• review of the Aerotropolis' planning framework and future employment and population expectations, including estimates of development take-up</li> <li>• consideration of early and/or catalytic investment requirements, and expectations of various market participants</li> </ul>	<p>Noted. No change to the Structure Plan.</p> <p>The considerations provided by Sydney Metro will be considered in developing the scope for the economic feasibility and market analysis study that Council will be undertaking as part of the Master Plan.</p>
Sydney Metro support the identification of proposed change to medium-high density residential for the Sydney Metro owned site on the northern side of Chesham Street.	Noted. No change to the Structure Plan.
<p>Sydney Metro support the delivery of affordable housing within the Metro station walking catchment, and in particular future investigations relating to lot amalgamation and ownership patterns that could support the further intensification and delivery of affordable housing within St Marys.</p> <p>Sydney Metro note that there are a number of government owned sites within 400m walking distance of the station that have not been identified in the draft Structure Plan for an uplift in residential development to contribute to new social and affordable housing. Increasing residential development on sites surrounding the Metro station could set targets for new housing density, tenures and price points to</p>	<p>Noted. No change to the Structure Plan.</p> <p>The economic feasibility and market analysis study to be undertaken as part of the Master Plan will look at lot amalgamation and ownership along with other factors to inform ways to encourage development in St Marys Town Centre.</p> <p>Several Council owned lands to either side of Queen Street are currently at-grade car parks. The draft Structure Plan has proposed the consolidation of car parking on strategic locations within the Town Centre, allowing the remaining at-grade car parking spaces to be repurposed. The planning controls for these sites already allow mixed use development with 6-7</p>



improve affordability.	<p>storey buildings. Encouraging a diversity of housing is a clear direction of the Structure Plan that will cater to meeting the needs of people of different ages, family sizes, incomes and abilities.</p> <p>Council will further investigate housing diversity as part of the Master Plan for areas within 400m to the south of the train/metro stations.</p>
<p>Sydney Metro support the continued improvements to public domain amenity and activity, and request that any future proposals to the size of the Southern Plaza consider impacts to public transport functionality and customer safety and convenience, as well as be supported by evidence that the space will have sufficient activity for it to feel safe and activated. Sydney Metro state that the transformation of the corner of Queen Street and Station Street into a pedestrianised plaza will be subject to consultation with TfNSW. In addition, they direct the need to meet distance requirements for taxi and kiss and ride zones if these existing facilities require relocation due to the proposed pedestrian plaza.</p>	<p>Noted. No change to the Structure Plan.</p> <p>The direction to complement the Transport Hub with a Commercial Core and to anchor it to Queen Street received 79% support from the community. The expansion of the Southern Plaza of the train and metro stations will provide an opportunity to create a landmark arrival space in St Marys Town Centre. It is proposed that this plaza be activated by retail and commercial frontages of surrounding buildings with land uses that support nighttime activity. Based on feedback from TfNSW and Sydney Metro, it is proposed to add a principle to incorporate CPTED for the plazas at either side of the new metro station.</p> <p>Data from the Sydney Metro Western Sydney Airport Environmental Impact Statement – Technical Paper 1 (Transport) mentions preliminary forecasts for the 2036 AM peak hour (busiest hour) to be 2,200 customers entering and about 950 customers exiting the St Marys metro station, reflecting a residential catchment. The forecasts indicate more than half of the morning peak arrivals to access the station using walking, cycling or public transport, with 41% walking to the station. This strengthens the need to enhance walkability of the area within and around the transport interchange, and the reason to provide a public domain that is large enough to cater to the movement of the expected volume of people.</p> <p>It should be noted that Council will be preparing an Integrated Street Network Plan as part of the Master Plan that will inform the concept design of the streets and public domain around the train station and beyond. The locations of the taxi and kiss and ride zones could be refined as part of this work in collaboration with Sydney Metro and TfNSW.</p>
<p>Sydney Metro seek further discussion on 'end-of-trip facilities' and expected outcomes at the Northern Plaza.</p>	<p>Noted. No change to the Structure Plan.</p> <p>The Northern Plaza of the metro station will be an important public space forming a gateway to the areas to the north of the station. Council expects this space to provide tree canopy, secure parking spaces for cyclists, drinking water fountains, seating and wayfinding elements. This desired outcome for the space is to be more than a transient space; a place that encourages workers to linger, sit down to have a coffee, meet colleagues etc.</p>
<p>Sydney Metro note that Council has proposed a linear park as a future VPA for the site,</p>	<p>Noted. No change to the Structure Plan.</p> <p>The proposed 1,316sqm open space is a</p>

<p>parallel to the Gidley Street extension. Sydney Metro's submission states that Gidley Street is an important pedestrian spine that will improve connections to Sydney Metro and will potentially align with the Station Street pedestrian crossing and Metro gateline; however, requests the requirement for a linear park on Gidley Street to be reconsidered in light of the arrival of Sydney Metro and upgrades to the existing public domain (where activity would ideally be centred). Sydney Metro also state that the function, nature and design of Gidley Street will be considered in detail during precinct development activities where the objectives of Direction 15 can be considered. They expect the development of this site to occur in 2027-2028.</p>	<p>requirement of the VPA that accompanied the approved planning proposal for the 33-43 Phillip Street site now owned by Sydney Metro.</p> <p>With Gidley Street proposed as a bus route in the draft Structure Plan, it would be important for the public domain alongside to cater to the safe movement of pedestrians accessing the transport interchange. Such a green open space parallel to the road would allow an adequate buffer between bus movement and the movement of pedestrians. It could provide seating spaces, lighting and wayfinding thus enhancing pedestrian comfort and safety; and also serve as a landscaped forecourt to the future built form on the site. This space is located in an area identified to currently have lower access to formally designated open spaces as per Council's open space gap analysis. It is thus proposed to retain the green space along Gidley Street extension as currently indicated in the draft Structure Plan. The shape and location of the open space can be determined through the Master Plan process in collaboration with Sydney Metro.</p>
<p>Sydney Metro support the retention of the industrial precinct at North St Marys, however, encourage the future vision to build the industrial character on the north side with new compatible uses that allow for future potential change to higher density employment generating land uses over time taking advantage of higher transport connectivity.</p> <p>They also support the identification of the Sydney Metro owned site on Harris Street as 'Mixed Use', providing flexibility to ensure activity-generating land uses, particularly to activate the Northern Plaza.</p>	<p>Noted. It is proposed to add a note to the Structure Plan to further consider the industrial character of the lots directly opposite to the northern boundary of the railway corridor, between Harris Street and the railway, for employment-generating uses, subject to further consultation with the community and local industrial owners.</p> <p>Council intends the focus of the Sydney Metro divestment site on Harris Street to be on providing employment generating uses.</p>
<p>Sydney Metro support Queen Street as a "slow" street to have high pedestrian activity and place function. They also support the proposed bicycle route along Queen Street.</p>	<p>Noted. No change to the Structure Plan.</p>
<p>Based on Sydney Metro's preliminary traffic assessment of the St Marys precinct, they note that some key road network in the vicinity of the Town Centre is operating at or near capacity. They note further technical studies to be undertaken by Council to understand the traffic and transport implication of the proposals outlined in the draft Structure Plan, such as land use changes and uplift.</p> <p>Sydney Metro recommend the role and function of Blair Avenue extension to be carefully considered in relation to serving future adjacent development, preferred traffic movements, pedestrian connectivity and spatial requirements on the Station Street bus interchange which will change should Gidley Street become a preferred bus route.</p>	<p>Noted. No change to the Structure Plan.</p> <p>Council will be preparing an Integrated Street Network Plan, which includes a traffic and transport study, as part of the Master Plan. These studies will further investigate and refine the strategic and spatial directions contained in Place Outcome 2.</p> <p>The recommendation for the role and function of Blair Avenue is noted. Council will engage with Sydney Metro to work collaboratively on this matter as part of the Master Plan development.</p>
<p>Sydney Metro support the proposal to consolidate public car parking, however,</p>	<p>Noted. No change to the Structure Plan.</p>

<p>recommend reducing all-day public parking at St Marys comparing parking supply with other similar town centres. Sydney Metro also suggest that the re-purposing of at-grade car park sites should consider a complementary use other than residential.</p>	<p>Council will be undertaking a car parking study as part of the Master Plan. This study will further assess and refine the directions for public and private car parking provisions in St Marys Town Centre, taking into account the feedback from a few agencies recommending reduction in parking spaces and need for lower carbon emissions as well as feedback from some community members stating the need for future parking provisions to match the population growth.</p> <p>No changes are proposed to car parking numbers at this stage.</p>
<p>Sydney Metro seek further clarification on the Glossop Street 'proposed overbridge for active transport'. They state that the Sydney Metro Western Sydney Airport: Active Transport Strategy identified an underpass and ramps to provide a grade-separated crossing of Glossop Street (refer to Project ID: K5). They mention that TfNSW are also exploring opportunities to improve active transport in St Marys.</p>	<p>Noted. No change to the Structure Plan.</p> <p>The draft Structure Plan proposes an overpass over the rail corridor adjacent to the existing vehicular bridge to cater to the north-south movement of pedestrians and cyclists along Glossop Street. This is in line with TfNSW Active Transport Strategy. This active transport infrastructure will be looked at in further detail as part of the Integrated Street Network Plan during the Master Plan development for St Marys Town Centre in collaboration with Sydney metro and TfNSW.</p>
<p>Sydney Metro seek clarity as to whether Kungala Street has a level of pedestrian activity to warrant the shared zone vision given Queen Street is identified as a main activity hub.</p>	<p>Noted. No change to the Structure Plan.</p> <p>Place Outcome 1 Direction 1 identifies Kungala Street as a key activity spine. The intent behind identifying Kungala Street (and Chapel Street) as an east-west activity spine is to promote improved walking and cycling connections between South Creek, the proposed Sport and Recreational Hub, the Civic Heart Precinct, and areas to the east of St Marys Town Centre including Oxley Park. A shared zone along Kungala Street will create a safe, green and welcoming east-west link that prioritises slower modes of travel including walking and cycling. This would serve a recreational function and link with the proposed walking and cycling paths along South Creek. Queen Street will retain and enhance its existing place function, serving as a key north-south activity spine linking the Transport Interchange, the Civic Heart and St Marys Corner.</p> <p>Further studies as part of the Master Plan will refine these directions proposed by the draft Structure Plan.</p>
<p>Sydney Metro state that further investigation is needed to identify new bus routes and stops, number of bus movements and adequacy of these streets/ intersections to accommodate bus movements.</p> <p>They state that the rerouting of buses onto Gidley Street may be an appropriate long-term outcome but in the short to medium term, people using buses will expect immediate access to high street destinations.</p>	<p>Noted. No change to the Structure Plan.</p> <p>The direction regarding designating place-sensitive local bus routes and improving overall bus network efficiency, capacity and frequency received 88% support from the community. Council will be undertaking further engagement with TfNSW to determine the suitability of proposed bus routes and the locations of stops as part of developing the Master Plan. The staging of development proposed by the draft Structure Plan will also be looked at as part of the</p>

	Master Plan.
Landcom	
<p>Landcom supports the planning principles that are addressed by the draft Structure Plan including:</p> <ul style="list-style-type: none"> <li>• Delivering walkable and cyclable streets by relocating on-street parking to consolidated parking sites</li> <li>• Providing easily accessible green open spaces and establishing a 25% tree canopy target</li> <li>• Testing the intensification of residential development near amenity to deliver housing diversity</li> <li>• Supporting employment activity near the transport interchange and maximising connections to adjoining employment lands, and regional employment opportunities at Western Sydney Airport, Parramatta and beyond</li> <li>• Establishing a Civic Heart and vibrant Retail &amp; Eat Street Living Precinct to create a sense of community and place, with a diverse local economy</li> </ul>	<p>Noted. No change to the Structure Plan.</p> <p>It should be noted that the preliminary analysis to consolidate car parking on multistorey parking structures focused on existing numbers of off-street car parking spaces. Future work on the Master Plan will investigate whether some on-street car parking could be consolidated in car parking structures to free up space for better walking and cycling infrastructure, tree planting, etc.</p>
LAHC	
<p>LAHC support the opportunity for renewal and to work with Council to shape the future of St Marys.</p>	<p>Noted. No change to the Structure Plan.</p>
<p>LAHC support the initiative to intensify residential uses near areas of amenity and along activity spines to incentivise the delivery of affordable and social housing, improve street activation, surveillance and reinforce the character of the activity spines.</p> <p>However, LAHC express concern that the draft Structure Plan assumes sufficient capacity in the current planning controls to accommodate projected growth over the next 20 years, with additional density not being required. LAHC state that this approach does not respond to the catalytic opportunity presented by the metro and the significant urban renewal and placemaking opportunities it presents. They argue that a historical demographic analysis does not provide the best base for strategic planning but instead a capacity analysis should be undertaken looking at the potential to accommodate growth within the close walking catchment of the metro station. LAHC further mention that demographic and feasibility analysis could be used to determine take-up of the ultimate built form based on environmental and infrastructure constraints.</p>	<p>Noted. No change to the Structure Plan.</p> <p>The Structure Plan uses low and high growth scenarios for population, dwelling and jobs projections for the St Marys Town Centre based on the projections for the larger 'St Marys' precinct defined by REMPLAN that includes the suburbs of St Marys, North St Marys, Oxley Park and Colyton.</p> <p>As part of developing the Master Plan, refined projections will be undertaken for population, dwellings and jobs in St Marys Town Centre.</p> <p>Council will also be undertaking an economic feasibility and market analysis study and built form testing that will look at current and future development potential within the Town Centre. LAHC's recommendations will be taken into consideration in determining the scope of these studies.</p>
<p>LAHC note that the draft Structure Plan proposes renewal opportunities in areas often more than 800m from the station, when instead areas within 400m of the metro station should be the primary focus for increased housing and intensification beyond the existing</p>	<p>Noted. Amend the Structure Plan to add a note to investigate further intensification opportunities within 400m to the south of the transport interchange as part of the Master Plan process. Investigation of housing diversity will be undertaken as part of this process. Investigation</p>

<p>planning controls. LAHC recommend looking at opportunities for more ambitious intensification of residential uses and incentivisation of the delivery of social and affordable housing on land close to the metro station.</p> <p>LAHC support the direction to retain existing social and affordable housing, predominately in areas with a significant number of existing dwellings owned by LAHC, and to investigate potential intensification of these sites as part of the Master Plan, in the context of delivering more and better social housing in line with NSW Government policy.</p> <p>However, LAHC argue that the draft Structure Plan does not identify uplift or intensification on the majority of LAHC's landholdings even though a significant proportion of these sites are within the 5 minute or 400m walking catchment of the station. Stating that this will severely impact the ability for LAHC and Council to achieve the objective of delivering housing diversity to support a resilient and vibrant community, LAHC recommend the identification of renewal and intensification opportunities on LAHC sites, particularly within the 400m walking radius of the train station.</p>	<p>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</p> <p>It should be noted the draft Structure Plan has stated the intent to provide housing of different types, sizes and tenure to cater to diverse community needs and income levels in St Marys Town Centre in line with Council's endorsed Local Housing Strategy (2022). Guided by Council's Local Strategic Planning Statement (2020) which states the need to protect the existing stock of affordable rental housing and improve supply, the draft Structure Plan has proposed retaining the existing stock of social and affordable housing in St Marys Town Centre to ensure that its community does not get displaced through the process of urban renewal.</p> <p>The draft Structure Plan expresses the intent of adopting a salt and pepper approach for the delivery of public and private social housing, affordable housing and private housing to ensure a truly mixed community. Additionally, it proposes investigating intensification close to the transport interchange (within 400-800m to the south of the train/metro stations) to deliver a range of outcomes including safeguarding the delivery of affordable and social housing, ensuring design quality and catering to environmental sustainability. Affordable housing could additionally be provided across most of the other precincts in the Town Centre via the Housing State Environmental Planning Policy (SEPP). It is expected that these initiatives will adequately address the expected local demand for social and affordable housing in St Marys.</p> <p>Most of the area within St Marys Town Centre, except the Duration Cottages 'Historic Living' Precinct has already been zoned for medium to high density development as per the Penrith LEP 2010. Council's preliminary studies have indicated capacity within the existing planning controls to deliver 11,000 dwellings in St Marys. This meets the preliminary projected dwelling demand for 2041.</p> <p>However, Council will be undertaking detailed population and dwelling projections for the St Marys Town Centre as well as an economic feasibility and market analysis study as part of the Master Plan. These technical studies will inform the need for investigating further intensification within 400m to the south of the train line, and together with the built form testing will identify the locations of sites for further intensification if required.</p> <p>Further work on potential mechanisms to deliver social and affordable housing in St Marys Town Centre will be investigated as part of the Master Plan process.</p>
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<p>LAHC state that in instances where sites are identified for intensification in the Town Centre, there is no detail provided on the intended built form outcomes and scale of proposed uplift. LAHC seek clarity around the intended yield and uplift (FSR or GFA) envisaged for the Town Centre stating it is not possible to determine built form outcomes, development feasibility, potential to produce social housing renewal, or comment on the proposed open space affecting LAHC land holdings under the draft Structure Plan.</p> <p>LAHC recommend the draft Structure Plan to be updated to provide guidance on the proposed built form outcomes and provide further detail on the proposed scale of uplift planned for renewal sites to assist the community and landowners to understand the intended renewal opportunities and built form outcomes for the Town Centre.</p>	<p>Noted. No change to the Structure Plan.</p> <p>The Structure Plan provides the vision, place outcomes and strategic and spatial directions to guide the growth of St Marys to 2041. This included the preliminary identification of areas for potential intensification.</p> <p>Further work to identify appropriate densities, zoning and built form are yet to be done as part of the Master Plan, supported by additional technical studies. This work will provide guidance on intended built form outcomes including the scale of proposed uplift for renewal sites and will inform potential amendments to planning controls.</p>
<p>LAHC seek more detail around the implementation of proposed open spaces and through site links affecting LAHC land (some of which are currently tenanted medium density sites).</p>	<p>Noted. No change to the Structure Plan.</p> <p>The mechanisms for the delivery of open spaces and through-site links, including prioritization and costing will be investigated through the Master Plan process.</p>
<p>LAHC expressed that previously submitted strategic planning investigations to Council appear to have not been incorporated into the current work (draft Structure Plan) by Council.</p>	<p>Noted. No change to the Structure Plan.</p> <p>Council will review LAHC's strategic planning investigations for St Marys Town Centre more closely as part of undertaking further urban design and planning work for the Master Plan. Council will seek input from LAHC on the age and typology of their assets in St Marys.</p>
<p>LAHC is keen to work with Council as part of this process to provide for social housing renewal and improved housing outcomes in St Marys.</p>	<p>Noted. No change to the Structure Plan.</p> <p>Council will continue to engage with LAHC at the Master Plan phase having regard to probity requirements in Local Government</p>
NSW EPA	
<p>EPA note that the Study Area boundary contains a number of premises that have Environment Protection Licences (EPLs) under the Protection of the Environment Operations Act 1997. They note that it is possible that new facilities requiring an EPL will be introduced into the northern portion of the Study Area as it is currently zoned General Industrial.</p> <p>EPA argue that there should be appropriate separation between these facilities and mixed used development areas, and that the existing operations of licenced premises should not be unduly impacted by the encroachment of any new residential development (e.g. ensuring that the interface between industrial, commercial and residential land uses does not result in inappropriate impacts for existing and future industry and residents, particularly to the south of Station Street).</p>	<p>Noted. Amend the Structure Plan to add information about premises holding EPLs in the Understanding St Marys – Background Evidence Report. Also add an objective for development within the Industrial Precinct, Arrival and Interchange Precinct and Commercial Core Precinct to ensure appropriate separation from premises with EPLs, avoid non-compatible land uses and minimise land use conflict.</p> <p>It should be noted that the Structure Plan intends to preserve and enhance the existing thriving industrial lands in St Marys Town Centre Study Area as guided by Council's endorsed Employment Lands Strategy (2021). There is no intent to introduce residential uses within the existing industrial areas.</p>
<p>EPA support the proposed place outcomes in</p>	<p>Noted. Amend the Structure Plan to add an</p>

principle; however, recommend an additional outcome targeting the reduction of land use conflict, to either be written into one of the existing place outcomes presented in the Plan or as a stand-alone place outcome. EPA state that considering there are existing industrial uses within the Study Area, it should be a key direction to avoid non-compatible land uses where possible and ensure good amenity for both existing and future sensitive receivers. EPA recommend that the technical studies accompanying the Master Plan could include looking at the principle of land use conflict minimisation as well as taking into account the environmental impact from the existing industry.	objective for development within the Industrial Precinct, Arrival and Interchange Precinct and Commercial Core Precinct to ensure appropriate separation from premises with EPLs, avoid non-compatible land uses and minimise land use conflict.
EPA suggest including air and odour, noise, water and contamination assessments as relevant to inform the next stages of work for St Marys Town Centre considering the close proximity of future and existing residential receivers to industrial land, and the likely growth in industrial activity.	Noted. No change to the Structure Plan.  These suggestions will be considered as part of the technical studies for the Master Plan.
EPA express willingness to provide advice to Council in the next stages of work.	Noted. No change to the Structure Plan.  Council will offer further opportunities for engagement at the Master Plan phase.
Sydney Water	
Sydney Water support government-backed growth initiatives within their area of operations and have no objection to the proposed Structure Plan for St Marys Town Centre.  Sydney Water express interest in meeting and working with Council and to be updated with robust growth data and any timescales of future development as a result of the proposed plan.	Noted. No change to the Structure Plan.  Council will continue to engage with Sydney Water at the Master Plan phase to work around servicing needs of the expected population growth.
Sydney Water note from their preliminary investigations that there is sufficient water servicing capacity in the system to service the proposed development. They state that amplifications, adjustments, and/or minor extensions may be required to service high demand buildings.	Noted. Add this information to the Understanding St Marys – Background Evidence Report.  These matters will be considered as part of the preparation of the Integrated Stormwater Management Plan as part of the Master Plan.
Sydney Water state that the proposed planning area is located within St Marys Wastewater Treatment Plan, and that the Treatment Plan and wastewater trunk network do not have sufficient capacity to service future growth proposed in the Structure Plan. Their submission mentions that the draft Structure Plan presents potentially large servicing demands, hence details on the growth and staging time scale are essential to enable Sydney Water to undertake any further assessment to determine amplification requirements and other servicing requirements	Noted. Add this information to the Understanding St Marys – Background Evidence Report.  This information will be taken into account when developing the Master Plan for St Marys Town Centre and the Integrated Stormwater Management Plan  Council will be undertaking refined population and dwelling projections and also look at the stages of development as part of the Master Plan process. This information will be shared with Sydney Water along with other utility service providers at the Master Plan stage.
Sydney Water mention that there is no existing recycled water scheme available in the St	Noted. Add some of this information to the Understanding St Marys – Background Evidence

<p>Marys Town Centre. Due to the size and scope of the proposed development, they recommend considering recycled water initiatives such as dual pipe reticulation.</p> <p>Sydney Water also inform that they are currently progressing with the Option Planning phase of providing integrated water services for the Orchard Hills North Growth Precinct located 5km away from the St Marys Town Centre. The planning scheme includes a potential recycled water scheme for the Precinct which could potentially benefit St Marys Town Centre pending financial and delivery viabilities.</p> <p>Sydney Water state willingness to working in partnership with Council to consider recycled water servicing solutions that may offset potable water demands on the proposed site. They also suggest contacting Council's Sydney Water Account Manager to explore potential recycled water use opportunities for non-potable demand.</p>	<p>Report.</p> <p>This information has been noted and will be taken into account when developing the Master Plan for St Marys Town Centre and the Integrated Stormwater Management Plan.</p> <p>Council will continue to engage with Sydney Water at the Master Plan phase.</p>
<p>Sydney Water require the anticipated ultimate and annual growth data and a realistic indication of demand and timescales to be able to effectively plan for services, support all growth and developments, fully assess proposed developments and provide robust servicing advice and to investigate the potential for staged servicing to meet timescales.</p>	<p>Noted. No change to the Structure Plan.</p> <p>Council will be undertaking refined population and dwelling projections and also look at the staging of development as part of the Master Plan process. This information will be shared with Sydney Water along with other utility providers at the Master Plan stage.</p>
Industry Bodies	
UDIA	
<p>UDIA note the following issues within the existing St Marys Town Centre:</p> <ul style="list-style-type: none"> <li>• The centre is divided into retail and open space uses on the southern side of the station and industrial with pockets of residential on the northern side</li> <li>• Most retail activity occurs on the southern side of the station</li> <li>• There is an oversupply of shopper car parking along Gidley Street and Carinya Avenue, provided at ground level car parks</li> <li>• Older style housing mostly dominates the surrounds of the Town Centre to the northeast of the station, which includes older housing on large residential blocks and older government housing to the southeast of the station, which is owned by LAHC</li> <li>• The station interchange has bus access to the north and south sides of the station</li> <li>• There is very limited housing choice, with some residential redevelopment starting to occur close to the station</li> </ul>	<p>Noted. No change to the Structure Plan.</p> <p>Some of the findings presented by UDIA align with Council's findings presented in the 'Understanding St Marys – Background Evidence' report.</p> <p>It should be noted that the area to the north-east of Glossop Street that UDIA has referred to as an area with older style housing on large land blocks is in North St Marys, outside the Study Area boundaries of the Structure Plan.</p>
<p>UDIA express concern that the existing land use provisions allowing high density residential</p>	<p>Noted. No change to the Structure Plan.</p> <p>Council will look at implementation and delivery</p>

<p>development (Zone B4 Mixed Use and R4 High Density Residential Development) under the Penrith LEP 2010 have only generated a small amount of redevelopment in the St Marys Town Centre, stating general preference for detached dwellings in GWS (UDIA Home Purchase Sentiment Survey 2021) and a decline in apartment investment and approvals since 2016 (UDIA Apartment Supply Pipeline Report, 2021).</p> <p>UDIA recommend Council to apply incentives that encourage redevelopment for mixed residential uses, comprising commercial ground floor with residential above. Options to investigate include:</p> <ul style="list-style-type: none"> <li>• Planning provisions that encourage site amalgamations through floor space ratio (FSR) bonuses for key sites</li> <li>• Design competitions that provide additional FSR for key sites</li> <li>• Rezoning the R2 Residential zone to the northeast of the Station, which contains older style housing on large land blocks (&gt; 600 sqm)</li> <li>• Providing a fast-track approval process for major Town Centre development</li> <li>• Limiting the application of voluntary planning agreements which require significant negotiation during drafting and can also be resource intensive and time consuming</li> </ul>	<p>mechanisms for the proposed directions as part of developing the Master Plan. UDIA's recommendations to encourage redevelopment for mixed residential uses will be considered as part of this work.</p> <p>It should also be noted that the area to the north-east of Glossop Street that UDIA has referred to as an area with older style housing on large land blocks is in North St Marys, outside the Study Area boundaries of the Structure Plan. However, the recommendations for this area will be considered in Council's other strategic work including the Corridors and Centres Strategy.</p>
<p>UDIA raise that the at-grade car park areas in St Marys are unsightly and that there appears to be an oversupply of shopper car parking currently servicing the Town Centre.</p> <p>UDIA recommend Council to review the current amount of car parking in the Town Centre with a view to lessen the number of car parking sites and to reuse that land for mixed residential uses, particularly at Council-owned sites classified as "operational" under the NSW Local Government Act 1991. UDIA argue that this would provide additional vibrancy in the Town Centre, with increased walking and cycling, that would be further enhanced via through site links to retail, public domain, and transport services, helping achieve the objective of creating a series of high-amenity and interconnected open spaces with a diverse activity offering.</p>	<p>Noted. No change to the Structure Plan.</p> <p>The Structure Plan proposes consolidation of public car parking on multi-storey car parking structures on key sites, easily accessed by the proposed perimeter road. This will allow the development of some of the key at-grade car parking sites in accordance with the permissibility of the B4 Mixed-use zoning. At this stage, the number of public car parking spaces is proposed to remain the same. A car parking study will be undertaken as part of the Master Plan to review and refine public and private car parking provisions in further detail. This work will balance the feedback recommending reduction in car parking provisions and need for lower carbon emissions with the feedback from some community members stating the need for future parking provisions to match population growth.</p>
<p>UDIA note the predominance of State Government landowners in the Town Centre, including LAHC and Sydney Metro, providing an opportunity for site-based redevelopment for mixed residential uses (potentially on residue Sydney Metro land near the Station Interchange or as part of the LAHC estate to the southeast of the station).</p> <p>UDIA recommend that in accordance with the objective "governments can act as catalyst for</p>	<p>Noted. No change to the Structure Plan.</p> <p>Council has identified the important role of forming partnerships and collaborating with stakeholders, including state agencies and the development industry in delivering the directions of the draft Structure Plan as part of Place Outcome 10 – Direction 26. Council will continue to collaborate with Sydney Metro and LAHC at the Master Plan stage giving due regard to probity requirements in Local Government.</p>

investment", Council should partner with LAHC and/or Sydney Metro to achieve site-based redevelopment proposals for mixed residential uses and greater housing choice in the Town Centre, which can be delivered in partnership with the development industry.	
<p>UDIA note instances of lack of collaboration with the development industry creating problems with infrastructure coordination, poorly drafted planning provisions and a lack of commitment to planning outcomes.</p> <p>UDIA recommend pursuing industry collaboration and a "partnership approach" with both government and private sector stakeholders to tap onto the opportunity to combine the shared knowledge of land and urban development, which has proven to be successful in the development of the growth precincts at Green Square, Edmondson Park and Shell Cove.</p>	<p>Noted. No change to the Structure Plan.</p> <p>Council has identified the important role of forming partnerships and collaborating stakeholders, including state agencies and the development industry in delivering the directions of the draft Structure Plan as part of Place Outcome 10 – Direction 26. Council will continue to collaborate with the development industry at the Master Plan stage giving due regard to probity requirements in Local Government.</p>
<p>UDIA note that precinct planning and urban renewal is an opportunity to deliver great places with housing, social and community infrastructure, transport services and public open space; however, state that the processes for the planning and delivery of precincts and urban renewal sites throughout NSW are too slow and often fail to adequately address the housing shortage.</p> <p>UDIA recommend Council to apply the recommendations in the UDIA NSW Urban Renewal and Precincts Delivery Report, 2022 to the planning of the St Marys Town Centre, and focus on the following issues:</p> <ul style="list-style-type: none"> <li>• Coordination between government agencies</li> <li>• Early and ongoing collaborative stakeholder engagement</li> <li>• The use of project management techniques to manage the process</li> </ul>	<p>Noted. No change to the Structure Plan.</p> <p>The recommendations within UDIA's NSW Urban Renewal and Precincts Delivery Report, 2022 have been noted and will be applied as applicable to the upcoming stages of the planning pathway for St Marys Town Centre.</p>
<p>UDIA support the draft St Marys Structure Plan and believe that with their recommendations there is a great opportunity to develop a mixed-use Town Centre with a varied housing mix, quality public domain and good access to transport.</p> <p>UDIA look forward to continuing to work with Penrith City Council and seek an opportunity to engage further on this key project.</p>	<p>Noted. No change to the Structure Plan.</p> <p>Council will continue to collaborate with the UDIA at the Master Plan stage giving due regard to probity requirements in Local Government.</p>
Institutions and Service Providers	
St Marys Senior High School	
<p>The formal submission and the following phone conversation with the Senior High School revealed that the school is not willing to facilitate a bike path through the middle of the school grounds, citing concerns about:</p> <ul style="list-style-type: none"> <li>• the school land being private land under the Enclosed Land Act</li> </ul>	<p>Noted. Amend the Structure Plan to indicate the east-west walking and cycling route shown through the St Marys Senior High School as a potential connection to further investigate in consultation with the school and School Infrastructure NSW as part of the Master Plan.</p> <p>The draft Structure Plan intends to improve</p>



<ul style="list-style-type: none"> <li>• safety impacts considering people could wander through the site</li> <li>• impacts on school property</li> </ul> <p>The discussion revealed the school's willingness to negotiate shifting the fence along the northern edge towards the south to facilitate an east-west connection, that would also address their concern about rubbish and debris being thrown off the rail tracks into school property.</p>	<p>connectivity between the sport and recreational hub along South Creek and the Town Centre Core to enhance access to green open space and sporting uses for the current and future communities of St Marys as well as to reduce the reliance on private vehicular transport. The direction to better balance the movement of vehicles, buses, pedestrians and cyclists including the sub-direction regarding walking and cycling routes received 86% support from the community.</p> <p>The Senior High School has a strategic location to facilitate east-west access in the Town Centre. However, based on the feedback from the Senior High School, it is proposed to further investigate the east-west connection through the school as part of the Master Plan in consultation with the school and School Infrastructure NSW.</p>
<p>The submission from the Senior High School expresses concern about the bicycle route proposed on Kalang Avenue, stating that this street is used as a major pedestrian thoroughfare by students accessing the school from the train station/ bus interchange. The submission questions potential congestion along the footpath and plans to widen the paths.</p>	<p>Noted. No change to the Structure Plan.</p> <p>The intent behind the walking and cycling route along Kalang Avenue is to improve the access to the school from the train/ metro stations for future users arriving on bike as well as to connect the local cycling routes in the Town Centre with the proposed regional east-west bicycle route along the rail corridor. Council will be preparing an Integrated Street Network Plan as part of the Master Plan that will undertake concept design of streets and test the proposed ideas for bicycle infrastructure such as the shared path indicated along Kalang Avenue. A transport study will also be undertaken to understand the capacity of the street environments for catering to different modes. It is therefore proposed to retain the bicycle route (shared path) along Kalang Avenue as currently shown in the draft Structure Plan, subject to further investigation as part of the Master Plan.</p>
<p>Salvation Army/ Fusion Western Sydney/ Bridging the Gap/ St Marys Baptist Church</p>	
<p>The submitters state that it is important to acknowledge the vital role that services which build social capital and provide community cohesion and support (including Christian and Faith based organisations) play in enhancing liveability in St Marys and the wider Penrith LGA. The submitters recommend that the infrastructure needs of these essential services should be given consideration in planning spaces in the future St Marys plans.</p> <p>The submitters state the need for social infrastructure in the area, citing reasons including poverty, debt, lack of financial literacy and skills, issues associated with food affordability and security, lack of affordable internet access, lack of digital skills and literacy, loneliness and social isolation, unemployment and youth inequality and disadvantage. The submitters mention the need for access to mentoring, learning and support services for a variety of disadvantaged</p>	<p>Noted. No change to the Structure Plan.</p> <p>The draft Structure Plan identified the importance of providing community facilities within St Marys Town Centre to cater to the needs of diverse community members. Accordingly, it proposes co-located facilities including a new community hub (community facility) and new library attached to a public park within the proposed Civic Heart Precinct. The Structure Plan also proposes an objective for the long-term planning of the St Marys Corner to consider the potential for subsidised office spaces for not-for-profit organisations as well as additional cultural uses. Another direction of the Structure Plan is to investigate urban intensification in the Commercial Core Precinct conditional upon the delivery of non-residential floor space and subsidised floor space for not-for-profit organisations, in addition to other conditions. Through such directions, the Structure Plan adequately addresses the need to provide social</p>

<p>community members, as well as accessible spaces for co-working, venues for children's activities, arts and cultural spaces, facilities and programs, resources for local aspiring artists and festivals and events.</p> <p>They mention the importance of encouraging the co-location of community infrastructure and services, citing evidence from a variety of strategic government documents. The submitters provide evidence from the community, identifying the need for community infrastructure and arts and cultural facilities in Penrith LGA.</p>	<p>infrastructure for a growing community.</p> <p>Some matters raised in this submission are outside the scope of the Structure Plan and Master Plan and will be provided to the relevant departments in Council for consideration.</p>
<p>The submitters outline the lack of maker spaces in the Western Sydney region. They mention that currently there is no creative arts precinct in St Marys, or facilities and infrastructure available to nearby, highly disadvantaged suburbs. Creative arts assets in this community must be considered at this critical time in the area's development, as a key component of the draft Structure Plan, especially considering St Marys will become a major transport Hub in Western Sydney.</p>	<p>Noted. No change to the Structure Plan.</p> <p>The draft Structure Plan has already proposed to incorporate cultural uses within the St Marys Town Centre and identified four potential locations. It includes an action to undertake a business case covering feasibility and operating models for St Marys Cultural Space and makerspace as part of the Master Plan. The submitters' recommendations for cultural infrastructure will be considered in preparing the scope of this work.</p> <p>It should be noted that Council is currently preparing a Cultural Strategy and Action Plan (CSAP) which will address the provision of cultural infrastructure across the LGA.</p>
<p>The submitters mention that community services in St Marys are already reporting significant and unaffordable rental increases in lease renewal negotiations, based on the significant redevelopment that has commenced within the centre. In the context of anticipated increases in rents and property prices making it unaffordable for not-for-profit community service and arts organisations and forcing them to relocate, the submitters argue the importance of preserving these vital services and growing new ones as part of the draft Structure Plan for the liveability, social cohesion and advancement of local disadvantaged communities.</p>	<p>Noted. No change to the Structure Plan.</p> <p>The draft Structure Plan acknowledges the importance of retaining community services in the Town Centre. It proposes to investigate urban intensification in the Commercial Core Precinct conditional upon the delivery of non-residential floor space and subsidised floor space for not-for-profit organisations, in addition to other conditions.</p> <p>However, the focus of the draft Structure Plan is on strategic land use planning. Some matters raised in this submission are outside the scope of the Structure Plan and Master Plan and will be provided to the relevant departments in Council for consideration.</p>
Business and Landowners (Private Submitters)	
Private Submitter 1	
<p>The submitter supports employment growth in St Marys and the opportunity to investigate intensification in the area near the station to the south that includes the submitter's lot for delivering increased floor space.</p>	<p>Noted. No change to the Structure Plan.</p>
<p>The submitter supports the desire for offering diverse living choices and encouraging a variety of sizes, densities, types, and configurations in St Marys Town Centre. They note the opportunity for their lot to provide unique housing that complements the existing St Marys Hotel through a mixed-use development in the form of shop top housing.</p>	<p>Noted. No change to the Structure Plan.</p>

<p>The submitter states that their site can accommodate considerably greater density and redevelopment opportunities due it being a large site under single ownership, the absence of environmental constraints such as heritage, topographical challenges, and limited potential for site contamination or biodiversity values and its location in close proximity to the St Marys train station. They express the desire to retain the existing pub use which contributes to the vibrant night-time economy of St Marys, whilst providing other compatible and complimentary uses on a highly accessible site.</p>	<p>Noted. No change to the Structure Plan.</p> <p>The site is located within the proposed Commercial Core, which is identified as a precinct for further investigation for potential intensification as part of the Master Plan process, conditional upon the delivery of non-residential floor space and subsidised floor space for not-for-profit organisations, in addition to other conditions. Appropriate density, zoning and built form will be considered at the Master Plan stage.</p>
<p>The submitter expresses keenness to be engaged throughout the preparation of the draft Structure Plan and subsequent St Marys Town Centre Master Plan.</p>	<p>Noted. No change to the Structure Plan.</p> <p>Council will continue to engage with the community at the Master Plan stage giving due regard to probity requirements in Local Government.</p>
<p>Private Submitter 2</p>	
<p>In the context of the issue of overland flooding, the submitter seeks clarity on the provisions, timing and agencies which will perform stormwater system upgrade works to ensure that St Marys CBD can cater for flows from 1% AEP (1 in a 100 year) flood and storm events. The submitter notes that stormwater drainage improvements are already complete on Glossop Street, and consultation will be required with Sydney Water as well as St Marys Village in planning to direct any water from the Town Centre to South Creek in the future.</p>	<p>Noted. No change to the Structure Plan.</p> <p>The Background Evidence report of the draft Structure Plan has clearly identified various causes of flooding in the Town Centre, one of which is overland flooding and the capacity of existing stormwater infrastructure.</p> <p>The draft Structure Plan has prescribed an action for the Master Plan to develop an Integrated Stormwater Management Plan. This plan will address stormwater drainage system upgrades, flood mitigation and Water Sensitive Urban Design. Further information on the provisions, timing and agencies responsible for stormwater upgrades will be available once the plan is developed. Council will engage with landowners during the preparation of the Master Plan giving due regard to probity requirements in Local Government.</p>
<p>The submitter states that while the draft Structure Plan has identified Lang Park for repurposing as mixed-use redevelopment, it has not noted that Lang Park sits on a flood plain and has a significant overland flood path that drains diagonally across to a drainage channel to the south of St Marys Village.</p> <p>The submitter states that a holistic approach for planning the area coordinated with the St Marys Village, rather than a stand-alone redevelopment of Lang Park will be required to satisfy Council's long standing aspirations to connect the shopping centre to Queen Street and maintain and enhance existing infrastructure to manage the associated risks from flooding. The submitter also mentions that the reclassification of Lang Park from communal to operational was gazetted by the Department of Planning to facilitate 'the integration of two "satellite" shopping centres into the Town Centre'.</p>	<p>Noted. Minor change proposed to the Structure Plan.</p> <p>Flood and stormwater infrastructure constraints on Lang Park and on the St Marys Village site are clearly outlined in the Understanding St Marys – Background Evidence report.</p> <p>The Lang Park site is Council owned operational land, currently zoned B4 Mixed Use with a maximum permissible height of 24m. The draft Structure Plan provides flexibility for Council to determine the best use of the site for the benefit of the community of St Marys, either by keeping it as a public open space or investigating other appropriate uses permissible under the B4 zone.</p> <p>The Structure Plan report outlines the proposed public domain plan to guide the future of St Marys. The calculations about the quantum of open space provision required to accommodate the growth scenarios for St Marys Town Centre through to 2041 demonstrate that the proposed</p>

	<p>public domain plan can provide the necessary quantum of open space for St Marys, while allowing Lang Park to either be retained as public open space or be potentially redeveloped in the future. As per Council's open space analysis, retaining Kokoda Park and increasing the size of Coachmans Park is critical to meet the demand of a growing community.</p> <p>Further analysis and refinements will be undertaken at the Master Plan stage to ensure that the proposed directions in the Structure Plan are sound and robust. Further community engagement will also be undertaken at that stage giving due regard to probity requirements in Local Government.</p> <p>For clarity, it is proposed to remove the hatch indicated for Lang Park stating 're-purpose of land' in the mapping within the Structure Plan as the Structure Plan does not currently propose changes to permissible zoning, height and FSR for the site. It is also proposed to note in the Structure Plan report that further investigation with regard to flood risk and mitigation, stormwater, built form testing and land use will be undertaken as part of the Master Plan.</p> <p>It is proposed to add a note in the Structure Plan report stating the following: <i>'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.'</i></p>
<p>The submitter opposes the proposed 20m wide new east-west road west of Carinya Avenue, stating reasons including:</p> <ul style="list-style-type: none"> <li>• The new road would fragment St Marys Village's truck service lane and staff parking areas, noting trucks enter from Gabriels Lane and exit to Charles Hackett Drive</li> <li>• Risk to pedestrians and other vehicles on Charles Hackett Drive by interfering with off street loading and internal staff parking</li> <li>• The space between the southern elevation of St Marys Village and the boundary to St Marys Public school serves as the only suitable access point and place for fire services serving the whole of St Marys Village</li> </ul>	<p>Noted. No change to the Structure Plan.</p> <p>The new east-west road connecting Queen Street and Charles Hackett Drive is in Council's DCP E15 St Marys / North St Marys, 2014 (through the middle of the site). The Structure Plan has built upon this, but relocates the new east-west road further south, on the southern boundary of the Village Centre site. This will enhance flexibility of site planning options for the St Marys Village otherwise compromised by having a road running through the middle of the site. The new east-west road will also improve school access and pick up and drop off areas and will improve overall connectivity/permeability of the Town Centre, reducing the size of the existing urban block.</p> <p>The new east-west road is a key component of the peripheral vehicular movement route around</p>

	<p>the centre's core, prioritising vehicular access on this vehicular movement route while enhancing pedestrian amenity in the Town Centre core.</p> <p>It is proposed to retain the road as indicated in the draft Structure Plan, noting that issues such as truck and fire vehicle access and managing perceived pedestrian and vehicle risk can be addressed through street concept design as part of the Integrated Street Network Plan and development controls. Cost and staging of implementation and delivery mechanisms will be further investigated as part of the master planning process.</p>
<p>The submitter objects the pedestrian paths through the area within and around the St Marys Village, noting these would segment St Marys Village further away from Queen Street.</p> <p>They mention that the north-south pedestrian path (in the Civic Heart Precinct) would pose a risk to pedestrians due to conflict with the popular vehicular ingress and egress to the St Marys Village shopping centre. They also state that the east-west pathway does not prove a clear, safe and direct connection from Queen Street into the tenancies of St Marys Village.</p> <p>The submitter mentions willingness to work with Council for the St Marys Village to become more integrated with the Central Park and planned civic spaces to achieve safe pedestrian movement and ensure high amenity access for pedestrians and vehicles.</p>	<p>Noted. No change to the Structure Plan.</p> <p>Improving the walkability of St Marys and encouraging more people to walk and cycle between key destinations including the St Marys Village and open spaces is a priority for the draft Structure Plan. The direction to better balance the movement of vehicles, buses, pedestrians and cyclists including the sub-direction regarding walking and cycling routes received 86% support from the community.</p> <p>The east-west and north-south pedestrian linkages within the Civic Heart Precinct are crucial to connect the key destinations such as South Creek, the proposed sport and recreational hub, Queen Street shops, the St Marys Village, the proposed new Community Hub and Library, the two schools, and open spaces such as the proposed St Marys Central Park and Jack Jewry Reserve. These routes will bring the St Marys Village closer to the Civic Heart and Queen Street, rather than segmenting it further away. The perceived conflict between pedestrian and vehicular movements in this precinct can be resolved through street concept design as part of the Integrated Street Network Plan. The draft Structure Plan has also proposed vehicular entries to destinations within the Civic Heart Precinct to be located away from streets with a high place function such as Carinya Avenue south of Charles Hackett Drive. It is thus proposed to retain these routes as indicated in the draft Structure Plan. Further discussions with the community and businesses will be undertaken as part of the Master Plan process.</p>
<p>The submitter opposes the green link to the northern elevation of the St Marys Village stating its potential in obstructing customer vehicles, truck ingress and egress of the centre and customer parking.</p>	<p>Noted. No change to the Structure Plan.</p> <p>The green open space (wide green verge) shown along Charles Hackett Drive to the north of the St Marys Village is not intended to serve a recreational function but the purpose of increasing greening within the centre and to promote Water Sensitive Urban Design. The directions regarding improvements to open spaces and greening in the Town Centre received 86% to 91% support from the community.</p> <p>Council's DCP E15 St Marys/ North St Marys, 2014 indicated a green space in place of the car park of the St Marys Village (much larger than the</p>



	<p>green open space shown in the draft Structure Plan). The delivery of the green open space along Charles Hackett Drive will only be triggered when significant changes are proposed to the St Marys Village site. There is no intention for this green link to obstruct vehicular movement or car parking within the St Marys Village. It is thus proposed to retain this green link as indicated in the draft Structure.</p>
<p>The submitter mentions that the direction to encourage St Marys Village to grow vertically than horizontally was prepared without consultation with the Village. They state this direction may not be achievable due to flood risk and site typology, and that this advice is contrary to advice from previous strategic documents ("in order for the southern ends of blocks to be effectively developed whilst protecting sun access to the public domain, a device has been proposed whereby Council owned properties may be swapped or sold to developers so that they can increase the size of their developments east or west rather than upwards."). The submitter has noted a diagram from the Draft St Marys Town Centre Concept Plan (2015) showing the Village Centre to reorient and expand into Lang Park to provide restaurants and a more open interface with the future Civic Heart community space.</p> <p>The submitter mentions the possibility of increased demand for retail services including those offered by St Marys Village with the commencement of metro operations. They state the need for future expansion plans to minimise disruption to the important functions of the centre, and that vertical expansion would make that more challenging.</p>	<p>Noted. Minor changes proposed to the Structure Plan.</p> <p>It is proposed to add a note to improve clarity in the Structure Plan report stating that further investigation of flood risk and mitigation, stormwater, built form testing, vehicle access and land use in relation to the St Marys Village site (and other sites within the Structure Plan study area boundary) will be undertaken as part of the Master Plan as already anticipated in the various actions throughout the document.</p> <p>It is also proposed to remove the word 'encourage vertical growth' and replace with a note stating that 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.</p> <p>It is also proposed to add a note in the Structure Plan report stating the following: <i>'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.'</i></p> <p>The Structure Plan identifies several precincts that will accommodate expansion of retail and commercial activities and employment growth to cater for the anticipated population growth of St Marys. Information on these matters can be found in Outcome 3: Be a Centre for Employment Growth.</p>
Private Submitter 3	
<p>The submitter state that they own one of the largest, privately owned sites within the locality and could provide a significant contribution to achieving the objectives sought for the development of the CBD. They however raise concern about two Precinct-specific actions for the Highway Commercial and Entertainment Precinct, stating their impact and limitation on the potential development opportunities of the subject site. These actions</p>	<p>Noted. No change to the Structure Plan.</p> <p>The draft Structure Plan has not proposed any changes to the land uses allowed under the existing zoning as per the Penrith LEP 2010. The intent for the Highway Commercial and Entertainment Precinct is to continue providing larger floorplate commercial land uses that are more suited to being located along a major highway. The Band Club is an example of one</p>



<p>include:</p> <ul style="list-style-type: none"> <li>• Develop built form controls to improve amenity of potential residential uses above ground level on the sites currently zoned B4 that face the highway</li> <li>• Discourage future residential use along the major movement corridor considering the impacts of freight movement on amenity</li> </ul>	<p>such use. The Structure Plan report clearly states that 'Residential uses permissible under the current LEP controls will be retained.'</p> <p>This area being located along a major vehicular and freight corridor is not an amenable location for housing, considering the impacts of traffic, noise and air pollution. For this reason, built form controls will be prepared as part of the Master Plan to ensure that residential uses within the current permissibility of B4 within the Highway Commercial precinct achieve adequate amenity for potential future residents.</p>
<p>The submitter requests to be included in detailed consultation over the development and progression of the 'precinct-specific future actions', the Master Plan, as well as any potential amendments to any planning controls.</p>	<p>Noted. No change to the Structure Plan.</p> <p>Council will continue to engage with the community at the Master Plan stage giving due regard to probity requirements in Local Government.</p>
<p>Private Submitter 4</p>	
<p>The submitters express concern regarding the impact of the proposed bicycle route through the industrial lands on their property at the western end of Forthorn Place. They express concern that there seems no evidence for a bike route between Forthorn Place, Harris Street and Forrester Road, based on the current needs of customers or staff of the industrial lands. They outline that the customers and staff of the businesses located along Forthorn Place (2 x churches, 1 x RMS facility, 2 x furniture warehouses, display and service ventures, Cricket Centre and petrol stations) are unlikely to arrive via bicycle. They mention that the worker density, worker professions and work hours of the industrial lands do not support the need for a bike track. The submission also states the absence of bike shops in St Marys as an indication of no demand for cycling. The submitters mention that the idea of local community members riding bikes from the other side of Glossop Street and beyond through the industrial lands to St Marys cannot be justified.</p> <p>The submission outlines potential safety concerns for bike riders along Forthorn Place due to the movement of heavy vehicles (buses, freight containers) as well disabled users and school children accessing the Cricket Centre and family groups accessing the religious facilities. The submitters mention that having a 2.5m bike track on their property would hinder access to the rear of their property, cause safety and fire hazard for them and emergency services and also result in loss of onsite parking spaces. They also indicate the possibility of damage to their property associated with providing public access via a bike track.</p> <p>The submitters raise that a bicycle track would impact a small business operating in a</p>	<p>Noted. Amend the Structure Plan to add a note to further investigate the location, alignment and width of walking and cycling routes through the industrial lands as part of the Master Plan process. Conduct further engagement at this stage.</p> <p>The draft Structure Plan is a 20-year plan that looks at a much wider area than the main street of St Marys or the industrial lands. It aims to improve connectivity between the proposed metro station and the suburbs beyond St Marys to encourage more people living in these areas to walk and cycle to the station than drive. The location of the industrial lands between the metro station and the community of North St Marys means that it is an important block to facilitate improved and safe walking and cycling access to North St Marys.</p> <p>Improving accessibility between North St Marys and the St Marys Town Centre is a key priority of the Structure Plan and this is aligned with the endorsed East West Corridor Interim Centres Strategy (2020). As per the 2016 census data, compared to St Marys SA3 (Statistical Area 3) and Penrith LGA, the community in North St Marys had a lower car ownership (1.5 cars per household), lower car mode share (72.6%) and higher public transport mode share (13.1%) for travel to work; despite being disconnected from the train station by large blocks and major movement corridors. The community in North St Marys also had a much higher rate of unemployment (12%) compared to St Marys SA3 and the Penrith LGA. If good quality connectivity in terms of safe and shaded walking and bicycle routes to North St Marys are not established, the community living in North St Marys will continue to be negatively impacted when accessing jobs and services. The routes shown through the industrial lands in the draft Structure Plan are envisioned as long-term connections, located</p>

<p>purpose-built facility, as well as reduce the value of their asset if they decide to sell it off in the future. They mention a potential alternative for the bicycle route to follow the easement associated with the power lines along the Creek.</p> <p>In conclusion, they oppose the proposal for putting in a bicycle route through the industrial lands and express concern that Council might be planning to rezone the area for high rise commercial or high to medium density housing in the future and is hence putting in plans for a bicycle route.</p>	<p>away from Glossop Street (a busy freight route).</p> <p>However, considering the feedback from the industrial area landowners, it is proposed to further investigate the potential location, alignment and width of walking and cycling routes through the industrial lands as part of the Master Plan process. The suggested alignment of walking and cycling routes along Little Creek could be considered at that stage. This work will be balanced with feedback received from the community of North St Marys highlighting the importance of better walking and cycling paths connecting North St Marys to the Town Centre.</p> <p>It should additionally be noted that it is one of the directions of the Structure Plan to protect the thriving industrial lands and not negatively impact its operations. The Structure Plan does not propose rezoning of the industrial lands.</p>
<p>The submitters oppose the idea of having an outdoor lunch area (green space) for businesses in the industrial lands, stating reasons such as:</p> <ul style="list-style-type: none"> <li>• Several businesses have existing outdoor lunch areas on site.</li> <li>• Increased security risk, damage to property and assaults by providing a green space in a public area where people can meet</li> <li>• Increased vandalism</li> <li>• Increased graffiti</li> <li>• Potential use of proposed green space for parking for cars accessing the church and Cricket Centre</li> <li>• Increased rubbish dropping</li> <li>• Increased security risk to their business</li> <li>• Lack of monitoring and lighting in the area</li> </ul>	<p>Amend the Structure Plan to add a note to further investigate the planning of open spaces and the use of Council owned vacant land at the western end of Forthorn Place in Industrial lands as part of the Master Plan process.</p> <p>The chosen site for the pocket park/ green space in the industrial lands is currently vacant asphalted Council owned land located along Little Creek. The intent for this site is to not only serve as an outdoor green space for workers but also increase greenery within one of the hottest parts of the St Marys Town Centre Study Area and beautify the space to prevent graffiti, littering, etc. However, based on the feedback received from the industrial area landowners, it is proposed to further investigate the planning of open spaces in the industrial lands and the use of the vacant land as part of the Master Plan process, including further community and stakeholder engagement.</p>
Private Submitter 5	
<p>The submitter opposes the proposed cycleways across their property, citing reasons including the following:</p> <ul style="list-style-type: none"> <li>• Impact of proposed cycleway on dissecting the property and hindering future development</li> <li>• Safety concerns for cyclists associated with interaction with heavy vehicle traffic, fork truck movement, staff vehicle movement, high voltage power lines, and buildings licenced to store dangerous goods, plastic and paper packaging</li> </ul> <p>The submitter suggests the potential to have an alternative route following Little Creek that will least impact existing factories. The submitter also suggests having just one cycleway to connect North St Marys to the station from Debrincat Avenue to Forthorn Place and then directly south to Harris Street using an existing easement, as the shortest and least disruptive route.</p>	<p>Amend the Structure Plan to add a note to further investigate the location, alignment and width of walking and cycling routes through the industrial lands as part of the Master Plan process. Conduct further engagement at that stage. The suggested alignment of walking and cycling routes along Little Creek could be considered at that stage. This work will be balanced with feedback received from the community of North St Marys highlighting the importance of better walking and cycling paths connecting North St Marys to the Town Centre.</p>

<p>The submitter expresses opposition for the public picnic area (green space) in Forthorn Place.</p>	<p>Amend the Structure Plan to add a note to further investigate the planning of open spaces and the use of Council owned vacant land at the western end of Forthorn Place in the Industrial lands as part of the Master Plan process.</p>
<p>Private Submitter 6</p>	
<p>The submitter expresses concern about the proposed bike route circulating their property, citing reasons including the following:</p> <ul style="list-style-type: none"> <li>• Bike track interfering with commercial business</li> <li>• Interference of bike access on the side of the property on emergency exits</li> <li>• Potential use of the existing easement space for extra car parking in the future</li> <li>• Monetary losses and impacted ability for further development on the property</li> </ul>	<p>Amend the Structure Plan to add a note to further investigate the location, alignment and width of walking and cycling routes through the industrial lands as part of the Master Plan process. Conduct further engagement at this stage. This work will be balanced with feedback received from the community of North St Marys highlighting the importance of better walking and cycling paths connecting North St Marys to the Town Centre.</p>
<p>Private Submitter 7</p>	
<p>The submitter expresses concern about the proposed bike route through their property, citing reasons including the following:</p> <ul style="list-style-type: none"> <li>• Potential bike route would drive a wedge down the middle of the two properties and resultantly impact their future use and value</li> <li>• Heightened safety and security issues with private individuals trespassing through the property due to the cycleway</li> <li>• Impacts on the capacity to provide car parking spaces on the vacant land by Sydney Metro. Noting that Sydney Metro leased the vacant site to provide a temporary car parking for Sydney Metro workers</li> </ul>	<p>Amend the Structure Plan to add a note to further investigate the location, alignment and width of walking and cycling routes through the industrial lands as part of the Master Plan process. Conduct further engagement at this stage. This work will be balanced with feedback received from the community of North St Marys highlighting the importance of better walking and cycling paths connecting North St Marys to the Town Centre.</p>
<p>Private Submitter 8</p>	
<p>The submitter states that the draft Structure Plan fails to set an appropriate framework for the delivery of transit-oriented development within a walkable catchment of the future transport interchange. They state that planning must be forward focused, not be based on the past or current status for shaping St Marys into a truly transit-oriented Strategic Centre. They hence argue that North St Marys must be planned holistically as a part of the Town Centre and be walkable, high density and mixed use, with the draft Structure Plan providing land uses and densities in North St Marys that are commensurate with other Town Centres served by Sydney Metro services.</p> <p>This submission raises concerns with the limitations on the growth of the North St Marys, by maintaining the industrial zoning, and mention that in order to adopt international best practice TOD principles, the area north of the railway line within the walkable catchment of the future transport interchange must be planned for mixed use development. They</p>	<p>Noted. No change to the Structure Plan.</p> <p>The industrial lands to the north of the train corridor are a thriving employment area, identified by Council's endorsed Employment Lands Strategy (2021) as one of five primary industrial precincts in Penrith LGA. This strategy states that 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. It directs retaining and managing the existing industrial areas along the East-West Corridor.</p> <p>Furthermore, 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 hence the objective for those should be a mix of economic outcomes that support the city and</p>

<p>mention that such redevelopment of industrial sites will help incorporate new streets, pedestrian and cycle connections and public open spaces, improving the amenity of North St Marys, consistent with the Western City District Plan.</p>	<p>population rather than the number of jobs.</p> <p>The Structure Plan is consistent with the Western City District Plan and Council's Employment Lands Strategy's direction to retain and manage the existing industrial areas along the East-West Corridor (including St Marys). The direction to preserve and enhance the role of the North St Marys Industrial Precinct received support from the majority of the survey respondents.</p> <p>Rezoning and/or intensification in the industrial lands is not required considering that the existing land uses and the proposed employment-generating directions in the structure plan cater already to providing employment floorspace to meet future demand.</p> <p>The Structure Plan certainly adopts a transit-oriented development approach by proposing potential intensification of lots to the south of the train line (within 400m to 800m of the metro line) to accommodate population, dwelling and jobs growth projections to 2041 while protecting industrial lands to the north of the train line.</p>
Private Submitter 9	
<p>The submitter expresses concern about high rise units approved next to the public school impacting the safety of children.</p>	<p>Noted. No change to the Structure Plan.</p> <p>it should be noted that the approval of this development (12 Carson Lane) is beyond the scope of the Structure Plan. This is a Local Environmental Plan and Development Assessment matter and will be forwarded to the relevant department in Council.</p> <p>In saying that, the comment has been considered in the context of the Structure Plan. The Structure Plan is not proposing intensification of sites near the two schools.</p>
Private Submitter 10	
<p>The submitter suggests re-joining Boronia Road at Chifley College (ex-Dunheved High School) as well as extend it past the substation at Kurrajong Road and under the rail line to link with Melbourne Street, the Great Western Highway and the M4, to take traffic away from Glossop Street. The submitter also suggests joining Kurrajong Road, St Marys with Kurrajong Avenue, Mt Druitt.</p>	<p>Noted. No change to the Structure Plan.</p> <p>These suggestions apply to an area beyond the scope of the Structure Plan boundary. The suggestions will be considered during the planning for the centre of North St Marys and Oxley Park as part of Council's Corridors and Centres Strategy in the future.</p>
<p>The submitter recommends using the name 'Dunheved Business Park' instead of North St Marys Industrial Estate as this name was changed about 20 years ago by Council and the Dunheved Business Park Committee for marketing reasons.</p>	<p>Noted. Amend the Structure Plan to change all references to the North St Marys Industrial Precinct to Dunheved Business Park Precinct based on this feedback and the mapping within the Dunheved Business Park Revitalisation Strategy (2014).</p>
<p>The submitter suggests rezoning of the Duration Cottages area to high density residential considering its strategic location and proximity to the train station. The submitter expresses concern that the sentence "smaller parcels provide a valuable role in delivering housing diversity by enabling detached dwelling houses on smaller lots –</p>	<p>Noted. Minor changes to the Structure Plan.</p> <p>Council's preliminary studies have indicated capacity within the existing planning controls to deliver 11,000 dwellings in St Marys. This meets the preliminary projected dwelling demand for 2041. However, Council will be undertaking detailed population and dwelling projections for the St</p>

<p>thereby promoting a compact housing form that may not be otherwise available in St Marys" from the report is contradicted by the joint development of adjoining properties.</p>	<p>Marys Town Centre as well as an economic feasibility and market analysis study as part of the Master Plan. These technical studies will inform the need for investigating further intensification to the south of the train line, and together with the built form testing will identify the locations of sites for further intensification if required. This may include sites in the Duration Cottages 'Historic Living' Precinct within 400m of the train/ metro stations.</p> <p>With regard to intensification within the Duration Cottages 'Historic Living' Precinct, the Duration Cottages Heritage Investigation report (July 2022) prepared by City Plan Heritage recommended limited site amalgamation in order to conserve the original subdivision pattern identified to be of heritage significance. This precinct currently permits residential uses including dwelling houses, secondary dwellings, dual occupancies and group homes. Should it be rezoned to permit multi dwelling housing (for instance through a R3 Medium Density Residential zone), it would be difficult for Council to protect the subdivision pattern or limit the amalgamation of land to two allotments. This scenario would mean greater pressure to amalgamate lots in the Duration Cottages 'Historic Living' Precinct (by virtue of the increased development potential). The Structure Plan hence proposes to retain the land use in this precinct as it is, but upgrade Jack Jewry Reserve and its surrounding streets to improve amenity, quality, appearance etc. of these public spaces.</p> <p>It should also be noted that Council has identified the southern part of this precinct along Kungala Street as an area for potential residential intensification to reinforce the character of Kungala Street as a key activity spine.</p>
Private Submitter 11	
<p>The submitter enquires about the heritage study proposed by the draft Structure Plan for 9, 10 and 11 Stapleton Parade in St Marys, in the context that these properties are being planned to be redeveloped by LAHC.</p> <p>The submitter asks why NSW LAHC is not considering their development at vacant lots 16, 17 and 18 Stapleton Parade instead of demolishing the properties at 9, 10 and 11 Stapleton Parade.</p>	<p>Noted. No change to the Structure Plan.</p> <p>It is proposed to retain the action to undertake a heritage investigation of the properties at 9, 10 and 11 Stapleton Parade either by Council or by LAHC before any works on these sites proceed.</p> <p>LAHC have confirmed that they will be undertaking a heritage investigation of the properties at 9, 10 &amp; 11 Stapleton Pde as part of their planning for these sites.</p>
Private Submitter 12	
<p>The submitter expresses concern about the potential earmarking of their site along Queen Street for public purposes, stating that this would detrimentally impact their plans for pursuing a supermarket opportunity and ongoing discussions with potential tenants. The submitter requests excluding their property from any planning proposals.</p>	<p>Noted. No change to the Structure Plan.</p> <p>This matter will be addressed as part of Council's planning for the Central Park.</p> <p>Note that the Structure Plan is not at a planning proposal stage and that further engagement with the community and stakeholders will be undertaken as part of Council's Master Plan and Place Plan.</p>