



164 Station Street Penrith (MP09_0192) – Urban design review comments - 16 January 2013

Summary of recommendations

Concept Plan

1. Swap the Masters site with the mixed use residential site to co-locate compatible land uses and minimise negative impacts on existing and proposed residential development.
2. Extend a public street between Station Street and Woodriff Street along the northern boundary to provide a better interface with the Centro site to the north.

Project application

1. Increase the size of landscaped setbacks to Jamison Road and the new road to the north of the Masters Building to support generous mature landscaping and improve the interface between Masters and adjoining residential development.
2. Move the service entry eastwards so that is opposite open space on the adjoining residential site to the north to limit impacts on apartments.
3. Ensure planter beds in at grade car park are sufficiently large to support large mature growth trees.

Commentary

Concept Plan

The proposed concept plan sandwiches mixed use residential between the existing Centro development and the proposed Masters development which is the subject of the project application. It would seem more logical in a master planning sense to co-locate the residential component of the site with existing residential adjoining the site— i.e. on the site where the Masters development is proposed. Co-locating residential would limit impacts from competing land uses. In turn, co-locating the Masters development with the exiting Centro development would group like land uses, again reducing impacts from competing land uses. It would also place the Masters development opposite Penrith Stadium, shifting residential further away from Penrith Stadium and the noise and traffic impacts that are likely when this facility is being used for events.

1. Siting strategy

Locating the Masters development on the southern extremity however, whilst in close proximity to the main arterial route of Mulgoa Road and not requiring any demolition (this site is currently vacant) is not necessarily the best location in terms of potential impacts on existing residential development. In addition, due to the long time frame likely before the development of the residential component, it is highly probable that the existing Panasonic building will not be demolished and remain derelict attracting vandalism and detrimentally affecting safety and security for existing residents adjacent to this site.

The option that has better outcomes for existing residents would be therefore, to co-locate the Masters development with the Centro development, channelling the majority of traffic via Station Street which already handles larger traffic volumes due to the special events uses on its western side (refer figure 1 below). This will require the demolition of the Panasonic building, removing it as a target for vandalism. The southern site can remain in its current state, which is a green open field that provides a pleasant outlook for existing residents and an attractive edge to Jamison Road.

2. *Interface at northern boundary*

Whether or not the Masters site and the residential site swap locations, a public street should be extended between Station Street and Woodriff Street along the northern boundary to provide an appropriate interface between this site and the Centro site to the north. This will also support the redevelopment of the buildings on the Centro side of the boundary in the future to new activated frontages that provide a better interface with the subject site.

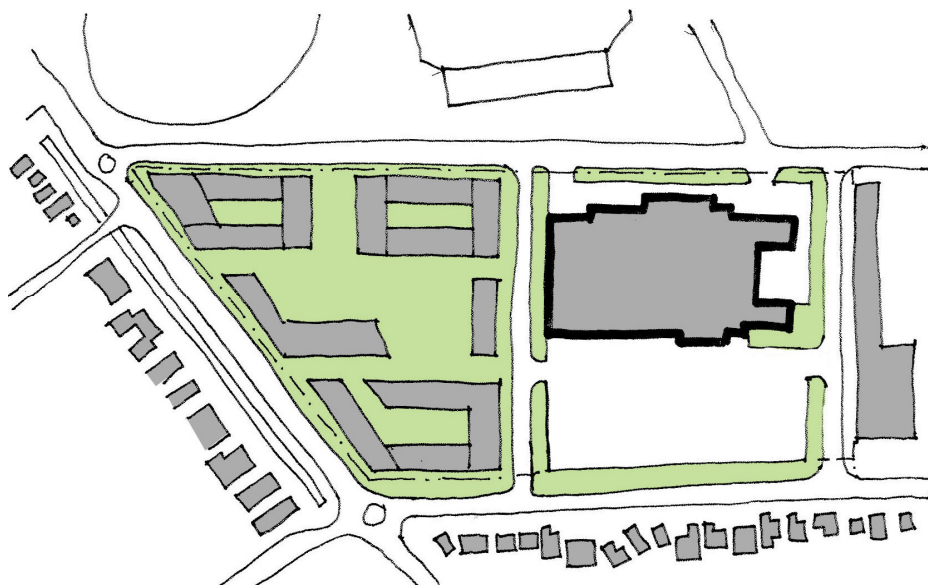


Figure 1: Alternative siting strategy for 164 Station Street Penrith

Project application

Notwithstanding the comments above regarding the Concept Plan application, there are a number of measures that are recommended to mitigate potential negative impacts from the subject of the Project Application if the Concept Plan goes ahead unchanged. These include:

1. *Landscaped setbacks*

The Project Application drawings for the Masters home improvement store indicate a 6m landscaped setback (including the verge in the road reserve) to the Jamison Road frontage. This width is not sufficient to allow for large trees and an understorey which is necessary to screen the at-grade car park from the road frontage and mitigate glare that is likely to impact on residential development on the other side of Jamison Road. Ideally 8-10m widths should be provided to accommodate crown spreads and root balls of mature growth large trees, minimising the amount of pruning that may be necessary along the road side and ensuring sufficient space for an understorey.

Likewise, the landscaped setback along the rear of the building adjoining proposed residential buildings in Stages 2 and 4 is only 4m wide and almost entirely within the road

reserve. A similar generous width of 8-10m is required to ensure sufficient space for large mature growth trees and an understorey which are essential to mitigate potential noise and traffic impacts from heavy vehicles accessing the rear of the Masters development.

2. Location of service entry at rear of Masters building

The service entry to the masters building should be moved eastwards so that it is opposite open space rather than apartment windows.

3. Landscaping to at-grade car parking

While trees are shown within the at grade car park, ensure planter beds are sufficiently wide to accommodate large mature growth trees which are necessary to mitigate glare and modify the heat island affect generated by such a large expanse of bitumen.