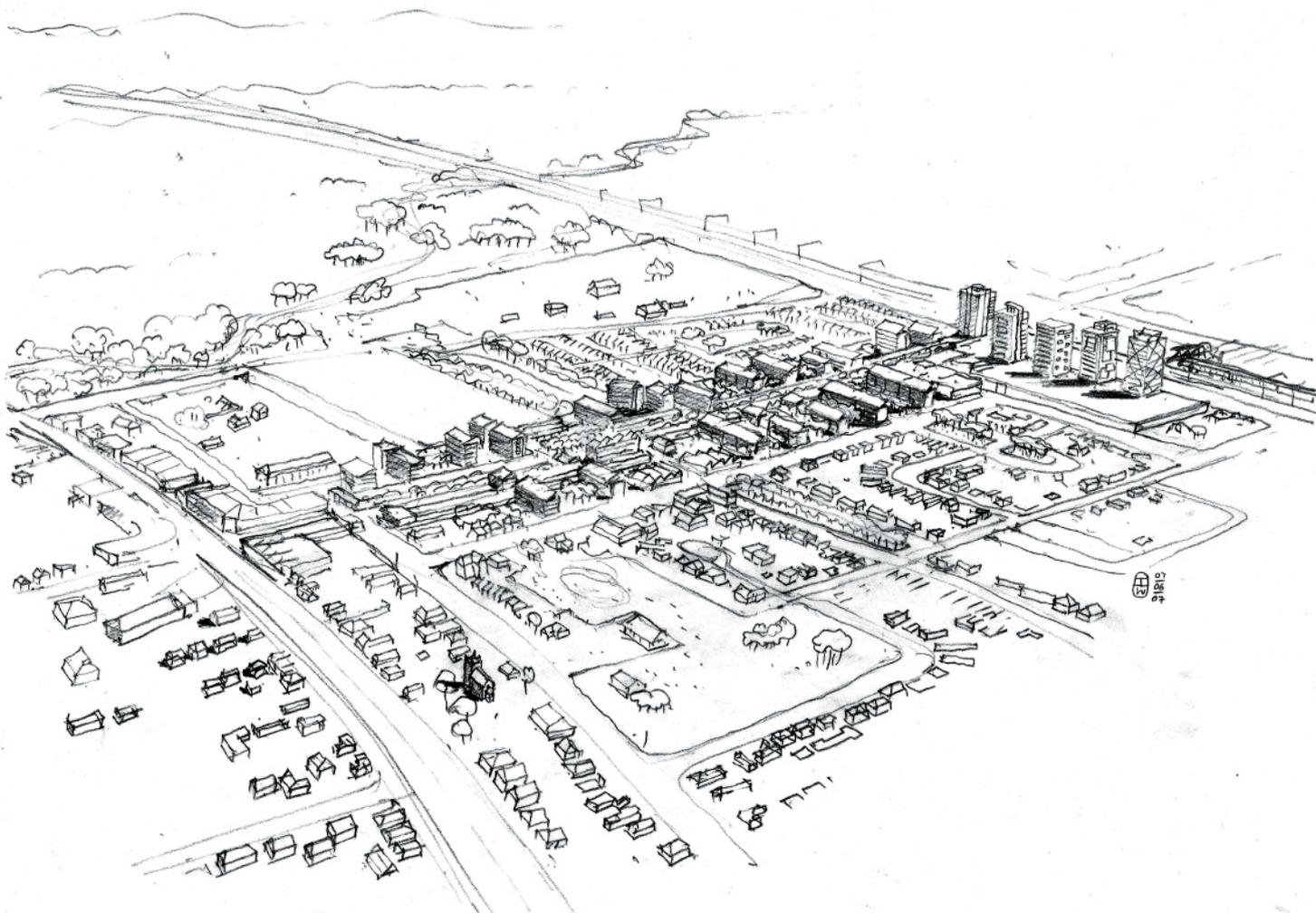


ST MARYS TOWN CENTRE REVISED MASTERPLAN

June 2007



Prepared for

Penrith City Council
601 High Street
Penrith NSW 2751

Prepared by

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Surry Hills NSW 2010

SUMMARY

- List of Figures

- 1. Introduction**

- 2. Analysis**

- Regional Scale

- Study Area

- 3. Urban Design Principles**

- 4. Town Centre Design Guidelines**

- 5. Block Study**

- 6. Sections**

- General sections

- Detail sections

- 7. Sketches**

- 8. 3D Aerial views**

SUMMARY

- List of Figures

1. Introduction
2. Analysis
 - Regional Scale
 - Study Area
3. Urban Design Principles
4. Town Centre Design Guidelines
5. Block Study
6. Sections
 - General sections
 - Detail sections
7. Sketches
8. 3D Aerial views

List of Figures

Analysis: Regional Scale

- Figure 1. Cadastre & Study Area
- Figure 2. Road Hierarchy
- Figure 3. Open Space
- Figure 4. Industrial Land
- Figure 5. Major Retail Centres
- Figure 6. Community
- Figure 7. Places of Worship
- Figure 8. Educational Facilities

Analysis: Study Area

- Figure 9. Topography
- Figure 10. Zoning
- Figure 11. Land Ownership
- Figure 12. Unbuilt Areas
- Figure 13. Building Footprint
- Figure 14. Historical Features
- Figure 15. Existing Landscape Elements & Open Space
- Figure 16. Views
- Figure 17. Urban Structure
- Figure 18. Road Hierarchy
- Figure 19. Pedestrian Connectivity

Urban Design Principles

- Figure 20. Looking North from Queen Street
- Figure 21. Urban Structure
- Figure 22. East-West Views towards the Mountains

Town Centre Design Guidelines

- Figure 23. Study Area & Proposed Building Footprint
- Figure 24. Footprint overlay of Existing & Proposed
- Figure 25. Landscape Framework
- Figure 26. Public Domain Framework
- Figure 27. Active Frontage & Pedestrian Plaza
- Figure 28. Views
- Figure 29. Road Hierarchy
- Figure 30. Pedestrian Connectivity
- Figure 31. Leisure Space
- Figure 32. Places of Worship
- Figure 33. Community Facilities
- Figure 34. Educational Facilities
- Figure 35. Heritage Items
- Figure 36. Ground Floor Commercial
- Figure 37. 1st Floor Residential
- Figure 38. Ground Floor Residential
- Figure 39. 1st Floor Residential
- Figure 40. 2nd & 3rd Floor Residential
- Figure 41. 4th, 5th & 6th Floor Residential
- Figure 42. 7th Floor Residential
- Figure 43. 8th Floor Residential
- Figure 44. 9th Floor Residential
- Figure 45. 10+ Floor Residential

Block Study

- Figure 46. Block Study (NTS) – Block 1
- Figure 47. Block Study (NTS) – Block 2
- Figure 48. Block Study (NTS) – Block 3
- Figure 49. Block Study (NTS) – Block 4
- Figure 50. Block Study (NTS) – Block 5
- Figure 51. Block Study (NTS) – Block 6

- Figure 52. Block Study (NTS) – Block 7
- Figure 53. Block Study (NTS) – Block 8
- Figure 54. Block Study (NTS) – Block 9
- Figure 55. Block Study (NTS) – Block 10
- Figure 56. Block Study (NTS) – Block 11
- Figure 57. Block Study (NTS) – Block 12
- Figure 58. Block Study (NTS) – Block 13

Sections: General Sections

- Figure 59. Section Lines Map
- Figure 60. Section AA' + Section BB' Scale 1:1000
- Figure 61. Section CC' + Section DD' Scale 1:1000
- Figure 62. Section EE' + Section FF' Scale 1:1000
- Figure 63. Section GG' + Section HH' Scale 1:1000
- Figure 64. Section II' + Section JJ' Part 1, Scale 1:1000
- Figure 65. Section II' + Section JJ' Part 2, Scale 1:1000
- Figure 66. Section II' + Section JJ' Part 3, Scale 1:1000
- Figure 67. Section KK' + Section LL' Part 1, Scale 1:1000
- Figure 68. Section KK' + Section LL' Part 2, Scale 1:1000
- Figure 69. Section KK' + Section LL' Part 3, Scale 1:1000

Sections: Detail sections

- Figure 70. (Main Street) Queen Street
- Figure 71. (Local Distributor) Belar Street
- Figure 72. (Local Connector) Carinya Street
- Figure 73. (Lane) West Lane
- Figure 74. West Lane Carpark
- Figure 75. New Square

Sketches

- Figure 76. View towards the Town Square from Queen Street North
- Figure 77. View between Residential Building towards Queen Street from the East
- Figure 78. View towards Town Square from Chapel Street East
- Figure 79. View towards Kungala Street intersection from Queen Street North.

3D Aerial Views

- Figure 80. Aerial Views of the Proposed Town Centre
 - a. Aerial View-North West
 - b. Aerial View-North
 - c. Aerial view-South West
- Figure 81. View from South looking North along Queen Street
- Figure 82. East –West Views
 - a. View of Northern Precinct from West
 - b. View of Central Precinct from West
 - c. View of Northern Precinct from East
- Figure 83. View looking towards the South
 - a. View of Central Precinct looking South
 - b. View of Station Precinct from North
- Figure 84. View of Town Square Precinct from South East
 - a. View from East
 - b. View from South East

SUMMARY

- List of Figures

1. Introduction

2. Analysis

- Regional Scale
- Study Area

3. Urban Design Principles

4. Town Centre Design Guidelines

5. Block Study

6. Sections

- General sections
- Detail sections

7. Sketches

8. 3D Aerial views

Introduction

The Revised Master Plan described in this document is an evolution of the advertised St Marys Town Centre Strategy, which was adopted by Council in 2006. Community and stakeholder comments have been considered and incorporated into the new Master plan.

The Revised Master Plan not only reflects the consultation process but also introduces and develops some significant landscape and environmentally responsible design principles. These principles will allow for the amenity, character and prosperity of the St Marys Town Centre to flourish well into the future.

Here Architects prepared this Master Plan in collaboration with Jane Irwin Landscape Architects.

SUMMARY

- List of Figures

1. Introduction

2. Analysis

- Regional Scale

- Study Area

3. Urban Design Principles

4. Town Centre Design Guidelines

5. Block Study

6. Sections

- General sections

- Detail sections

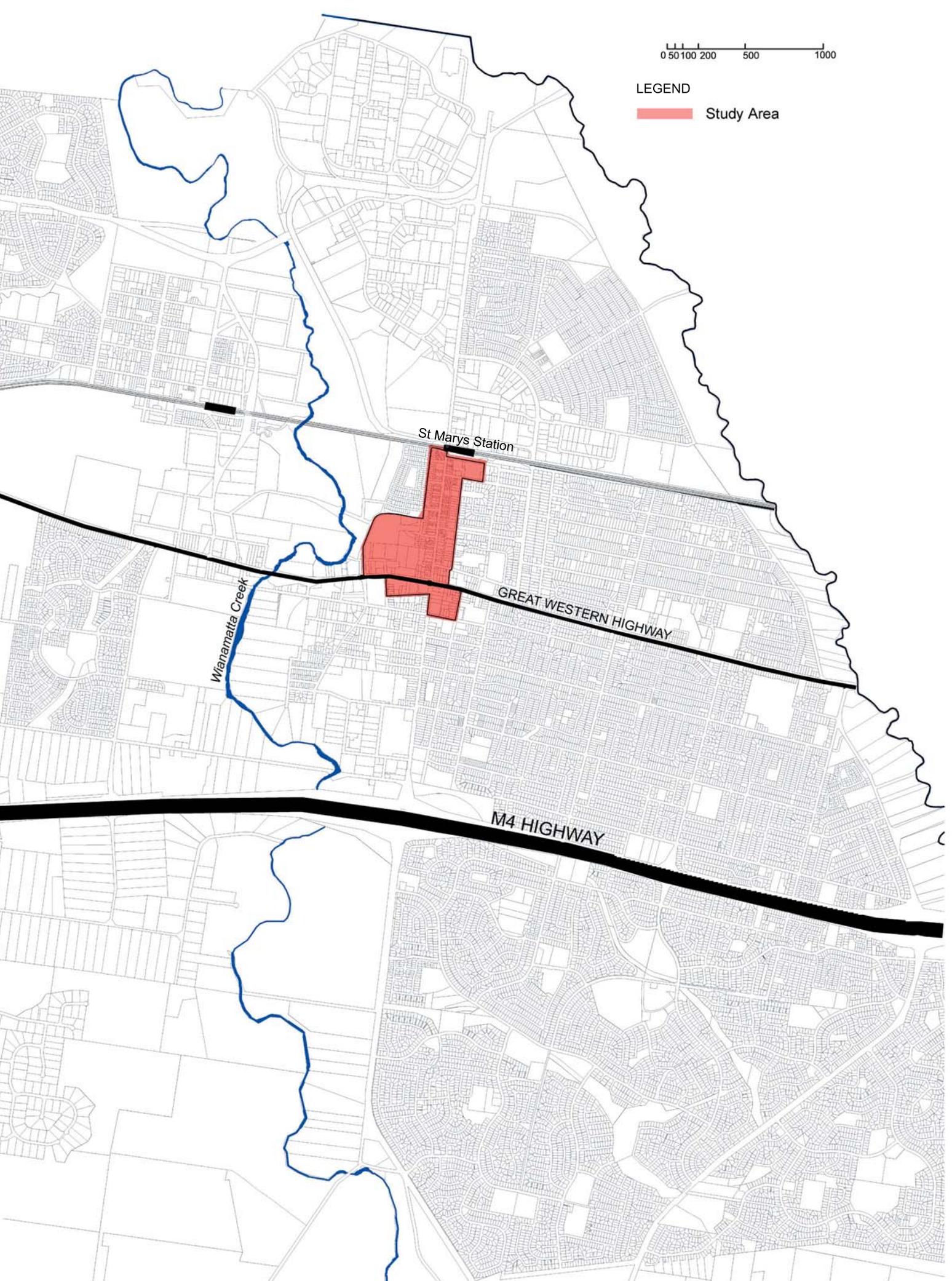
7. Sketches

8. 3D Aerial views

0 50 100 200 500 1000

LEGEND

 Study Area

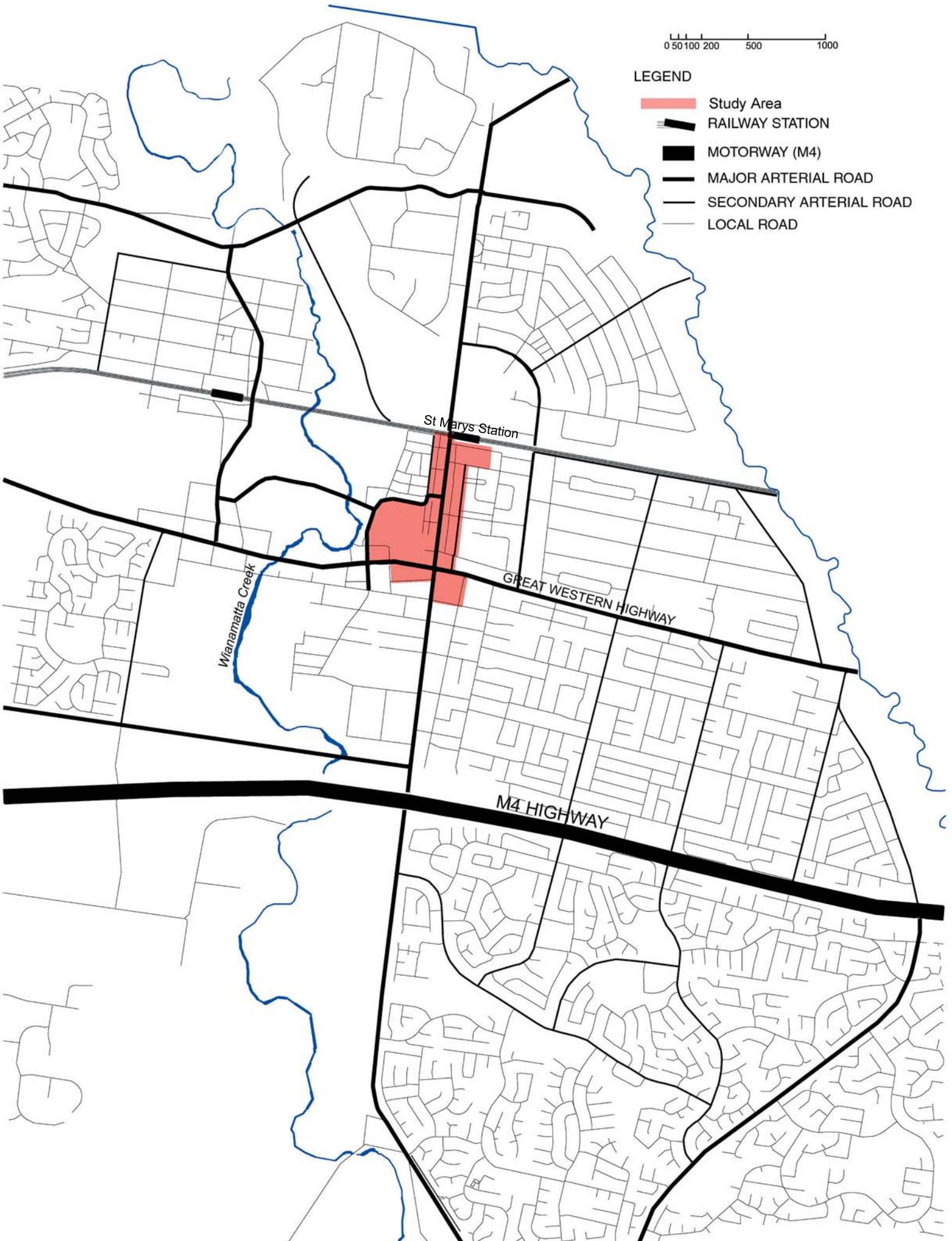


St Marys Town Centre Revised Masterplan
Figure 1. Cadastre & Study Area

0 50 100 200 500 1000

LEGEND

- Study Area
- RAILWAY STATION
- MOTORWAY (M4)
- MAJOR ARTERIAL ROAD
- SECONDARY ARTERIAL ROAD
- LOCAL ROAD

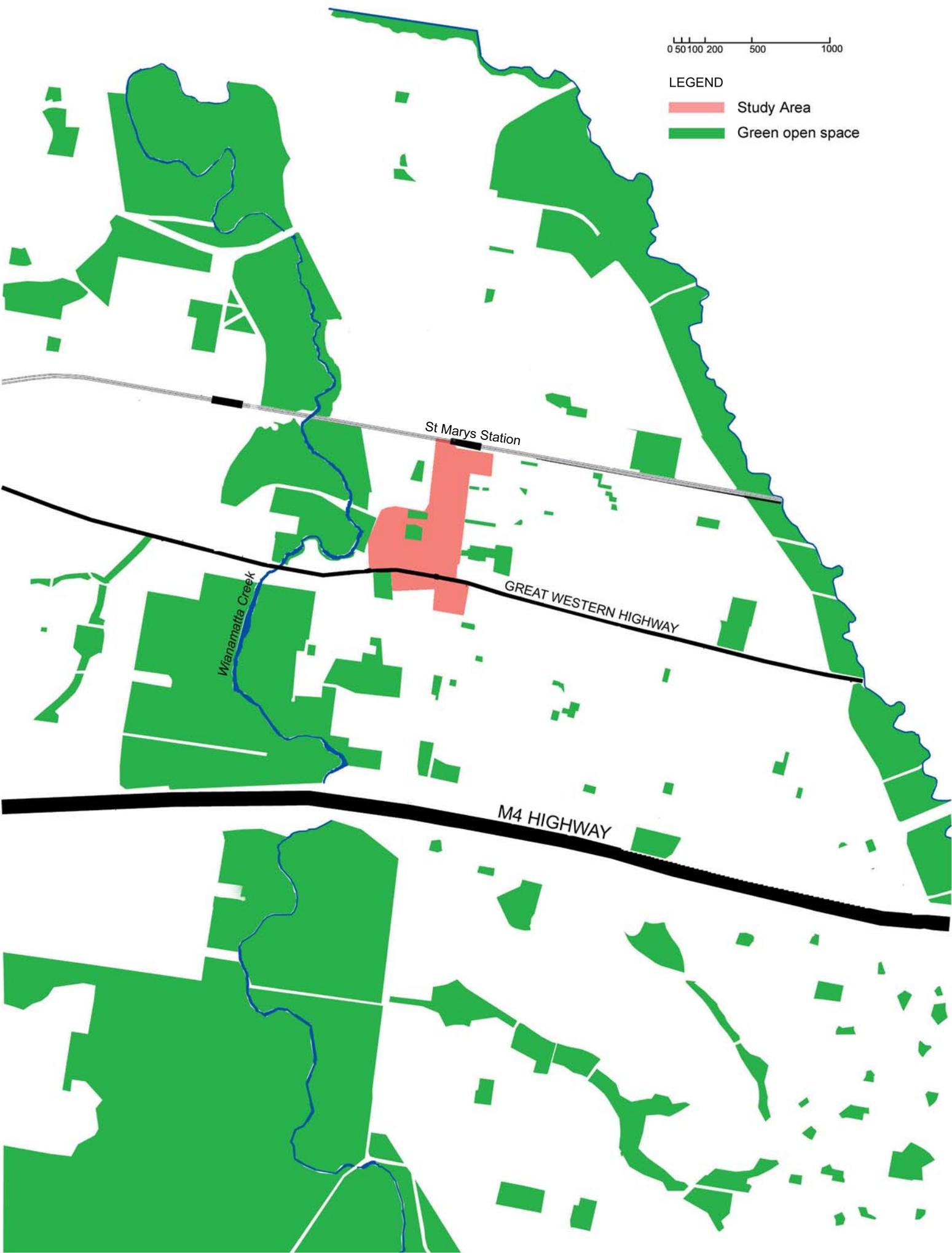


St Marys Town Centre Revised Masterplan
Figure 2. Road Hierarchy

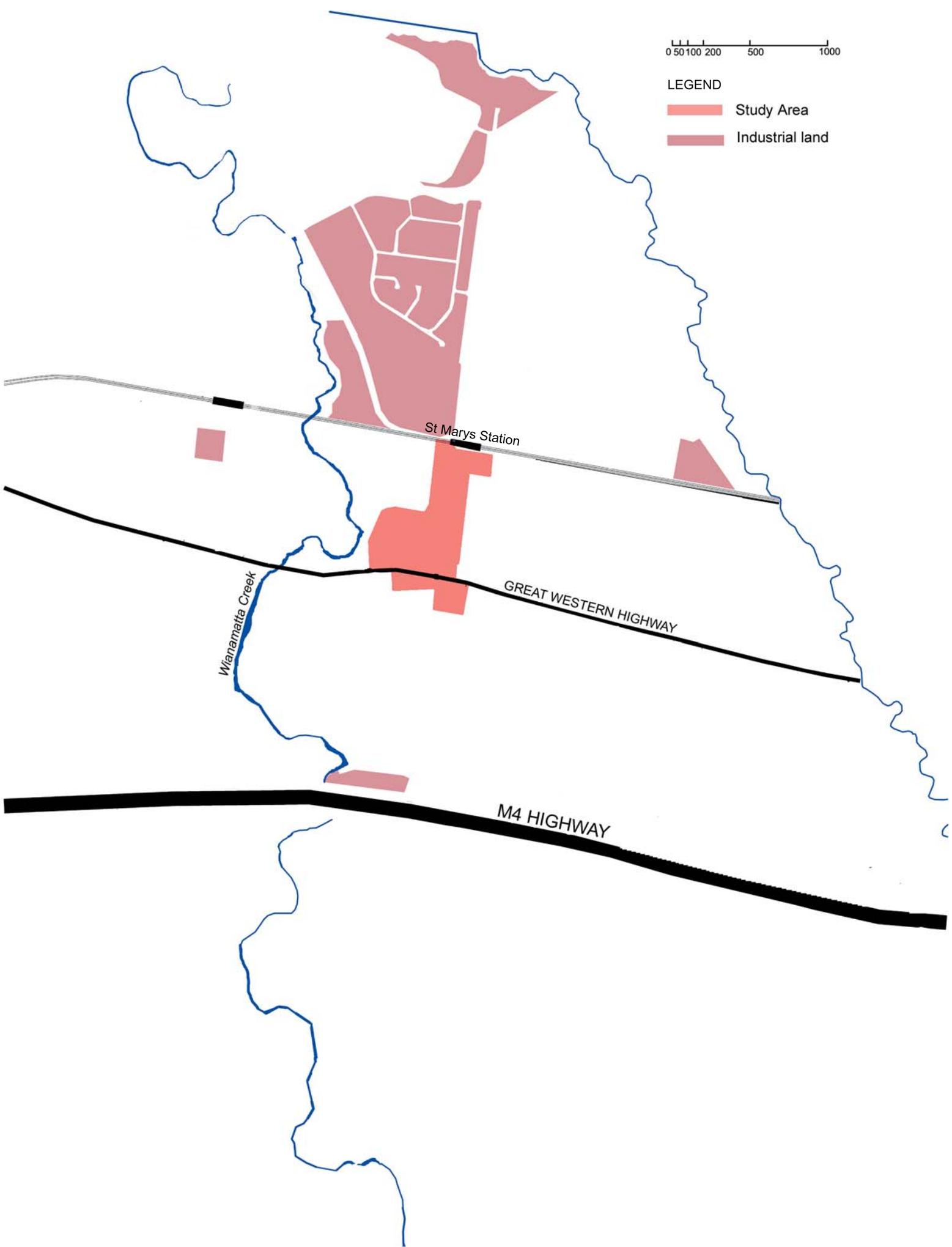
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LEGEND

- Study Area
- Green open space



St Marys Town Centre Revised Masterplan
Figure 3. Open Space



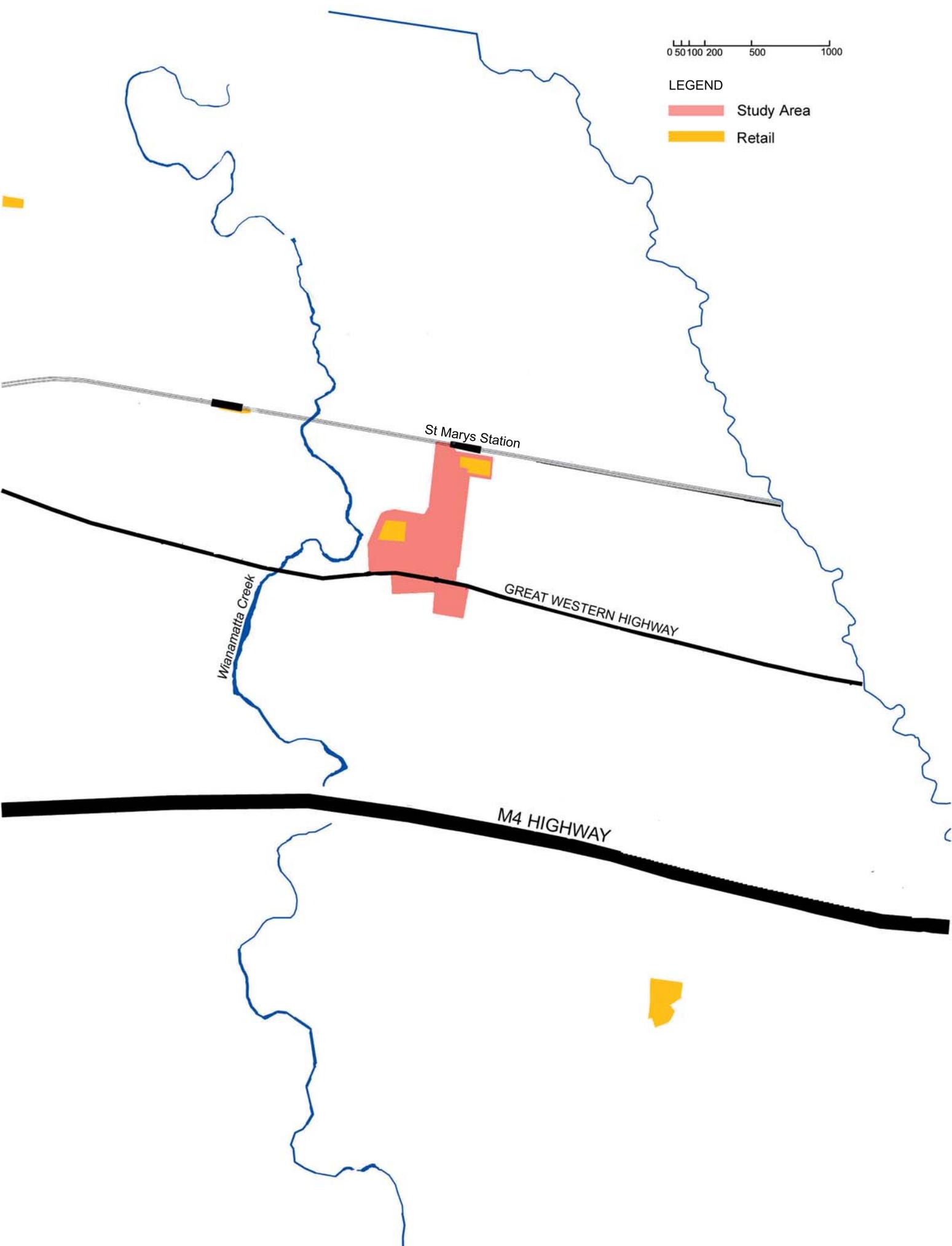
St Marys Town Centre Revised Masterplan
 Figure 4. Industrial Land

0 50 100 200 500 1000

LEGEND

Study Area

Retail



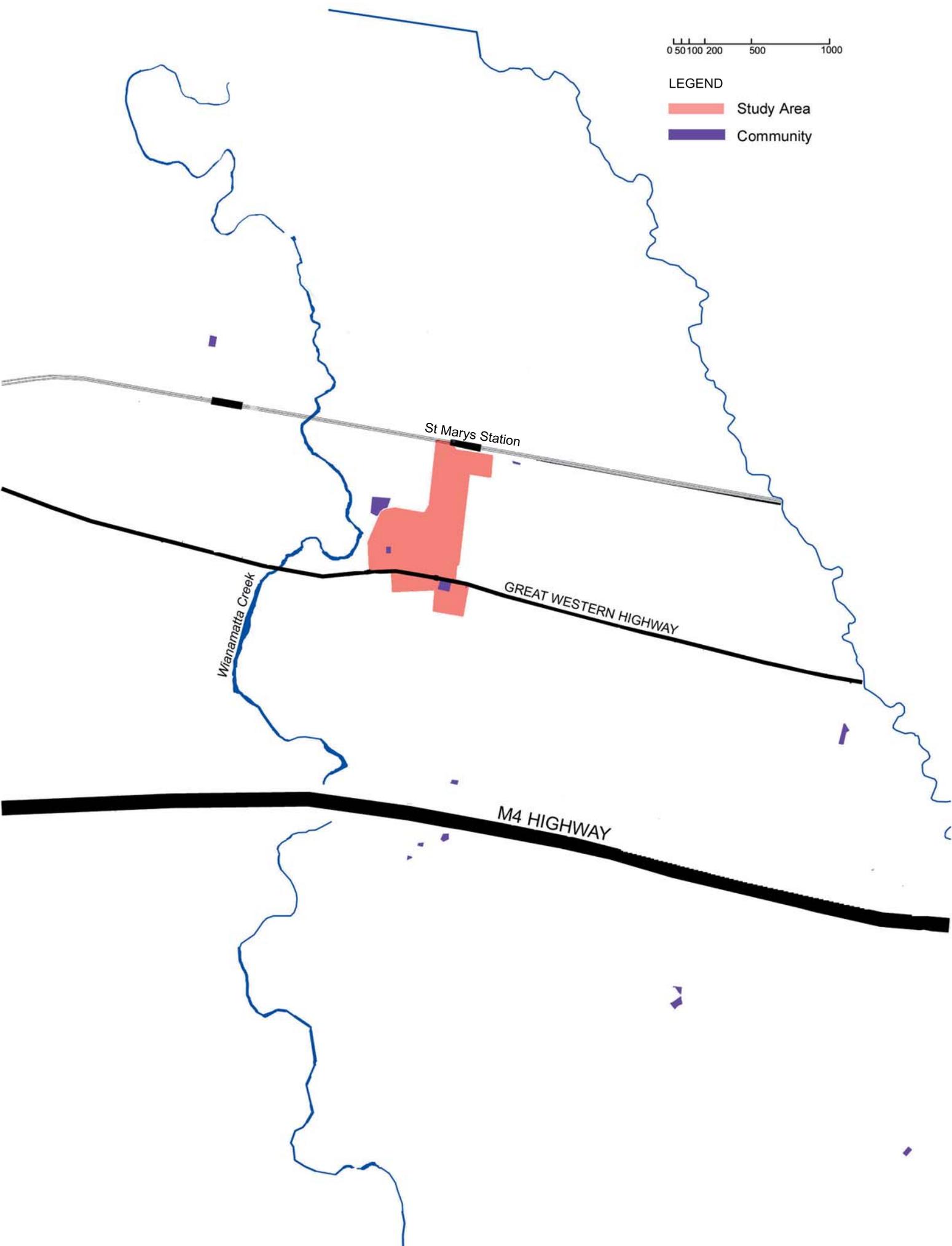
St Marys Town Centre Revised Masterplan
Figure 5. Major Retail Centre

0 50 100 200 500 1000

LEGEND

Study Area

Community

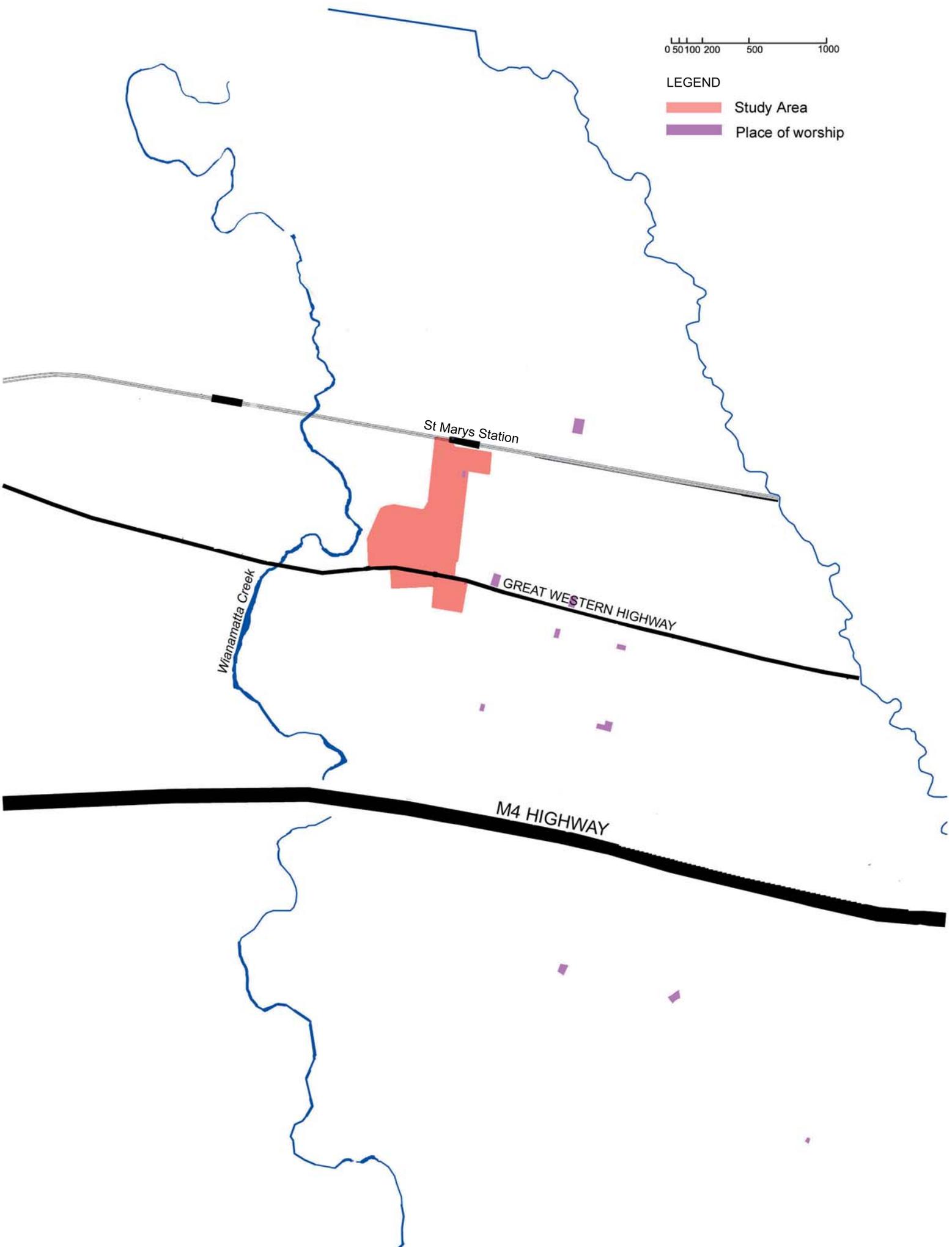


St Marys Town Centre Revised Masterplan
Figure 6. Community Facilities

0 50 100 200 500 1000

LEGEND

- Study Area
- Place of worship



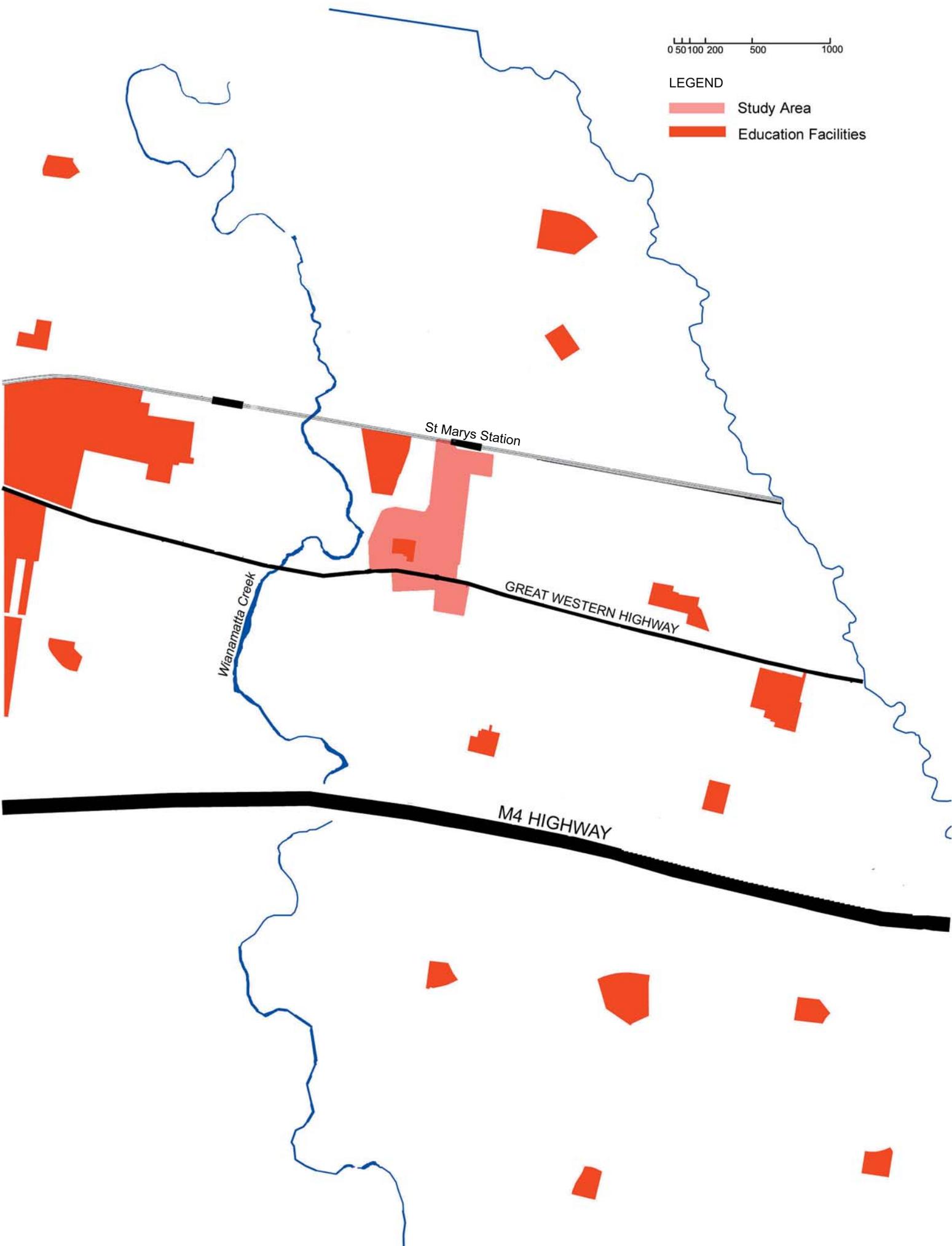
St Marys Town Centre Revised Masterplan
Figure 7. Places of Worship

0 50 100 200 500 1000

LEGEND

Study Area

Education Facilities



St Marys Town Centre Revised Masterplan
Figure 8. Educational Facilities

SUMMARY

- List of Figures

1. Introduction

2. Analysis

- Regional Scale

- Study Area

3. Urban Design Principles

4. Town Centre Design Guidelines

5. Block Study

6. Sections

- General sections

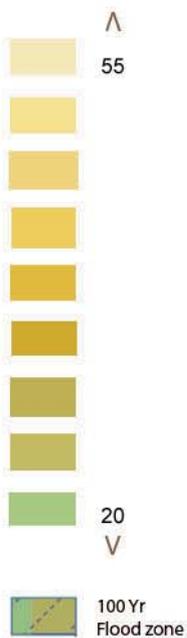
- Detail sections

7. Sketches

8. 3D Aerial views



LEGEND



Queen Street is located just outside the flood plain area and approximately halfway between South Creek and the ridge located on Glossop Street.

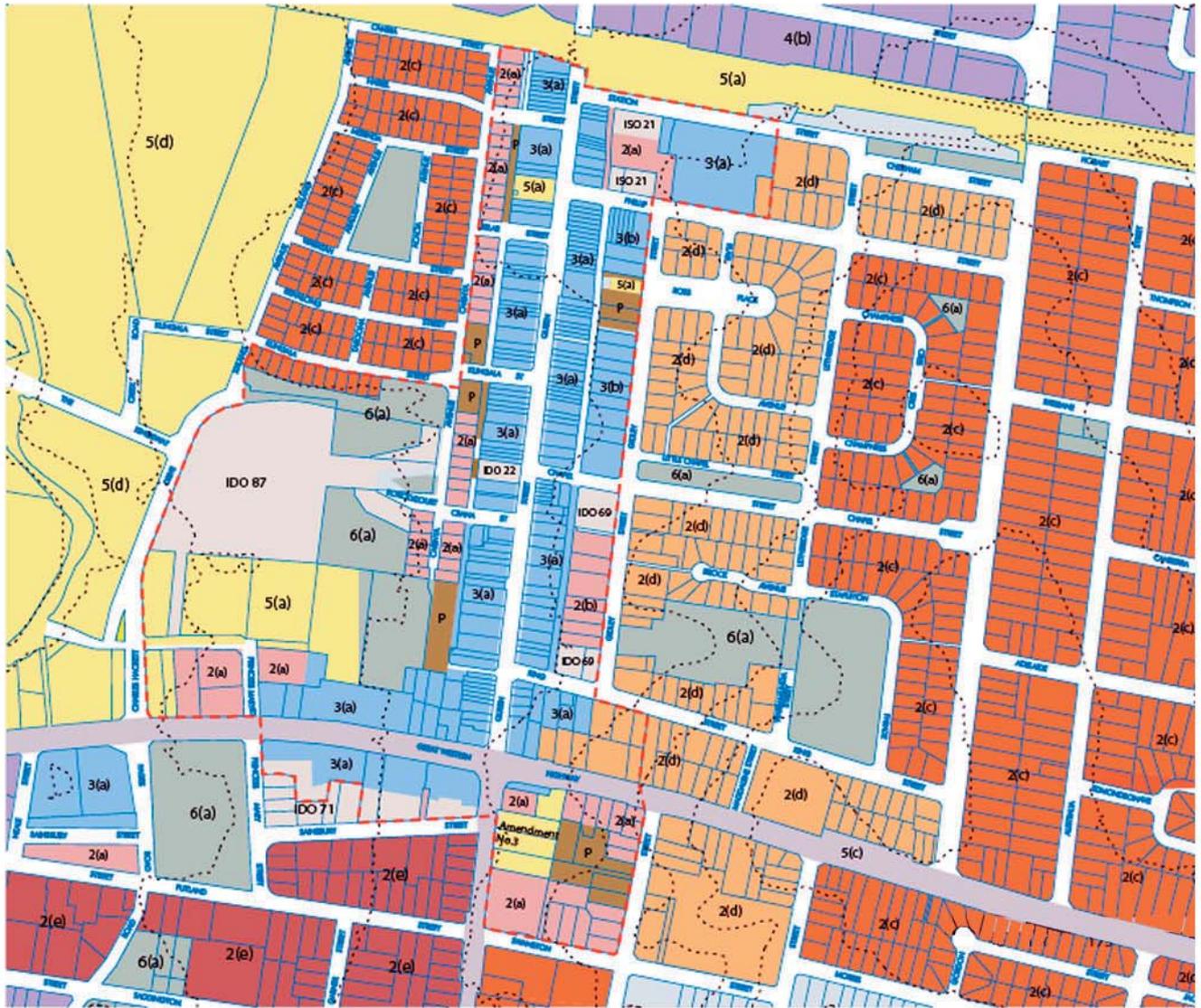
The Town Centre has a slight slope from east to west towards South Creek.

Local high point occurs in Glossop Street on the ridge.

The 100 year flood zone lies below RL20 and occurs along South Creek open space corridor.

Source:
Tim Williams Associates & Government Architect's Office, 2005, Urban Design Analysis St Mary's Town Centre, Penrith City Council, November 2005.

St Marys Town Centre Revised Masterplan
 Figure 9. Topography



LEGEND

- 2(a) Residential (Urban and Landscape Protection)
- 2(b) Residential Low Density
- 2(c) Residential (Low - Medium)
- 2(d) Residential (Medium Density)
- 2(e) Residential (Medium - High Density)
- 3(a) Mixed Uses
- 3(b) Mixed Uses
- 4(b) Industrial Land LEP 201
- 5(a) Special Uses
- 5(d) Rural Lands LEP 201
- 5(c) State Road and State Road Widening
- 6(a) Public Recreation and Community Uses
- P Parking

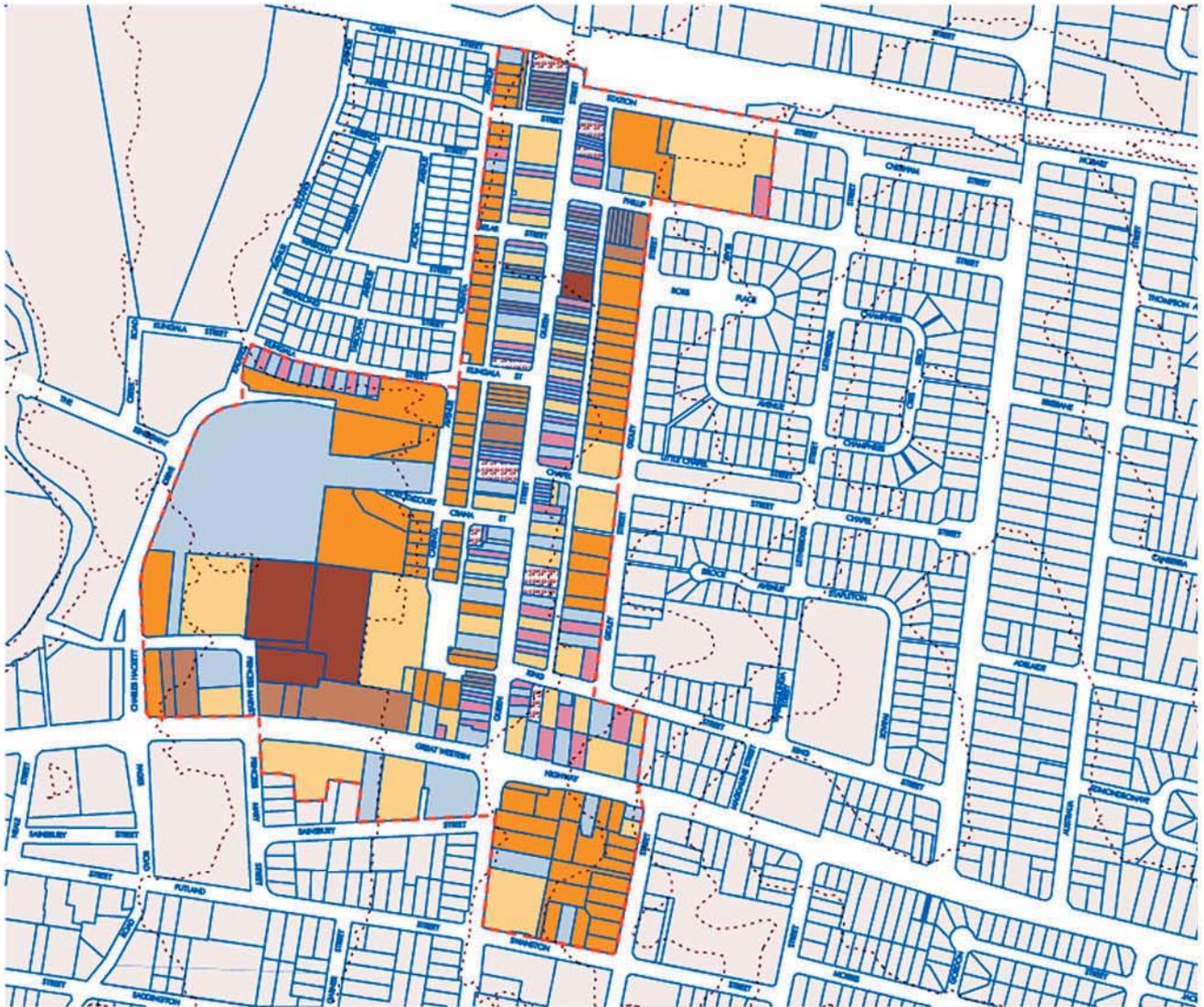
St Marys Town Centre is predominantly zoned mixed use. Other uses include special uses and public recreation and parking and low density residential.

This zoning map illustrates that the highest residential density (2e) occurs the furthest from the train station, south of the Great Western Highway.

An opportunity exists to change the zoning of existing low density residential and car parking to mixed use. Community uses south of the Great Western Highway are disconnected from the Town Centre and could be relocated north of the Great Western Highway close to the Library.

Source :
 Tim Williams Associates & Government Architect's Office, 2005, Urban Design Analysis St Mary's Town Centre, Penrith City Council, November 2005.

St Marys Town Centre Revised Masterplan
 Figure 10. Zoning



LEGEND

- Penrith City Council
- Strata Plan
- Multiple Plot Owners
- Multiple Plot Owners
- Individual Plot Owners
- Individual Plot Owners
- Individual Plot Owners

Council is a major land owner especially around the perimeter of the town centre. This land is currently used for surface parking and recreational open space.

Most of Queen Street is in separate ownership of small lots. Larger lots of land are owned in the western part of the town centre.

Source :
Tim Williams Associates & Government Architect's Office, 2005, Urban Design Analysis St Mary's Town Centre, Penrith City Council, November 2005.

St Marys Town Centre Revised Masterplan
 Figure 11. Land Ownership



Source :
Tim Williams Associates & Government Architect's Office, 2005, Urban Design Analysis St Mary's Town Centre, Penrith City Council, November 2005.

Areas coloured in black represent unbuilt areas such as streets, car parks, local parks and open space between buildings.

Much of the black area around the perimeter of the town centre in particular between Carinya Avenue and West Lane and Gidley Street and East Lane represents surface car parking.

Through site links in the form of arcades and open to the sky connections are evident on the eastern side of Queen Street. These through site links are necessary as the street blocks are longer on the eastern side of Queen Street, and connect Queen Street to car parking areas.

This diagram also illustrates that buildings along Queen Street have dual access, from both Queen Street and from rear lanes.



This diagram analyses solid and void space in St Marys Town Centre. The black shapes are the building footprints and the white areas are the spaces between them.

Typical of main streets, Queen Street has fine grained building footprints with no side setbacks creating a street wall.

Queen Street is characterised by distinctive building setbacks. The result is that footpath widths vary from 3.5m to 6.5m.

The varying footpath along Queen Street allows for the strong avenue of street trees to be established.

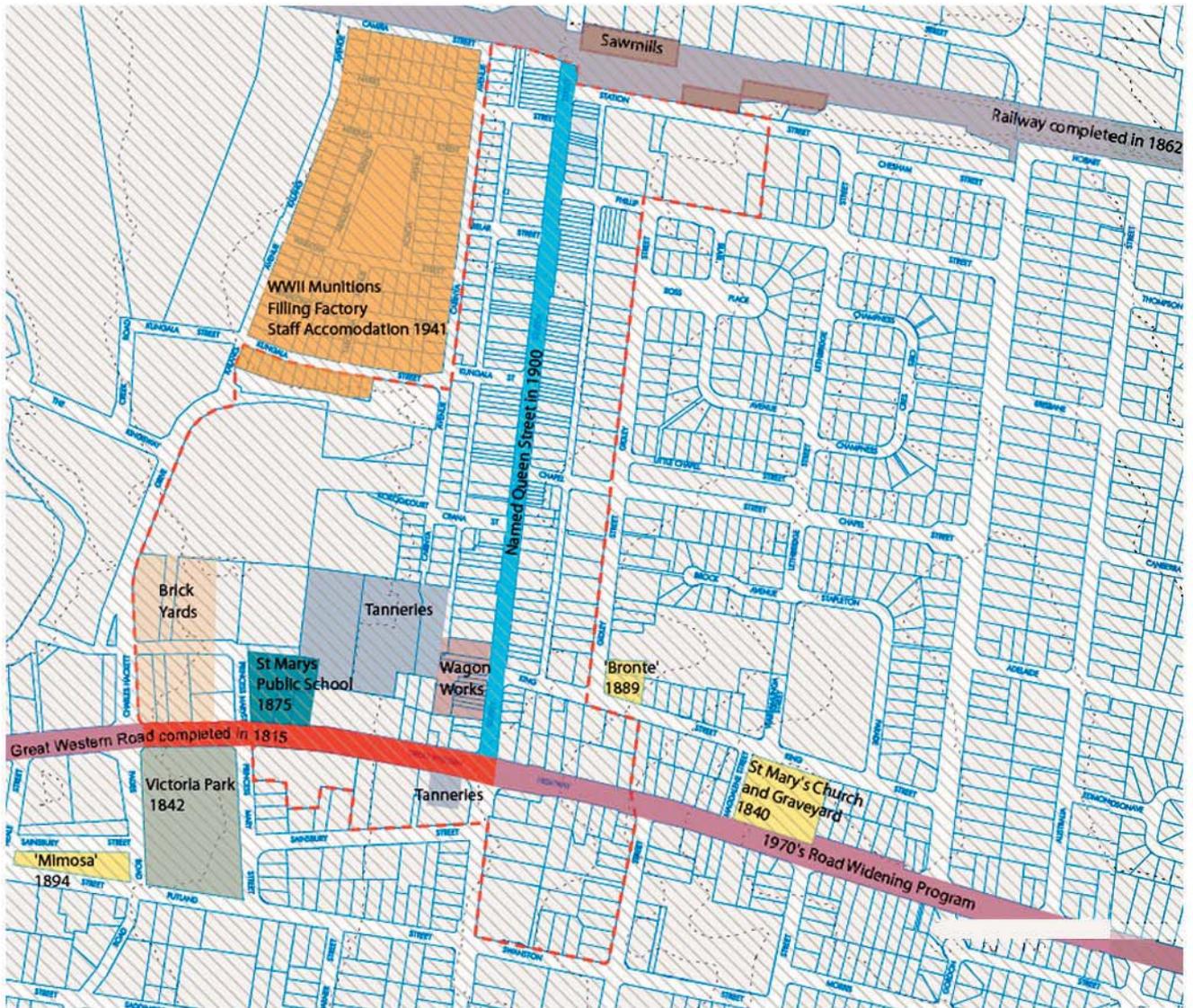
The remainder of the town centre to the south-west and south have buildings in a landscape setting such as the school or with side front and rear setbacks typical of residential uses.

Medium sized building footprints occur on Gidley Street and are representative of hardware stores, medical centres and supermarkets, and south of Great Western Highway where community uses and medical centres are located.

Larger building footprints in St Marys Town Centre represent the two shopping centres on Station Street Plaza and the Village Centre.

Source :
Tim Williams Associates & Government Architect's Office, 2005, Urban Design Analysis St Mary's Town Centre, Penrith City Council, November 2005.

St Marys Town Centre Revised Masterplan
 Figure 13. Building Footprint



LEGEND

- Gomerrigal-Tongarra Clan Tribal lands
- Main Street (Town Centre Post WWII)
- Original Town Centre
- Great Western Highway
- Heritage Listed Buildings
- Victoria Park
- WWII Suburban Development
- Old Tannery Locations
- Old Brickyard Locations
- Old Wagon Works
- Old Sawmills

St Marys is named after the parish church of St. Mary Magdalene. The area was first called South Creek, because the European settlement was originally centred along the banks of the creek.

Originally, the village of St Marys was located on the Great Western Highway between Pages and Mamre Roads. It was a convenient staging post due to its location on the Great Western Highway.

St Marys has traditionally had a strong industrial base, with tanneries, sawmills, brick makers and wheelwrights developing from the use of local resources.

In 1862 Railway Station opened but the focus of the town remained along the Great Western Highway. Development continued to centre along the Great Western Highway until after the Second World War.

Source :
 Tim Williams Associates & Government Architect's Office, 2005, *Urban Design Analysis St Marys Town Centre*, Penrith City Council, November 2005.

St Marys Town Centre Revised Masterplan
 Figure 14. Historical Features



A strong avenue of street trees exists along Queen Street, and contributes to the civic quality of the street. East-west streets within and beyond the town centre boundary have little or no street tree planting, with the exception of Charles Hackett Drive.

There is a significant opportunity to connect the east-west streets from the ridge and the river to Queen Street through street tree planting. Kokoda and Lang Park are large parks within the town centre. Better pedestrian connections can be made between Queen Street and these parks.

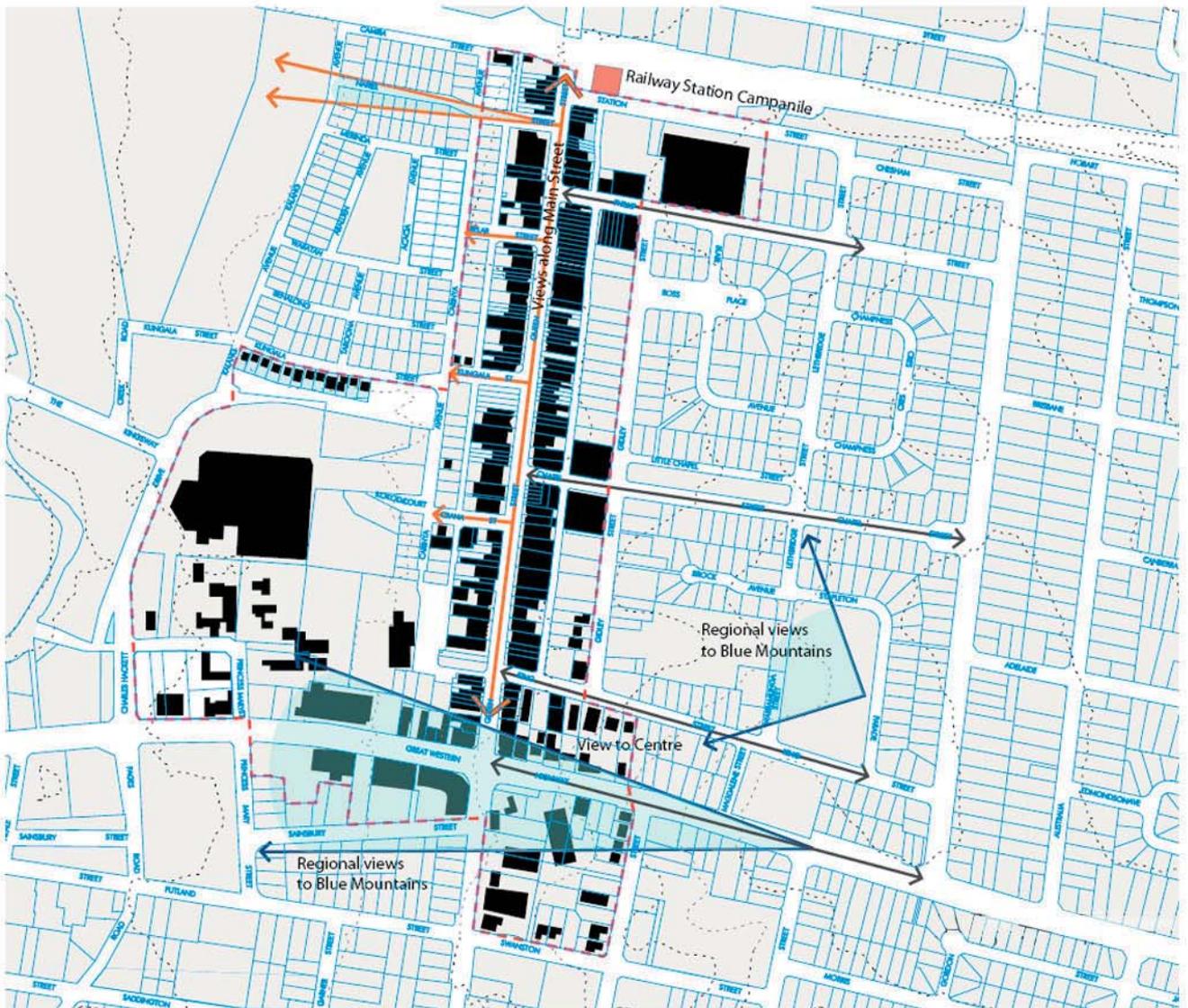
A small pocket park exists on the corner of Kungala Street and Queen Street. Replacing the asphalt surface with a lighter colour paving would improve the quality of this park and its amenity as a civic area.

Similarly, the large areas of surface car parking and the bus interchange could be improved with tree planting.

Residential pocket parks outside of the town centre provide opportunities to create green fingers that connect the residential areas to Queen Street (eg. Victoria Park).

Source :
 Tim Williams Associates & Government Architect's Office, 2005, Urban Design Analysis St Mary's Town Centre, Penrith City Council, November 2005.

St Marys Town Centre Revised Masterplan
 Figure 15. Existing Landscape Elements + Open Space



LEGEND

-  Regional Views
-  Local Views
-  Main Street Views
-  Landmarks

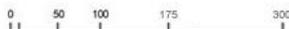
Vista along Queen Street contributes to an urban and civic image of St Marys Town Centre.

The railway station campanile is a landmark that marks the arrival at St Marys Town Centre by train.

Gentle east-west slope views are offered to the Blue Mountains along east-west streets towards west.

Significant regional views to the Blue Mountains are possible from the ridge along Glossop Street and along the Great Western Highway they contribute to the sense of place. Any future development within St Marys Town Centre should protect these views.

Source :
Tim Williams Associates & Government Architect's Office, 2005, Urban Design Analysis St Mary's Town Centre, Penrith City Council, November 2005.



LEGEND

- Railway Station and Interchange
- Shopping Centre Precinct
- Community Arts Precinct
- Aquatic Centre
- Highway Frontage Mixed Use
- Parking Areas
- Green Spaces
- Railway Easement
- Main Street

Queen Street is the ordering element of the town centre, it is the retail, commercial and civic spine of the town centre.

The majority of the town centre lies within 5 - 10 minute walk from the train station. Included within the 5 minute walk from the train station are the bus interchange, Station Street Plaza, commercial and retail uses, medical centres, residential areas and pocket parks .

In addition to retail and commercial uses, the Village Shopping Centre and civic / community uses such as the library, bowling club, St Marys Public School, childcare facilities and public swimming pool are included within the 10 minute walk from the train station.

Outside of the 10 minute walk on the south side of the Great Western Highway lies the community centre that contains the Senior Citizens Library, Health Centre, Arts Centre, and Don Bosco Youth Centre. These community uses could be better served by relocating them within the 10 minutes walk from the railway station.

Surrounding the town centre are industrial lands to the north. To the east and the south are residential uses and to the east is predominantly recreational parkland.

Source :
 Tim Williams Associates & Government Architect's Office, 2005, Urban Design Analysis St Mary's Town Centre, Penrith City Council, November 2005.

St Marys Town Centre Revised Masterplan
 Figure 17. Urban Structure



LEGEND

- Main Street
- Primary Roads
- Secondary Roads
- Minor Roads
- Laneways
- Surface Parking
- Pedestrian Access
- Transport Hub
- Bus Interchange
- Bus Routes

Queen Street, the main street has a high level of pedestrian amenity. The high level of pedestrian amenity is due in part to the Great Western Highway and Glossop Street removing heavy traffic from within the town centre to the periphery.

West and East Lanes also contribute to the pedestrian amenity of Queen Street, and are important as they provide secondary access for servicing and loading to the existing shops.

The opportunity exists to create frontages to these lanes to improve safety and surveillance. All east-west streets create a T-intersection with Queen Street, and this provides a point of reference within the town centre.

A large proportion of land in the St Marys Town Centre is Council owned surface parking. This parking is located at the edges of the town centre and is connected to secondary roads; people walk from carparks through arcades and through site links to Queen Street.

Pedestrian through site links especially on the eastern side of Queen Street where the street blocks are longer connect Queen Street to parking areas.

The town centre is well serviced by bus routes to Werrington, University of Western Sydney, Colyton, St Clair and Erskine Park. The Great Western Highway arterial road traverses the southern section of the study area in the east-west direction.

Source :
 Tim Williams Associates & Government Architect's Office, 2005, Urban Design Analysis St Mary's Town Centre, Penrith City Council, November 2005.

St Marys Town Centre Revised Masterplan
 Figure 18. Road Hierarchy



- LEGEND**
- Local Parks + Reserves
 - Footpath links
 - Through block links

SUMMARY

- List of Figures

- 1. Introduction**

- 2. Analysis**

- Regional Scale

- Study Area

- 3. Urban Design Principles**

- 4. Town Centre Design Guidelines**

- 5. Block Study**

- 6. Sections**

- General sections

- Detail sections

- 7. Sketches**

- 8. 3D Aerial views**

PRINCIPLES AND STRATEGIC FRAMEWORK

Urban Design Principles employed in the St Marys Town Centre Revised Master Plan:

1. Increase Density around the railway station
2. Maintain the Character and scale of Queen Street
3. Provide for a central Square that will be a focus for the town centre.
4. Integrate the Commercial Centres into the life of Queen street
5. Allow views through the Town Centre towards the Mountains
6. Allow for a healthy mix and spread of residential, retail and commercial development
7. Allow landscape elements to filter through the Town Centre
8. Allow for sensible servicing of retail and commercial areas.
9. Ensure equitable sun access to residential developments
10. Allow for a variety of lot amalgamations to occur.

1. Increase Density around the railway station

The Department of Planning 's Metro Strategy has identified that town centres located along transport corridors, such a St Marys, should be developed to allow for an increased density that will benefit from the proximity to public transport.

The Station precinct at St Marys has the potential to be developed with high-density towers that will be in very close proximity to the station and provide a gateway signal to the town centre from the Railway station. The commercial centre in the station precinct could be expanded westward to take in some of the Council owned land. The depth of the block from the station southward is such that there would be minimal overshadowing impact on neighbouring residential or commercial property. We have identified 5 sites that could take towers up to 16+levels, which could provide for a variety of apartment housing types.

The remainder of the built form in St Marys will be of a smaller scale, more related to the scale of the streets and the depths of the blocks.

2. Maintain the Character and scale of Queen Street

Queen Street is the Main Street in St Marys. It runs North/south and is relatively wide due to council enforced setbacks. It has well advanced street trees and plenty of footpath width in which active street life such as outdoor dining can occur. The scale of the buildings on Queen street is one or two storeys, which allows for daylong sun penetration into the street. The revised Master Plan continues the existing pattern of use in the street by formalising the two storeys on either side of the street for an average shop depth of 15m.

The blocks to the east of the street are relatively narrow and the whole of the ground floor is intended to be commercial or retail with a 15m wide band of commercial space above.

The west side of Queen Street is will also have a 15m wide two-storey strip to form the street edge, however the depth of the block lends them to a different configuration from the eastern side.

Both sides of the street will allow for residential blocks of about six storeys to be built up to the outside edge of the 15m-perimeter block built form.



Figure 20. Looking North from Queen Street

3. Provide for a central Square that will be a focus for the town centre.

It has been observed and pointed out during consultation, that the Town Centre lacks a focal point or public Square in which celebrations can occur, crowds can gather and allow for a sense of belonging. A space has been identified that is approximately half way between the Railway Station and the Great Western Highway.

There are currently no east-west streets North of the highway that cross Queen Street. The extension of the most important east-west street, Chapel Street, across Queen street will create a natural focal point, which will form a link from the creek, and leisure centre to the west to the green landscape areas up the hill to the east.

It is likely that the residential area to the east of Queen street will soon be redeveloped and Chapel street will act as a local feeder street to the town centre and the Square.

A community building such as a Library or community centre is identified on the west side of the new square. It will be the major building addressing the square and will give the square a civic function.

The square also becomes the major pedestrian connection from the Commercial centre to the west of the square back to Queen Street.

4. Integrate the Commercial Centres into the life of Queen street

The commercial centre at the Railway Station end of town is expanded westward towards Queen Street. A pedestrian entrance arcade is proposed to Queen Street in order to create a natural connection with the Main street.

Similarly, the Commercial centre adjacent to the new Town Square is expanded eastward to the edge of Carinya Avenue so that it too can contribute more fully to the life of the town centre and create a natural attractor at the other end of the town centre from the Northern centre.

5. Allow views through the Town Centre towards the Mountains

The proposed creation of the square and the extension to Chapel street to the landscaped area along Charles Hackett Drive will provide for open views to the Blue Mountains from the rise to the east of Queen Street.

A similar principle has been adopted for all the new built form along the length of Queen street. The proposed buildings are orientated North so that only small facades are facing East and West. The required distance between the buildings to achieve full sun access to the lower floors means that there will be a sense of openness about the building form of the town centre which will allow regular views through to the mountains from the east.

6. Allow for a healthy mix and spread of residential, retail and commercial development

The town centre will continue to have retail and commercial spine along Queen Street. The 15m buffer from the Street to the start of residential buildings means that there should be minimal conflict from the mix of uses.

In addition to the commercial centres discussed above, commercial space is identified at the intersection of Chapel street to provide for second tier retail or service industries that require larger floor area. The enterprise Zone along the highway forms the southern Gateway to the Town centre and will accommodate a combination of entertainment and bulky goods type retail, some of which is already operating successfully in the area.

7. Allow landscape elements to filter through the Town Centre

The topography of St Marys slopes from east to west towards the creek.

The natural drainage patterns have been reflected in the east west landscape elements existing in the town centre. This existing pattern is reinforced by the extension of existing landscape elements along Chapel Street, Ross Place and Bennet Park. Deep soil planting zones are proposed between the proposed east-west building forms on either side of Queen street. These pockets of green, some public and some private, will give the town centre a strong landscape character and will slow storm water run off.

Existing green corridors such as Charles Hackett drive will be extended to Queen Street via the existing Kungala Street open space.

8. Allow for sensible servicing of retail and commercial areas.

Entrances to car parks, the deliveries and waste removal movements to and from retail premises are important activities to consider in the smooth functioning of a town centre.

The existing north south lane system is maintained and enhanced to allow for the servicing of retail/commercial even when amalgamated blocks are redeveloped. There are different solutions to this on either side of Queen Street.

9. Ensure equitable sun access to residential developments

As previously mentioned, the bulk of the proposed building form is orientated to the North creating east-west buildings. These buildings are 15m deep (including Balconies) intended to allow dual orientation and flow-through ventilation. The height of the building allowed is directly proportional to the length north-south of the site. The winter solstice midday sun angle of 32 dg will not cast a shadow on the ground floor residence to the south.

The southern side of an east-west street will be similarly protected to allow for sheltered north-facing outdoor areas on the street.

10. Allow for a variety of lot amalgamations to occur.

The lot amalgamations shown in the Master Plan are based on the existing lot sizes being amalgamated in an orderly and cooperative fashion. The reality is that amalgamations will probably occur in a more random fashion. The proposed lot size is therefore flexible with a minimum of 30m in street frontage along Queen street at the north end of a block required for a 6 storey building. As described above, the height of the buildings is proportional to the frontage.

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.

Opportunities

- Form a consistent and continuous pedestrian access that connects the residential areas to shopping, transport, recreation and leisure – form a hierarchy of access connecting attractors in the town centre.
- Enhance existing spaces, and create new spaces to create a range of public spaces including local parks, squares and green links, that allow for diversity of activities and community functions;
- Reinforce street character to define a hierarchy of streets:
- Highway – through route and a main regional face of the town centre.
- Gateway treatment.
- Queen Street – main street of the town with wide footpaths, street trees, active uses at ground floor, and high level of pedestrian amenity
- Local distributors – adjunct to main street. Activate side streets in the town centre, and make green links with generous proportions different in character to Queen Street – high level of pedestrian amenity.
- Local connectors of two types – one purely local residential streets, the other forming the interface between residential and commercial.
- Lanes and little streets – shared street with access and service function.
- Pedestrian lanes
- Make a new square that is focussed on Queen Street and activated at the edges, and encourage movement through.
- Consolidate parking in the West Lane car parks, to allow pedestrian routes through and a safe, green edge.
- Connect parking areas to destinations.
- North Facing Frontages -
Maximise the amount of North facing buildings to achieve highest amenity for all units.



Urban Structure

Queen Street is the Major North South axis. Chapel Street is roughly halfway between the station and the highway. A visual axis will be maintained along Chapel Street. A new Town Square is proposed in the South-West side of the intersection.



The proposed Built form is designed to maximise North Facing frontages to new buildings and allow views towards the Mountains to be maintained between the buildings.

SUMMARY

- List of Figures

1. Introduction
2. Analysis
 - Regional Scale
 - Study Area
3. Urban Design Principles
4. Town Centre Design Guidelines
5. Block Study
6. Sections
 - General sections
 - Detail sections
7. Sketches
8. 3D Aerial views

St Marys Town Centre Planning Guidelines

The Existing Public Domain

The study area offers a range of opportunities in the public domain: – it is bounded to the west by regional parklands offering active and passive recreation, and has a variety of local parks through the commercial and residential area. The main street has a generous pedestrian area, connected to open space and community facilities.

The existing open spaces are supplemented by the open green recreation areas associated with the schools on the western edge, combining to make a 'green' landscape character for the centre. Long range views to the mountains strengthen that landscape character.

Issues

The following issues reduce the potential functionality and amenity of the public domain.

- The open space is often poorly connected to the street system, reducing the potential use. Pedestrian connections are incomplete and inconsistent, with footpaths missing in critical places. The long park on Little Chapel Street, which could be a valuable connecting piece in the public domain, has no footpaths.
- Queen Street has a defined character and use, with opportunities for reinforcing civic life, and as such is a strong main street. The quality of streets deteriorates rapidly away from Queen Street: connecting east west streets have little character definition, little amenity and no civic life. Lanes are service lanes only with minimal footpaths, a poor appearance and little pedestrian amenity.
- Existing open spaces in the retail/commercial area are poorly located for activation by shops etc, or by pedestrian movement through. The existing square on Kungala Street has no active uses on Kungala St, and is poorly connected to Queen Street. The square at the railway station seems isolated and poorly used.

The park on Charles Hackett Drive has good potential for pedestrian flow through, but is poorly linked to Kungala St and is fenced along Carinya Ave, preventing movement from the car parks.
- The council car parks bounded by Carinya Ave and West Lane are potentially active pedestrian areas, but have no footpaths and a poor visual value.

Objectives

The design guidelines for the public domain are intended to:

- set a series of common goals and objectives to guide Council, community and developer decisions;
- develop a location sensitive streetscape typology that recognises the existing qualities of the place, and the aspirations of the community and Council;
- identify improvements to the functionality and liveability of the public domain, illustrated by specific potential projects; and
- provide a balance between pedestrian and vehicle occupation of the city.

Landscape Framework

A strong framework of street trees can make a huge impact on the ecology and comfort of a place. The streets of the centre vary in scale and character, offering different opportunities for planting. Trees should be used to enhance the character of each street and place, and create diversity through the centre.

Many of the existing local parks should be upgraded to improve circulation, recreation opportunities and ecological value.

The following are guiding principles for development of a Landscape Framework.

- retain and supplement the strong planting which now defines and characterises Queen Street;
- introduce small deciduous trees on east west streets in the commercial core, to retain sunlight to south side of streets;
- create a wider framework of indigenous trees to reinforce the identity and visual character of St Marys Town Centre;
- select and locate trees to enhance the visual connections along streets and to form a visual and symbolic link with the landscapes of the regional parklands and the mountains.
- create an ongoing city ecology by using appropriate species for the area, exposure and topography;
- select predominantly evergreen trees to reduce the impact of concentrated seasonal leaf drop;
- retain and build on existing tree planting.

Streets

Street type, as illustrated in Figure 30 Road Hierarchy is determined according to:

- street hierarchy – the importance of the street in the network, and contribution to the life of the city;
- built form – the quality of space created by the built edge, and presence of awnings;
- the level and character of activity within the street – determined by accessibility and use in ground floor buildings and adjacent open space; and
- connections to public buildings and spaces, relationship to important cultural items or landscape elements.

Each street type will have a distinctive character, defined primarily by use and built form, but reinforced through streetscape design elements such as tree planting, paving, lighting and furniture.

- Queen Street should be retained as an active main street with a generous pedestrian zone, and good connections.
- Local connectors need enhanced pedestrian amenity, with defined footpaths and street trees, and well defined, safe connections to open spaces, shopping areas and community facilities.
- Existing little streets and lanes should be upgraded to allow safe and pleasant pedestrian movement as well as having a service function.
- The connecting east west streets – the local distributors for vehicles and pedestrians, should also be generous, well landscaped, and with activity at street level.
- Pedestrian streets provide connections through blocks – these should be minimum 3 metres wide, activated and well lit for night time use.

Parks and Squares

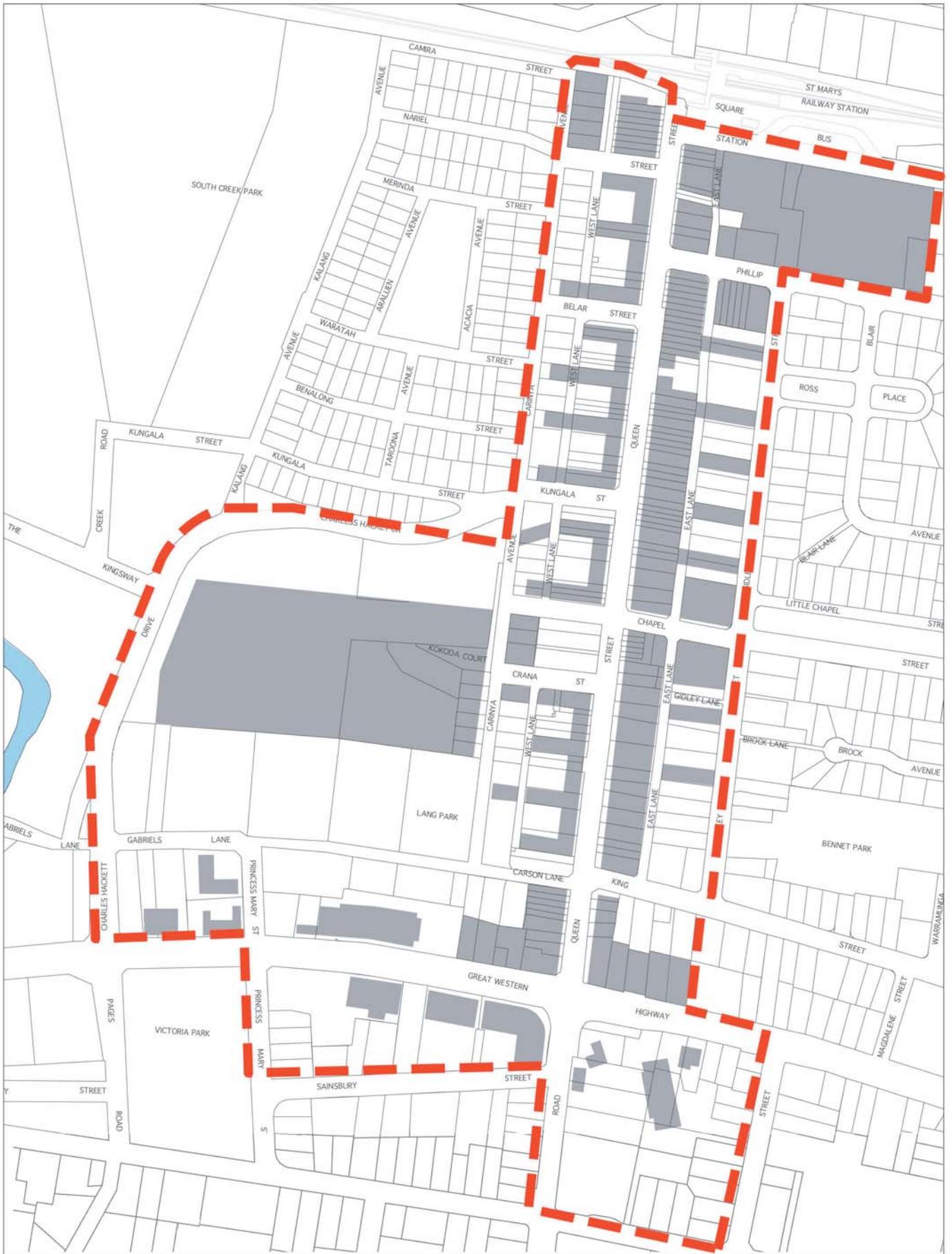
Parks and public spaces should provide a range of public amenity that includes all members of the community. These spaces join with streets to provide a public domain network with a variety of recreation opportunities. The design of each space should reflect the function of the place, its existing or potential character, and its place in the overall structure and hierarchy of the public domain. Design of these spaces should contribute to the overall character and amenity of the town centre.

There are a number of potential projects; two of which are illustrated in this document.

West Lane Car Parks – this area provides an interface between existing low density residential and new medium density development. The car parks are currently poorly laid out and inefficient, with little amenity once one leaves the car. The concept (Refer to Figure 72 West Lane Carpark) illustrates the potential to rationalise car parking, making more efficient spaces with less crossings over the footpaths. The spaces are edged with low planting and street trees to create a landscape setting. A new footpath can be created on Carinya Street and West Lane. The green spaces between provide a setting for buildings and a potential for community gardens.

New Square – the proposed new square is located at a potential hub of activity, at the connection of the shopping village to Queen Street. The square provides new opportunities for community gathering and events. It should be urban in character, designed for a high level of pedestrian activity, and with maximum amenity for users.

Existing local parks on Chapel Street and Ross Place should include good pedestrian circulation and access, as well as enhanced planting to provide shade and improve landscape character.



LEGEND

 Building Footprint

 Study area

St Marys Town Centre Revised Masterplan
 Figure 23. Study Area + Proposed Building Footprint





0 50 100 150 m

LEGEND

- Building footprint
- Existing building footprint



St Marys Town Centre Revised Masterplan
Figure 24. Footprint overlay of Existing and Proposed Buildings



LEGEND

- Building footprint
- Retain existing Plane trees
- Small deciduous trees (East West streets)
- Eucalyptus Sp. (Framework of native trees)
- Enhanced park planting
- Enhanced car park planting
- Proposed new green space in private development
- Local Parks + Reserves

St Marys Town Centre Revised Masterplan
Figure 25. Landscape Framework



LEGEND

- Building footprint
- Public car park + Community gardens
- Squares / Civic parks
- Local parks + reserves
- Regional recreation parks

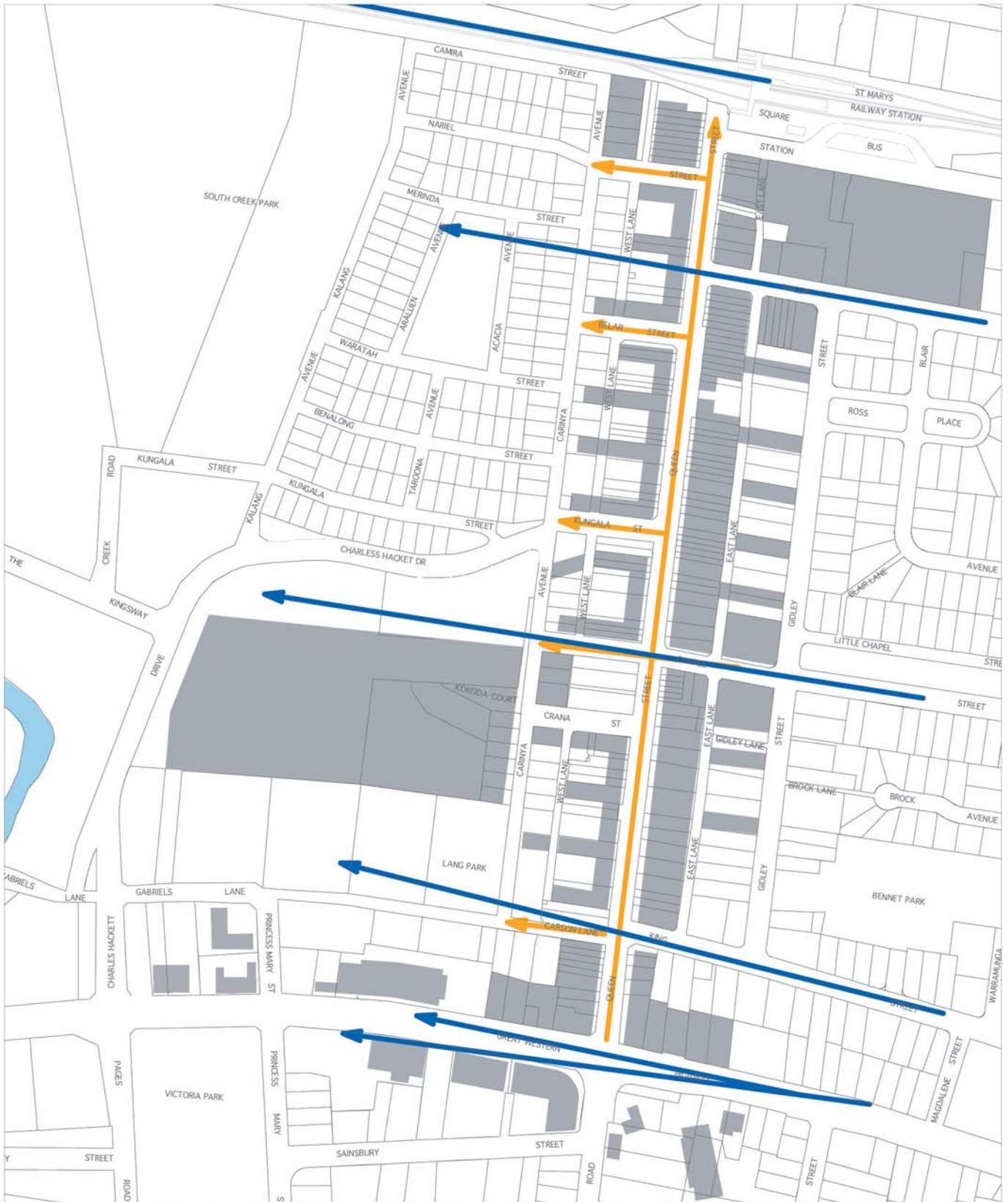
St Marys Town Centre Revised Masterplan
Figure 26. Public Domain Framework



LEGEND

-  Active Frontage
-  Pedestrian Plaza (Public)

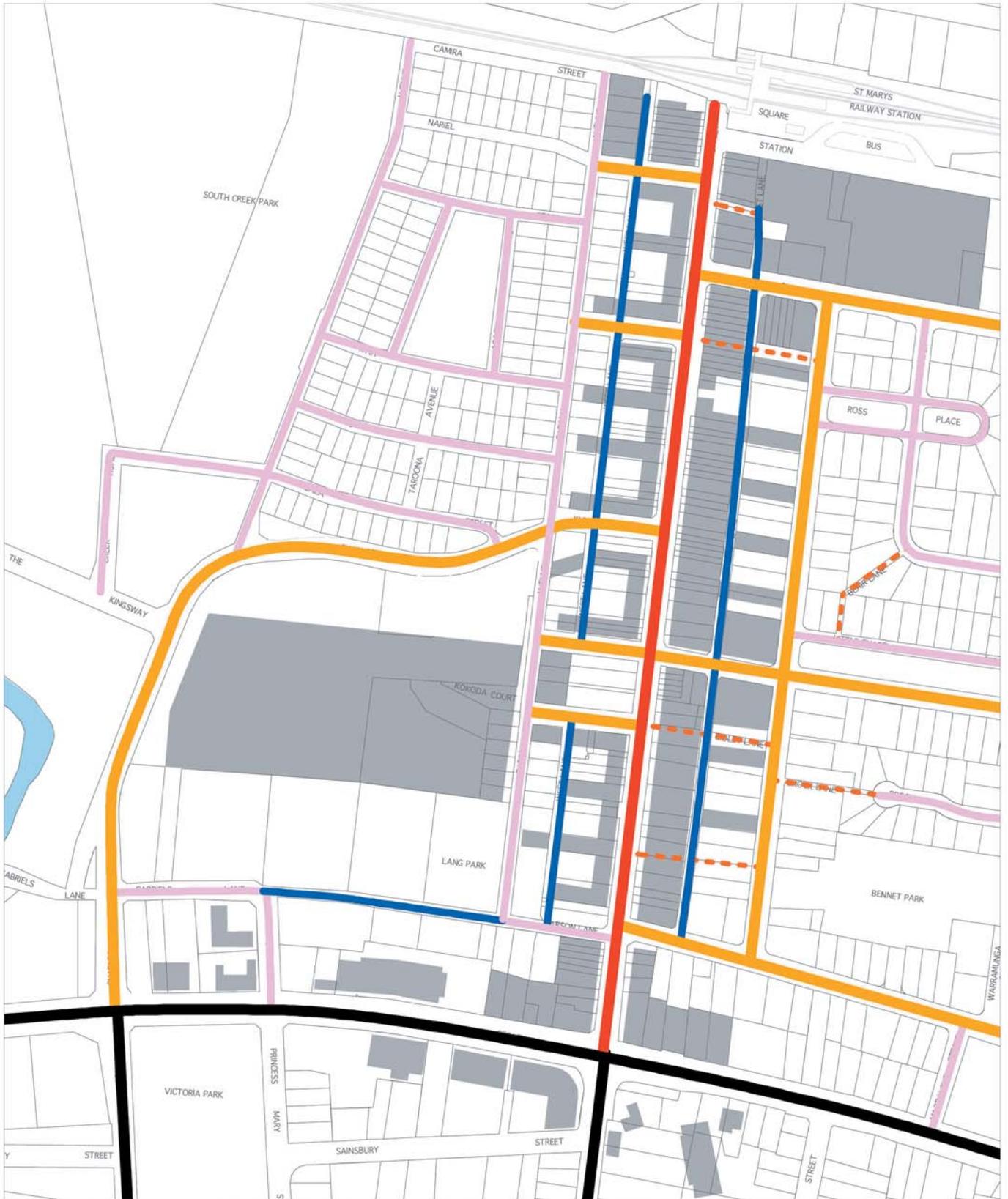
St Marys Town Centre Revised Masterplan
Figure 27. Active Frontage + Pedestrian Plaza



LEGEND

-  Building footprint
-  Regional - Views to mountains
-  Primary - Orientation within town centre

St Marys Town Centre Revised Masterplan
Figure 28. Views



0 50 100 150 m



LEGEND

- | | |
|--|--|
|  Building footprint |  Local connector |
|  Highway / Arterial |  Lanes and little streets |
|  Main street |  Pedestrian lanes |
|  Local distributor | |

St Marys Town Centre Revised Masterplan
Figure 29. Road Hierarchy



0 50 100 150m

LEGEND

- Building footprint
- Local Parks + Reserves
- Primary routes
- Secondary routes

St Marys Town Centre Revised Masterplan
Figure 30. Pedestrian Connectivity



LEGEND

- Building footprint
- Leisure space

St Marys Town Centre Revised Masterplan
Figure 31. Leisure Space



- LEGEND**
- Building footprint
 - Places of worship



St Marys Town Centre Revised Masterplan
Figure 32. Places of Worship



- LEGEND**
- Building footprint
 - Community Facilities

St Marys Town Centre Revised Masterplan
 Figure 33. Community Facilities



- LEGEND**
- Building footprint
 - Educational Facilities

St Marys Town Centre Revised Masterplan
Figure 34. Educational Facilities



LEGEND

- Building footprint
- Heritage building

St Marys Town Centre Revised Masterplan
Figure 35. Heritage Items



LEGEND

-  Building footprint
-  Ground floor commercial

St Marys Town Centre Revised Masterplan
Figure 36. Ground Floor Commercial



LEGEND

- Building footprint
- 1st floor commercial

St Marys Town Centre Revised Masterplan
Figure 37. 1st Floor Commercial



LEGEND

- Building footprint
- Ground floor residential

St Marys Town Centre Revised Masterplan
Figure 38. Ground Floor Residential



LEGEND

-  Building footprint
-  1st floor residential

St Marys Town Centre Revised Masterplan
Figure 39. 1st Floor Residential



LEGEND

-  Building footprint
-  2nd and 3rd floor residential

St Marys Town Centre Revised Masterplan
Figure 40. 2nd and 3rd Floor Residential



LEGEND

-  Building footprint
-  4th, 5th and 6th floor residential

St Marys Town Centre Revised Masterplan
Figure 41. 4th, 5th and 6th Floor Residential



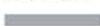
LEGEND

-  Building footprint
-  7th floor residential

St Marys Town Centre Revised Masterplan
Figure 42. 7th Floor Residential



LEGEND

-  Building footprint
-  8th floor residential

St Marys Town Centre Revised Masterplan
Figure 43. 8th Floor Residential



LEGEND

-  Building footprint
-  9th floor residential



St Marys Town Centre Revised Masterplan
Figure 44. 9th Floor Residential



- LEGEND**
- Building footprint
 - 10+ floor residential

St Marys Town Centre Revised Masterplan
Figure 45. 10+ Floor Residential

SUMMARY

- List of Figures

1. Introduction

2. Analysis

- Regional Scale

- Study Area

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5. Block Study

6. Sections

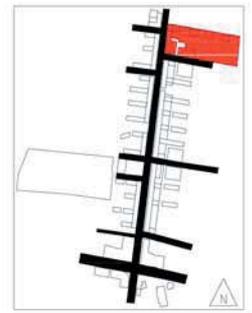
- General sections

- Detail sections

7. Sketches

8. 3D Aerial views

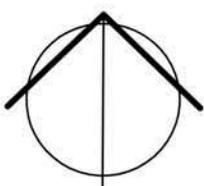
BLOCK 1 - Indicative floor space



Site A	
Site Area	3344m ²
Retail	4859
Residential	7500
TOTAL	12359
F.S.R	3.69:1

Site B	
Site Area	18320m ²
Retail	18320
Residential	22500
TOTAL	40820
F.S.R	2.22:1

Site C	
Site Area	1680m ²
Retail	1680
Residential	1680
TOTAL	3360
F.S.R	2:1

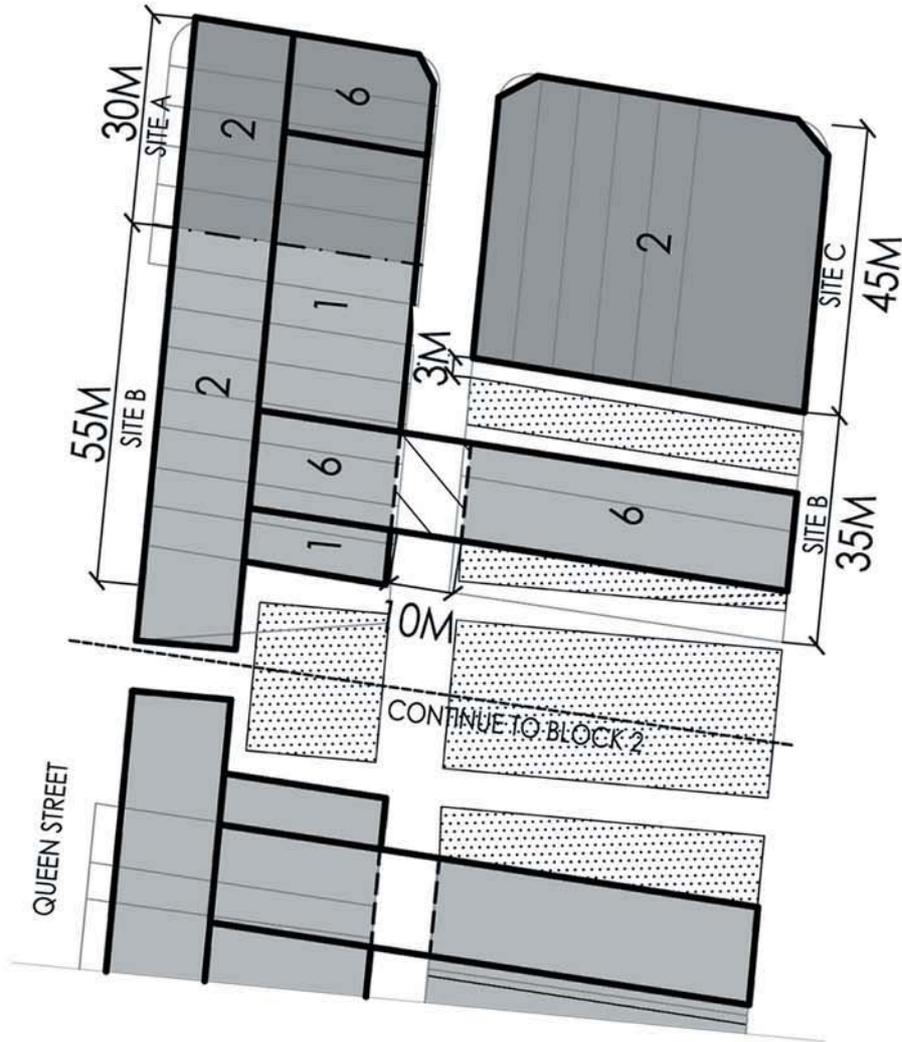
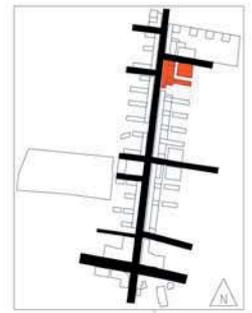


LEGEND

-  Extent of site area
-  Number of storeys
-  Site code
-  Cantilever buildings

St Marys Town Centre Revised Masterplan
Figure 46. Block Study (NTS) - Block 1

BLOCK 2 - Indicative floor space



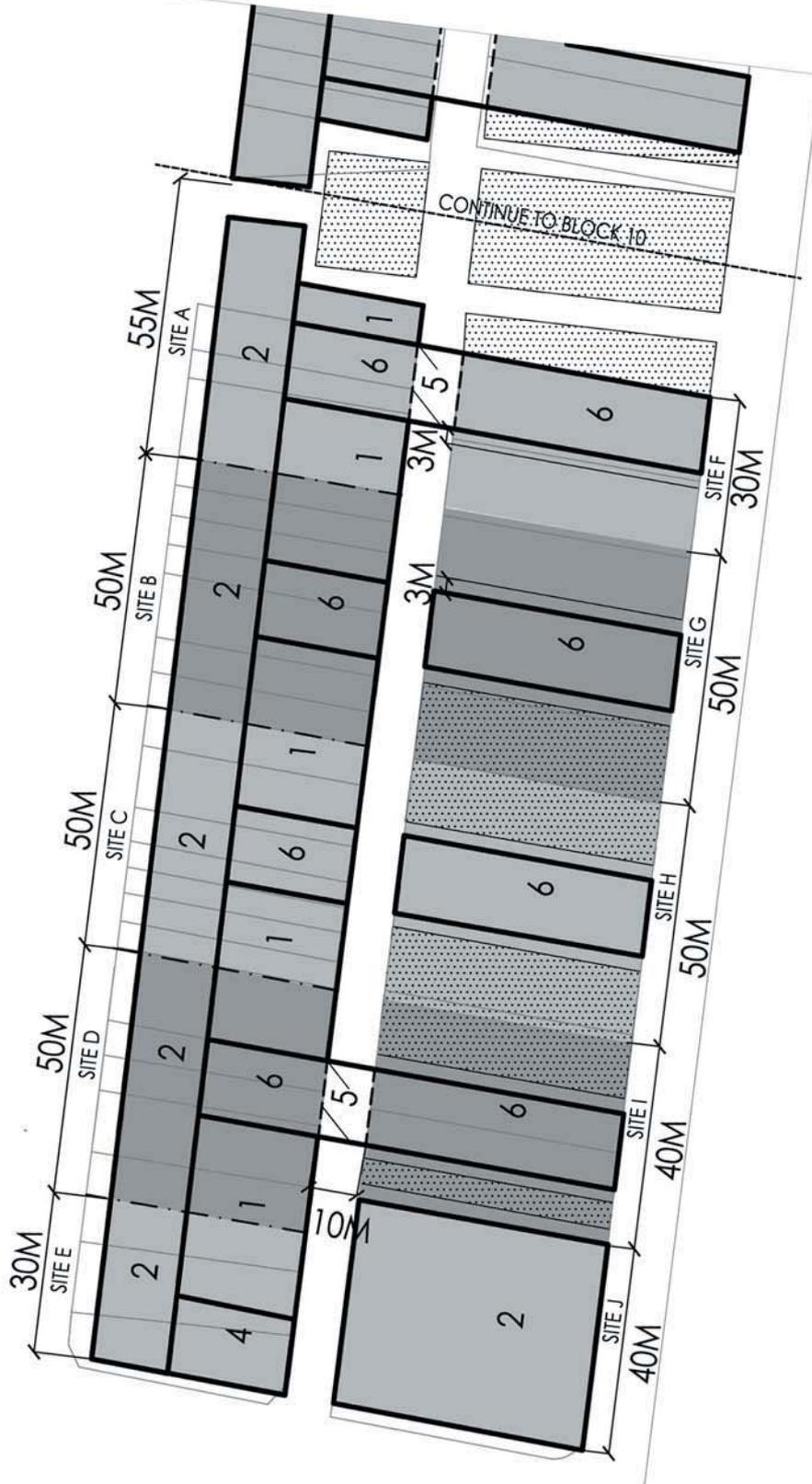
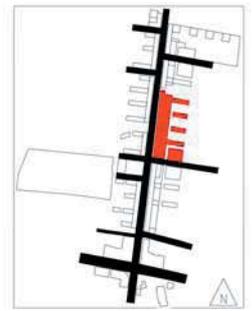
Site A		Site B		Site C	
Site Area	1100m ²	Site Area	3698m ²	Site Area	2200m ²
Retail	1560	Retail	3698	Retail	4500
Residential	1320	Residential	4950	TOTAL	6700
TOTAL	2880	TOTAL	8413		
F.S.R	2.59:1	F.S.R	2.27:1	F.S.R	2.04:1

LEGEND

- Extent of site areas
- Cantilever building
- Number of storeys
- Site code
- Additional site code (only include building areas)
- Deep soil landscape areas

St Marys Town Centre Revised Masterplan
Figure 47. Block Study (NTS) - Block 2

BLOCK 3 - Indicative floor space



Site A	
Site Area	1736m ²
Retail	2561
Residential	1770
TOTAL	4331
F.S.R	2.49:1

Site B = Site C = Site D	
Site Area	2000m ²
Retail	2750
Residential	1470
TOTAL	4220
F.S.R	2.11:1

Site E	
Site Area	1200m ²
Retail	1650
Residential	882
TOTAL	2532
F.S.R	2.11:1

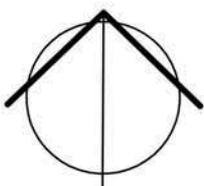
Site F	
Site Area	1507m ²
Retail	730.5
Residential	3222
TOTAL	3952.5
F.S.R	2.62:1

Site G = H	
Site Area	2435m ²
Retail	3506.4
TOTAL	3506.4
F.S.R	1.44:1

Site J	
Site Area	1948m ²
Retail	3896
TOTAL	3896
F.S.R	2:1

Site I	
Site Area	1948m ²
Retail	730.5
Residential	3222
TOTAL	3952.5
F.S.R	2.02:1

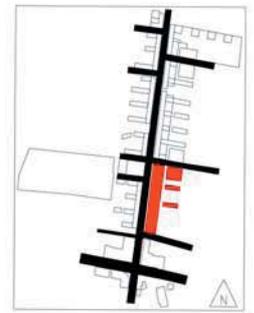
LEGEND



- Extent of site area
- Number of storeys
- Site code
- Deep soil landscape
-

St Marys Town Centre Revised Masterplan
Figure 48. Block Study (NTS) - Block 3

BLOCK 4 - Indicative floor space



Site A	
Site Area	1744m ²
Retail	2494
Residential	3600
TOTAL	6094

F.S.R 3.49:1

Site B	
Site Area	2041m ²
Retail	3666.5
Residential	4290
TOTAL	7956.5

F.S.R 1.64:1

Site C	
Site Area	2041m ²
Retail	3666.5
Residential	4290
TOTAL	7956.5

F.S.R 1.64:1

Site D	
Site Area	1631m ²
Retail	2306
TOTAL	2306

F.S.R 1.41:1

Site E	
Site Area	1110m ²
Retail	1560
Residential	492
TOTAL	2052

F.S.R 1.84:1

Site F	
Site Area	2067m ²
Retail	4134
TOTAL	4134

F.S.R 2:1

Site H	
Site Area	2750m ²
Residential	3600
TOTAL	3600
F.S.R	1.3:1

Site G	
Site Area	2750m ²
Retail	750
Residential	4200
TOTAL	4950

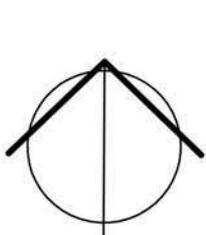
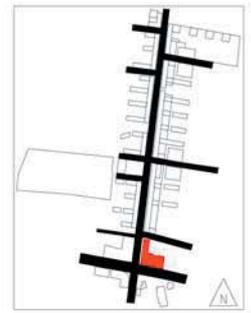
F.S.R 1.8:1

LEGEND

- Extent of site area
- Number of storeys
- Site code
- Deep soil landscape

St Marys Town Centre Revised Masterplan
Figure 49. Block Study (NTS) - Block 4

BLOCK 5 - Indicative floor space



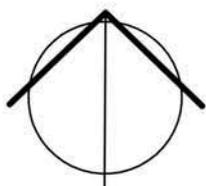
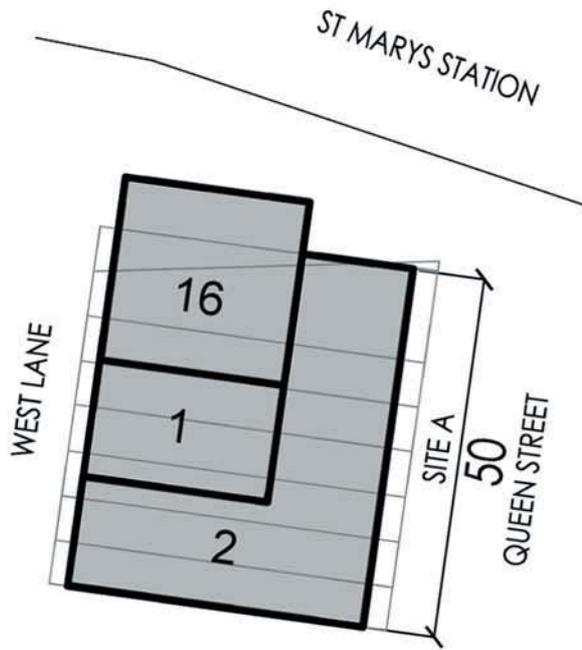
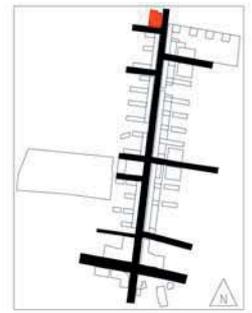
LEGEND

	Extent of site area
	Number of storeys
	Site code

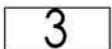
<u>Site A</u>	
Site Area	4997m ²
Retail	9994
TOTAL	9994
F.S.R	2:1

St Marys Town Centre Revised Masterplan
Figure 50. Block Study (NTS) - Block 5

BLOCK 6 - Indicative floor space



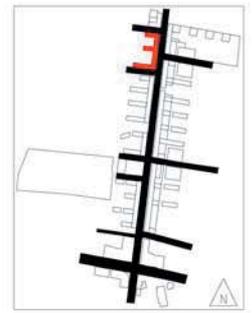
LEGEND

-  Extent of site area
-  Number of storeys
-  Site code

<u>Site A</u>	
Site Area	2135m ²
Retail	3012
Residential	7500
TOTAL	10512
F.S.R	4.9:1

St Marys Town Centre Revised Masterplan
Figure 51. Block Study (NTS) - Block 6

BLOCK 7 - Indicative floor space



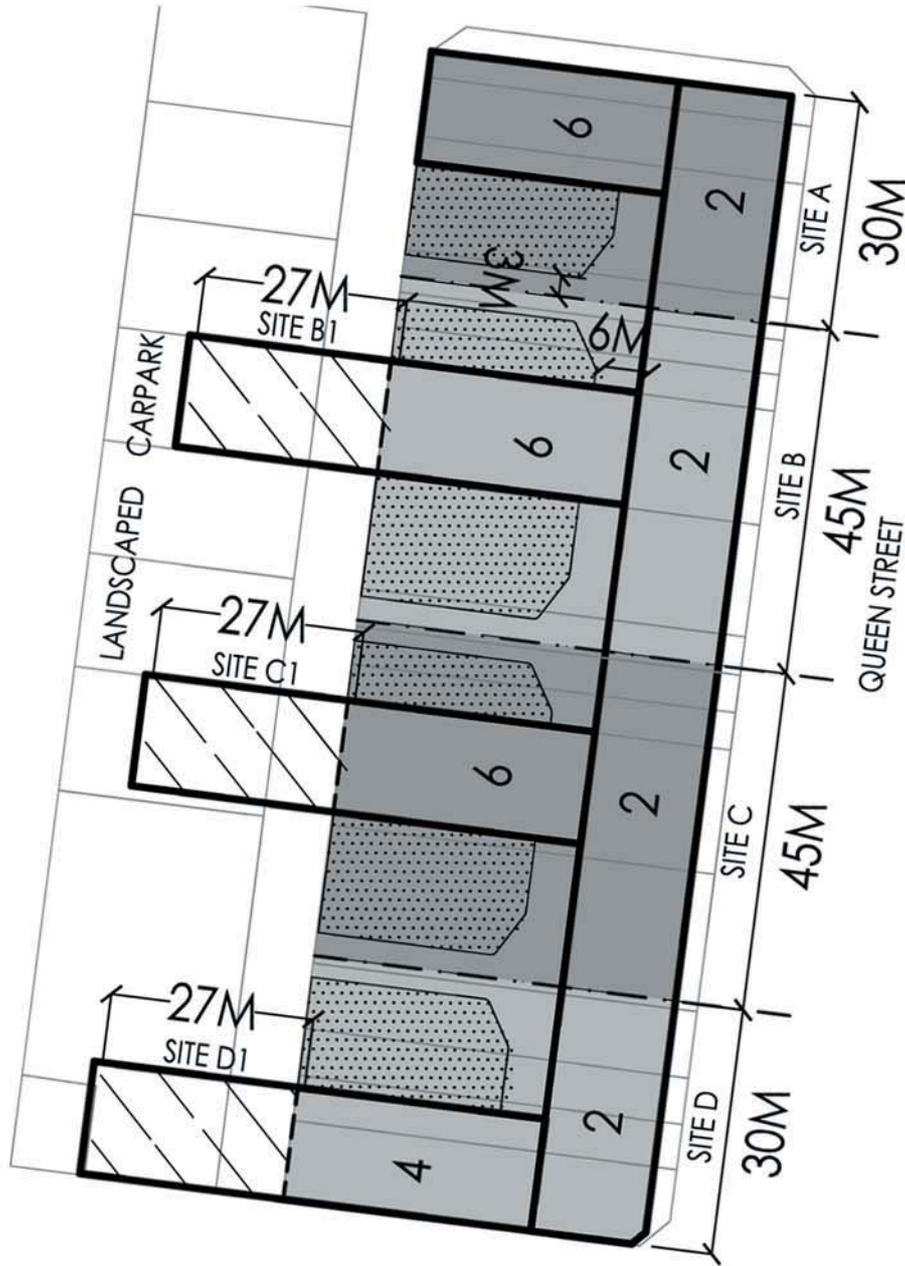
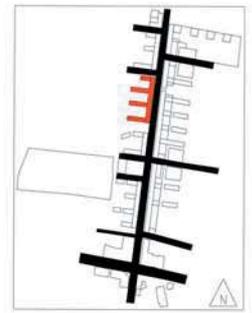
Site A		Site B		Site C + Site C1	
Site Area	1440m ²	Site Area	2280m ²	Site Area	1440m ²
Retail	1395	Retail	1800	Retail	1395
Residential	1980	Residential	3564	Residential	2160
TOTAL	3375	TOTAL	5364	TOTAL	3555
F.S.R	2.34:1	F.S.R	2.35:1	F.S.R	2.46:1

LEGEND

- Extent of site areas
- Cabtilet building
- Number of storeys
- Site code
- Additional site code (only include building areas)

St Marys Town Centre Revised Masterplan
Figure 52. Block Study (NTS) - Block 7

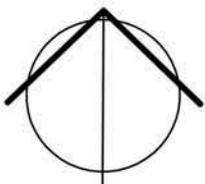
BLOCK 8 - Indicative floor space



Site A		Site B		Site C + Site C1		Site D + Site D1	
Site Area	1440m ²	Site Area	2160m ²	Site Area	2160m ²	Site Area	1440m ²
Retail	1395	Retail	1350	Retail	1350	Retail	1395
Residential	1980	Residential	3600	Residential	3600	Residential	2160
TOTAL	3375	TOTAL	4950	TOTAL	4950	TOTAL	3555
F.S.R	2.34:1	F.S.R	2.29:1	F.S.R	2.29:1	F.S.R	2.46:1

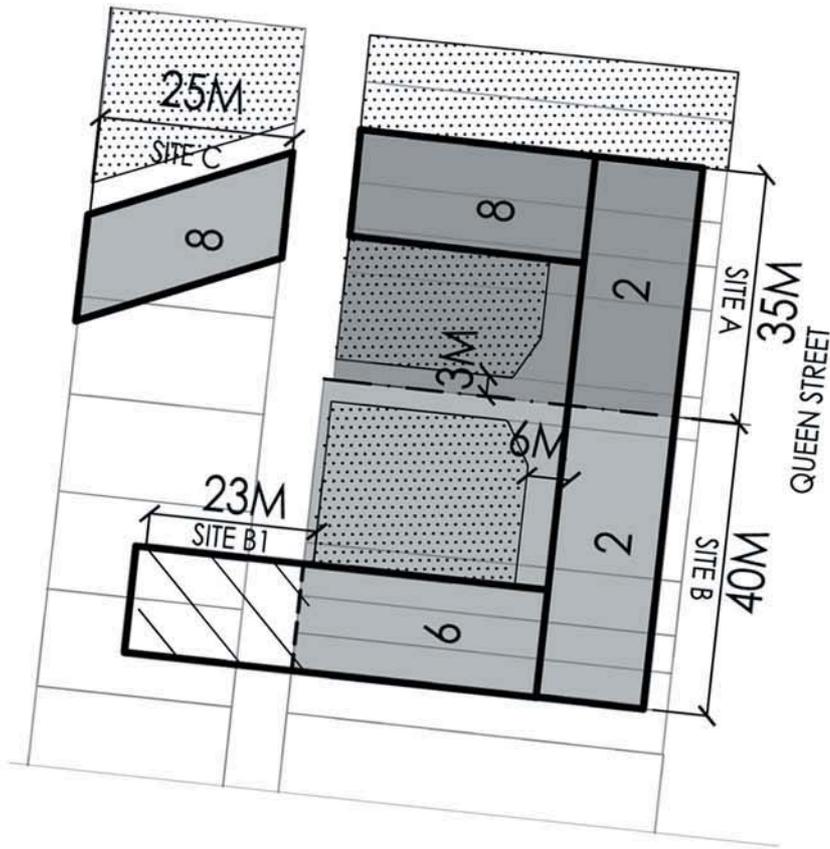
LEGEND

- Extent of site areas
- Cantilever building
- Number of storeys
- Site code
- Additional site code (only include building areas)
- Deep soil landscape areas



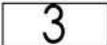
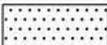
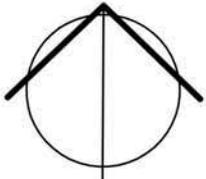
St Marys Town Centre Revised Masterplan
Figure 53. Block Study (NTS) - Block 8

BLOCK 9 - Indicative floor space



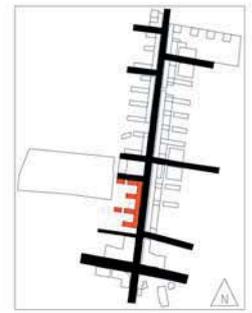
Site A		Site B		Site C	
Site Area	1750m ²	Site Area	2000m ²	Site Area	980m ²
Retail	1575	Retail	1725	Retail	375
Residential	2772	Residential	3450	Residential	2100
TOTAL	4317	TOTAL	5145	TOTAL	2475
F.S.R	2.46:1	F.S.R	2.57:1	F.S.R	2.52:1

LEGEND

-  Extent of site areas
 -  Cantilever building
 -  Number of storeys
 -  Site code
 -  Additional site code (only include building areas)
 -  Deep soil landscape areas
- 

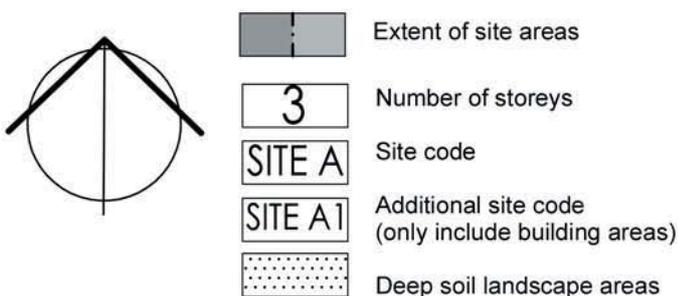
St Marys Town Centre Revised Masterplan
Figure 54. Block Study (NTS) - Block 9

BLOCK 10 - Indicative floor space



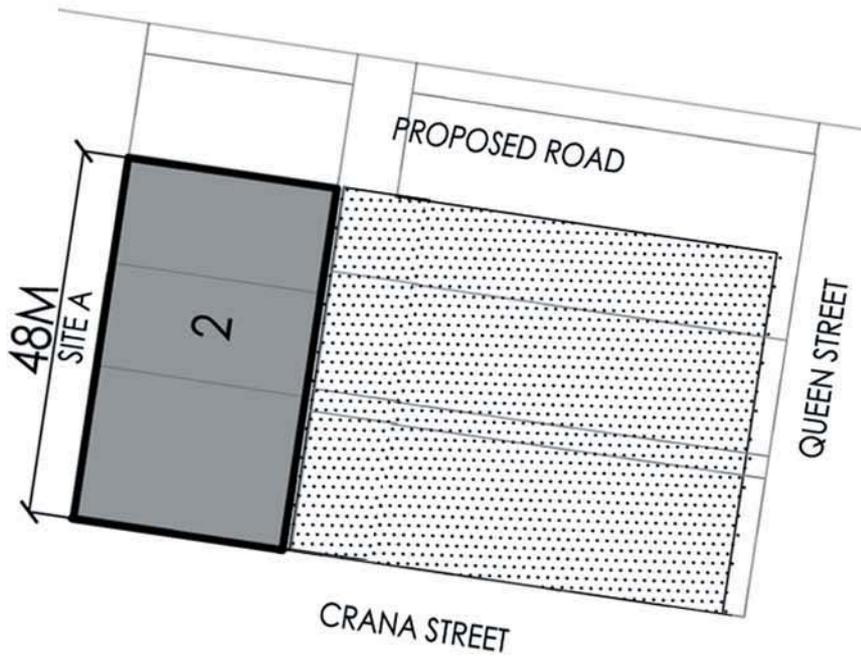
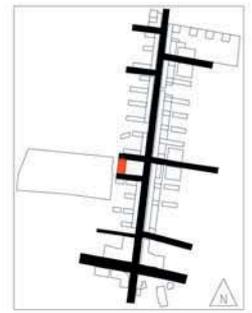
Site A		Site B		Site C		Site D	
Site Area	1500m ²	Site Area	2160m ²	Site Area	2500m ²	Site Area	1440m ²
Retail	1800	Retail	1350	Retail	1500	Retail	1395
Residential	3600	Residential	3168	Residential	4146	Residential	1980
TOTAL	5400	TOTAL	4518	TOTAL	5675	TOTAL	3375
F.S.R	3.6:1	F.S.R	2.09:1	F.S.R	2.27:1	F.S.R	2.34:1

LEGEND

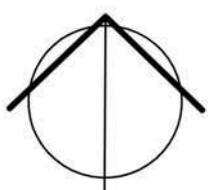


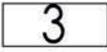
St Marys Town Centre Revised Masterplan
Figure 55. Block Study (NTS) - Block 10

BLOCK 11 - Indicative floor space



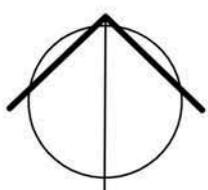
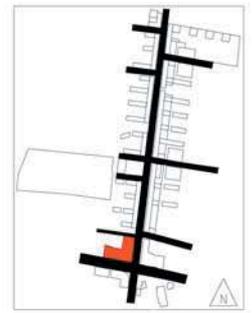
<u>Site A</u>	
Site Area	1297m ²
Community	2594
TOTAL	3891
F.S.R	2:1



LEGEND	
	Extent of site area
	Number of storeys
	Site code
	Deep soil landscaped areas

St Marys Town Centre Revised Masterplan
Figure 56. Block Study (NTS) - Block 11

BLOCK 12 - Indicative floor space



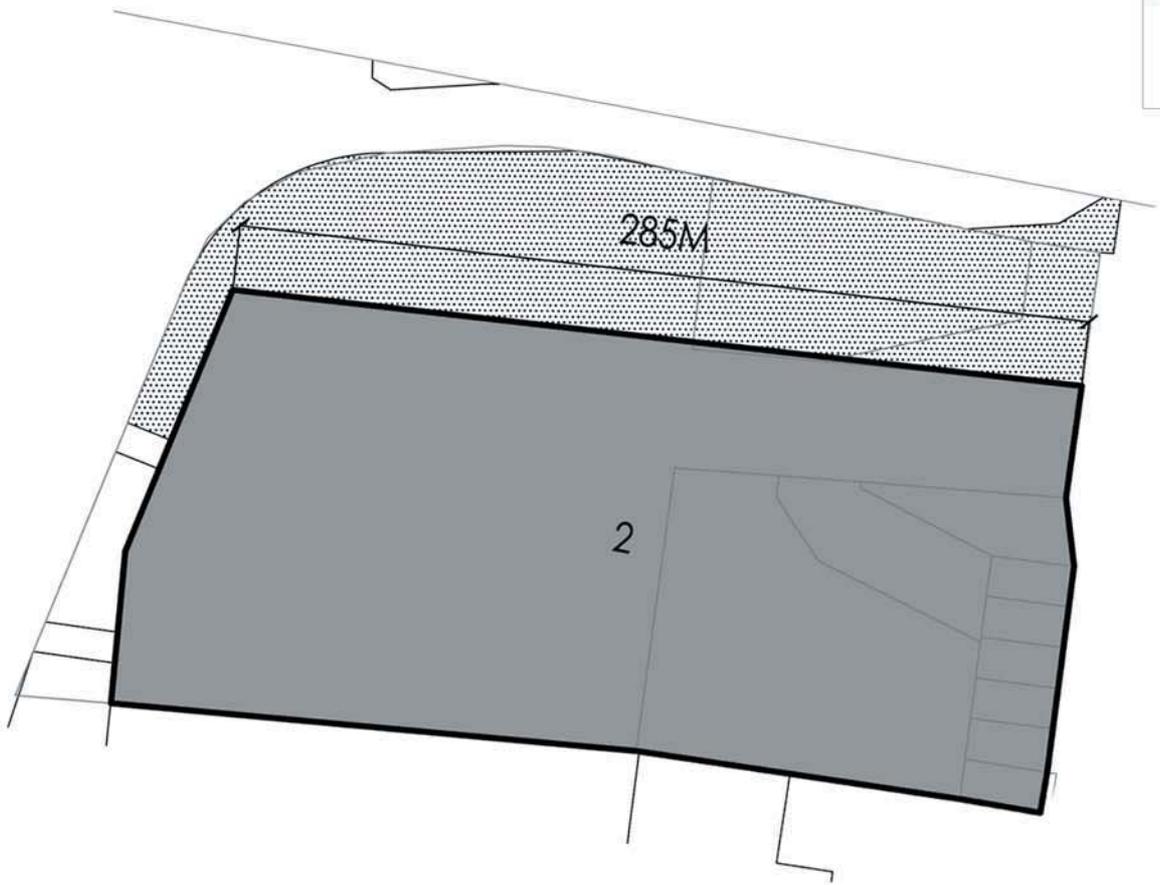
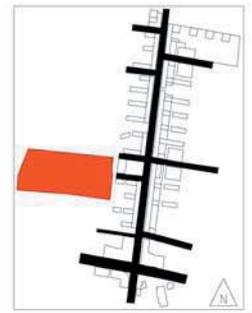
LEGEND

-  Extent of site areas
-  Number of storeys
-  Site code

Site A	
Site Area	5496m ²
Retail	10992
TOTAL	16488
F.S.R	2:1

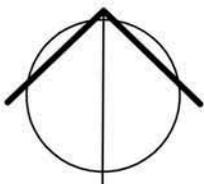
St Marys Town Centre Revised Masterplan
Figure 57. Block Study (NTS) - Block 12

BLOCK 13 - Indicative floor space



LEGEND

-  Extent of site areas
-  Number of storeys
-  Site code
-  Deep soil landscaped areas



Site A	
Site Area	4000m ²
Retail	8000
TOTAL	12000
F.S.R	2:1

St Marys Town Centre Revised Masterplan
Figure 58. Block Study (NTS) - Block 13

SUMMARY

- List of Figures

1. Introduction

2. Analysis

- Regional Scale

- Study Area

3. Urban Design Principles

4. Town Centre Design Guidelines

5. Block Study

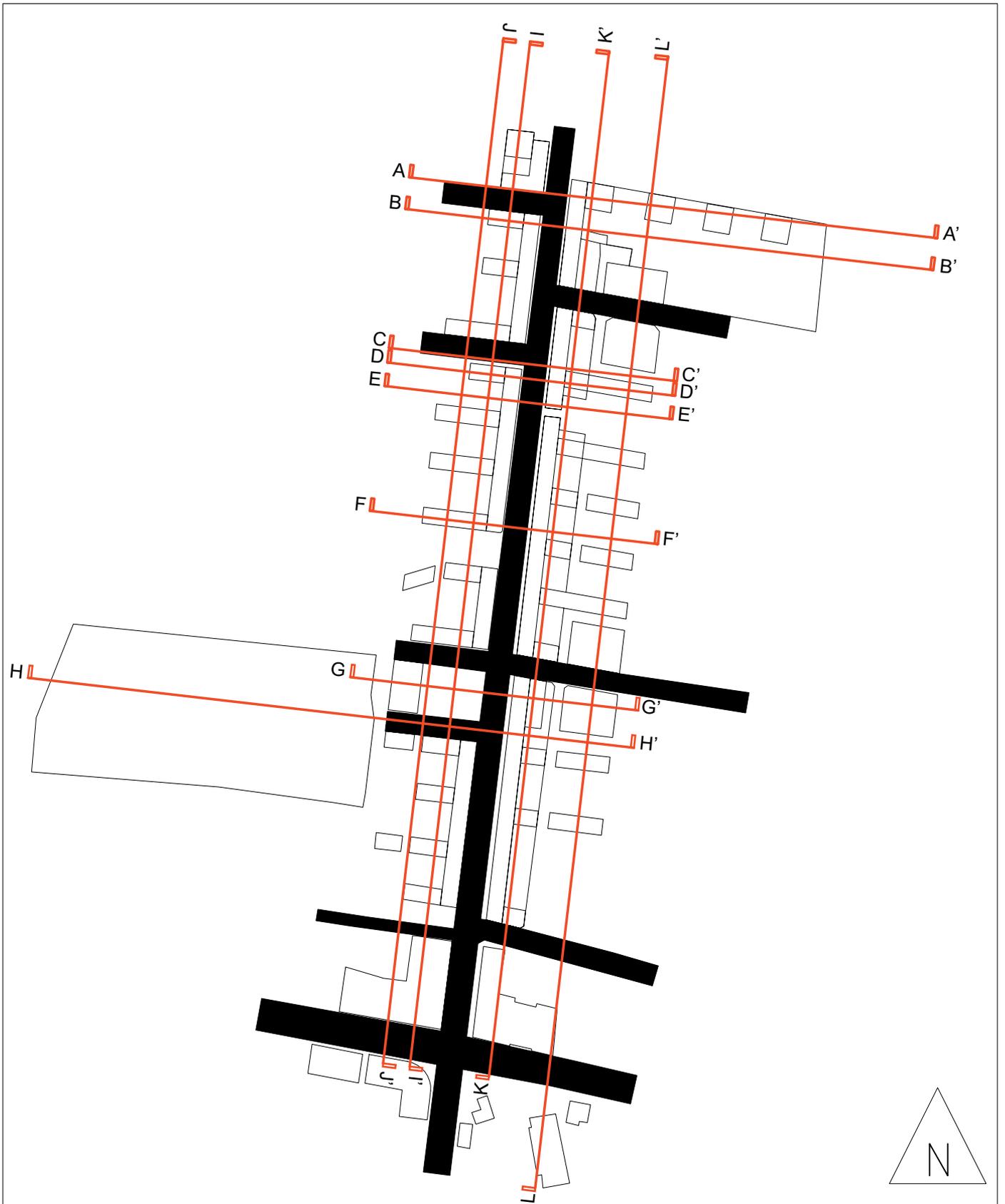
6. Sections

- General sections

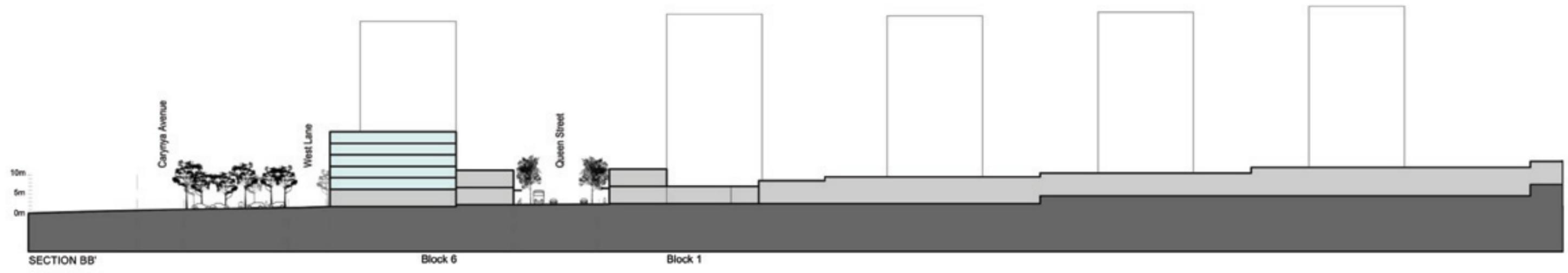
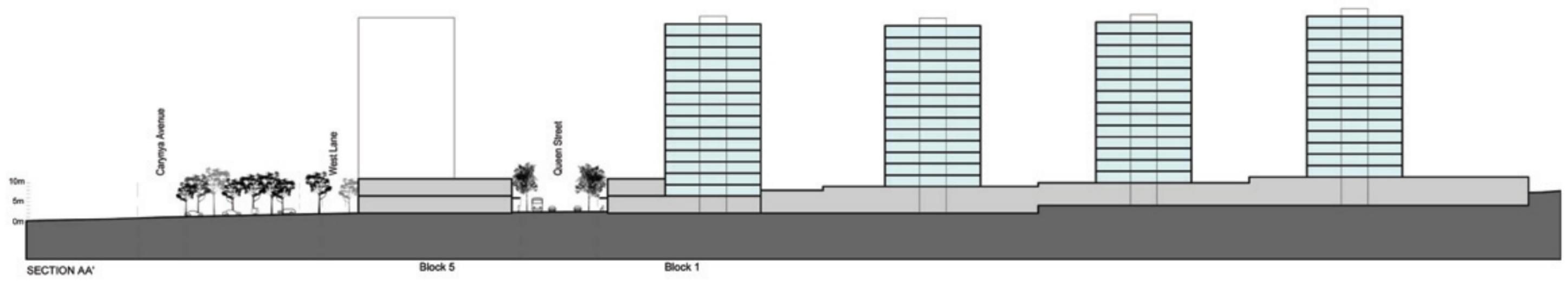
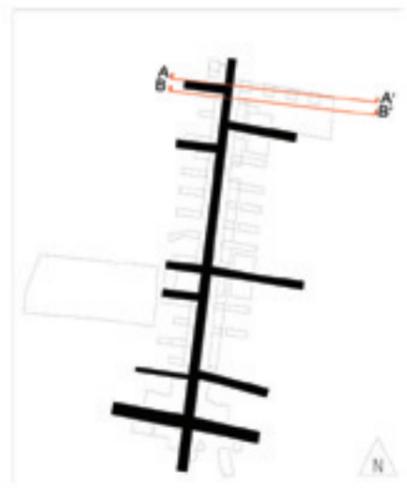
- Detail sections

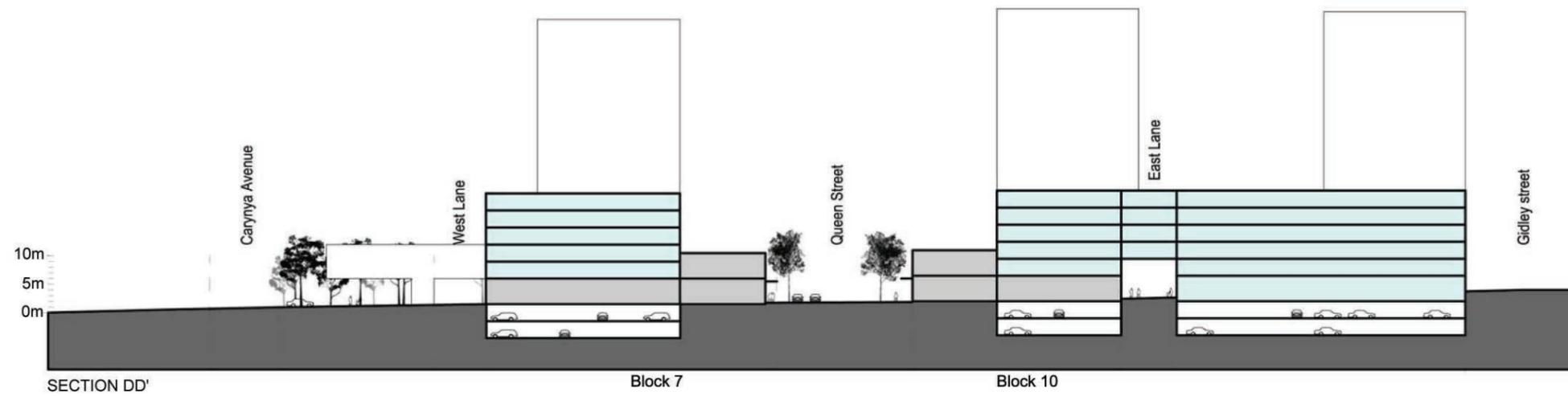
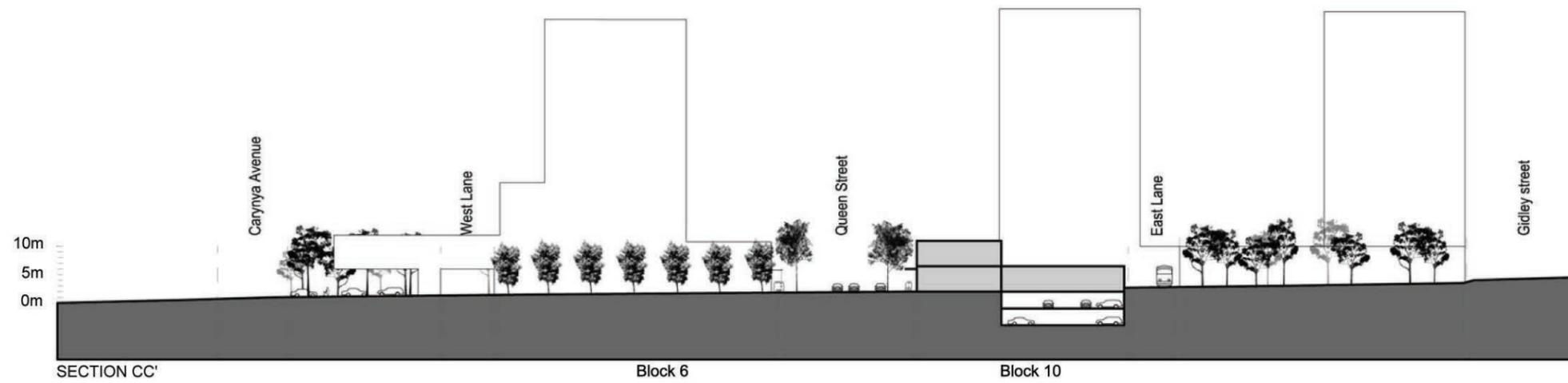
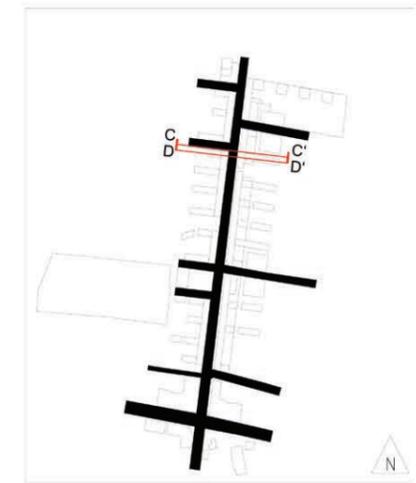
7. Sketches

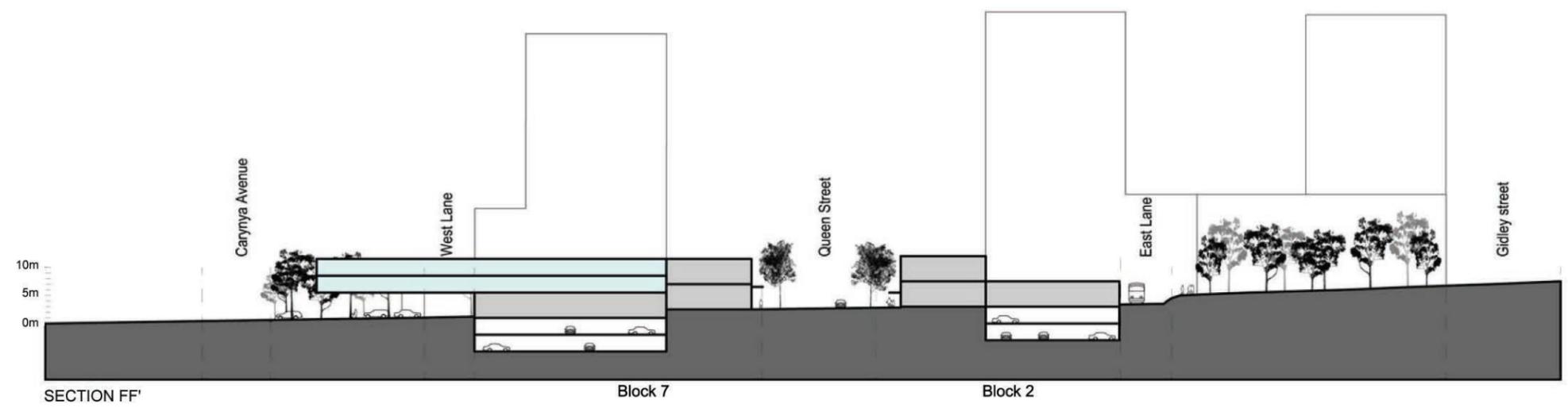
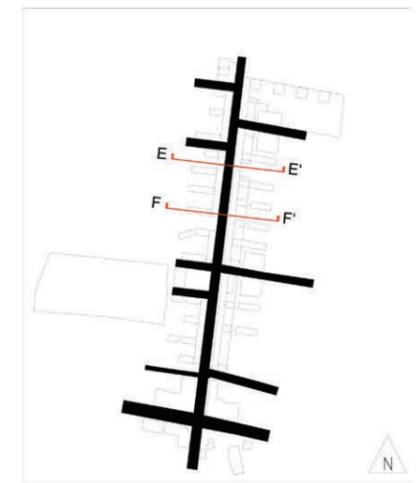
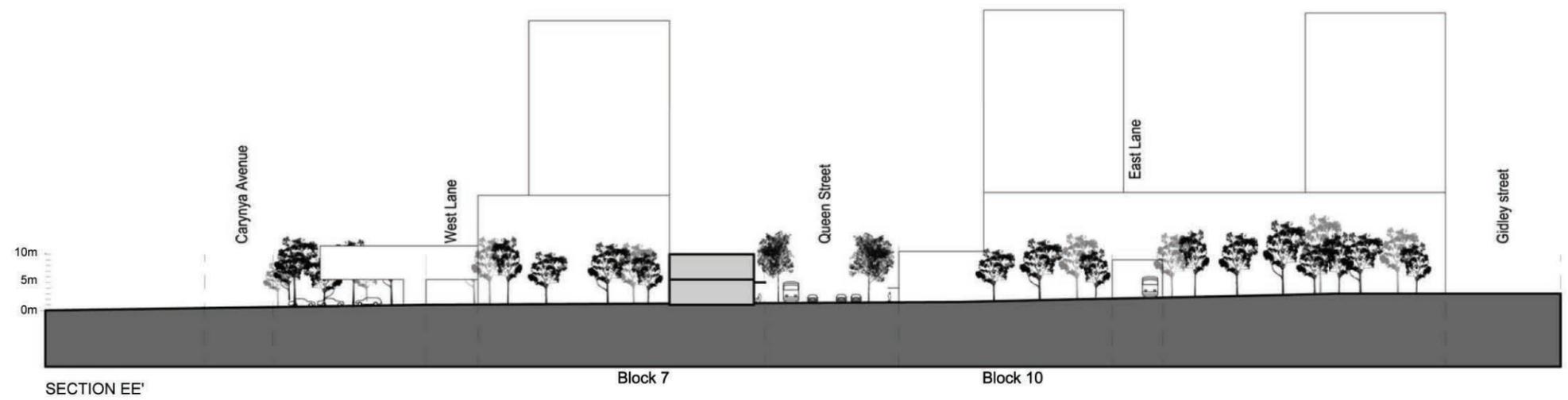
8. 3D Aerial views

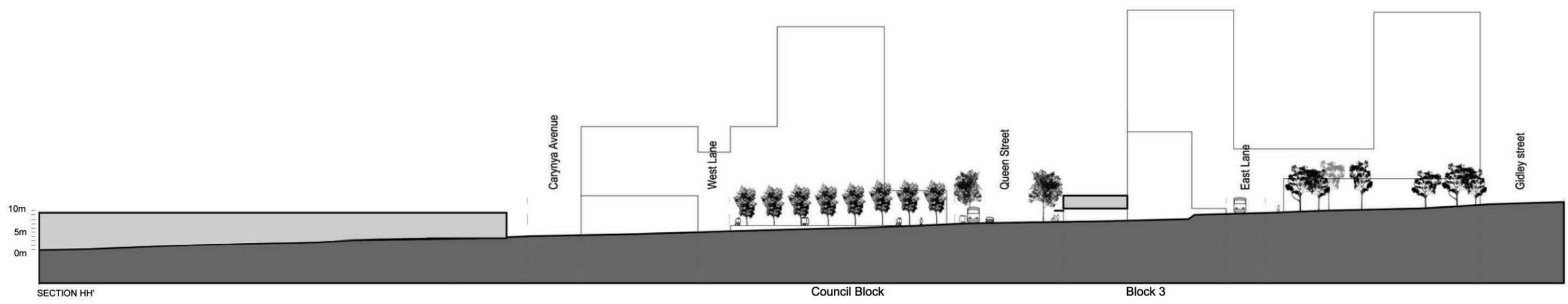
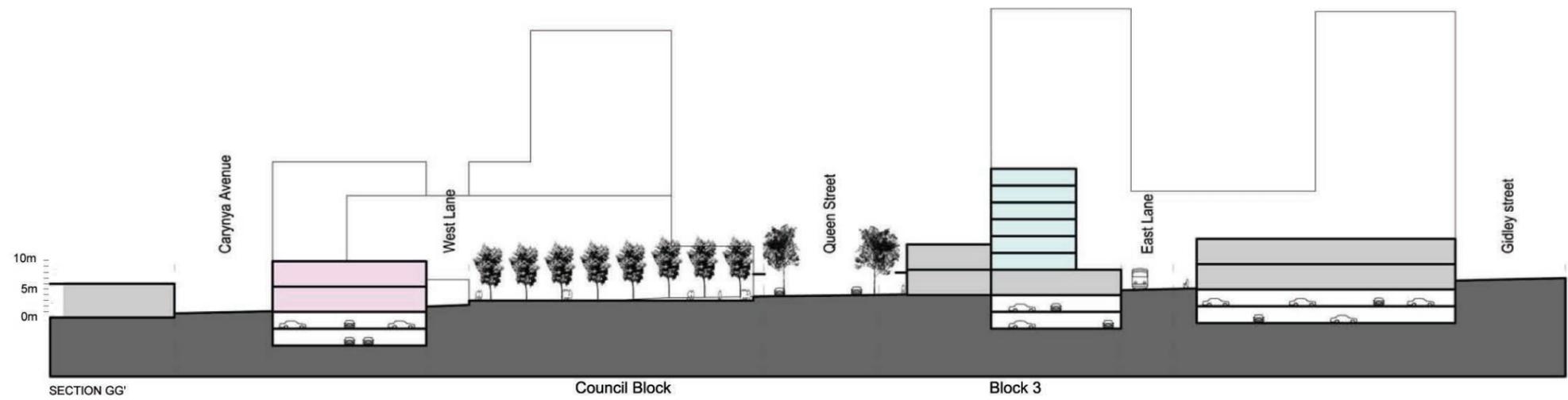
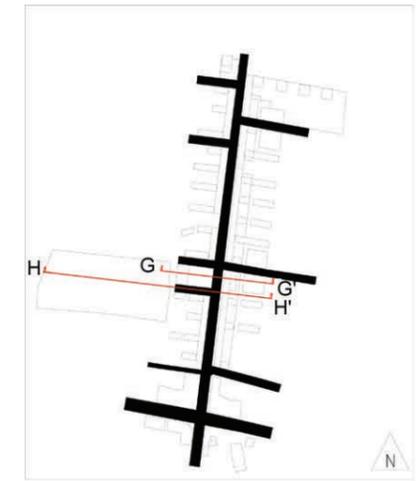


St Marys Town Centre Revised Masterplan
 Figure 59. Section Lines Map

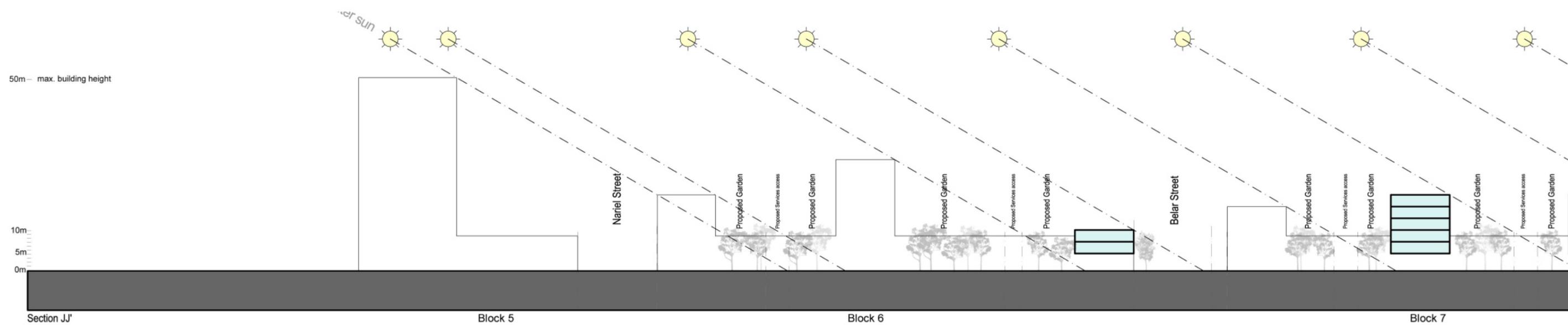
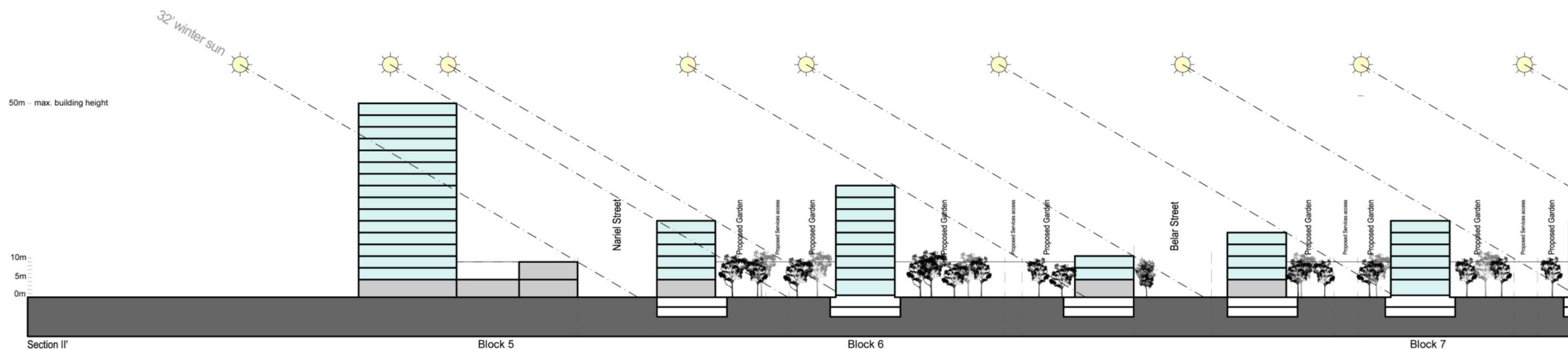
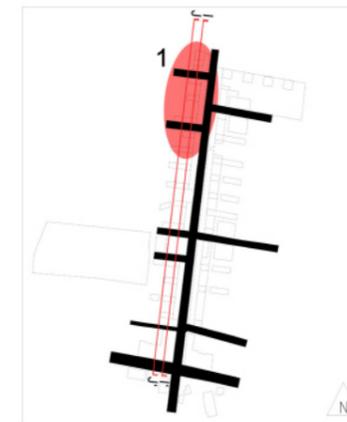


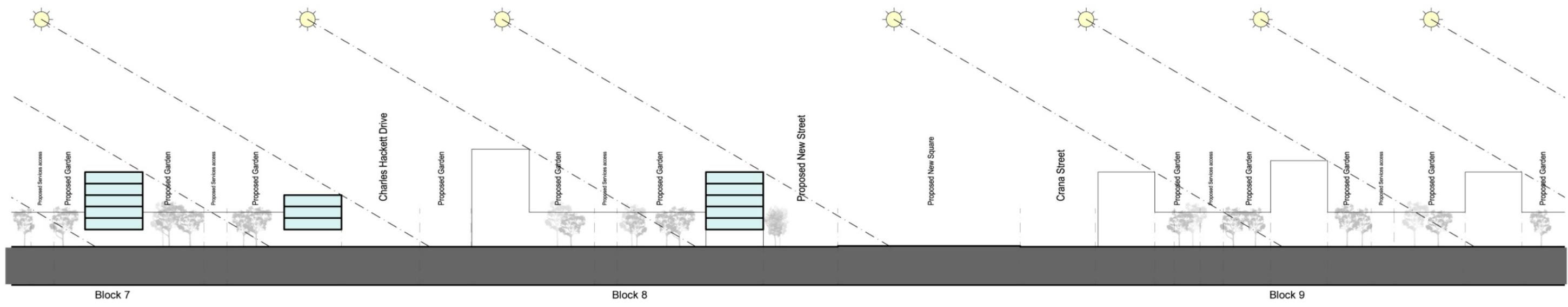
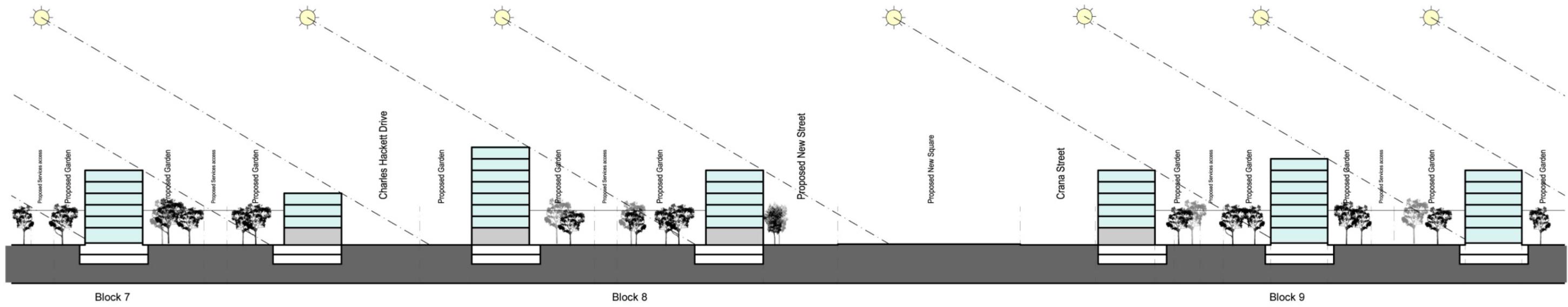
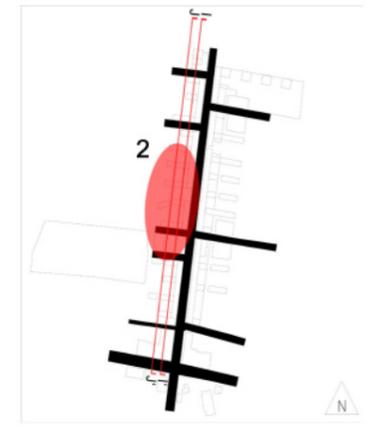




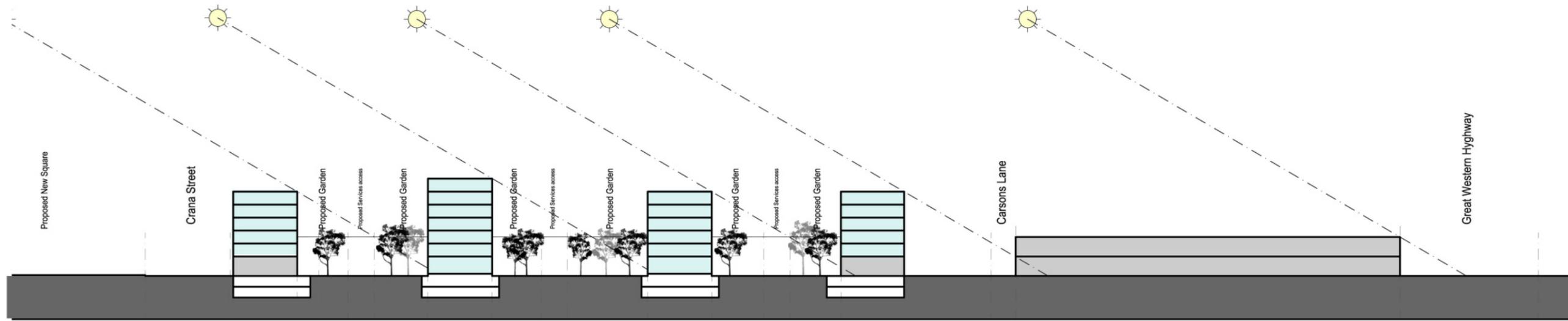
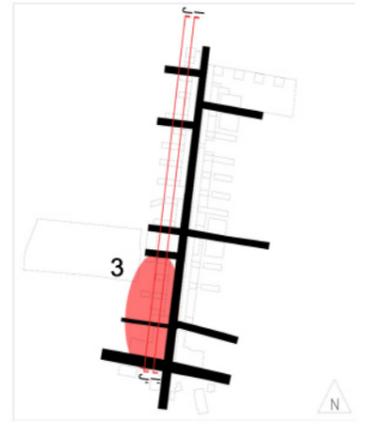


St Marys Town Centre Revised Masterplan
 Figure 63. Section GG' + Section HH' Scale 1:1000

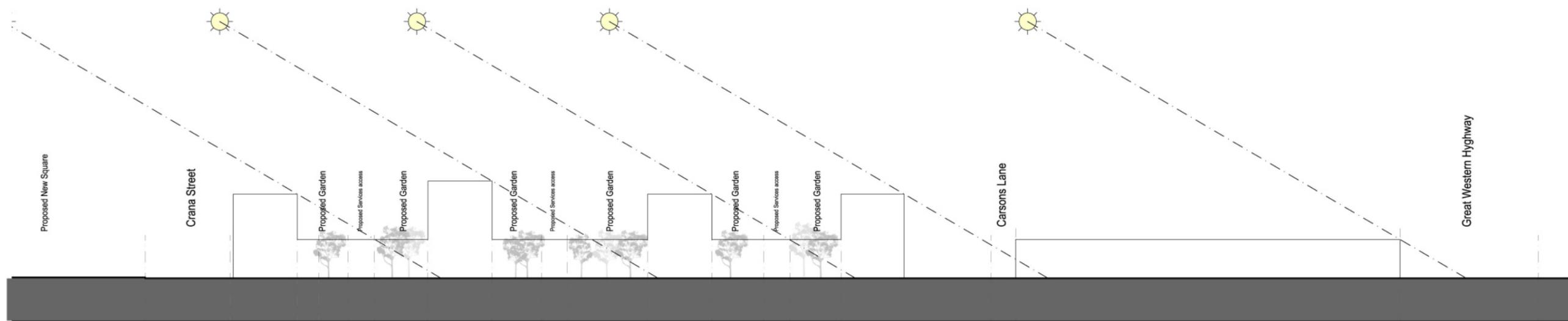




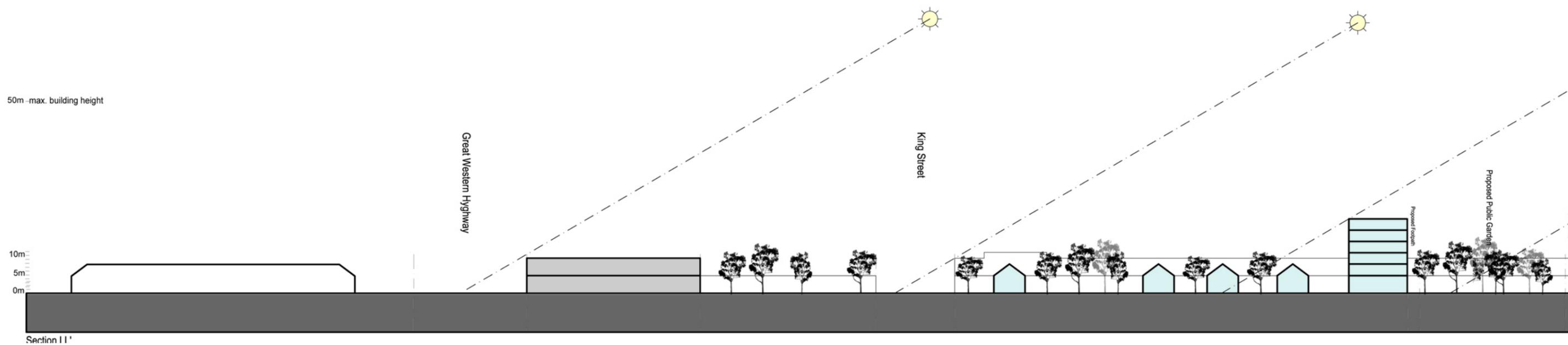
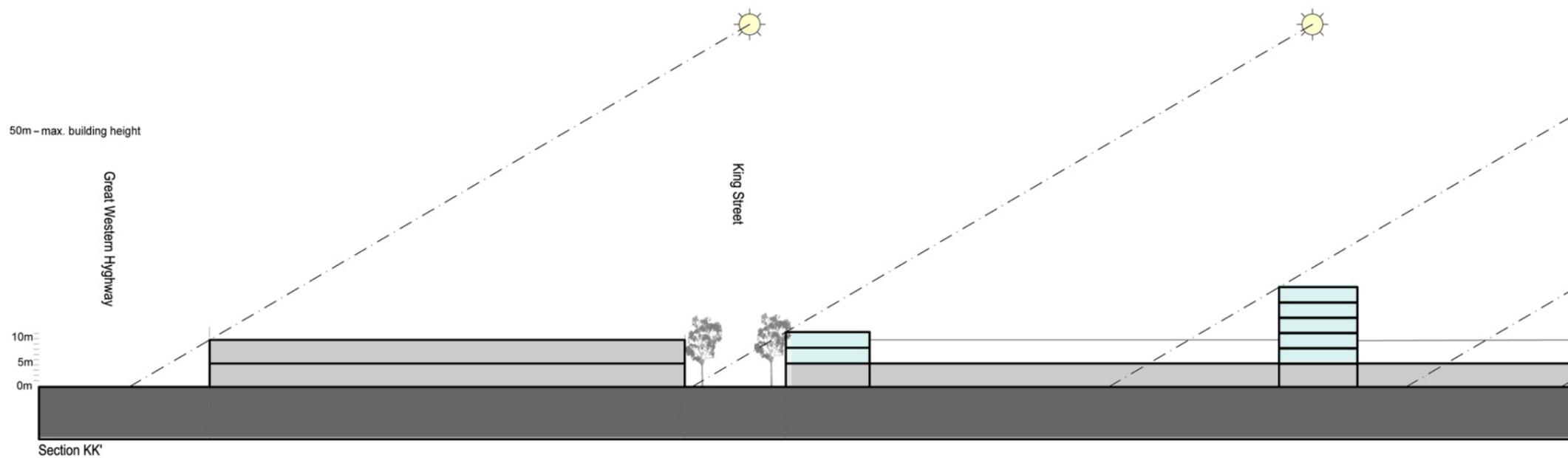
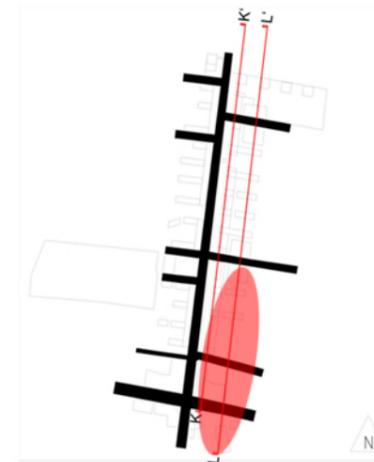
St Marys Town Centre Revised Masterplan
Figure 65. Section II' + Section JJ' part 2 Scale 1:1000



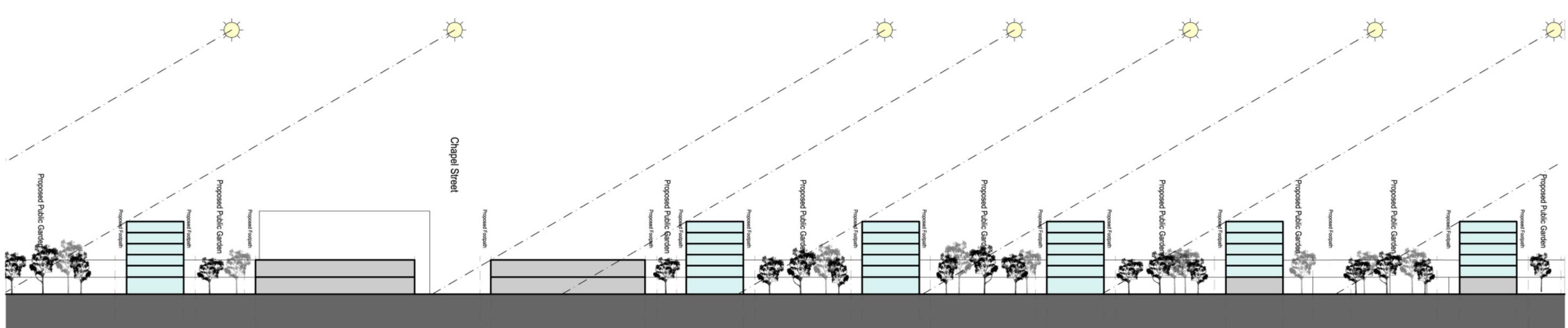
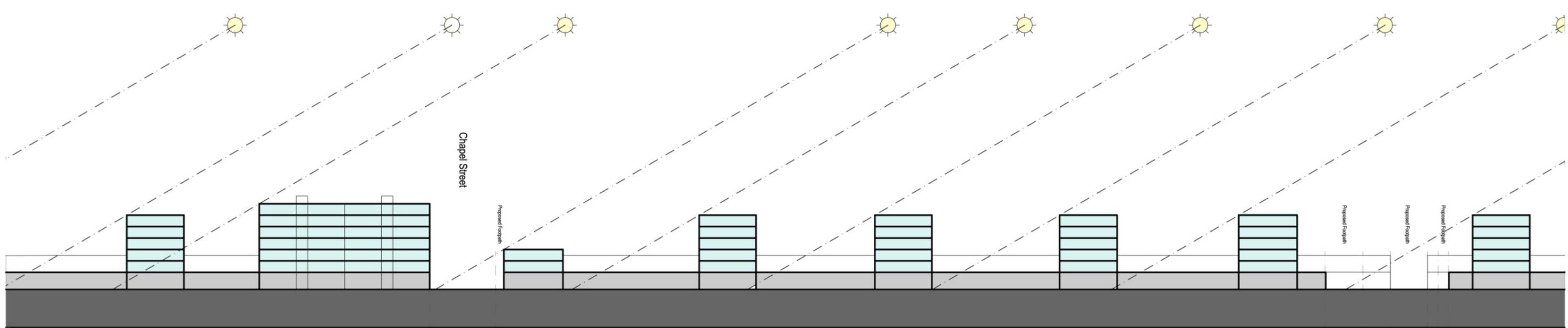
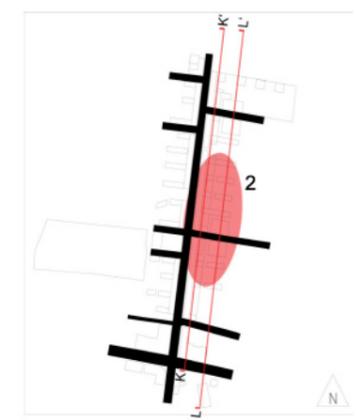
Block 9



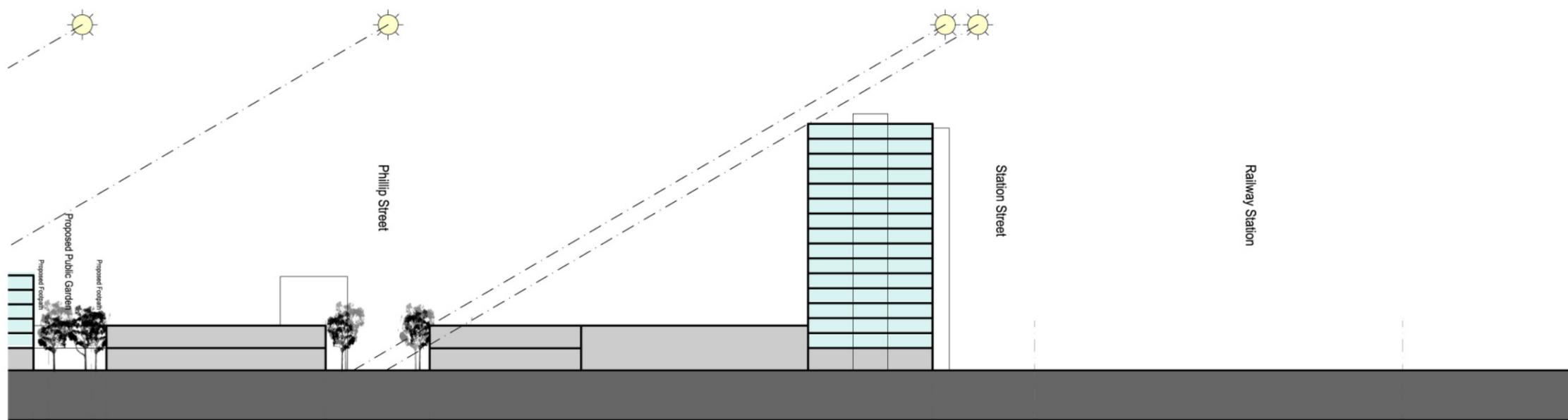
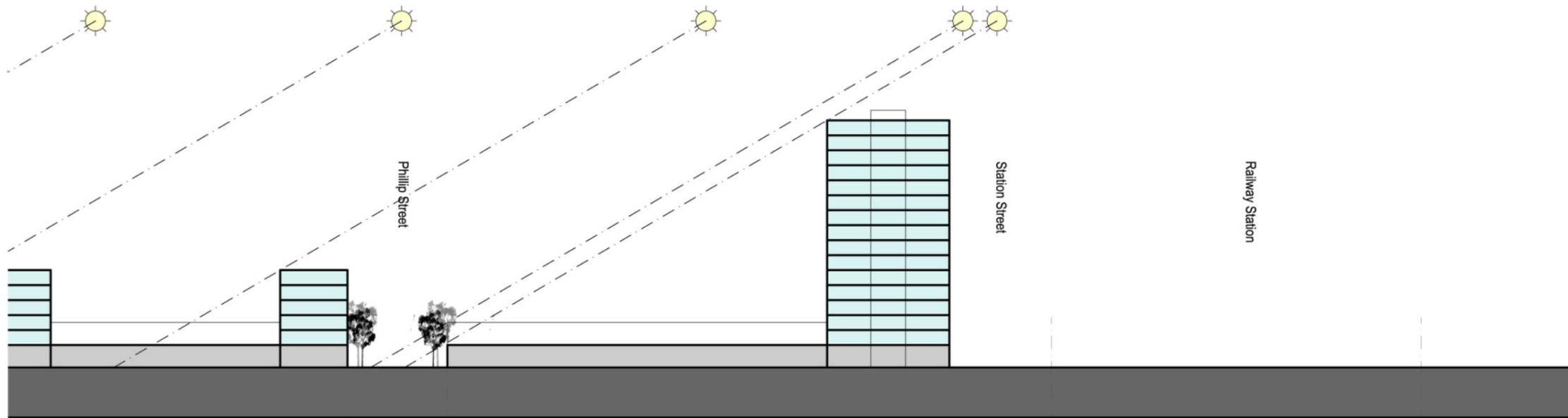
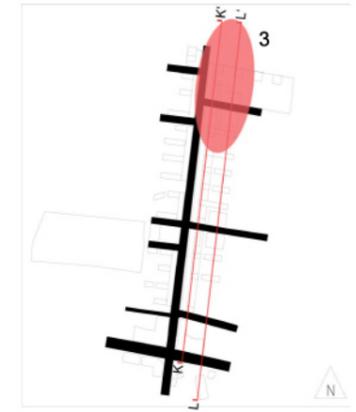
Block 9



St Marys Town Centre Revised Masterplan
Figure 67. Section KK' + LL' part 1 Scale 1:1000



St Marys Town Centre Revised Masterplan
Figure 68. Section KK' + LL' part 2 Scale 1:1000



St Marys Town Centre Revised Masterplan
 Figure 69. Section KK' + LL' part 3 Scale 1:1000

SUMMARY

- List of Figures

1. Introduction

2. Analysis

- Regional Scale

- Study Area

3. Urban Design Principles

4. Town Centre Design Guidelines

5. Block Study

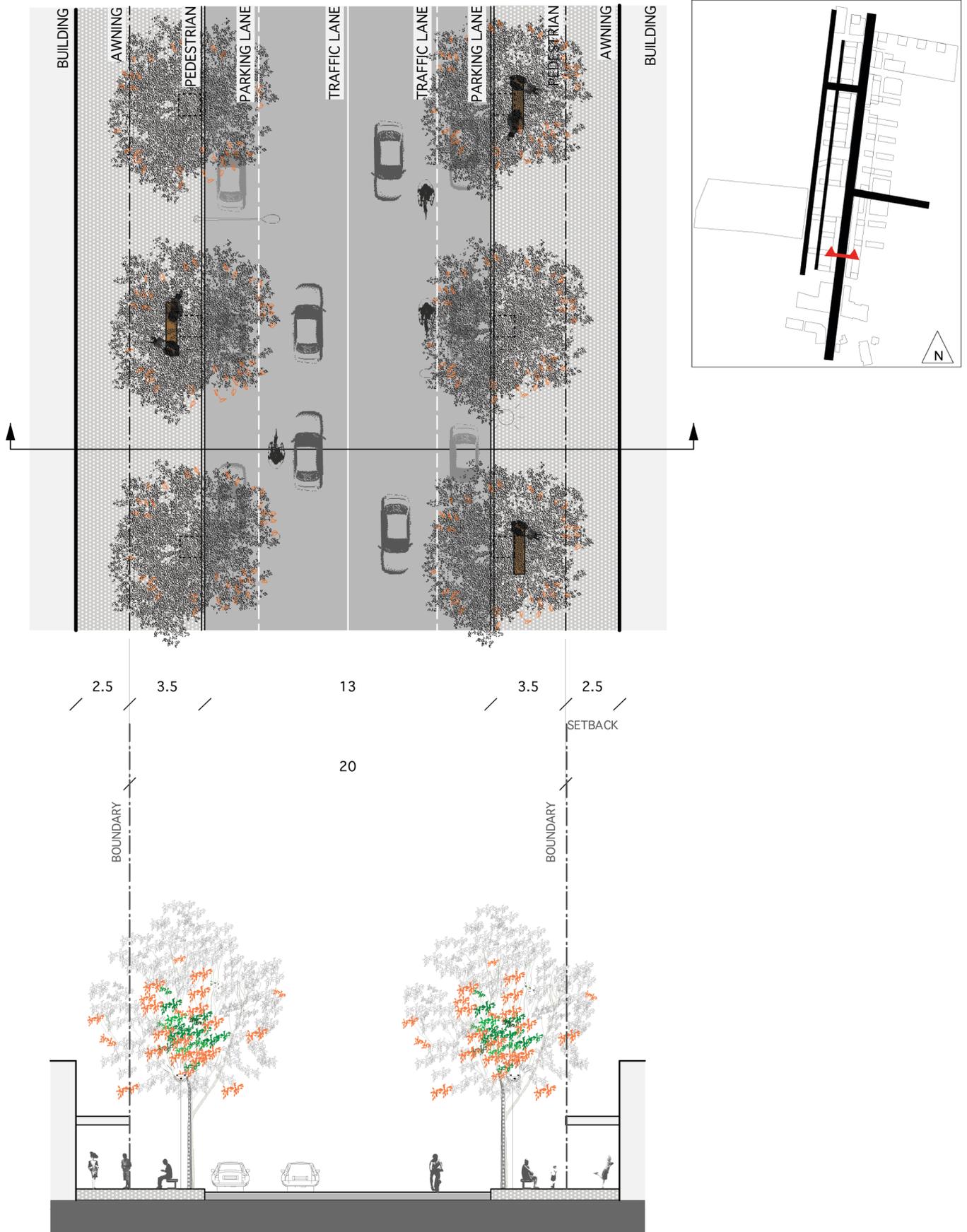
6. Sections

- General sections

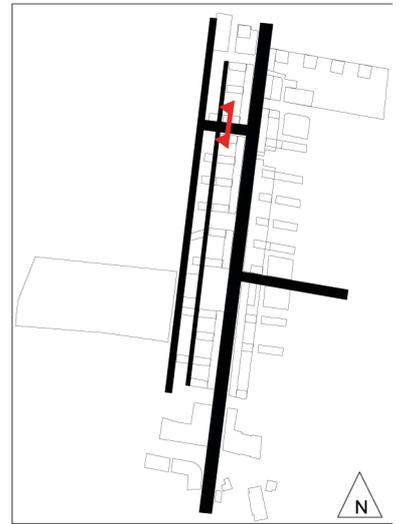
- Detail sections

7. Sketches

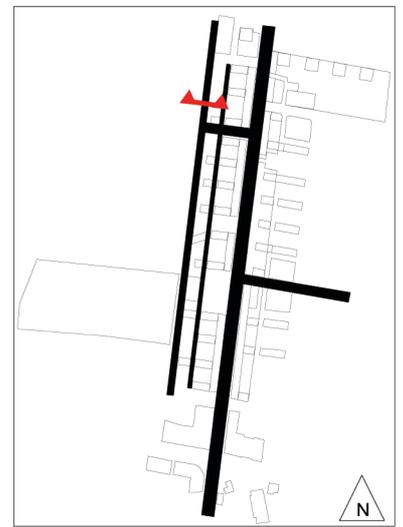
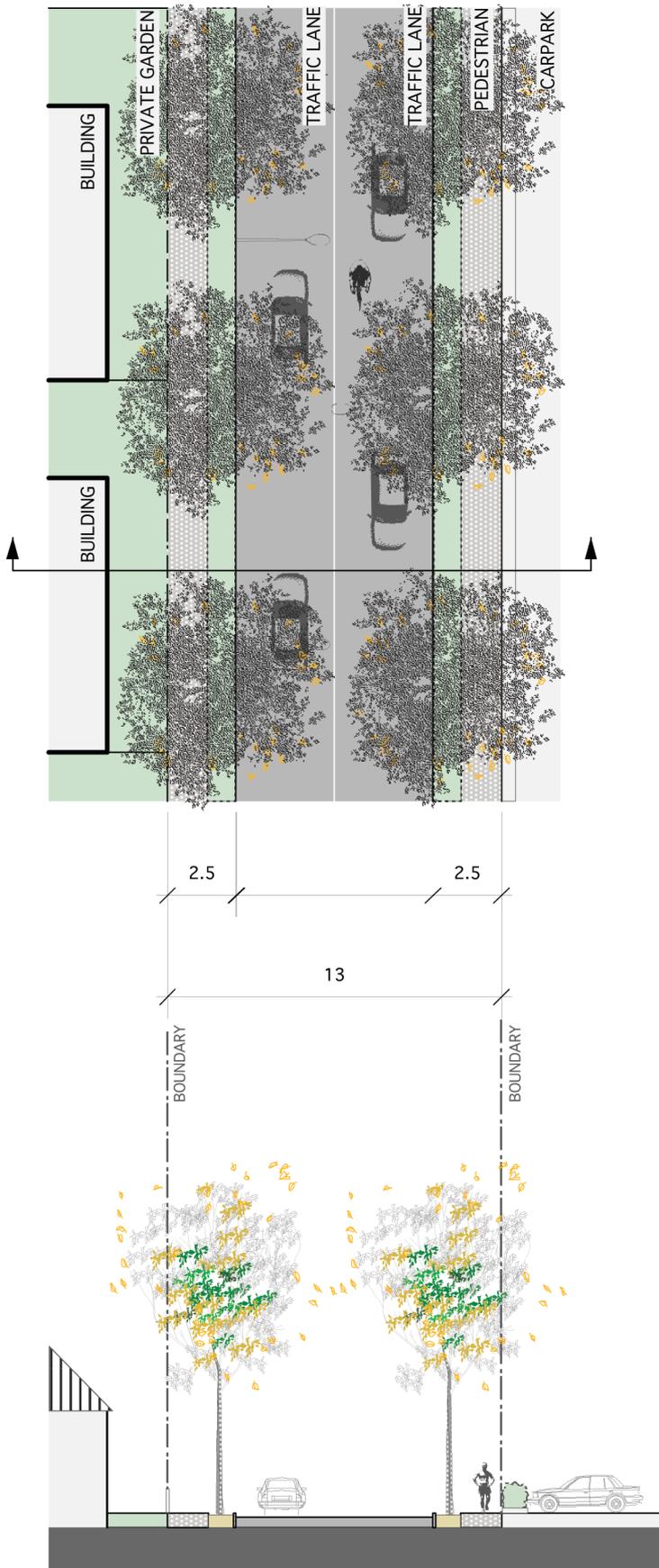
8. 3D Aerial views



St Marys Town Centre Revised Masterplan
Figure 70. (Main Street) Queen Street



St Marys Town Centre Revised Masterplan
Figure 71. (Local Distributor) Belar Street



St Marys Town Centre Revised Masterplan
Figure 72. (Local Connector) Carinya Street

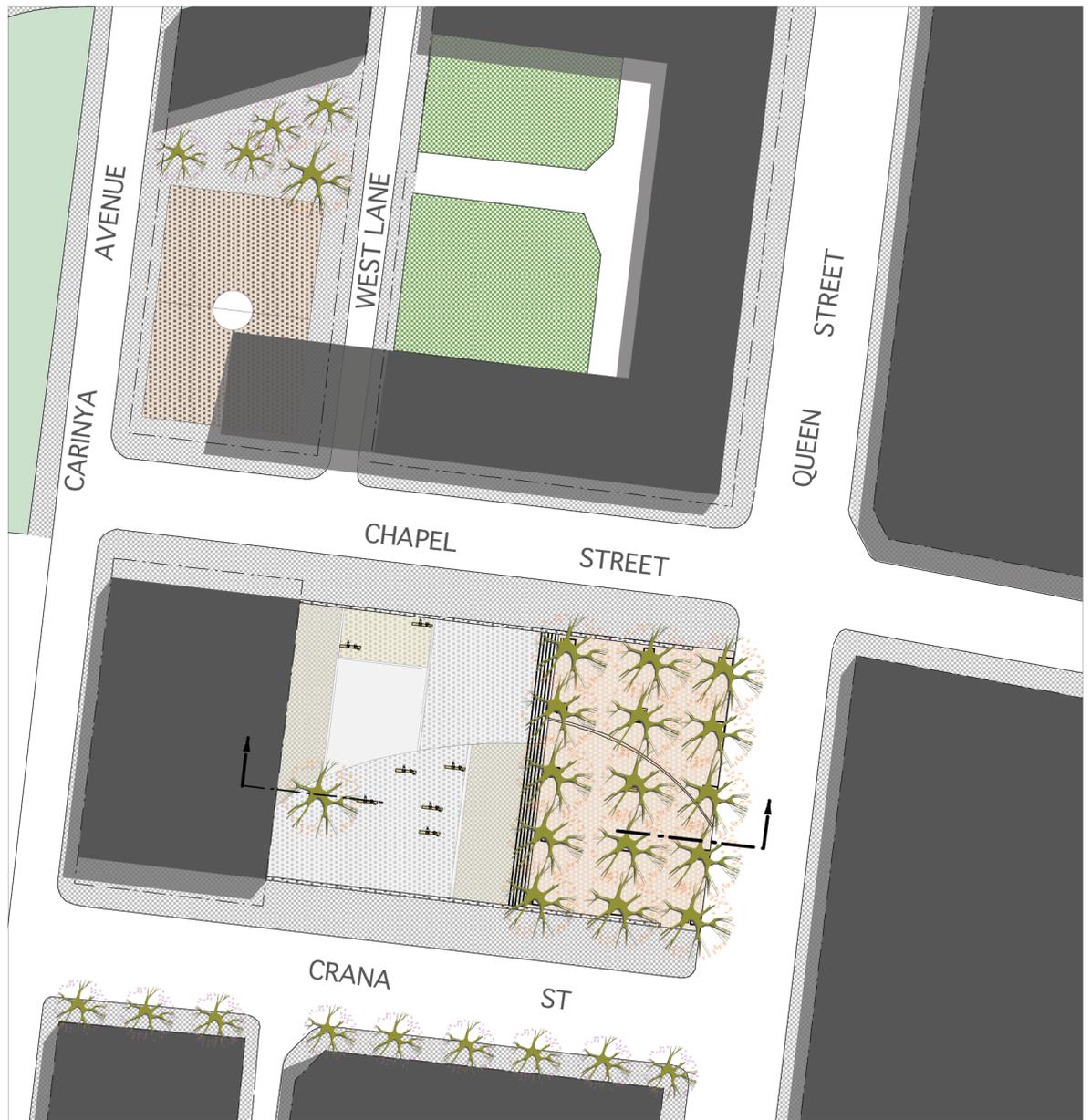


St Marys Town Centre Revised Masterplan
Figure 73. West Lane

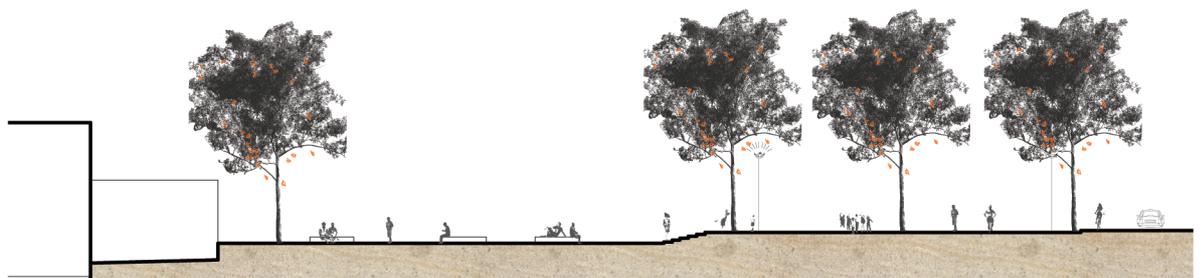


LEGEND

- Public green spaces / community gardens
- Private green spaces
- Pedestrian areas
- Cadastral boundary lines



Plan 0 25 50 m



Section 0 5 10 15 20 25 m

LEGEND

- Public green spaces / community gardens
- Private green spaces
- Pedestrian areas
- Cadastral boundary lines

SUMMARY

- List of Figures

1. Introduction

2. Analysis

- Regional Scale

- Study Area

3. Urban Design Principles

4. Town Centre Design Guidelines

5. Block Study

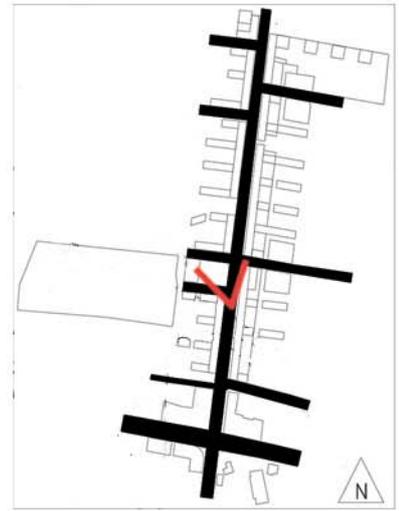
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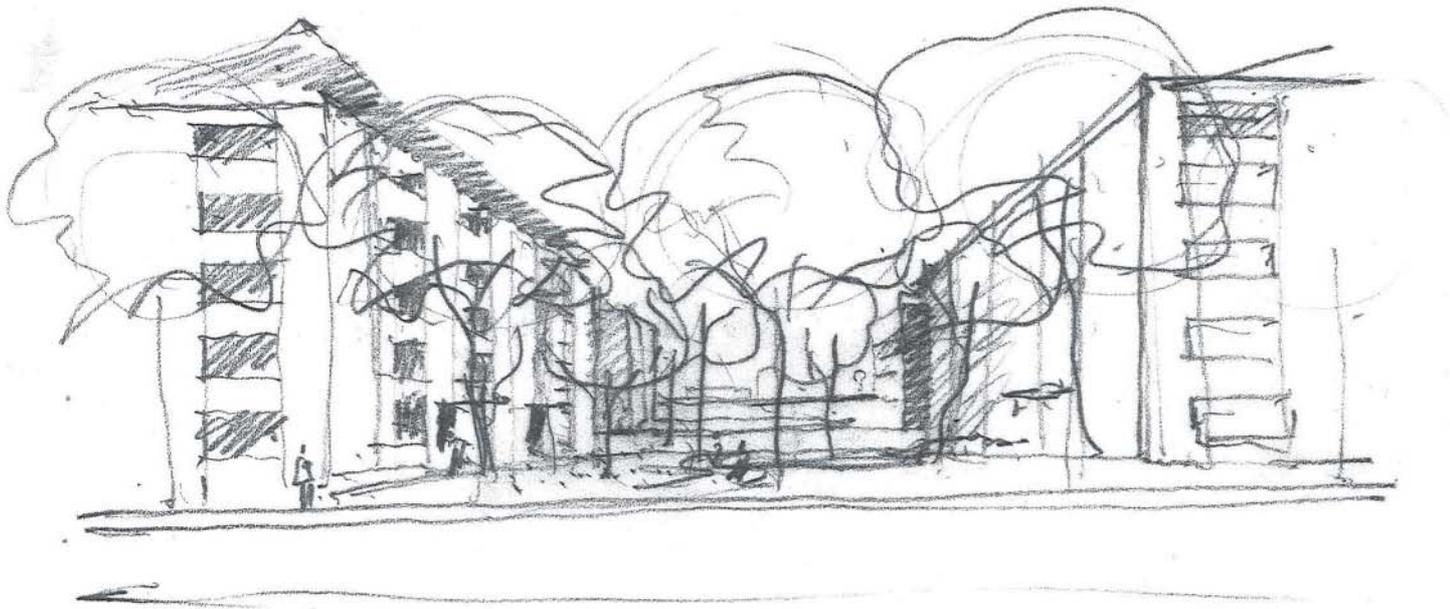
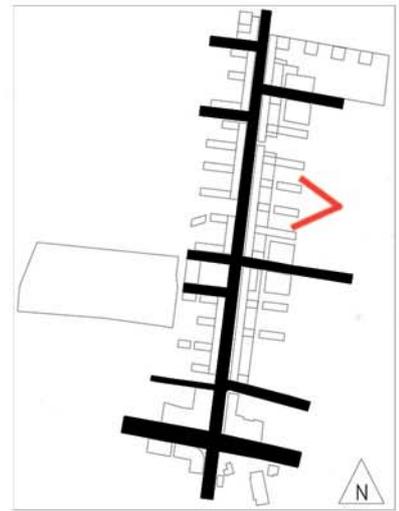
- Detail sections

7. Sketches

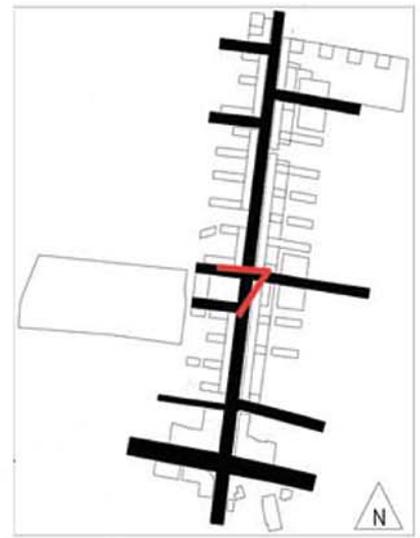
8. 3D Aerial View



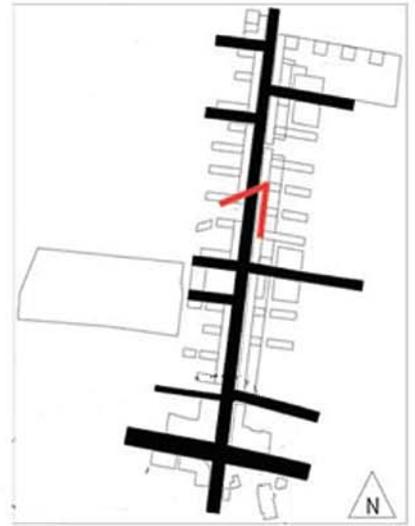
St Marys Town Centre Revised Masterplan
Figure 76. View towards the Town Square from Queen Street North



St Marys Town Centre Revised Masterplan
Figure 77. View between Residential Building towards Queen Street from the East



St Marys Town Centre Revised Masterplan
Figure 78. View towards Town Square from Chapel Street East



St Marys Town Centre Revised Masterplan
Figure 79. View towards Kungala Street intersection from Queen Street North

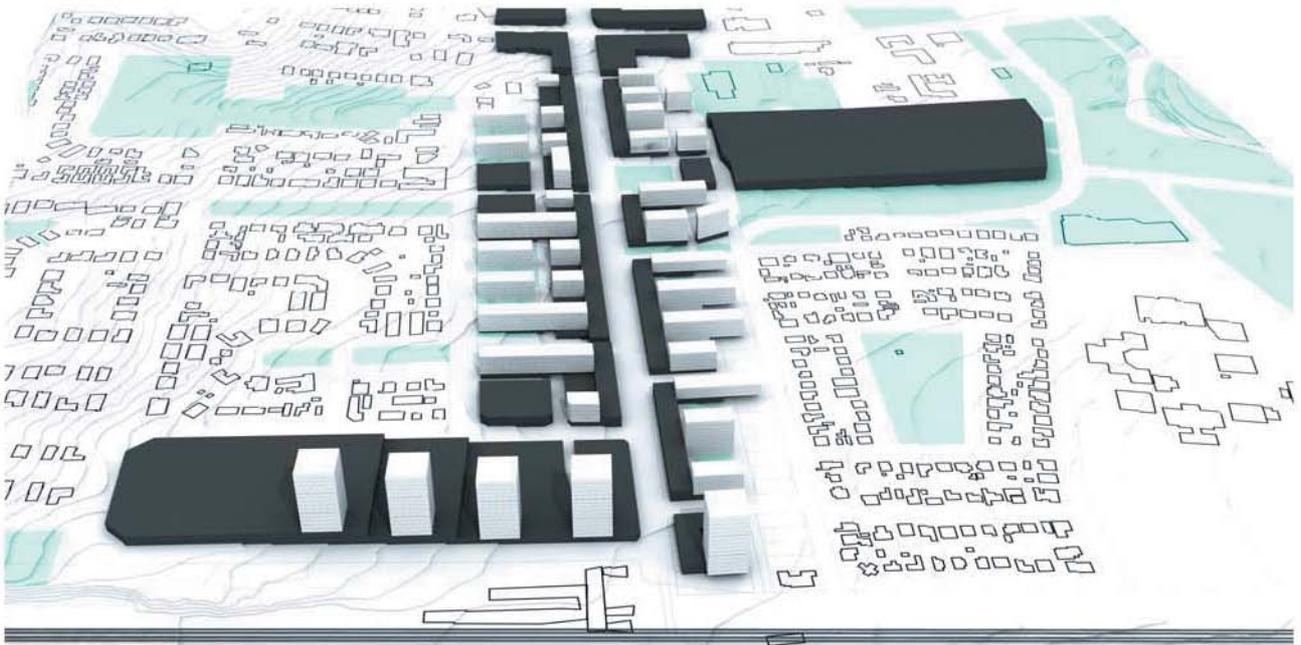
SUMMARY

- List of Figures

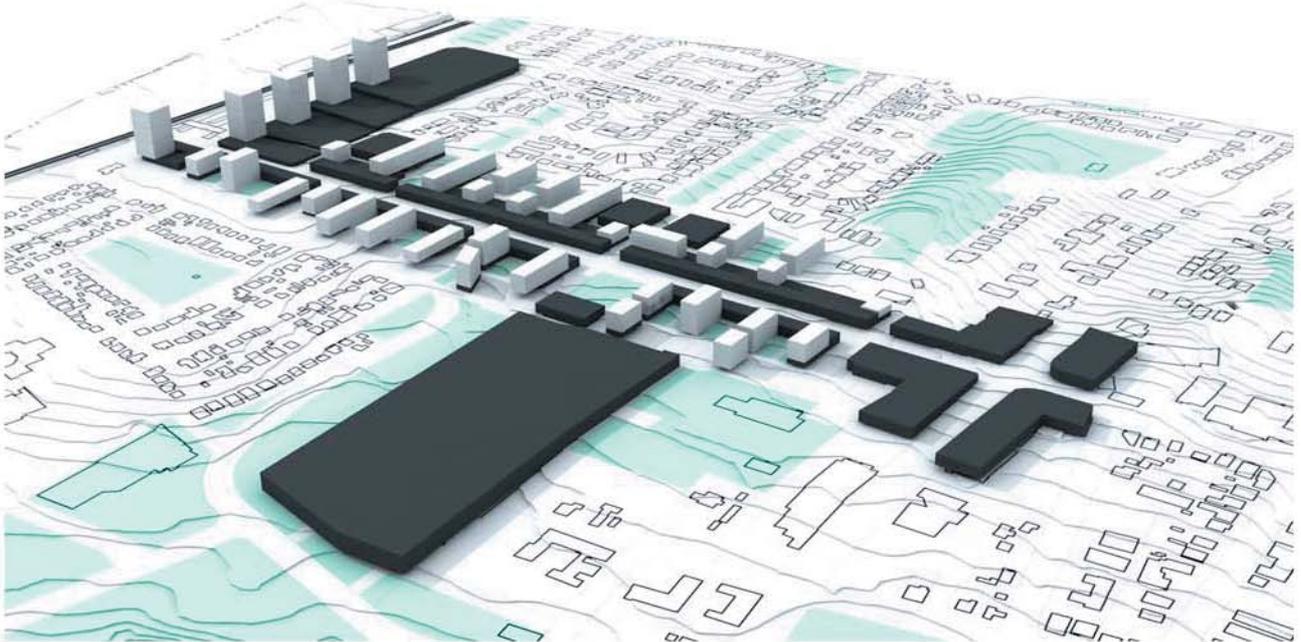
1. Introduction
2. Analysis
 - Regional Scale
 - Study Area
3. Urban Design Principles
4. Town Centre Design Guidelines
5. Block Study
6. Sections
 - General sections
 - Detail sections
7. Sketches
8. 3D Aerial views



a. Aerial View - looking from North West



b. Aerial View - looking from North



c. Aerial View - looking from South West

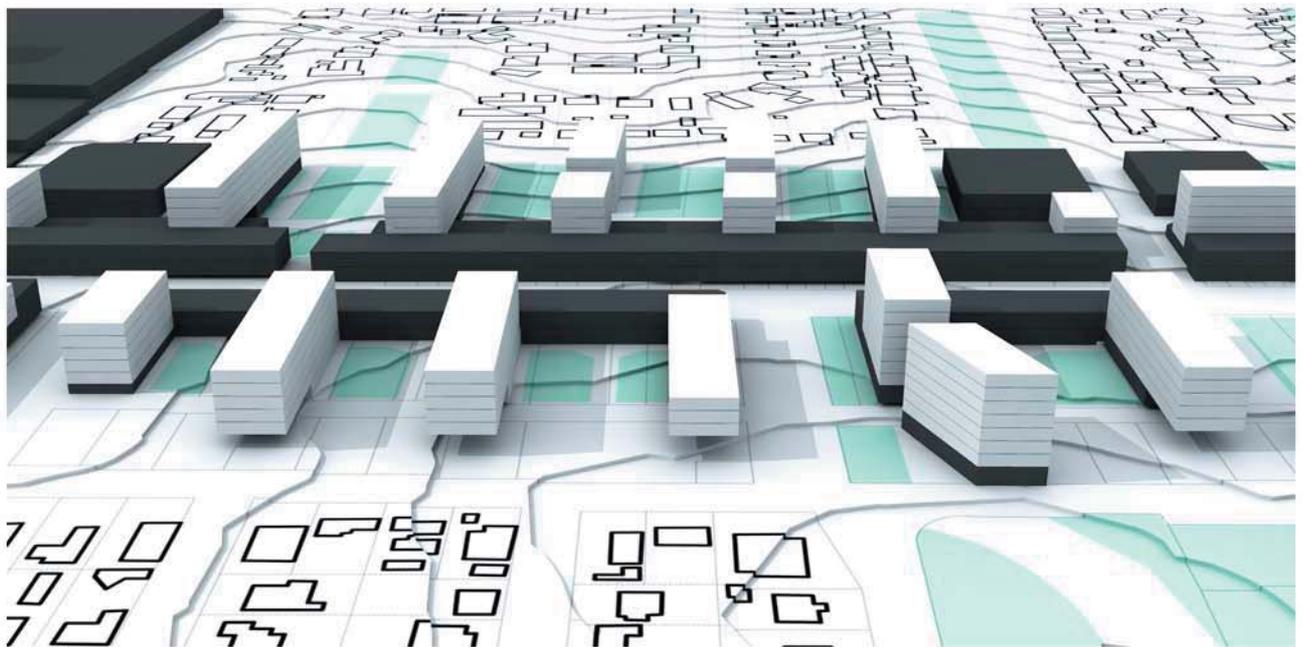
St Marys Town Centre Revised Masterplan
Figure 80. Aerial Views of the Proposed Town Centre



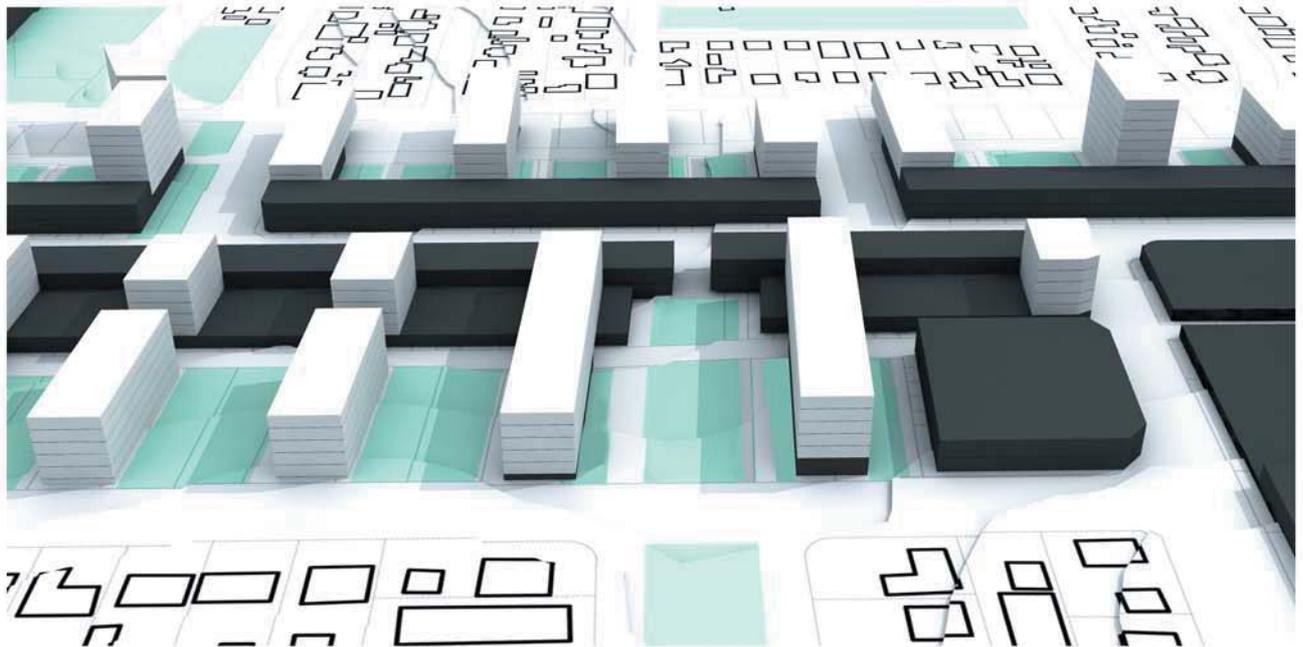
St Marys Town Centre Revised Masterplan
Figure 81. View from South looking North along Queen Street



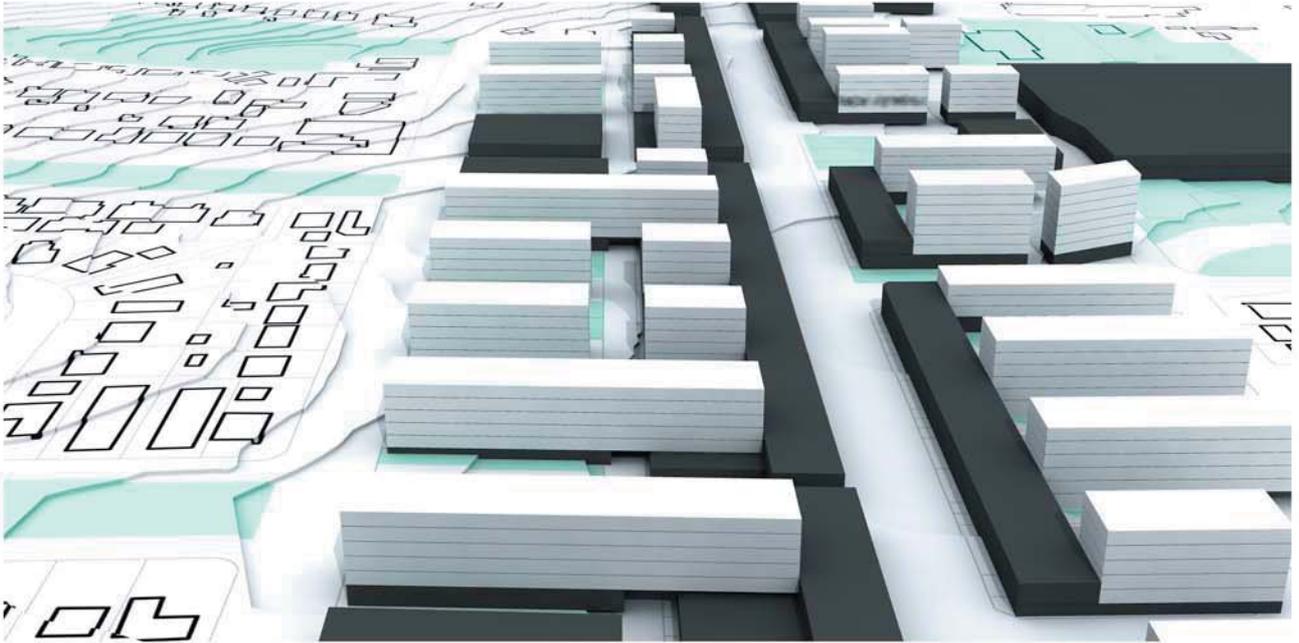
a. View of Northern Precinct from West



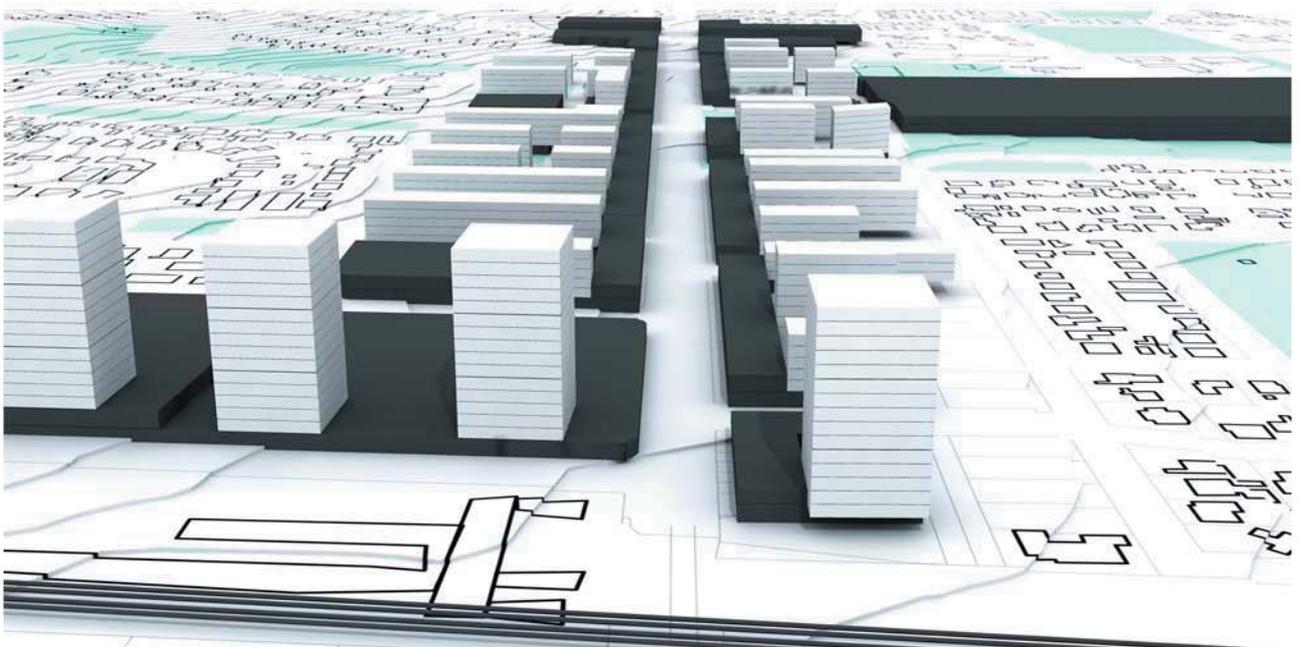
b. View of Central Precinct from West



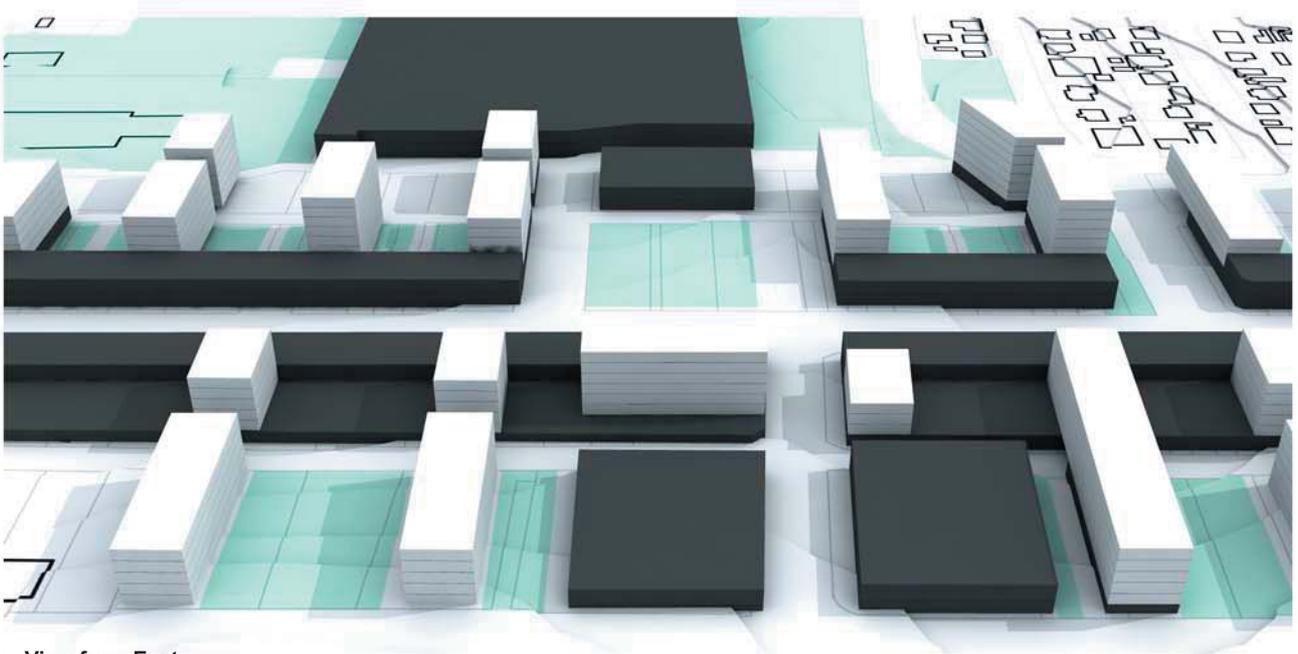
c. View of Northern Precinct from East



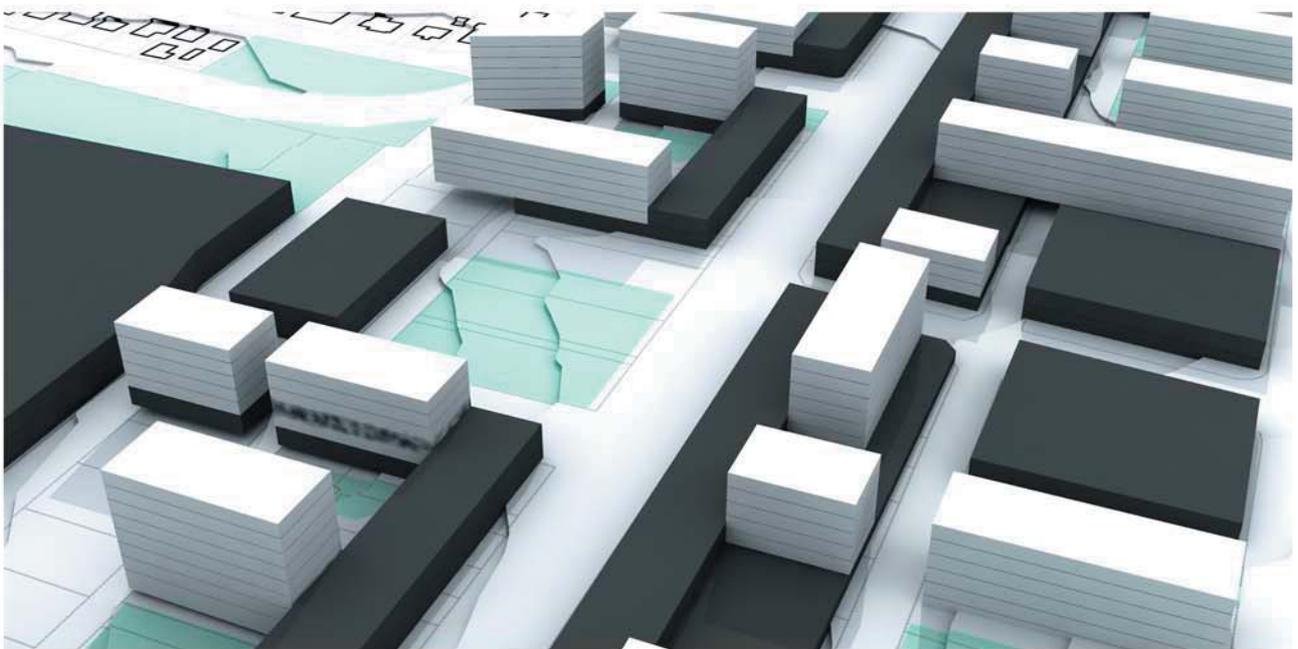
a. View of Central Precinct Looking South



b. View of Station Precinct from North



a. View from East



b. View from South East