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APPENDIX - EPPING TOWN CENTRE PUBLIC DOMAIN STRATEGY
1.0 INTRODUCTION

1.1 OVERVIEW

The Epping Town Centre Structure Plan has been prepared to support the planning for the Epping Town Centre Precinct. The precinct has been endorsed by the NSW Government as an Urban Activation Precinct.

The Urban Activation Precinct program was announced as part of the 2012-13 Budget and applies to areas of the state that are significant for implementing the state’s planning objectives.

The Epping Town Centre Precinct was endorsed as an Urban Activation Precinct for its capacity to produce new housing growth close to existing transport infrastructure and additional connectivity that will be provided by the North West Rail Link.

The rezoning process seeks to establish a site specific planning regime for the precinct by way of amendment to the Parramatta Local Environmental Plan 2011 (LEP 2011) and the draft Hornsby Local Environmental Plan 2013 (LEP 2013). In addition, the structure plan contains a suite of site specific development controls that are recommended to be adopted by the respective councils.
1.2 PURPOSE OF THE STRUCTURE PLAN

The structure plan is the result of a Department of Planning & Infrastructure led review of previous studies prepared for the Epping Town Centre. These studies included the 2011 Epping Town Centre Study, an independent peer review of the 2011 Study and associated specialist reports.

A vision for the precinct has been developed, including preferred land use, built form and public domain strategy. The vision and structure plan elements are underpinned by economic feasibility analysis to provide confidence that the growth and vision can be achieved. The necessary infrastructure upgrades required to support the future growth have also been identified.

This structure plan aims to inform further community and stakeholder discussion about the future planning framework for the Epping Town Centre Precinct.

A companion document to this structure plan is the Epping Town Centre Planning Report. This provides a more detailed analysis of the matters discussed in the structure plan and should therefore be read in conjunction with this document.

Figure 1: Indicative vision for Oxford Street, looking north
2.0 POLICY AND PLANNING CONTEXT

2.1 STATE AND REGIONAL CONTEXT

The relevant government planning policies for the Epping Town Centre are summarised below. This strategic context underpins the review work completed by the department and has influenced the structure plan and growth targets for the precinct.

NSW 2021

- The NSW Government’s 10 year strategic business plan guides policy and investment.
- Aims to increase public transport use, reduce traffic congestion and achieve significant economic and environmental benefits.
- Aims to grow patronage on public transport by increasing the percentage of the population living within 30 minutes by public transport of a city or major centre in metropolitan Sydney.

Metropolitan Plan 2036

- The Metropolitan Plan for Sydney 2036 is the 20 year plan to build liveable places across Sydney.
- Recommends at least 80 per cent of all new homes be within walking distance of centres with good public transport.
- Epping is located within the Global Economic Corridor, which stretches from Sydney Airport and Port Botany, through the Sydney Business District, North Sydney, Chatswood, Macquarie Park and Parramatta.
- A new Metropolitan Strategy is due to be released in 2013.

North Subregional Strategy

- Identifies Epping as a Town Centre.
- Epping’s excellent access and close proximity to the Macquarie Park specialised centre indicates it may accommodate increased residential and commercial development, which will in turn create a more vibrant liveable centre.

NSW Long Term Transport Master Plan

- Focuses on connecting strategic centres to drive economic growth and productivity, reducing journey times, and ensuring more people live close to services and where they work.
- Supports transit orientated urban renewal including the provision of higher density development in centres to ensure the efficient use of public transport.

20 Year State Infrastructure Strategy

- Focuses on connecting all state and strategic centres to reduce overall infrastructure costs.

Figure 2: Sydney’s Global Economic Corridor (Metropolitan Plan 2036)
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LOCAL CONTEXT

Hornsby Shire Council and Parramatta City Council each have local
environmental plans (LEP) that prescribe land use zones, height and floor
space controls for their respective parts of the Epping Town Centre Precinct.

The Parramatta Local Environmental Plan 2011 was first published on 7
October 2011. The Hornsby Shire Local Environmental Plan 1994 is the current
planning instrument for the Hornsby Shire. A draft local environmental plan has
been well-received but has not yet been made.

Existing Zones

Both Parramatta and Hornsby councils have zoned land close to the railway
station, generally along Beecroft Road, Rawson Street, and Oxford Street,
for business uses. This reflects the location of existing retail and office
buildings in the precinct. Zones for high, medium and low density dwellings
generally reflect the locations of these types of dwellings as they currently
exist in the precinct. Zones are also provided for parks and other areas of
public open space infrastructure such as regional roads, railway and schools
as well as waterways.

Figure 3: Existing zones in the Urban Activation Precinct

![Diagram showing existing zones in the Urban Activation Precinct](image-url)
Existing Maximum Heights

Both Parramatta and Hornsby councils have identified and near the railway station, generally in the business zones, to contain the highest buildings in the precinct. The Parramatta LEP specifies the maximum height in metres, consistent with the department's Standard Instrument approach, and the Hornsby LEP specifies the maximum height in storeys.

The Parramatta LEP prescribes a wide range of heights within the business zones, from 9m to 40m, which is equivalent to about 3-13 storeys. There are a number of examples where different maximum heights are prescribed across a single site. This results in a very prescriptive future built form with limited flexibility.

The heights currently permitted in the business zone in the Hornsby Shire side are more uniform but have an overall lower maximum height of four storeys.

Maximum heights are prescribed to generally reflect the existing built form in residential areas, generally 11m, or three storeys, in the medium to high density residential zones, and 9m or two storeys, in the low density residential zones.

No maximum heights are provided in areas zoned for non-residential or commercial uses including open space or infrastructure uses. A number of sites within the Hornsby LEP are not prescribed maximum heights as these areas are used for specific purposes such as schools, public facilities or churches.
Existing Maximum Floor Space Ratios

Both Parramatta and Hornsby councils have identified land near the railway station, generally in the business zones, to contain the highest density development in the precinct, with the highest ratio of floor space to site area.

The Parramatta LEP prescribes a range of floor space ratio (FSR) controls across the business zone, but with less variation compared to the maximum height controls. The range of FSRs in the business zone is generally 2.0:1 to 4.0:1. The FSR controls for the remainder of the precinct generally reflect the density of existing development.

The Hornsby LEP prescribes a range of FSRs across the business zones. Much like the maximum height controls, there is less variation in these zones, and lower FSRs than in the Parramatta LEP.

The range of FSRs in the business zone is generally from 1.0:1 to 1.5:1. However, the ratio can go up to 2.1 subject to specific LEP criteria being met. The FSR controls for the remainder of the precinct generally reflect the density of existing development.

Like the maximum height controls, FSR controls are not prescribed for land used for open space, infrastructure or other non-residential or commercial development.

Figure 5: Existing maximum floor space ratios in the Urban Activation Precinct
The Epping Town Centre Precinct comprises streets within an 800m radius of Epping Railway Station, which is equivalent to a 10 minute walk.

Epping Railway Station lies on the convergence of the Main North Line, the Epping to Chatswood Rail Link and the proposed North West Rail Link. This places Epping in a valuable strategic position with excellent access to most major employment locations in the Sydney metropolitan region.

The precinct is located across two council areas. Land west of the rail line and south of Carlingford Road is located within the Parramatta local government area (LGA). The remaining two-thirds of the precinct is located within Hornsby LGA. Currently each council has its own set of planning controls that apply to its part of the precinct.

Retail and office activity is currently concentrated within a 400m radius of the railway station. Some residential dwellings are located in the town centre core within mixed use buildings generally containing retail or small scale commercial businesses on the ground floor. Existing building heights range from two to eight storeys.

There are two existing small scale business parks located within the precinct. The Epping Business Park is located between Beecroft Road and Ray Road, on the western side of the rail line. The Cambridge Office Park is located between Oxford Street and Cambridge Street on the eastern side of the rail line.

There are several residential flat buildings adjoining the town centre core, mostly in the form of three storey walk up style buildings. The exception is an eight storey building situated in Victoria Street on the western side of the rail line.

The remainder of the precinct is predominantly low density, detached dwellings. There are several well established residential areas, large parts of which have consistent character and built form. This has been recognised by both councils through the establishment of heritage conservation areas and heritage items.

There are also a number of parks, churches and community facilities in the precinct. An at-grade council car park is located in Rawson Street. To the west of the car park is the 4.9 hectare Illawarra Park, the largest area of open space in the precinct which contains a sporting field, children's playground and mature vegetation. West of the town centre and just north of Carlingford Road is West Epping Park.

Figure 6: Epping Town Centre Precinct
3.1 EPPING TOWN CENTRE STUDY 2011

The Epping Town Centre Study 2011 was jointly initiated by the Department of Planning & Infrastructure, Hornsby Shire Council and Parramatta City Council. The report was completed and released in July 2011. The report explored the potential for the centre to accommodate new growth given its important strategic location.

In summary, the report recommended:

- The town centre could support an additional 3,000-4,000 new dwellings over a 20 year period, most of these new dwellings in the town centre core.
- Built form in the core to be 2-4 level podiums at the lower levels for retail/commercial with taller residential built form up to a total of 22 storeys above.
- Intensification areas close to the core for residential apartments 2-6 storeys in height.
- Improved public domain, and pedestrian and cycle connections through the centre.
- Road and intersection upgrades.

More detail about the 2011 Study is provided in the planning report.

Figure 7: Summary of the Epping Town Centre Study 2011 recommendations

Source: Epping Town Centre Study 2011
3.2 REVIEW OF THE 2011 STUDY

The department engaged Architectus to peer review the 2011 study following the NSW Government announcement regarding the North West Rail Link. The peer review supported the key recommendations in the 2011 Study including:

- concentrating residential growth close to the railway station
- built form in the form of tall, slim towers above street level podiums
- improved public domain and pedestrian and cycle connections.

Some key differences to the recommendations in the 2011 Study included:

- potential for increased height and FSRs close to the station without significant amenity impacts
- increased setbacks of towers in Oxford Street to preserve the street character
- greater options for types of residential flat buildings outside the core.

More detail about the peer review is provided in the planning report.

Town centre boundary
The town centre boundary is defined by streets within 800m of the rail station.

Epping railway station
The Epping Railway Station is at the confluence of the Northern Line (Hornsby and Strathfield etc), the Chatswood/Epping Line (with future connection to Parramatta) and the new North West rail line from Epping to Rouse Hill.

Access to M2 Motorway
The town centre is particularly well located with direct access to the M2 as well as being centered on the rail station.

Town core: tallest buildings - mixed use
The highest density development is to occur closest to the rail station where overshadowing on existing residential development is limited.

Town core: high rise building - mixed use
This is a transition area generally between existing residential flat development and the higher density areas.

Medium rise/medium density residential
These areas expand on the existing residential flat areas, within easy walk of the station, with some additional height and with transitional heights at the edges to retained existing single house areas.

Low rise/low density residential
The low density residential development on the periphery of the town centre is characterised by single houses in a beautifully landscaped and treed street setting. This character is to be retained.

2-3 storey shopping street
Parts of Oxford Street and Pembridge Street nearest the rail station on the east side of the rail line have a two-storey streetscape. This scale at the street frontage is to be protected to retain the “village” atmosphere.

Public open space
The Epping Town Centre is well served by public open spaces such as Boronia Park on the west side of the rail line and Forest Park on the south-east side.

Existing and proposed heritage conservation areas
There are several existing and proposed heritage conservation areas, mainly to the east or south/southwest of the town centre. These areas are mainly single houses and they restrict the outward growth of the higher density town centre core.
4.0 CONSTRAINTS AND OPPORTUNITIES FOR GROWTH

4.1 TRANSPORT, TRAFFIC AND ACCESSIBILITY

The precinct is focussed around Epping Railway Station. This is an important station on the Main North Line and connects with services to the Sydney CBD, Central Coast and Newcastle. The station is also part of the Epping to Chatswood Rail Link, and will connect with the North West Rail Link. The station also serves as an interchange for a range of bus services. Improved bus services to Parramatta are being planned, and there is the longer term potential for an Epping to Parramatta heavy rail link.

The traffic study prepared for the 2011 Epping Town Centre study identified a number of issues with the existing road network including some substantial delays in peak times from queuing at intersections. The study looked at traffic growth over the short term (to 2016) and the long term (to 2026). The traffic study predicted an increase in traffic resulting from development by 2026 would account for only 5 per cent of all traffic predicted on key roads within the precinct.

Bicycle routes tend to be on-road and unmarked, and have scope to be improved for greater connections through the town centre.

The NSW government announced funding in the 2012/13 State budget for road and intersection upgrades. The funding is for works identified by the 2011 study to support the additional growth in the precinct and includes work for:

- Epping Road/Essex Street intersection
- Epping Road/Blaxland Road intersection
- Carriageway widening - Epping Road
- Carlingford Road/Beecroft Road intersection
- Third west bound lane and pedestrian bridge over the rail link

The traffic study acknowledged that although these works will assist traffic flows, strategies to manage demand by reducing car usage will be more critical than strategies to increase capacity of existing roads. Encouraging people to use alternative modes of transport in order to relieve congestion is a priority. This approach is further supported by Bureau of Infrastructure, Transport and Regional Economics estimates highlighting the cost of avoidable congestion in Sydney at $5.2 billion in 2011, potentially rising to $7.8 billion in 2020.

Figure 9: Rail travel times from Epping Railway Station

Source: Epping Town Centre Study 2011

Figure 9: Rail travel times from Epping Railway Station
The North West Rail Link is a priority transport infrastructure project for the New South Wales Government. The 23km rail link will run from Epping to Sydney's north-western suburbs and will feature eight new stations. Upgrading of signalling and train operating systems between Epping and Chatswood will provide for the integration of services with the North West Rail Link.

The new rail link will provide for improved access to and from the north-west region of Sydney, including the major centre of Castle Hill, the North West Growth Centres and Norwest Business Park, for an estimated 300,000 customers.

The trip from Cudgegong Road to Chatswood is expected to take approximately 37 minutes on a rapid transit train, with an initial frequency of one train every five minutes during the weekday peak, with an ultimate capacity of one train every three minutes. It will be able to provide available, fast services to provide competitive mode of transport to the car, and should therefore reduce traffic congestion on roads from people travelling from these areas.

Planning for the North West Rail Link is well advanced. Approval was granted on 25 September 2012 for the major civil works including tunnelling, station excavation and major above ground construction. A second application for railway station design, operations and signalling was publicly exhibited from 31 October to 3 December 2012 and is currently under assessment. The opening of the rail link is expected to commence between 2017 and 2022.

Epping will be a key interchange on this route, allowing passengers to change for services on the Main North Line. The result will be better levels of access to employment, and service centres, from Epping, thereby significantly increasing the strategic importance of this centre.

A service facility for the construction of the rail link will be located on a 3,400m² site adjoining Beecroft Road just north of Carlingford Road in the Hornsby Shire. This will initially be used for construction works. Following operational commencement of the rail link parts of the site will provide for tunnel ventilation and emergency access. The majority of this land is therefore unlikely to be available for other uses such as additional commercial and/or residential growth.

Figure 10: North West Rail Link project

Source: Transport for NSW
4.3 LANDOWNERSHIP PATTERNS

The town centre core is largely free from strata title properties apart from some more recent residential flat developments. However, in this core area, the land ownership constraint comes from the existence of many small sites in singles fragmented ownership. If redevelopment of the town centre core is to meet the vision outlined in the structure plan, site amalgamations will be required. This matter is discussed in more detail in section 12 of the planning report.

There are large areas of strata title property situated in the existing residential flat building zones that surround the town centre core. For the purposes of the structure plan these areas have been excluded from growth estimates as it is considered these sites will not redevelop until such time as reform into strata laws is made.

Figure 11: Existing strata title properties

Source: Epping Town Centre Study 2011
There are two existing heritage conservation areas in the Parramatta local government area. They are known as the Epping/Eastwood Conservation Area and the smaller Wyralla Avenue Conservation Area.

Parramatta City Council is seeking to extend the Epping/Eastwood Conservation Area to connect up to the Wyralla Area Conservation Area. A new Boronia Park Conservation Area is also proposed, to the west of Boronia Park.

These proposals were originally to be included in the Parramatta LEP 2011. However, they were deferred by the Department of Planning and Infrastructure until such time as the Urban Activation Precinct planning review was completed.

Hornsby Shire Council has previously considered three potential heritage conservation areas within the precinct area; however, these have also been deferred. They are the East Epping, Essex Street and Rosebank Avenue heritage conservation areas.

The three potential conservation areas have been subject to an independent review as part of the planning review for the precinct. The conservation areas, while generally supported, represent a significant constraint to further growth within the precinct.

The independent heritage review also considered 22 potential heritage items in the Hornsby local government area and one group item in the Parramatta local government area. The list of properties reviewed and the recommended heritage listings are provided in the planning report.

The size and location of the existing and proposed conservation areas in the precinct, and the location of existing and proposed heritage items, has an influence on the options to accommodate growth in the precinct.

A separate independent archaeological assessment was undertaken for a potential archaeological item in Oxford Street. This potential item covers several sites in Oxford Street; however, this will largely affect the process for removal and cataloguing any relic found during any future excavation of these sites, rather than restricting future development.

The results of the heritage review and archaeological assessment are discussed in more detail in section 6.5 and the heritage section of the Epping Town Centre Planning Report.

Figure 12: Existing and proposed heritage conservation areas
4.5 ECONOMICALLY FEASIBLE DEVELOPMENT

In order for the precinct to deliver planned growth, proposed planning controls have to be developed with regard to the economic feasibility of redevelopment. Essentially, an appropriate amount of floor space has to be made available to provide incentive to develop. At the same time, it is important to ensure the amount of floor space is not higher that what market demand can sustain. Failure to adequately meet either of these conditions (too high or too low floor space ratios) can result in no redevelopment occurring.

The economic assessment reports prepared for the 2011 Epping Town Centre Study assessed the feasibility of redevelopment of sites in the precinct under the existing controls. The costs and returns of a redevelopment scenario were tested for a number of sites, including building purchase costs, construction costs, professional fees, and statutory charges. Revenue included dwelling sales and commercial rents.

The economic assessment found that existing controls do not result in feasible development outcomes. The assessment found the main factors impacting on the feasibility (related to the planning controls) include high car parking rates and low floor space allocations on sites in the town centre core.

Further analysis was then prepared to assist this structure planning process. The aim was to test the amount of floor space that would be needed to make the redevelopment of key sites feasible. The four key sites were chosen because they are large and single in ownership which makes redevelopment more likely in the short to medium term. These are:

1. Epping Business Park, between Beecroft and Ray Roads
2. Cambridge Office Park, between Cambridge and Oxford Streets
3. Epping Hotel site on Beecroft Road
4. Church owned land in Pembroke and Oxford Streets

The findings of this additional testing are discussed in Section 5 of this document and the planning report.

The economic assessment prepared for the 2011 study also found that there would be an increase in demand for additional retail development in the town centre. But this would mainly be for more convenience and day-to-day shopping for the increased local residential population. The demand for commercial floor space would continue to reduce due to competition from specialised business park centres such as Macquarie Park and Norwest Business Park.
The vision for the Epping Town Centre includes:

- A compact, high-density town centre core
- The majority of new dwellings in the core
- Taller buildings above podium levels set back from the key streets
- A range of retail and commercial activities at lower levels including fronting the street to serve the local population
- Increased residential densities adjoining the town centre core to allow for
  - 2-6 storey apartment buildings in five new residential areas close to the town centre core
  - Retention of the existing high and medium residential areas and the low-density areas in the remainder of the precinct.
- Heritage conservation areas and heritage items not to be subject to increased dwelling density
- Revitalised public domains to create a lively centre where people enjoy spending time
  - Improvements to Rawson and Oxford Streets
  - Potential new public plaza in Rawson Street
  - Potential new town square in Pembroke Street near existing Epping Branch Library
- Improved connections, especially for pedestrians and cyclists
  - Cleaner, safer connections through links to the station
  - Improved connections across the railway in the longer term
  - Better connections to Boronia Park
  - Safer routes for cyclists.
- Improved range of open space areas.

Figure 14: Indicative vision for Oxford Street

Figure 15: Indicative vision for Rawson Street
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PREFERRED BUILT FORM

Town Centre Core

The town centre core will be the commercial heart of the Epping Town Centre. The core will feature the highest density development and the tallest buildings in the precinct.

The predominant building type in the core will be mixed use buildings. The lower levels may be built to the street boundary in the form of a podium and used for retailing and small scale commercial offices. This will be important to improve the main shopping street character in Rawson Street and Oxford Street.

Above the podium residential dwellings will be located in built form up to a total height of 22 storeys. The towers will be required to be set back from the street and separated to meet relevant design requirements and provide appropriate amenity for future residents while minimising their impact on the streetscape and public domain.

Distributing a building's floor area in taller built form is preferred over lower, bulkier buildings built across the full width of sites. A taller built form allows for larger separation between buildings allowing for greater amounts of sunlight to reach the street. The taller elements (above 4 storeys) are generally setback from the site boundary making the built form less visible when walking along the street. It also avoids a canyon like appearance and associated wind tunneling effects.

Key sites including the Cambridge Office Park in Oxford Street, Epping Business Park in Rawson Street, Epping Hotel site, and church owned land in Pembroke and Oxford Streets are likely to be redeveloped first as they are large sites in single ownership.

Growth outside the core

Five residential areas outside the core have been identified for increased density residential development due to their proximity to the railway station, and to provide a transition between the highly dense core and low density residential areas beyond. The built form for these areas will be medium sized attached dwellings or apartment buildings 2-6 storeys in height.

The Architectus review of the 2011 study recommended increasing the height limit for areas of existing residential flat buildings from three to five storeys. This has not been included in the preferred form due to significant constraints in redeveloping these residential flat buildings due to existing strata titled laws.

Until such time as these laws may be relaxed it is considered unlikely that any growth can be achieved for these areas under the Urban Activation Precinct process. Each council will have the ability to revisit the controls applying to strata titled sites should they wish to do so.

Figure 16: Existing and preferred built form for the Epping Town Centre Precinct

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Retain and protect Heritage Conservation Areas

Encourage a diverse range of housing options

Build on the existing 'main shopping street' character of Oxford Street and Rawson Streets.

Priorities residential amenity, quality design and integrated mixed use.

Create mixed use areas with appropriate bulk and scale fronting Rawson Street

Create quality open spaces which appeal to a wide demographic of users.

Figure 30: Existing and preferred built form for the Epping Town Centre Precinct
5.3 LAND USE AND BUILT FORM

Figure 17: Land use - built form

- Town centre boundary
- Existing heritage conservation areas
- Proposed heritage conservation areas
- Medium density residential (max 8 storeys)
- Medium density residential (max 5 storeys)
- Medium density residential (max 3 storeys)
- Low density residential (1 and 2 storeys)
- Town centre core (mixed use)
- Max 22 storeys
- Max 15 storeys
- 7-9 storeys
- 2-3 storey shopping street (12m min setback for higher development above)
- New public space - final land use on the car park site will be subject to further investigation.
- Open space
- Private open space
- Open space link
- Residential intensification areas adjacent to the town core (max 6 storeys with 3 storey max at interface with low density residential areas).
ACCESS AND MOVEMENT

Figure 18: Access and movement
5.5
PUBLIC DOMAIN STRATEGY

The redevelopment of the Epping Town Centre precinct provides opportunities to significantly improve the appearance and function of the public domain. The result would be a vibrant and pleasant centre for people to enjoy spending time in.

Rawson Street and Oxford Street (and to a lesser extent Langston Place) are expected to be the main shopping streets in the precinct. Along with built form controls requiring shops to front the street, a pleasant environment can be created through elements such as improved footpaths, tree planting, street furniture, lighting and streetscapes. Some improvements have already been made to these streets, including improved paving and tree planting, however there are still more opportunities for improvement.

New and improved pedestrian links can be provided through the town centre. These can be designed to be easily accessible and improve the feeling of safety to encourage more people to walk through the centre. Key pedestrian links would include between Boronia Park and Rawson Street, Rawson Street and the railway station, and through the blocks on the eastern side of the town centre.

Improved bicycle paths can also be included, such as designated on road routes, as well as increased bicycle parking spaces and facilities.

Public domain improvement opportunities exist at two scales. Within Epping Town Centre, there are opportunities to provide two new civic spaces, whilst at the broader district scale, there is an opportunity for a significant upgrade an existing park within Epping.

- **Rawson Street**: The existing at-grade council car park is located between Boronia Park and Rawson Street. Parramatta City Council has previously assessed the possibility of reconfiguring the car parking (possibly undergrounding or a multi-storey car park of the same capacity). This may free up space to allow for the construction of a new civic space at ground level connecting the street with the park and/or development opportunities for other uses on the sites. Council has yet to make a decision about the future of this site; however, it is expected to further investigate the opportunities to achieve a wider range of uses on the site that can deliver significant benefits to the local community over time.

- **Arts Centre Yarram Plains**: The Epping Branch Library, adjoining park and access road are located off Penrith Street and owned by Hornsby Shire Council. There is potential for the redevelopment of this site as a cultural hub and an improved civic space and town square for the community. Project feasibility could also be investigated for funding by local contributions and the Precinct Support Scheme.

- **West Epping Park**: This park is located north of Carlingford Road and Epping West Public School. Its location close to the LGA boundary means the park effectively serves both Parramatta and Hornsby residents. The park is currently used for a mix of sporting activities, including tennis, soccer, cricket and a Futsal facility. With Hornsby Shire Council’s recent purchase of the adjacent car park, there is an opportunity now presents itself to investigate opportunities to increase the size and amenity of the park and improve its sporting facilities.

The funding for future public domain works can come from Section 94 development contributions and potentially through the Precinct Support Scheme, available through the Urban Activation Precinct process.

![Figure 19: Examples of public domain treatments](image-url)
The following design principles apply to the public domain improvement opportunities that exist within the town centre core and the wider Epping area:

**Public domain principles**

- Develop a harmonious, centre-wide approach to the public domain while maintaining the unique elements of each Council public domain approach - recognising distinct precincts while improving overall legibility.

- Provide a variety of scales and types of public spaces and amenities including civic squares and places for community gathering and events.

- Improve the local sense of place through improved streetscapes and pedestrian connectivity.

- Develop a suite of attractive and robust street furniture to be installed and evenly distributed within the Town Centre to provide comfort and amenity to shoppers and traders.

- Provide safe smooth continuous paths of travel on high quality paving treatments throughout the centre based on a hierarchy of movement and use.

- Protect existing street trees and enhance the street tree canopy throughout the centre with additional shade trees and groundcover planting where space permits, with species selection based on visual attractiveness and proven performance in the urban environment.

- Enhance safe pedestrian movement by providing pedestrian routes and safe and convenient parking arrangements.

- Encourage sustainability measures from the built form design to landscape including Water Sensitive Urban Design initiatives and sustainable management measures.

- Develop a clear centre-wide wayfinding strategy for pedestrians, cyclists and motorists and.

- Provide opportunities for collaboration between artists and designers in the development of creative, innovative, memorable, integrated and sustainable public art projects both permanent and temporary.

- Improve the amenity, facilities and usage of existing parks and spaces.
As part of the Urban Activation Precinct process and Precinct Support Scheme, a number of short term public domain improvement opportunities have been identified that can benefit Epping Town Centre.

Coordinated public domain works for Epping Town Centre

As a consequence of Epping Town Centre's location within both Parramatta Council and Hornsby Shire Council, the capacity to establish a shared identity and character for the town centre has been limited. The Urban Activation Precinct process presents an opportunity for councils to collectively enable a coordinated and integrated implementation program of public domain improvement works.

The package of works will deliver on the public domain concept plan and address a range of improvement initiatives such as: paving, wayfinding / signage, landscaping, street furniture, lighting and town centre identity / branding. There is potential for funding to be provided under the Precinct Support Scheme.

Placemaking and intersection improvements

A public domain improvement opportunity exists for the upgrade of the intersection of Pembroke Street, Oxford Street, Langston Place and Cambridge Street that all lead to Epping Rail Station entrance. This intersection of streets presents a significant placemaking opportunity to redefine, re-design and upgrade this important space. This potential public domain project can: improve pedestrian and cyclist access and facilities, improve traffic management, introduce better paving, improve lighting, better establish good street trees, landscaping and improve wayfinding / gateway signage.

Pembroke Street: Town Square and Cultural Hub

The Pembroke Street Town Square has the potential to establish a mix of community activities that could repurpse a Hornsby Shire Council 'cultural hub'. The opportunity needs to be further investigated to establish options for the location, access and design form for the space and the block.

Epping District Park - Broader public domain opportunity

The future upgrade of West Epping Park as a local recreational hub at the district level is a public domain opportunity that could provide many benefits to nearby communities.

West Epping Park is located less than 1km from Epping Town Centre and easily accessible via Carlingford Road. Local pedestrian connections are also good and the park already serves a range of local users from both Hornsby and Parramatta Council areas.

With the acquisition of the former bowling club lands by Hornsby Council, the increased size of West Epping Park provides a significant opportunity to both improve and expand existing sporting facilities and broaden the appeal of the park to a wider range of activities and users.
6.0 PLANNING CONTROLS

6.1 LAND USE AND ZONING

The preferred land use zones to reflect the structure plan are shown in figure 22. The application of the zones is consistent with the Standard Instrument (Local Environmental Plans) Order 2006, required to be applied to all LEPs made after the publication of this order.

The permissible uses in the zones will vary slightly between the two council areas to reflect the different LEPs. The plan outlines the proposed uses with individual maps for each of the council areas.

The Rawson Street carpark, currently zoned SP2 Road Infrastructure Facility, is preferred to be zoned SE2 Local Centre. The SE2 zoning will permit carpark uses and other uses that are currently permitted but also allows for other uses that could be located on this site such as commercial, residential and community type uses, allowing greater flexibility for the council to decide how best to develop the site at some point in the future.
The preferred floor space ratios (FSR) are shown in Figure 23 below. The highest FSRs will be in the town centre core, where the FSR ranges from 1.5:1 to 6.0:1.

This structure plan generally recommends higher FSRs in the town centre core than in the 2011 study. This is due to the economic feasibility studies that showed that higher FSRs were generally needed to ensure development would be financially viable. The structure plan still maintains the highest FSRs in the core at 6.0:1, as recommended in the 2011 study.

The FSRs were also increased in the town centre core based on the height and bulk form controls recommended in the Architectus review. However, FSRs of 6.0:1 in areas near Golfing Road and on the western side of Oxford Street were not adopted, and instead are preferred to be 4.5:1, to provide sufficient floor space for future development to be feasible.

No FSR controls have been applied in the R2 Low Density Residential zone in the Hornsby Shire. This is based on consultation with Hornsby Council who will not be applying FSR controls to this zone under their draft LEP. Height controls and other building controls in the draft Hornsby DCP 2013 are considered to be sufficient for form controls.

**Davilawndo**

Most of the new dwellings will be located in the town centre core. Over the next 20 years an estimated 3,150 dwellings will be provided in the project.

- 880 are estimated for the Parramatta portion of the town centre core
- 1,650 are estimated for the Hornsby Shire portion of the town centre core
- 1,300 dwellings in the residential intensification area located in Hornsby Shire

The estimated dwelling yield resulting from the proposed planning controls is outlined in more detail in the Planning Report including comparisons to estimates in previous studies and existing LEP controls.
The maximum building heights are shown in Figure 24 below. The highest buildings permitted in the Epping Town Centre will be located in the town centre core and be up to 72 metres or 22 storeys.

The maximum building heights were based on a number of considerations. Both the 2011 study and the review of the 2011 study recommended that the buildings in the town centre core be built to the street at the first two levels, and that levels above be in the form of towers. These towers will be well spaced and set well back from the street. This building form is preferred over lower, bulkier buildings that can create an overwhelming impact when walking along the street, creating a more canyon-like appearance and increased wind tunnelling effects.

Overshadowing testing was undertaken by Architectus as part of the 2011 study review. It found that buildings could reach these heights, and in some cases be as high as 27 storeys, and not result in overshadowing of residential areas.

The buildings heights also considered the need for a transition between the highest buildings in the core to residential areas beyond. Maximum heights of 48 metres, or 15 storeys are preferred for sites in the core that are further away from the station.

Maximum heights in the residential areas are also preferred to transition from the Town Centre Core to the low density residential zones. Heights range in these transition areas from two to five storeys.

<table>
<thead>
<tr>
<th>Zone</th>
<th>Typical maximum height in metres</th>
<th>Typical number of storeys</th>
</tr>
</thead>
<tbody>
<tr>
<td>R2 Low Density Residential</td>
<td>18</td>
<td>2</td>
</tr>
<tr>
<td>R3 Medium Density Residential</td>
<td>32</td>
<td>3</td>
</tr>
<tr>
<td>R4 High Density Residential</td>
<td>31</td>
<td>3</td>
</tr>
<tr>
<td>R2 Local Centre</td>
<td>11</td>
<td>15</td>
</tr>
</tbody>
</table>

Figure 24: Proposed building height (LGA’s combined)
6.4 HERITAGE

The heritage review undertaken for the structure planning process recommends that the East Epping and Essex Street heritage conservation areas remain as previously proposed, with minor changes to the boundaries to include additional contributory items. Parts of the proposed conservation areas would extend outside the precinct boundary. However, this change can still be considered as part of the rezoning process.

The extent of the proposed Rosebank Avenue Conservation Area was endorsed. It was also recommended that future development to the west and south of the conservation area be restricted to minimise the impact of future development on this conservation area.

The heritage review recommends that all but one of the proposed 23 heritage items reviewed were of heritage significance and should be listed as local heritage items. The full list of properties reviewed, and the recommended listing is provided in the planning report.

The archaeological assessment considered a potential archaeological item in Oxford Street, which was a sawing establishment which operated during the early 19th century. The report recommended that it is highly likely that archaeological remains are located in the proximity of the estimated location of the sawing establishment.

The archaeological listing generally affects the way any relics are removed and catalogued during any future excavation on these sites, rather than restricting future development.

The recommendations in the heritage review and archaeological assessment have generally been supported by the department. It is considered that the recommendations of the review work will maintain and strengthen the heritage and conservation values of the precinct.

These recommendations have been incorporated into the structure plan and LEP mapping.

More details on each of the heritage matters and a copy of the review report and the archaeological report is included in the planning report.

Figure 25: Proposed heritage areas
6.5 CAR PARKING RATES

Car parking rates have been adopted to strike a balance between providing for demand whilst encouraging travel using other transport modes such as public transport, cycling and walking. Furthermore, the additional costs to development, particularly from the provision of basement car parking has been considered as it has been shown that provision of parking at existing rates would hinder the feasibility of development in the precinct.

Section 9 of the planning report contains a more detailed discussion of the proposed parking rates including comparisons to the existing rates in Epping and other rates in similar town centres.

6.5.1 Residential Car Parking Rates

These rates outlined in table 1 below will apply to all residential flat buildings and shop top housing in the precinct. For all other types of residential dwellings, the existing parking rate for each council area will apply.

Table 1: Residential car parking rates

<table>
<thead>
<tr>
<th>LGA</th>
<th>Rate per dwelling type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Epping Town Centre</td>
<td></td>
</tr>
<tr>
<td>Preferred Rate</td>
<td></td>
</tr>
<tr>
<td>Studios</td>
<td>0 spaces</td>
</tr>
<tr>
<td>1, 2 or 3 bedrooms</td>
<td>1 space</td>
</tr>
<tr>
<td>Visitors</td>
<td>1 space per 10 dwellings</td>
</tr>
</tbody>
</table>

The parking rates for the precinct require slightly less parking than the Parramatta DCP 2011 and draft Hornsby DCP 2013. The parking rates are considered to be suitable given the proximity of most of the new dwellings to public transport and the retail and other services in the town centre core.

Car sharing spaces will also be encouraged for large residential development of more than 50 units. One car share space can be provided in lieu of 3 car parking spaces, subject to evidence of an agreement with a recognised provider.

6.5.2 Retail and Commercial Car Parking Rates

Table 2 below outlines the rates that will apply to future retail and non-retail commercial premises. The preferred rate utilises the same rate that applies to the Granville and Harris Park Town Centres in the Parramatta LGA, both of which are centres located around railway stations. A lower rate recognises alternative transport options available due to the railway station and encourages non car travel.

Table 2: Retail and other commercial car parking rates

<table>
<thead>
<tr>
<th>LGA</th>
<th>Rate for Retail</th>
<th>Rate for Commercial</th>
</tr>
</thead>
<tbody>
<tr>
<td>Epping Town Centre</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Preferred Rate</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1/80sqm GFA (min) - 1/30sqm GFA (max)</td>
<td>1/70sqm GFA (min) - 1/50sqm GFA (max)</td>
<td></td>
</tr>
</tbody>
</table>