8.1.1 EPPING STRATEGIC CENTRE

The Epping Strategic Centre comprises of Epping Central located to the west of the rail line, Epping Town Centre located to the east of the rail line, and its surrounding residential and commercial planned precincts (Figure 8.1.1). This centre is identified by its access to public transport (serviced by the Metro North West Line, Sydney Trains T9 Northern Line and NSW TrainLink Central Coast & Newcastle Line), provision of mixed-use commercial, retail and residential development, enhanced public domain, and significant heritage context.

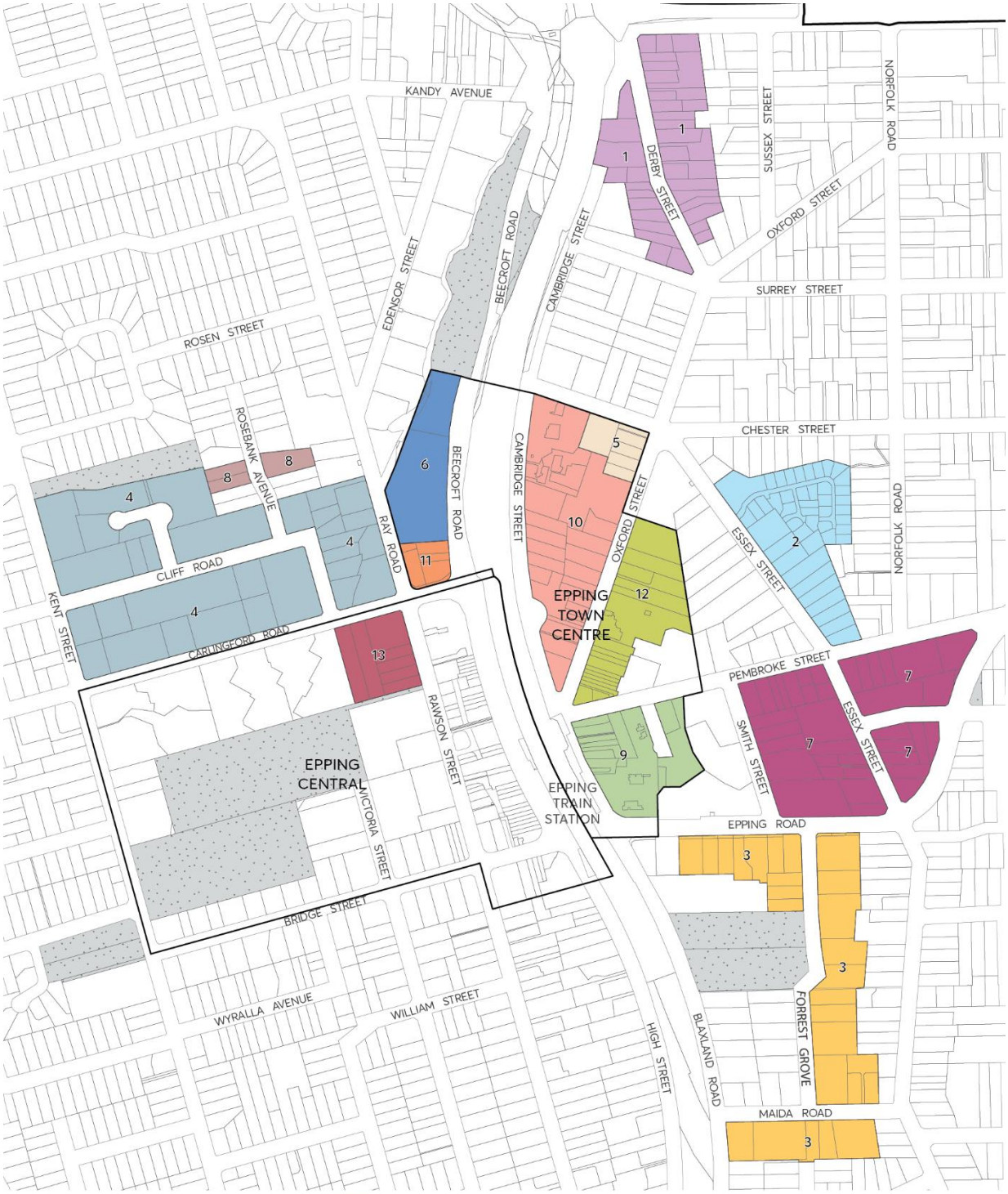

Figure 8.1.1 – Epping Strategic Centre

8.1.1.1 EPPING CENTRAL

8.1.1.1.1 DESIRED FUTURE CHARACTER

Epping Central is focused around Epping Railway Station and is characterised by a compact and vibrant Centre Core immediately adjacent to the station, surrounded by lower density development adjacent to the Core. The lower density area recognises the heritage significance and character of the area, in particular the heritage items and heritage conservation areas.

The Centre Core accommodates higher density commercial, retail and residential development in the form of high quality, tall slim-line towers in the areas fronting Rawson Street and Beecroft Road (between Bridge Street and Carlingford Road). The heights and densities of existing low rise residential flat buildings surrounding Boronia Park remain unchanged and provide a buffer between new high density development in the Centre Core and existing low density development at the periphery.

New development within the Centre Core contribute to public domain improvements, new laneway connections and active ground level uses (particularly along Rawson Street, Beecroft Road and new laneways) that provide high levels of pedestrian amenity and reinforce the role of these streets as a vibrant retail/commercial area. The number of vehicular access points along Rawson Street are minimised to maximise pedestrian safety and to ensure the fine grain pattern of ground floor uses are continued along the length of street with minimal interruption.

Building tower elements are suitably setback from all street alignments so that they do not visually dominate the street, allow a pedestrian scale to be maintained at street level, and reduce overshadowing impacts on the public domain.

Pedestrian connections are improved throughout the centre, and between the western and eastern side of the railway line. An above ground pedestrian link connecting new development in Beecroft Road directly into the Epping Railway Station is encouraged. New through site vehicular connections between Rawson Street car park and Carlingford Road alleviate vehicular movements at the existing Rawson Street/Carlingford Road intersection.

New development is designed and sited in a manner that protects the amenity of occupants on adjoining properties and, where relevant, provides a sympathetic response to heritage items and conservation areas. New development also protects the amenity of future building occupants by appropriately considering noise and vibration impacts from Beecroft and Carlingford Roads, and the railway line. High rise development must not result in wind tunnelling impacting upon both the public domain and new and existing development.

Where properties adjoin Boronia Park, new development address and casually survey the Park, whilst also minimising overshadowing impacts. The future use of the Council owned car park in Rawson Street is subject to future master planning and endorsement by the City of Parramatta Council.

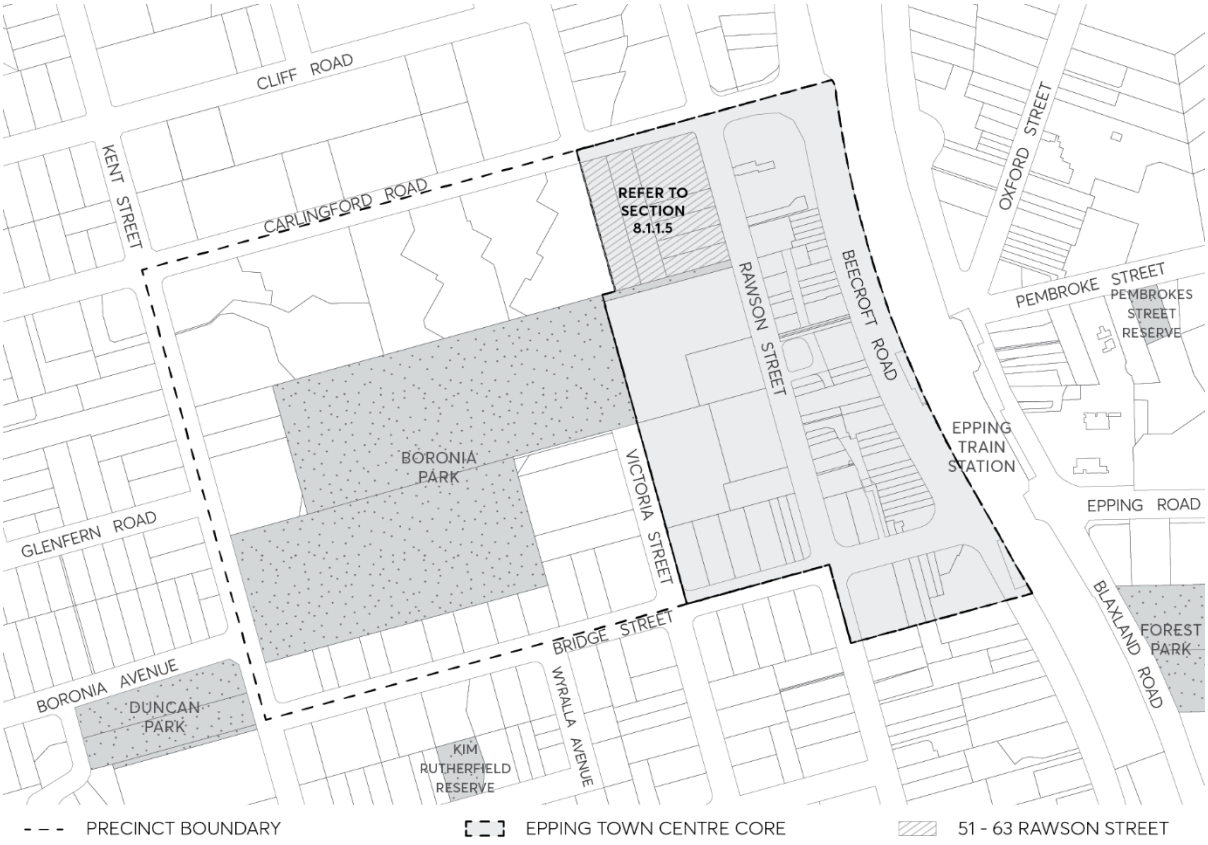

Figure 8.1.1.1.1 – Epping Town Centre Precinct Map

Objectives

In addition to general objectives listed in Part 8 of this DCP, specific objectives of this precinct are identified below.

O.01 Ensure that new development provides a strong interface to Epping Railway Station and improves connections between the railway station and the eastern and western sides of the centre.

O.02 Provide high quality built form and to ensure that new buildings provide articulation, modulation and attractive composition of building elements.

O.03 Ensure that new development maintains and enhances the character and function of Rawson Street and Beecroft Road as a retail/commercial street by continuing the fine grain pattern of ground floor uses.

O.04 Ensure that new development responds well to heritage items and conservation areas.

O.05 Ensure new development is suitably treated to reduce noise and vibration impacts from Beecroft Road and Railway Line.

Investigation Areas

As shown in Figure 8.1.1.1.2 Council will investigate future options for the use of the Council owned car park site in Rawson Street to determine the most appropriate future use of the site. This would be subject to a further Masterplan exercise and endorsement by City of Parramatta Council.

A 'kiss and ride' zone enabling commuters to be set down/picked up in Rawson Street near pedestrian lane links to the railway station to be considered in future redevelopment of Council's car park site. Alternatively, this may be able to be achieved on the eastern side of Rawson Street, in consideration of the amalgamation of existing laneways between Beecroft Road and Rawson Street into redevelopment sites.

Figure 8.1.1.1.2 – Future Investigation Area

Controls

Note: Development must comply with the controls set out below and any relevant controls within this DCP. Where there is any inconsistency Part 8 will prevail.

Pedestrian Connections and Laneways

C.01 New and existing pedestrian connections, roads and laneways should be enhanced and provided in accordance with Figure 8.1.1.1.3.

C.02 New road connections, cycle ways and laneways should be provided to improve through block connections, extend existing connections and improve the interface to Epping Railway Station.

C.03 New pedestrian connections are to have a minimum width of 6 metres and are to be consistent in width for their full length. Where pedestrian connections are proposed to be shared with vehicles, these are to have a minimum width of 6.4 metres.

C.04 Pedestrian through site links are to:

a) have active ground floor frontages and encourage outdoor dining opportunities;

b) be legible and direct throughways for pedestrians, clear of obstructions (including columns, stairs and escalators);

c) provide public access 24 hours, 7 days per week;

d) be open to the air above and at each end however, Council may consider an 'arcade style' walkway where this replaces an existing arcade; and

e) have signage at the street entries indicating public accessibility and the street to which the through site link connects.

C.05 Laneways and through-site links should be dedicated to Council.

C.06 Where an existing pedestrian link provides access between Beecroft Road and Rawson Street, any re-development of such land is to incorporate a 24-hour pedestrian link between these streets.

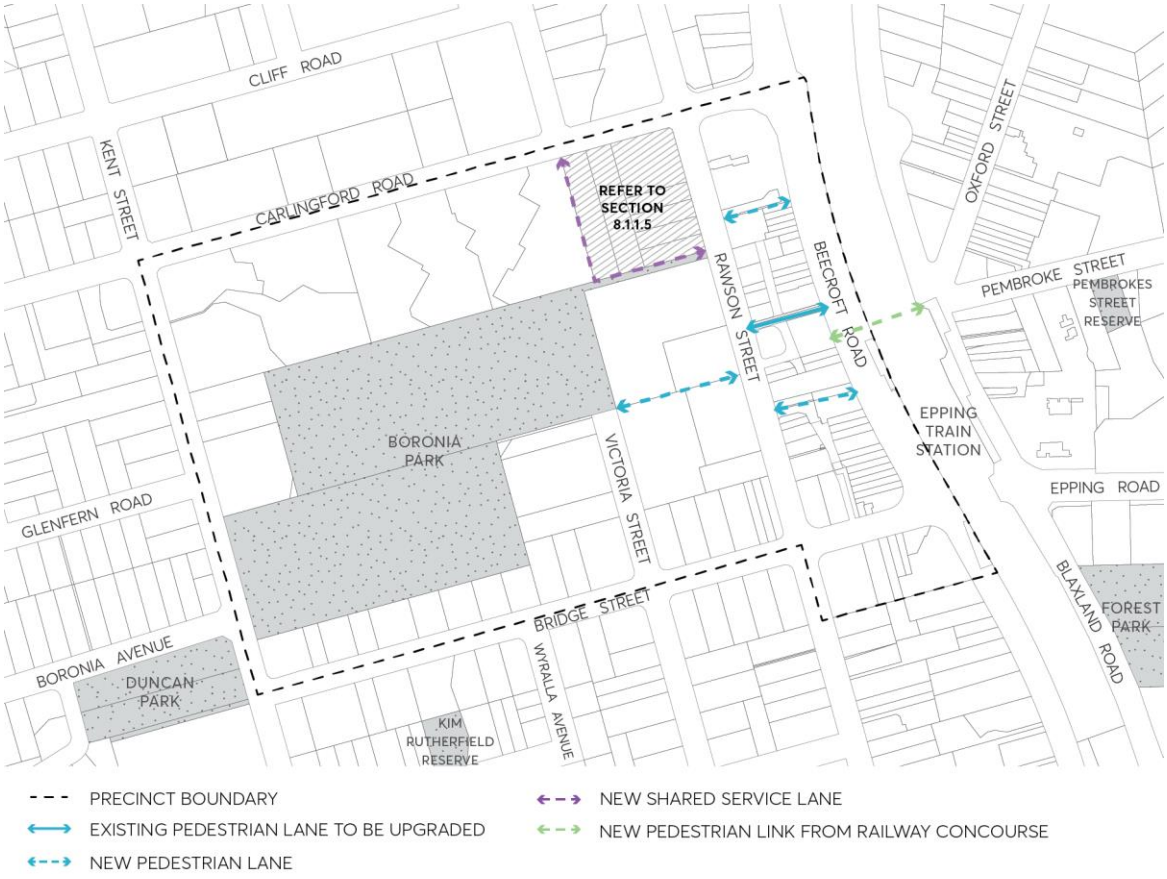

Figure 8.1.1.1.3 – Pedestrian Connections and Laneways

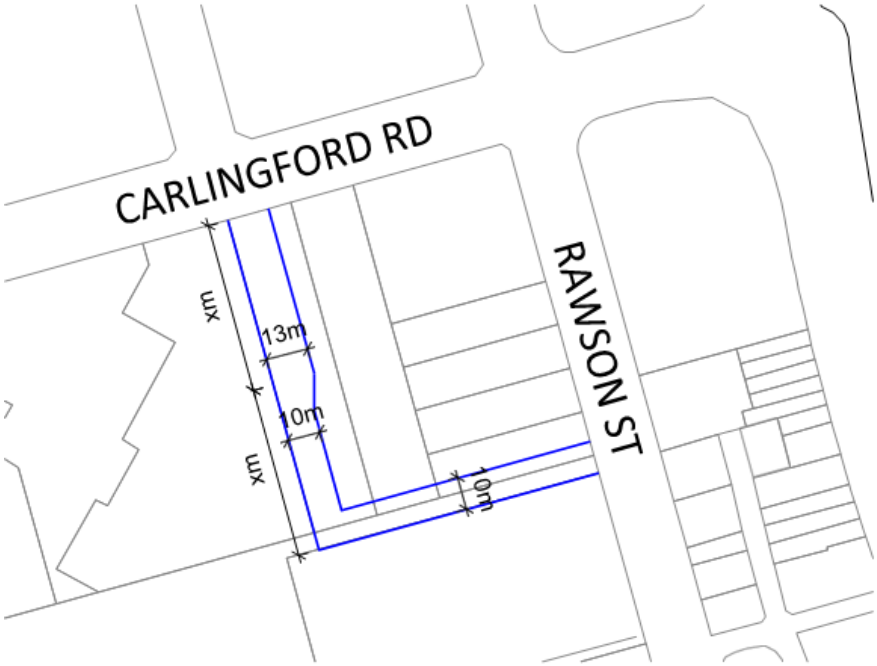

Figure 8.1.1.1.4 – New Vehicular Laneway

Landscaping & Public Domain

C.07 The Town Centre Core is to complement the existing landscaped character of the surrounding area. To achieve this, podium planting, particularly along the street edge of a podium, is to be provided as part of development on sites identified at Figure 8.1.1.1.5.

C.08 Where podium planting is required, the planting is to be provided as illustrated at Figure 8.1.1.1.6, with the appropriate soil depth and width as illustrated at Figure 8.1.1.1.7.

C.09 Existing street trees are to be protected and maintained. New developments are to provide new street trees along the street frontage in line with Council's specifications as detailed on a Public Domain Plan.

C.10 A Public Domain Plan is to be provided for all new developments, detailing upgrades to the surrounding public domain network, including foot paving, street tree planting, street furniture and the like. Details shall be in keeping with Council's Parramatta Public Domain Guidelines and finishes/street trees specified should be in line with Council's preferred palette for Epping Town Centre.

C.11 Paving at ground level within private land adjoining the public domain shall be consistent with the treatment provided within the public domain and should appear as an extension of the public domain.

Figure 8.1.1.1.5 – Planting required on podium

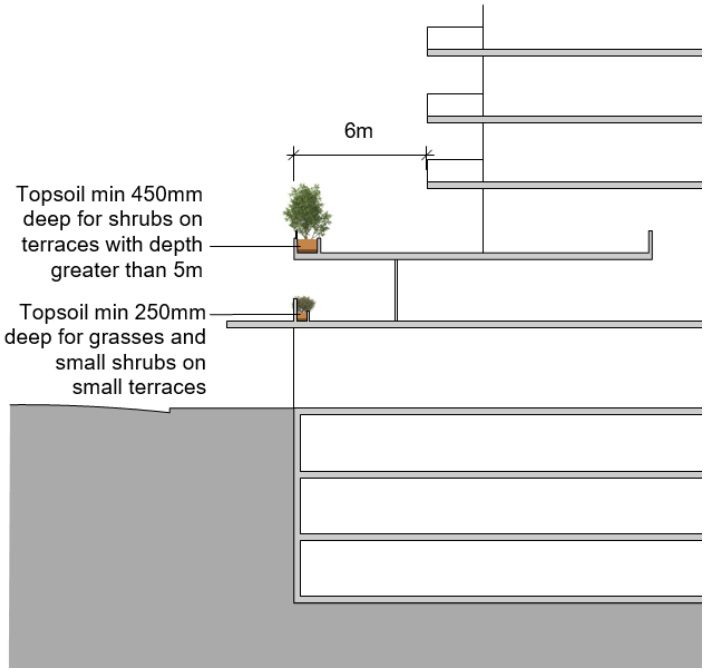

Figure 8.1.1.1.6 – Podium planting provision

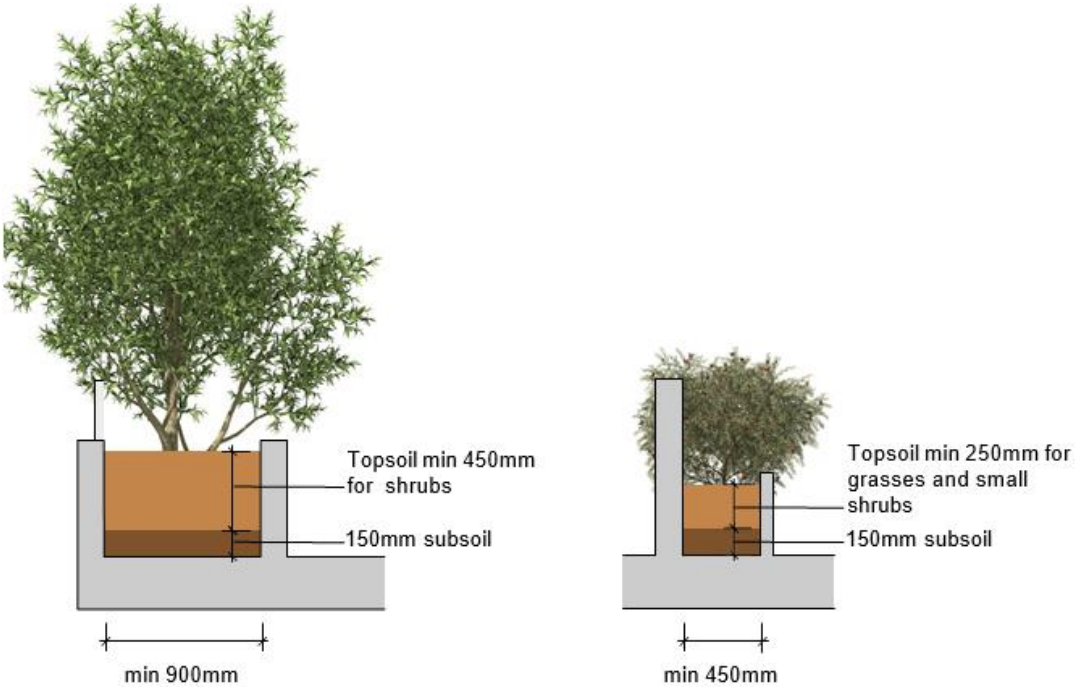

Figure 8.1.1.1.7 – Soil depth and width

Building Height

C.12 The height of buildings in storeys should not exceed that corresponding the maximum *Parramatta LEP 2023* height in metres under Table 8.1.1.1.1.

Table 8.1.1.1.1 – Maximum storey height

Zone (Epping Town Centre)	Height in metres under LEP	Maximum number of storeys
R4 High Density Residential	11	3
E1 Local Centre	18	5
	48	15
	72	22

Note: Refer to Section 8.1.1.5.1 for the building height controls for 53-61 Rawson Street, Epping.

Building Setbacks

Front Setbacks

C.13 Basement car parking, podium and tower building setbacks are to be in accordance with Figure 8.1.1.1.8 and indicative sections provided at Figure 8.1.1.1.9, **Error! Reference source not found.** and Figure 8.1.1.1., and any additional controls set out below.

C.14 Where identified on Figure 8.1.1.1.8 and Figure 8.1.1.1.9, the 2 metre ground level setback area along Rawson Street and the 1.5 metre ground level setback area along Beecroft Road, High Street and Bridge Street should be treated as an extension to the footpath to enhance pedestrian amenity and improve opportunities for outdoor dining and an active, lively street. The gradients, finished levels and treatment of this setback area are to match the adjoining footway and detailed on the Public Domain Plan. Access should be made available 24 hours per day, 7 days per week.

C.15 Podiums are to be a maximum of 2-3 storeys in height. Podiums of 3-5 storeys may be considered along Beecroft Road and at 53-61 Rawson Street.

C.16 Where the building alignment is setback from the street alignment, balconies or architectural elements may project up to 600mm into front building setbacks, provided the cumulative width of all balconies at that particular level totals no more than 50% of the horizontal width of the building façade.

C.17 Podium setbacks to new and existing laneways and road extensions are shown in Figure 8.1.1.1.8 and Figure 8.1.1.1.9. Podium setbacks can be aligned to the laneway except where accommodating outdoor dining opportunities or where building separation requirements of the Apartment Design Guide seeks increased setbacks.

Note: The building setbacks to existing and desired laneways must ensure that the minimum widths specified in C.03 and C.04 are achieved. Further separation may be required for appropriate building separation between residential uses.

Side setbacks

C.18 For the commercial/retail component of development within the E1 Local Centre Zone, a zero side setback is permissible for a building height of up to three storeys. That component of the development above 3 storeys is to be setback a minimum of 6 metres from the side boundary.

C.19 In all circumstances residential components of a development must comply with the minimum building separation distances prescribed under the Apartment Design Guide.

Rear setbacks

C.20 Development should be setback a minimum of 6 metres from the rear boundary. Within the E1 Local Centre Zone, a zero rear setback may be considered for a maximum height of 3 storeys where a non-residential use adjoins another non-residential use.

C.21 In all circumstances, residential components of a development must comply with the minimum building separation distances prescribed under the Apartment Design Guide.

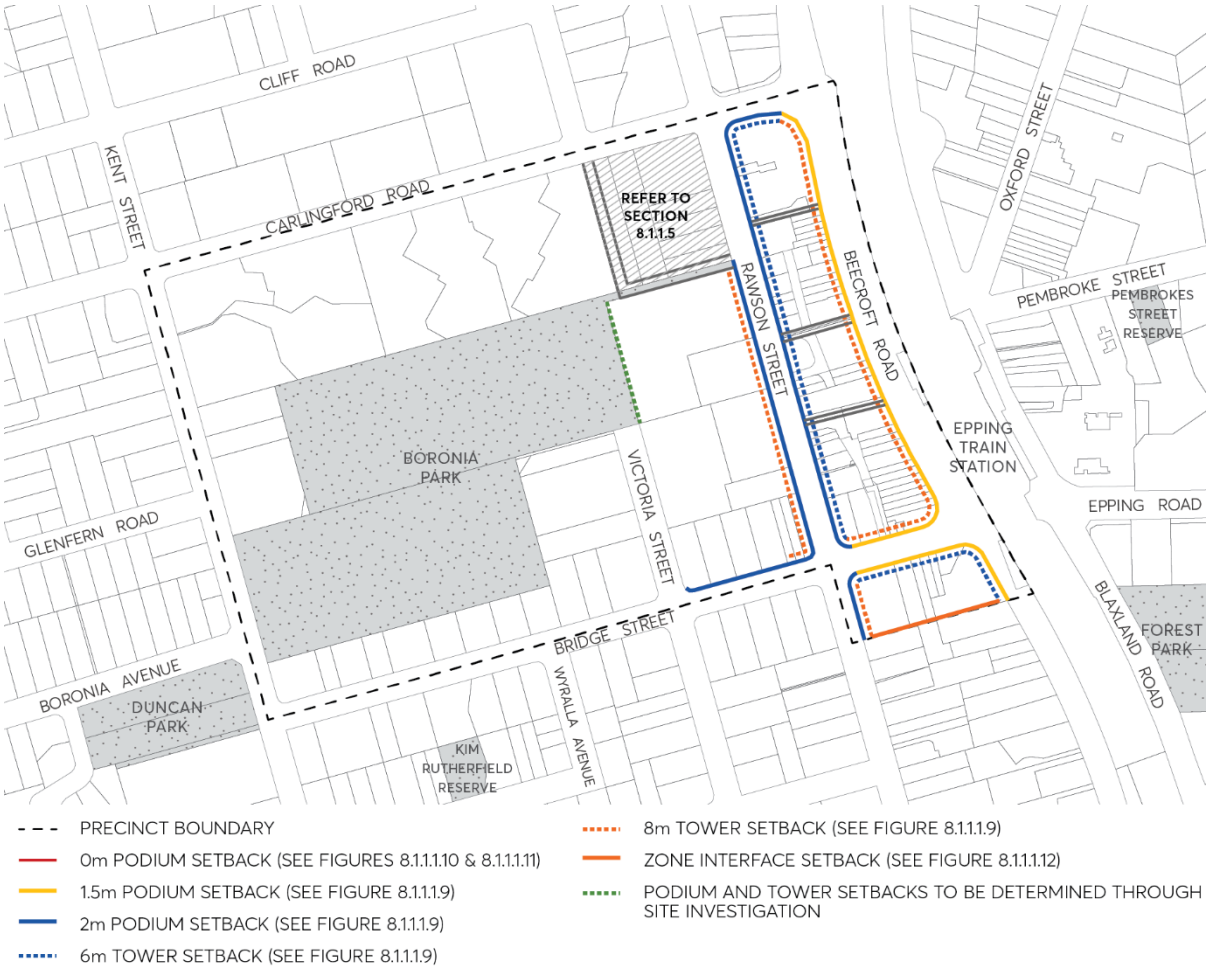

Figure 8.1.1.1.8 – Setbacks

Building bulk and depth

C.22 Building floor plates above the podium are not to exceed the following:

a) For residential development, 700m^2 of gross floor area and 900m^2 inclusive of balconies, external walls, internal voids etc; or

b) For commercial development, 1,200m^2 of gross floor area.

C.23 Floor plates are to be limited to a maximum dimension of 40 metres.

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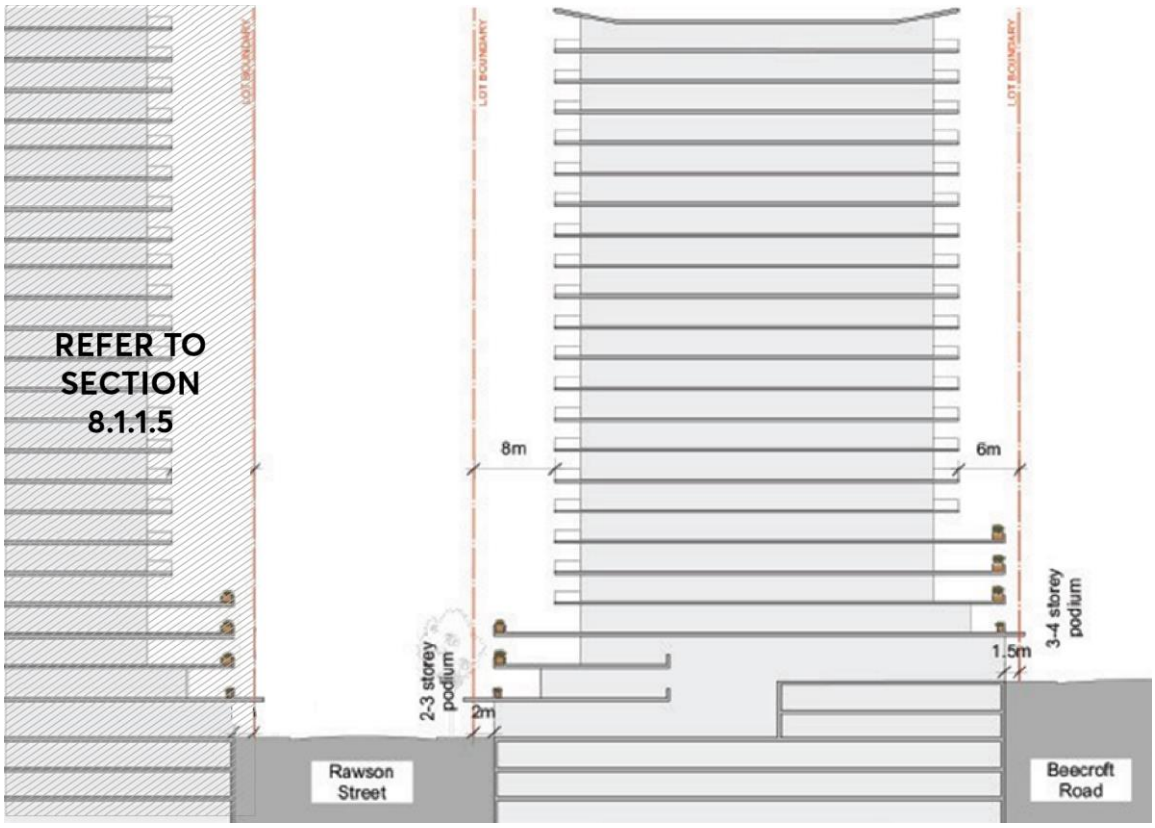

Figure 8.1.1.1.9 – Setbacks to Rawson Street and Beecroft Road

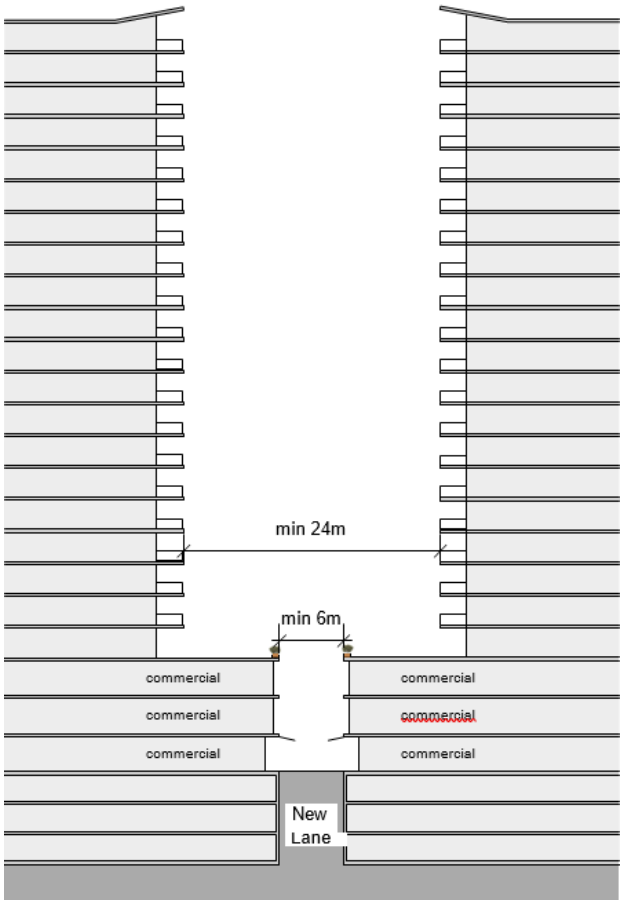

Figure 8.1.1.1.10 – Setbacks to New Lane connecting Rawson Street to Beecroft Road

Minimum site area, frontage and amalgamation

C.24 Site amalgamation is encouraged to realise the development potential envisaged. For development exceeding six storeys in height, development sites must have a minimum area of 2,000m^2 with a minimum street frontage of 40 metres.

C.25 Site amalgamation patterns are to ensure through block amalgamation, particularly between Beecroft Road and Rawson Street.

C.26 Isolation of small sites may result in poor built form outcomes. The applicant needs to demonstrate how small lots (less than 2,000m^2) will not be isolated by new development. Refer to Section 3.6.1 of this DCP – Site Consolidation and Development on Isolated Sites.

Development along Beecroft Road

C.27 Development to Beecroft Road should incorporate up to four levels of retail and/or commercial floor space fronting Beecroft Road, to ensure the provision of employment space within the Town Centre and act as a noise buffer between the Railway Line, Beecroft Road and residential development to the west.

C.28 Development along Beecroft Road and directly opposite Epping Railway Station is to consider the opportunity for a direct overpass connection between the development site and Epping Railway Station.

C.29 The existing pedestrian bridge over Beecroft Road to the Railway Station is to be maintained, and allow pedestrians to access from Rawson Street through to the Railway Station.

Building Height Transition

C.30 Development on sites that share a boundary with the R2 Low Density Residential Zone are to be a maximum height of 3 storeys within 15 metres of the shared boundary as shown in Figure 8.1.1.1.11.

C.31 In all other cases, where adjoining sites have different height limits, the height transition requirements detailed in Section 2.4 – Building Form and Massing of this DCP are to be adhered to.

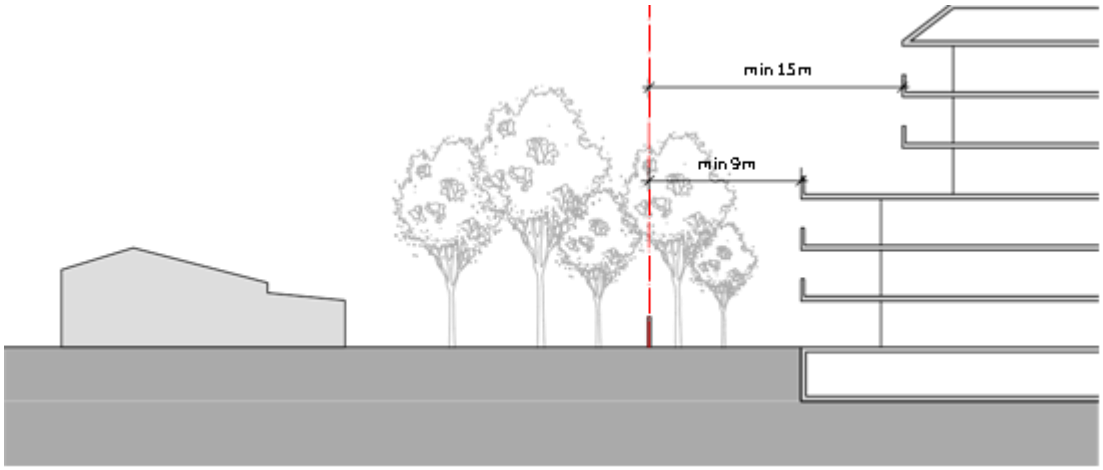

Figure 8.1.1.1.11 – Zone interface controls

Building Design

C.32 Design of new buildings are to consider adjoining buildings, heritage buildings or buildings included within a Heritage Conservation Area in the in terms of:

a) appropriate alignment and street frontage heights;

b) setbacks above street frontage heights;

c) appropriate materials and finishes selection;

d) façade proportions include horizontal or vertical emphasis; and

e) side and rear setbacks.

C.33 Balconies and terraces should be provided, particularly where buildings overlook public spaces and on low rise parts of a building. Gardens on the top of setback areas of buildings are encouraged.

C.34 Façades are to be articulated so that they address the street and add visual interest.

C.35 External walls are to be constructed of high quality and durable materials and finishes with 'self-cleaning' attributes such as face brickwork, rendered brickwork, stone, concrete and glass. Materials and finishes with high maintenance costs, and those susceptible to degradation or corrosion are to be avoided. The use of lightness and colour of materials is to be used to minimise the impacts of massing and respect lower traditional scale.

C.36 Opaque and blank walls for ground floor uses in the Town Centre Core are to be limited to a maximum of 30% of the street frontage.

C.37 Buildings are to be designed to create streetscapes that are characterised by:

a) Clearly defined edges and corners.

b) Architectural treatments that are interesting and that relate to the design and human scale of existing buildings.

c) Tall, slender buildings with massing and design that allows for light, separation and views between buildings.

C.38 Special emphasis is to be given to the design of corner buildings, including consideration of how the building addresses its neighbouring buildings, dual frontages and its turning of the corner, and incorporation of distinctive features.

Design Quality

C.39 New buildings within the Town Centre Core are to provide for high quality urban design outcomes. Development Applications for all new buildings within the Town Centre Core are to be referred to the Design Excellence Advisory Panel for review.

C.40 A Design Competition process is encouraged for all developments greater than 45 metres in height.

Active street frontages and address

C.41 Active frontages are required as identified at Figure 8.1.1.1.12. Active frontages are those which have a direct street entry to retail, commercial, or (to minimal extent) residential lobbies.

C.42 Active frontages uses are to include one or a combination of the following at street level:

a) Entrances to retail.

b) Shop fronts.

c) Glazed entries to commercial and residential lobbies occupying less than 50% of the street frontage to a maximum 6 metres of frontage. Glazing is to be clear and not tinted.

d) Active office uses such as reception, if visible from the street.

e) Public building if accompanied by an entry.

f) Café or restaurant if accompanied by an entry to the street.

g) Other non-residential uses such as business premises.

C.43 Active frontage controls:

a) Active frontages are to be at the same general level as the footpath and be accessible directly from the street.

b) Where active frontages are not required, non-residential uses at the ground floor should provide clear glazing to the street wherever possible.

c) Cafés and restaurants should consider providing openable shop fronts.

d) Retail, café and restaurant tenancies along streets to which active frontages are required are to have a width of 6-12 metres.

C.44 The following street address controls apply to 'street address' frontages identified at Fi.

a) Residential developments are to provide a clear street address and direct pedestrian access off the primary street front, to allow for residents to overlook surrounding streets.

b) On large development sites with multiple street frontages, entrances should be provided to each frontage if possible.

c) Provide direct 'front door' access from ground floor residential units.

C.45 Outdoor dining is encouraged within the Town Centre core, particularly along Rawson Street, as identified at Figure 8.1.1.1.12. Refer to the City of Parramatta Council's Outdoor Dining Guidelines for more information relating to outdoor dining.

C.46 Continuous awnings are to be provided where active frontages are required by Figure 8.1.1.1.12. Where active frontages are not required, awnings to street level commercial and retail developments are encouraged for weather protection and pedestrian amenity. New awnings should have the same height, or the average of, the two adjacent awnings.

Vehicle access

C.47 Driveways should be:

a) Provided from lanes and secondary streets rather than the primary street, wherever practical.

b) Located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees.

c) Located a minimum of 10 metres from the perpendicular of any intersection of any two roads.

d) Designed so that vehicles can enter and leave in a forward direction without the need to make more than a three point turn.

e) Separated and clearly distinguished from pedestrian access.

f) Located at least 1.5 metres from the side boundary with any public domain area, street, lanes or parks, with the setback to be landscaped.

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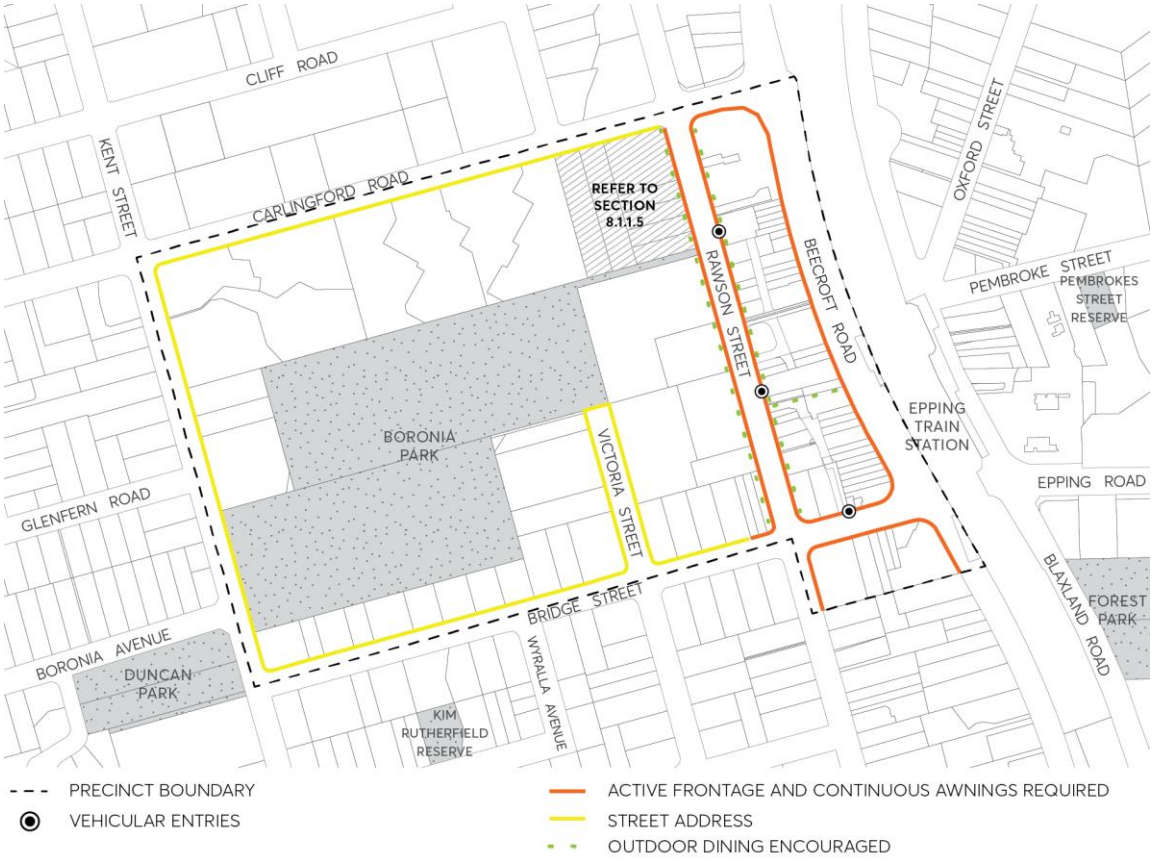

Figure 8.1.1.1.12 – Active frontages, street address, outdoor dining and vehicular entries

C.48 Shared basements are encouraged to minimise the number of vehicular crossings.

C.49 A maximum 3 vehicular access points should be provided off the eastern side of Rawson Street. Preferred vehicular access points are identified at Figure 8.1.1.1.. Opportunities for amalgamated or shared vehicular entry points are also encouraged along the western side of Rawson Street.

C.50 No new vehicular access points into a development site are permitted off Beecroft or Carlingford Roads. Any vehicular access required within Rawson Street should take into consideration the potential for shared basement access with adjoining sites.

C.51 Any site on the western side of Rawson Street, that has two street frontages, is not to be accessed off Rawson Street.

C.52 Vehicular crossing widths are to comply with AS 2890.1.

C.53 Doors to vehicle access points are to be non-solid roller shutters or tilting doors fitted behind the building façade and to be of materials that integrate with the design of the building and contribute to a positive public domain.

Mixed use developments

C.54 The ground floor of buildings within the E1 Local Centre Zone are to have a minimum floor to ceiling height of 3.6 metres. All retail and commercial floors above the ground floor are to have a minimum floor to ceiling height of 3.3 metres. The minimum floor to ceiling height for residential floors above the ground floor is 2.7 metres.

C.55 Commercial service areas in mixed use developments, including loading docks and waste areas, are to be separated from residential access, service areas and primary outlook and must not be visible from the public domain.

C.56 Within mixed use developments, residential entries and vertical circulation are to be clearly demarcated and separated from commercial entries and circulation. Residential entries should be clearly visible and directly accessible from the street or public domain.

C.57 Provide security access controls to all entrances into private areas, residential lobbies, car parks and internal courtyards and open space.

Deep soil zones

C.58 Deep soil zones shall be provided in accordance with Part 2 – Design in Context of this DCP.

C.59 Locate basement car parking predominately under the building footprint to maximise opportunities for deep soil areas.

C.60 For non-residential and mixed use developments, areas with soil depths of up to 1.2 metres should be provided in atria, courtyards and boundary setbacks.

Environmental management

C.61 Wind mitigation:

a) A Wind Effects Report is to be submitted with a Development Application for all buildings greater than 32 metres in height.

b) For buildings over 50 metres in height, results of a wind tunnel test are to be included in the Development Application documentation.

Safety and security

C.62 The design and use of buildings is to promote active uses fronting public streets and places.

C.63 Landscaping is to reinforce the public realm without secluding areas where surveillance is limited.

C.64 The vehicle and pedestrian movement network is to be clearly delineated, including location of car parking near building entries, to minimise opportunities for conflict.

C.65 Entrances to buildings should be well lit, clear and well defined.

Car Parking

C.66 Car parking is to be provided below ground in basements within the E1 Local Centre and R4 High Density Residential Zones.

C.67 Car parking for non-residential, multi-unit residential and mixed use developments is to be provided to the rates set out at Table 8.1.1.1.2. For other forms of development refer to the applicable rates are in Part 6 – Traffic and Transport of this DCP.

C.68 In mixed use developments, residential parking should be secure and separated from parking allocated to the retail/commercial components of the development.

Table 8.1.1.1.2 – Parking Rates

Type	Rate	
Residential		
Studios, 1, 2 and 3+ bedroom apartments – on land within 800 metres of Epping railway station	**Maximum Car Parking Rate per bedroom**	
	Studio	0.4 spaces
	1	0.4 spaces
	2	0.7 spaces
	3 or more	1.2 spaces
	Car parking can be averaged across the residential component of the development.	
Residential visitors – on land within 800 metres of Epping railway station	A minimum of 1 space per 7 dwellings	
Studios, 1, 2 and 3+ bedroom apartments – beyond 800 metres of Epping railway station	**Maximum Car Parking Rate per bedroom**	
	Studio	0.5 spaces
	1	0.75 spaces
	2	1 spaces
	3 or more	1.5 spaces
	Car parking can be averaged across the residential component of the development.	
Residential visitors – on land beyond 800 metres of Epping railway station	A minimum of 1 space per 10 dwellings	
Accessible parking spaces	Medium and high residential density residential development (including component within mixed use development) – a minimum of 1 space for every adaptable/accessible unit, appropriately designed for use by people with disabilities. Each space must be allocated specifically to the adaptable/accessible unit. Accessible parking is to be designed in accordance with the requirements of relevant Australian Standards.	

Type	Rate
Car share spaces	A minimum of 1 space is to be allocated to car share for developments with 50 or more dwellings. If agreement with a car share provider is not obtained then the car share space is to be used for additional visitor parking until such time as a car share provider agreement is obtained.
Storage Areas within Car Parking Areas	In medium/high density residential developments, each residential dwelling must have at least 10m3 of storage space provided. This can be provided within the car parking area only where it can be demonstrated that the storage area does not impede area allocated for car parking. Where storage space is provided adjacent to car parking areas or within designated car parking spaces, it shall not impede or reduce the area allocated for car parking requirements as set out in the AS 2890 Parking Facilities series, including parking for bicycles and motor cycles.
Retail and commercial	
Retail (including cafés, restaurants and the like) – on land within 800 metres of Epping railway station	Maximum of 1 space per 30m^2 of gross floor area
Commercial (including medial and professional consulting) – on land within 800 metres of Epping railway station	Maximum of 1 space per 50m^2 of gross floor area
Accessible parking spaces	Commercial – Minimum of 1-2% of all spaces to be provided as readily accessible spaces, appropriately designed for use by people with disabilities. Accessible parking is to be designed in accordance with the requirements of relevant Australian standards.
Motorcycle parking	Buildings with less than 25 car parking spaces – A minimum of one motor cycle space is to be provided as separate parking for a motor cycle. Buildings with more than 25 car parking spaces - An area equal to a minimum of one motor cycle space is to be provided as separate parking for motor cycles for every 25 onsite car parking spaces provided, or part thereof. Each motorcycle parking space is to be designated and located so that parked motorcycles are not vulnerable to being struck by a manoeuvering vehicle.

Type	Rate
Bicycle retail/commercial parking	Bicycle parking for tenants and visitors is required at a minimum rate of 1 bicycle space per 200m^2 commercial/retail gross floor area or part thereof. Secure bicycle spaces for tenants can be provided individually (per tenancy) or collectively for the use of all tenants within a designated area. Visitor bicycle parking should be provided close to the street entrance of a commercial or mixed use development in accordance with *Safer by Design* principles and be appropriately designated. Council's consent will be required where visitor bicycle spaces are proposed on Council's footpath. Bicycle parking and access should ensure that potential conflict with vehicles are minimised. Bicycle parking should be designed in accordance with AS 2890.3 Parking Facilities – Bicycle Parking Facilities.
Storage Areas within Car Parking Areas	Where storage space is provided adjacent to car parking areas or within designated car parking spaces, it shall not impede or reduce the area allocated for car parking requirements as set out in the AS 2890 Parking Facilities series, including parking for bicycles and motor cycles.

C.69 The number of car parking spaces currently provided on-site in connection with the existing use shall not be reduced as a result of any new development.

C.70 Applications that depart from the on-site parking rate specified in Table 8.1.1.1.2 above must be accompanied by a Car Parking Demand Assessment demonstrating the justification for any departure from parking rates and addressing at minimum the following matters:

a) Any relevant parking policy.

b) The availability of alternative car parking in the locality of the land, including:

i. efficiencies gained from the consolidation of shared car parking spaces on the same site,

ii. public car parks intended to serve the land,

iii. extent of existing on-street parking in non residential zones,

iv. extent of existing on-street parking in residential zones,

v. the practicality of providing car parking on the site, particularly for constrained development sites,

vi. any car parking deficiency associated with the existing use of the site,

vii. local traffic management in the locality of the site,

viii. the impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas,

ix. the need to create safe, functional and attractive parking areas,

x. access to or provision of alternative transport modes to and from the land, and

xi. the character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.

C.71 Before granting approval to depart from on-site parking rates specified in Table 8.1.1.1.2, Council will consider the Car Parking Demand Assessment and any other relevant planning consideration.

C.72 For residential flat buildings within 800 metres of Epping railway station, a condition of consent will be imposed by the consent authority requiring the following restrictions to be placed on the property title prior to the issue of the Occupation Certificate:

a) Apartment owners and tenants are excluded from participating in any future Council residential parking permit scheme; and

b) Car share car spaces cannot be reallocated as parking spaces for residents or as visitor parking.

C.73 For residential flat buildings within 800 metres of Epping railway station, a condition of consent will be imposed by the consent authority requiring a Travel Plan to be provided to the satisfaction of the City of Parramatta Council prior to the release of the Construction Certificate. A Travel Plan is a package of measures designed to reduce car trips and encourage the use of sustainable transport. It must include, at the minimum:

a) Analysis on the existing policy context.

b) Analysis on the existing transport conditions.

c) Objectives and targets.

d) Methods for encouraging modal shift which is to include at the minimum:

i. Strategies: these focus on managing car use, promoting public transport, cycling and walking and other mechanisms, for example, a Transport Access Guide.

ii. Actions: this spells out the modal shift mechanisms, for example, reduced car parking rates, car sharing, car pooling and sales of car parking spaces.

iii. Targeted audience: this describes the audience at which the Strategies and Actions are targeted, for example, residents, visitors, employees and business owners.

iv. Timeline: an indication of when the action is delivered, for example, prior to or upon occupation, on-going, etc.

v. Responsibility: this outlines the responsible body, for example, the proponent, Council, Building Manager, Residents, Travel Plan Coordinator, etc.

e) Management and Monitoring of the Travel Plan.

8.1.1.2 EPPING TOWN CENTRE

[No amendments]

8.1.1.3 EPPING AREAS – RESIDENTIAL DEVELOPMENT

[No amendments]

8.1.1.4 EPPING AREAS – BUSINESS DEVELOPMENT

[No amendments]

8.1.1.5 EPPING AREAS – MIXED-USE DEVELOPMENT

In addition to the general provisions set out in Section 8.1.1.1 EPPING CENTRAL, the following specific provisions apply to specific land zoned E1 Local Centre as identified in this Section. This Section should be read in conjunction with Part 4 – Non-Residential Development and Part 3 – Residential Development of this DCP. To the extent of any inconsistencies, the specific provisions within this Section shall prevail.

8.1.1.5.1 53 - 61 RAWSON STREET, EPPING PRECINCT

This Section applies to the site bounded by Rawson Street, Carlingford Road and adjoining sites in Epping. The subject site is illustrated in Figure 8.1.1.5.1.1.

The site comprises 3 individual land parcels as follows: 53 Rawson Street, Epping (Lots 4-7 in DP 19329 and Lots 8-9 in DP 975578) and 61 Rawson Street (Lot 1 in DP 71071).

Figure 8.1.1.5.1.1- Land application map

This DCP establishes principles, objectives and controls to be interpreted during preparation and assessment of development applications and supports the objectives of the LEP.

In addition to general objectives listed in Part 8 of this DCP, specific objectives of this site are identified below and within each section of this site-specific DCP.

Objectives

O.01 Reinforce the role of the site as a key retail and commercial destination.

O.02 Provide a mix of residential and commercial uses to support high levels of activation within the site and to the surrounding streetscape.

Public Domain and Publicly Accessible Open Space

Objectives

O.01 Provide well-considered publicly accessible open space areas that support wayfinding, legibility and through-site connections for residents and visitors.

O.02 Appropriately manage vehicular and pedestrian access between Carlingford Road, Rawson Street and Boronia Park.

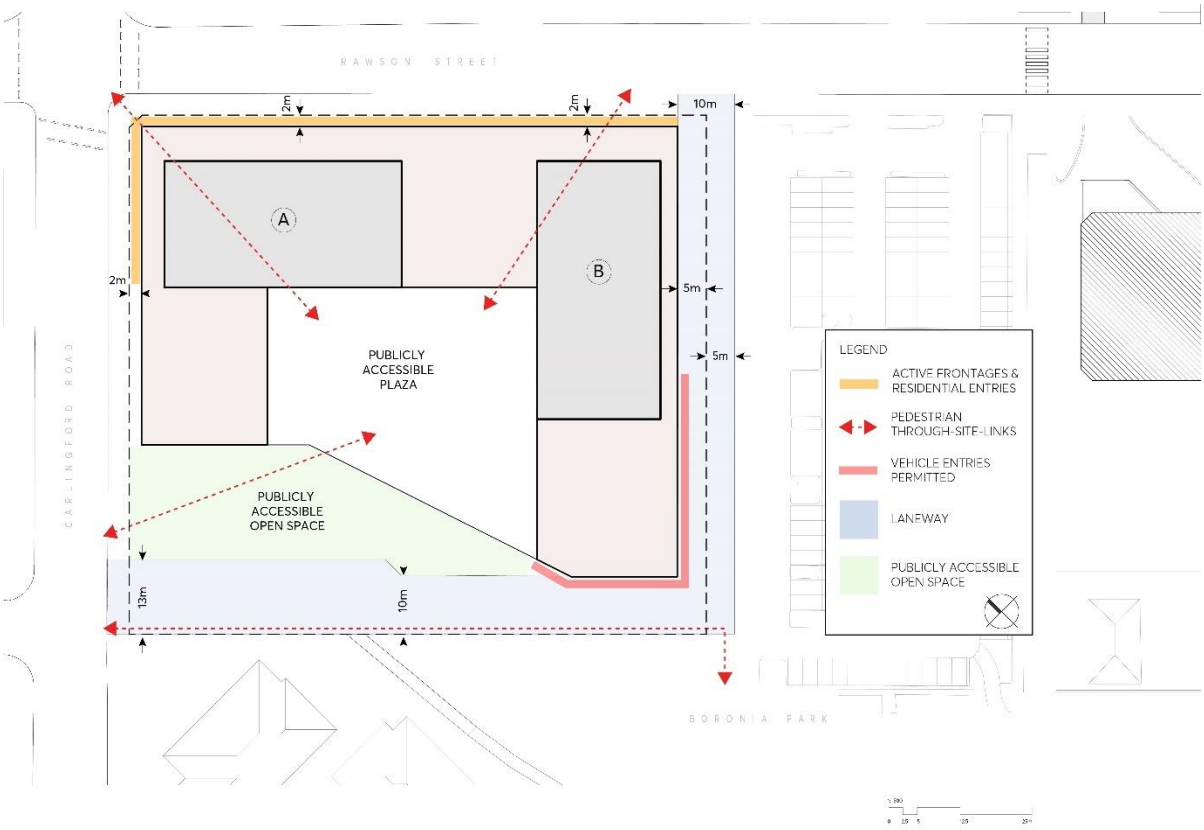

Figure 8.1.1.5.1.2 – Indicative ground floor layout

Controls

C.01 Public domain and publicly accessible open space shall be generally in accordance with Figure 8.1.1.5.1.2 noting that alternative options will be considered. This includes the central plaza, a widened footpath along Rawson Street, a minimum 10m wide laneway, and the publicly accessible open space area in the north-west portion of the site.

C.02 The designs of the public domain and publicly accessible open spaces are to:

a) Incorporate a palette of high-quality design treatments and finishes to facilitate active and passive recreation with consideration to Council public domain guidelines.

b) Incorporate an awning to street frontages.

c) Be accessible 24 hours a day seven days a week.

d) Include clear, accessible and safe links between Rawson Street, Carlingford Road and Boronia Park.

e) Provide visual links from within the site to Rawson Street an d Carlingford Road.

f) Incorporate principles of Crime Prevention through Environmental Design to support safety and security of users.

g) Deliver a consistent footpath width and treatment along Rawson Street and Carlingford Road.

h) Be designed to allow universal access.

C.03 The design of the central plaza is to:

a) Include a combination of hard surfaces and landscaping.

b) Provide outdoor spaces and seating areas that are protected from the elements (i.e., sun, wind, rain impacts) to allow for use all-year round.

c) Provide activated frontages and outdoor dining opportunities.

C.04 The design of the publicly accessible open space area in the north-western corner of the site is to:

a) Prioritise pedestrians over vehicles and ensure the safety of pedestrians.

b) Support urban tree canopy cover.

c) Provide deep soil zones on site.

d) Include Stormwater management treatments and a combination of indigenous, native and exotic vegetation.

e) Improve pedestrian connections from Carlingford Road to Boronia Park.

f) Provide passive recreation opportunities.

g) Clearly delineate public and private uses.

C.05 The laneway shall be delivered generally in accordance with Figures 8.1.1.5.1.2, - 8.1.1.5.1.4 and is to be dedicated to Council. Alternative laneway configuration options can be considered.

C.06 The laneway shall comprise:

a) Minimum width of 10m, with:

i. Two 3.5m vehicular lanes in each direction,

ii. Minimum 2.4m wide footpath along the southern and western boundary to connect to Boronia Park,

iii. Trees in grates on the footpath,

iv. Kerb and gutter arrangement for the laneway.

b) Prioritise the safety of pedestrians in the area using appropriate materials.

c) Align with materials in the Parramatta Public Domain Guidelines.

d) Provide adequate flooding mitigation measures including but not limited to:

- a raised entrance crest to the basement level;
- flood gates;
- the first level with pedestrian access being located above the 1% AEP + freeboard and the PMF flood level (achieved in reference scheme);
- residential floors being above the PMF flood level (achieved in reference scheme); and
- a shelter-in-place strategy could be implemented if required.

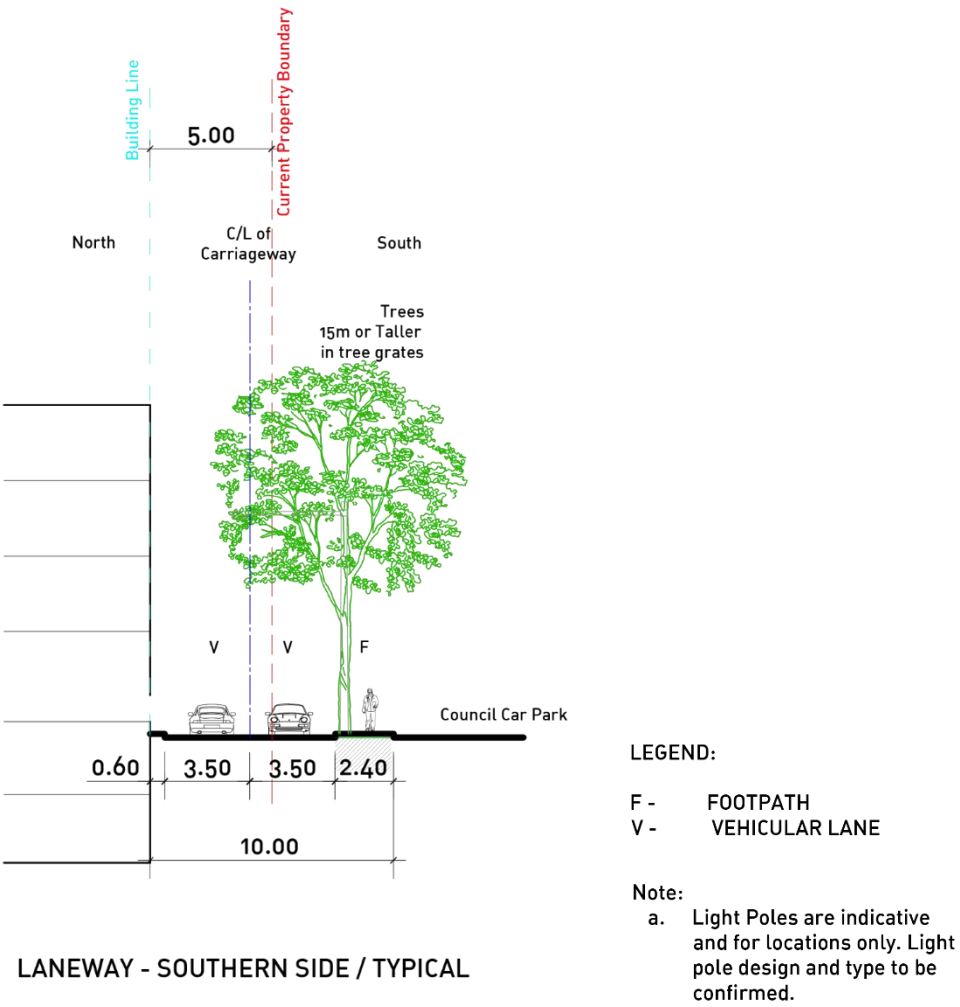

Figure 8.1.1.5.1.3 – Indicative Southern Laneway cross sections

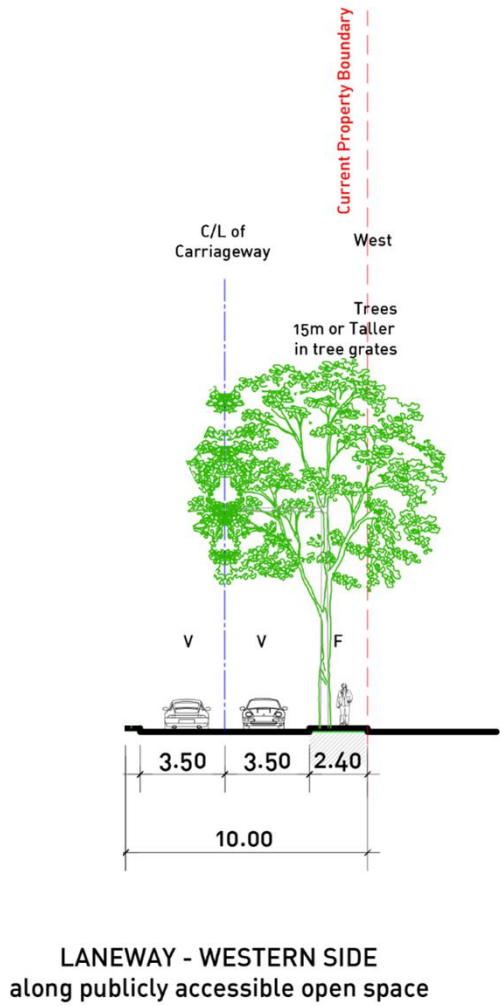

Figure 8.1.1.5.1.4 – Indicative Western Laneway cross sections

Podium and street wall

Objectives

O.01 Ensure buildings are sited to consider site constraints, topography, and surrounding uses.

O.02 Provide an activated ground floor retail interface with fine grain uses to enhance the character and function of Rawson Street as a high street, and turn the corner to Carlingford Road.

O.03 Provide a street wall at an appropriate height to spatially define Carlingford Road and Rawson Street that is well proportioned, humanly scaled and finely grained, with facades of tactile material quality.

O.04 Create visual interest and variety in the streetscape within an overall framework of consistency in the definition of the street and its character.

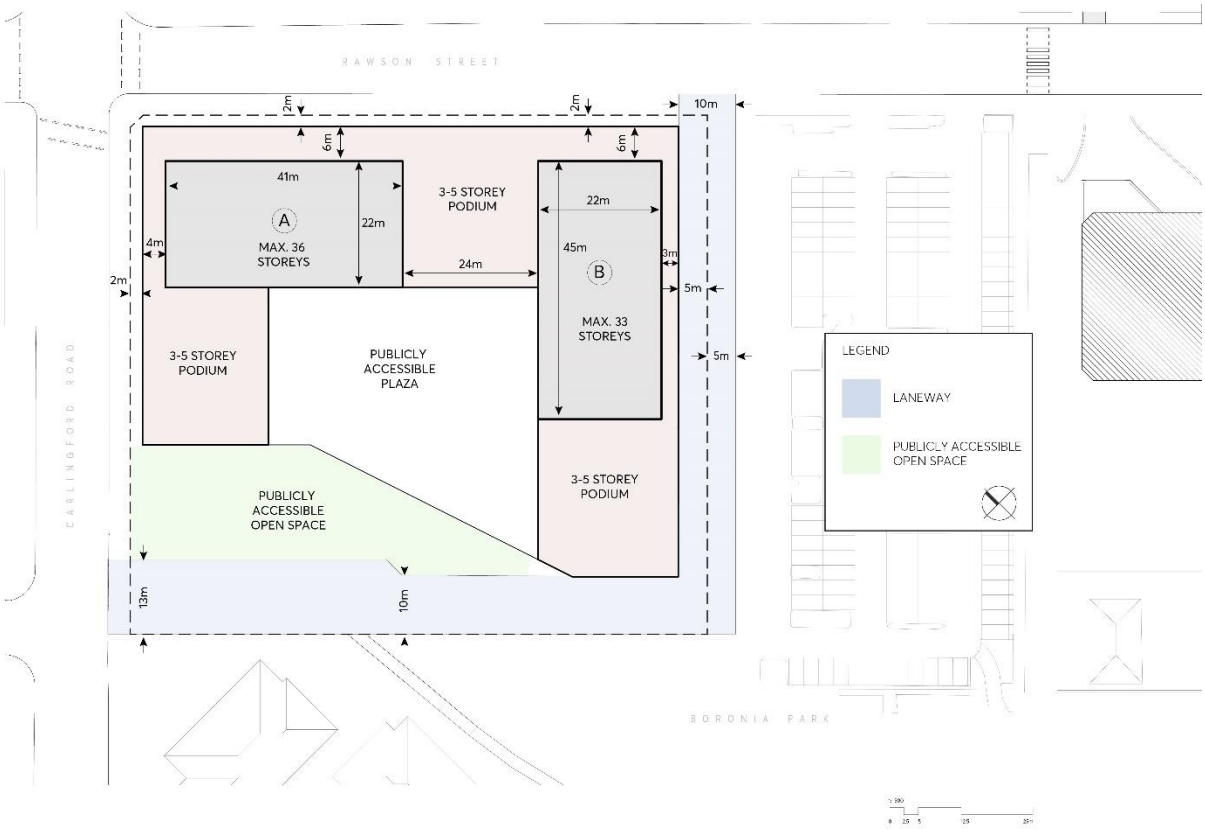

Figure 8.1.1.5.1.5 – Indicative site layout and built form

Controls

C.01 The site layout and building envelope is to be generally consistent with Figure 8.1.1.5.1.5.

C.02 Podiums should have a predominant street wall height of either 3 or 4 storeys along both Rawson Street and Carlingford Road, with a maximum of 5 storeys in line with the natural topography.

C.03 Podiums should have a predominant street wall height of either 3 or 4 storeys along both Rawson Street.

C.04 Podiums can comprise part 5 storeys on the western edge of the podiums due to the slope of the land in response to the natural topography.

C.05 The height of the podium parapet is to be consistent across the development to provide clear definition of the podium, streets and laneways.

C.06 Minimum floor to floor heights are to be provided as follows:

a) Lower ground floor retail – 5.5m.

b) Ground floor retail – 5m.

c) Podium commercial -4m.

d) Residential – 3.15m.

C.07 Minimum setbacks are to be in accordance with Table 8.1.1.5.1.1 below and consistent with Figure 8.1.1.5.1.5:

Table 8.1.1.5.1.1 – Minimum podium and tower setbacks

Setback	Minimum Building Setback
Basement and lower ground (below finished ground level)	
Rawson Street	0m
Carlingford Road	0m
Southern Boundary	5m
Western Boundary	10m
Podium (from boundary)	
Rawson Street	2m
Carlingford Road	2m
Southern Boundary	5m
Western boundary	10m
Tower (from podium edge)	
Rawson Street	6m
Carlingford Road	4m
Southern podium edge	3m
Western podium edge	4m

C.08 Podium setbacks should be built to align with the setbacks for their entire height and free of architectural treatments (including balconies, fins and the like.) to ensure a clear street wall.

C.09 Residential access is to be provided with a legible, direct street address from either Rawson Street or Carlingford Road. A primary residential address must not be provided from the laneway or plaza.

C.10 An active frontage should be provided at ground level along Rawson Street and part of Carlingford Road. These frontages should have individual commercial and residential entries which meet the street at existing ground level to minimise the need for vertical circulation.

C.11 Active uses must be provided consistent with Figure 8.1.1.5.1.2, excluding necessary services and vehicular access. Street wall facades should:

a. Be consistent in materiality and rich in detail.

b. Be of predominantly masonry character with no lightweight panel construction or curtain walling.

c. Be articulated with depth, relief, and shadow on the street facade. A minimum relief of 150mm between the masonry finish and glazing face must be achieved.

d. Utilise legible architectural elements and spatial types - doors, windows, pilasters, sills, plinths, frame and infill, etc. - not necessarily expressed in a literal traditional manner.

e. Awnings are thoughtfully integrated into the design.

C.12 Building services should be concealed and screened from the public domain.

C.13 The street wall, particularly as articulated at the corner of Rawson Street and Carlingford Road, must be of solid architectural expression to ground the built form and frame the street.

C.14 Lower ground and basement levels must adhere to the podium setbacks in Table 8.1.1.5.1.1 and be located within the building footprint.

Towers

Objectives

O.01 Towers are set back above street walls as clearly distinct free-standing buildings to mitigate wind and urban heat impacts, enable views to the sky and protect amenity in streets and public places.

O.02 Orient towers to optimise solar access, natural ventilation and privacy while minimising overshadowing to Boronia Park and adjoining land.

O.03 Provide adequate separation between slender towers to allow for greater outlook from towers, and increased views to sky and solar access at ground level.

O.04 Establish an appropriate transition in height to surrounding development and Boronia Park through building configuration, setbacks and architectural treatments.

Controls

C.01 Built Form is to be in accordance with the following height in storeys in Table 8.1.1.5.1.2.

Table 8.1.1.5.1.2 – Maximum building heights

53-61 Rawson Street	Maximum building height under the LEP (including 3m Plant)	Maximum number of storeys
Built form	RL 103m (22m)	5
	RL 197 (112m)	33
	RL 206 (122m)	36

C.02 A maximum of two towers is permitted on the site.

C.03 The maximum number of storeys shown in Table 8.1.1.5.2 includes the lower ground floor as a storey, which due to the slope of the land is partially recessed below natural ground level to the west. The maximum number of storeys shall exclude the roof plant level.

C.04 The maximum height of buildings mapped for the site in PLEP 2023 includes a 3m height allowance for plant and is not to be used for the purpose of an additional residential and/or commercial storey.

C.05 The towers are to be clearly defined as discrete built form elements above the podium, as expressed in massing and materiality.

C.06 Any tower located directly adjacent to Carlingford Road should not be oriented parallel to Carlingford Road to minimise the residential amenity impacts of traffic noise and pollution.

C.07 Where possible, towers should be set back from the central plaza to minimise wind and visual bulk impacts.

C.08 Undercrofts or other interruptions of the street wall which expose the underside of the tower and amplify its presence on the street or in publicly accessible open spaces are not permitted.

C.09 A maximum of one step in the built form between the street wall and tower shall be provided.

C.10 Floorplates are to be limited to a maximum dimension of 45m.

C.11 Building floorplates above the podium are not to exceed 750m^2 of gross floor area.