

PART 8 – CENTRES, PRECINCTS, SPECIAL CHARACTER AREAS & SPECIFIC SITES

This Part of this DCP contains specific design requirements for certain centres and precincts of the City of Parramatta (the City) including strategic centres, local centres, neighbourhood precincts, special character areas, and specific sites. The controls guide future development in a manner that enables development potential to be realised whilst continuing to reinforce the special attributes and qualities of the centre, precinct, or site.

In addition to the specific provisions that are specified in this Section, Part 8 should be read in conjunction with the relevant Sections of this DCP including:

- **Part 2 – Design in Context**
- **Part 3 – Residential Development**
- **Part 4 – Non-Residential Development**
- **Part 5 – Environmental Management**
- **Part 6 – Traffic and Transport**
- **Part 7 – Heritage and Archaeology**

The consent authority, in considering a Development Application for land described in Part 8 must have regard to the specific provisions. Should there be any inconsistency between this Section and any other part of this DCP, this Section prevails to the extent of the inconsistency

In addition to specific provisions that are specified in Sections 8.1 Strategic Centres, 8.2 Local Centres and 8.3 Neighbourhood Precincts of this DCP, the following general objectives apply:

General Objectives

- O.01 Ensure that new development within the business zones provides active ground level uses, creating vibrant local centres.
- O.02 Ensure that new development provides an interface to adjoining public spaces, including roads, laneways, pedestrian connections and parks.
- O.03 Encourage the provision of new pedestrian and vehicular connections within strategic centres, local centres and neighbourhood precincts.
- O.04 Provide high quality retail, commercial and residential development within strategic centres, local centres and neighbourhood precincts.
- O.05 Encourage the revitalisation of the public domain in strategic centres, local centres and neighbourhood precincts.

- O.06 Encourage opportunities for additional public open spaces in strategic centres, local centres and neighbourhood precincts.
- O.07 Development is to conserve and enhance identified views, heritage items and the natural environment.

New Laneway and Pedestrian Links

- O.08 Improve the existing vehicular and pedestrian network.
- O.09 Improve legibility and permeability of centres.
- O.10 Provide better servicing for residential and commercial uses.
- O.11 Reduce conflict between pedestrian and vehicular movements.
- O.12 Reinforce the role of the street hierarchy.

Setbacks

- O.13 Reinforce the street edge and role of centres.
- O.14 Activate ground level retail spaces and encourage pedestrian activity.
- O.15 Provide for continuous awnings and weather protection in and around centres.
- O.16 Provide an address to important elements of centres such as railway stations and public open spaces.
- O.17 Ensure that new development encourages activation of laneways.

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8.1 STRATEGIC CENTRES

This Section contains development controls for Strategic Centres within the City of Parramatta (the City) as identified in Council's Local Strategic Planning Statement 2036. Strategic Centres co-locate a wide mix of land uses (commercial and residential), provide access to major public transportation, have high levels of amenity, walkability, and are cycle friendly. They have distinct commercial functions, and are prioritised for housing and employment growth with a focus on high-rise development to support this growth.

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8.1.1 EPPING STRATEGIC CENTRE

The Epping Strategic Centre comprises of Epping Central located to the west of the rail line, Epping East 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 (served by the Metro North West Line, Sydney Trains T9 Northern Line and NSW TrainLink Central Cost & Newcastle Line), provision of mixed-use commercial, retail and residential development, enhanced public domain, and significant heritage context.

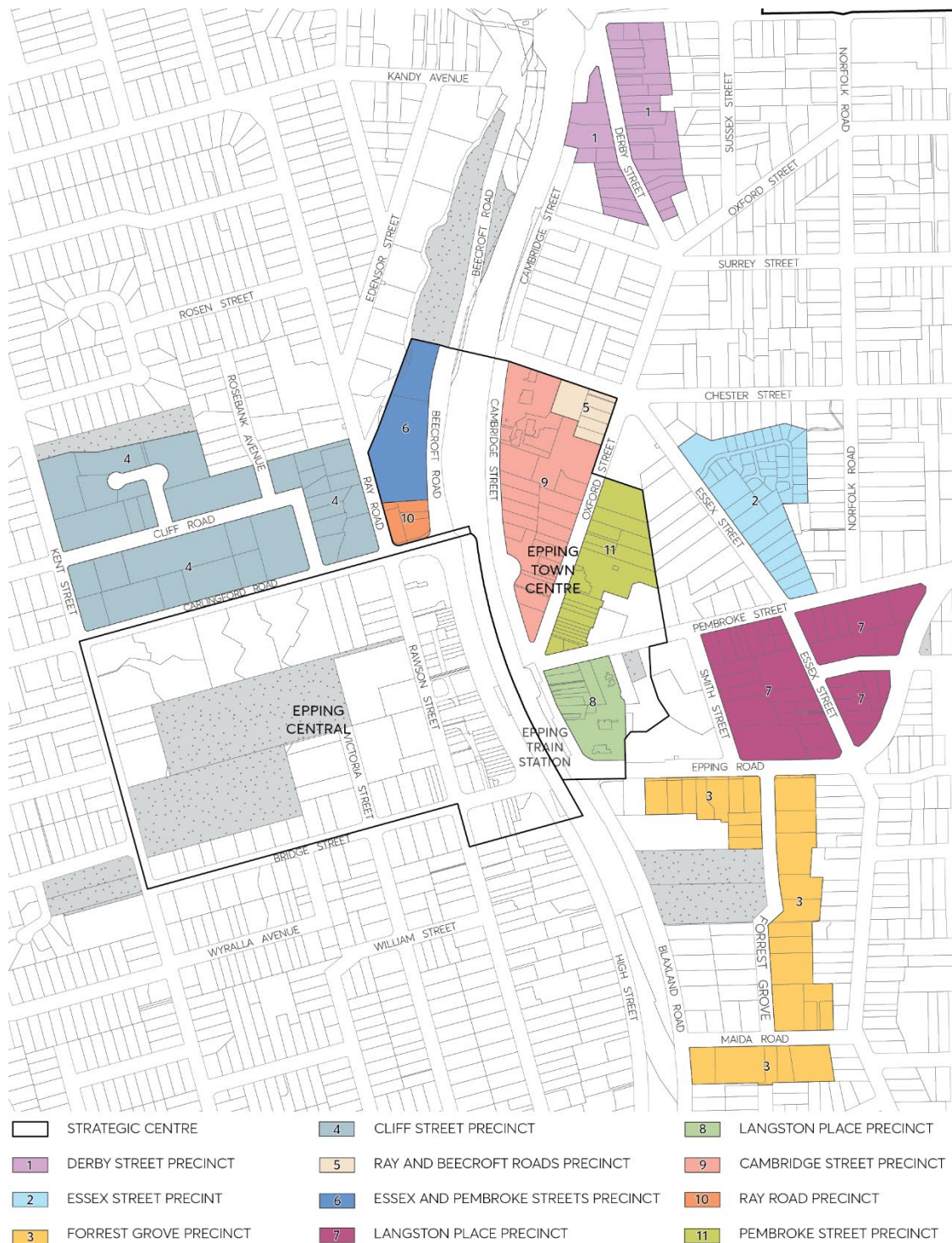


Figure 8.1.1 – Epping Strategic Centre

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.

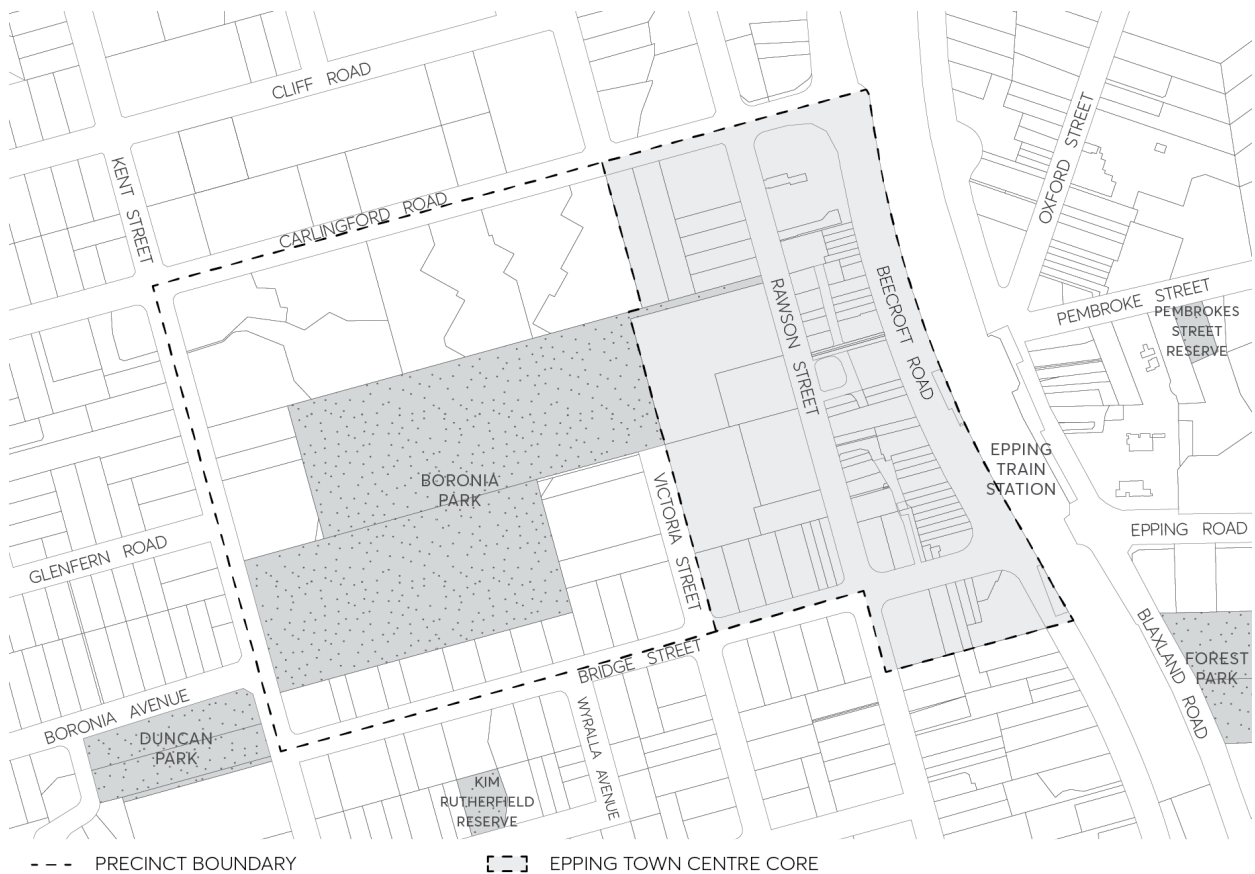


Figure 8.1.1.1.1 – Epping Town Centre Precinct Map

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 8.1.1.2 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 link to 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.

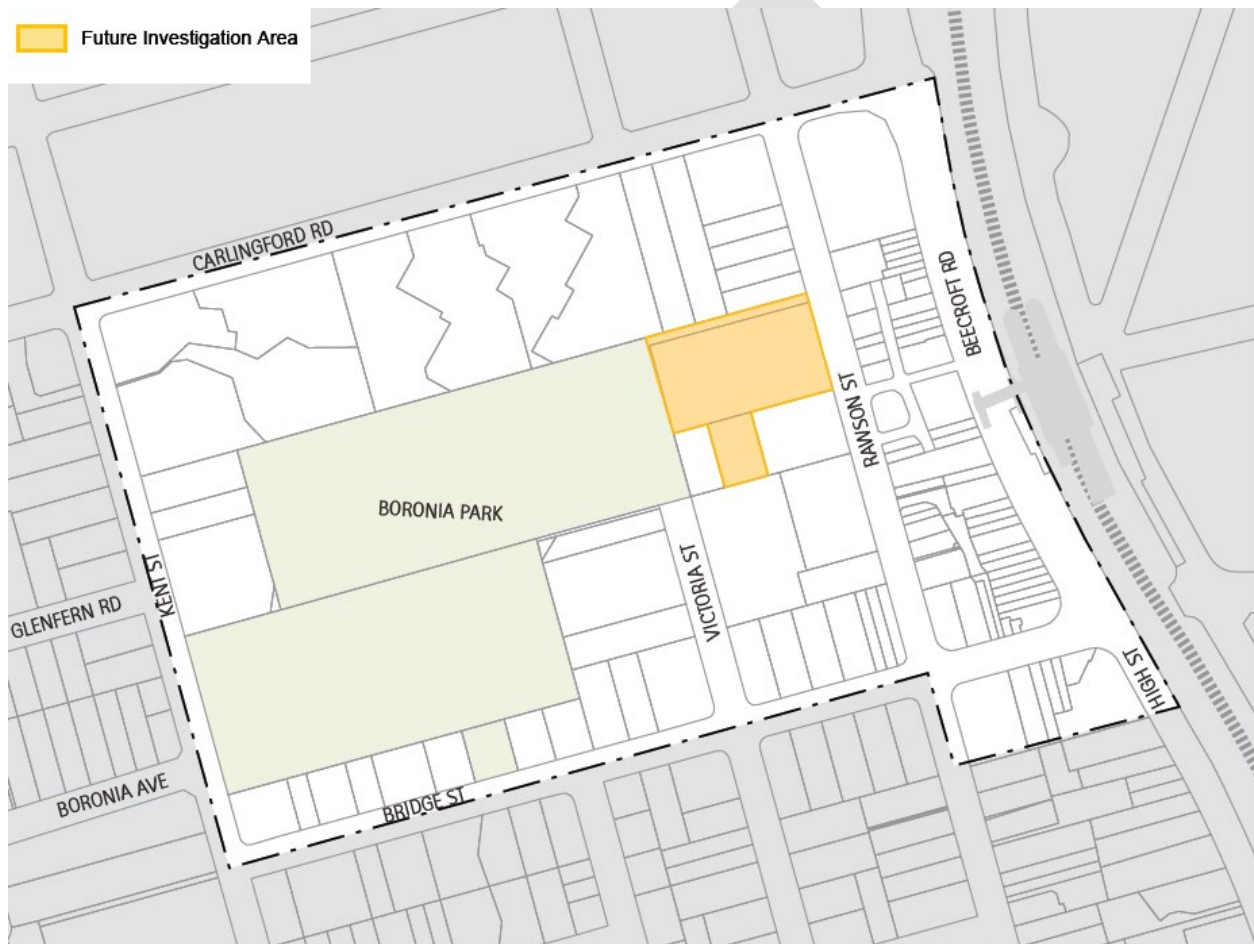


Figure 8.1.1.2 – Future Investigation Site

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 8.1.1.3.

- 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 vehicular laneways are to have a minimum width as shown in Figure 8.1.1.4.
- C.04 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.05 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.06 Laneways and through-site links should be dedicated to Council.
- C.07 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.

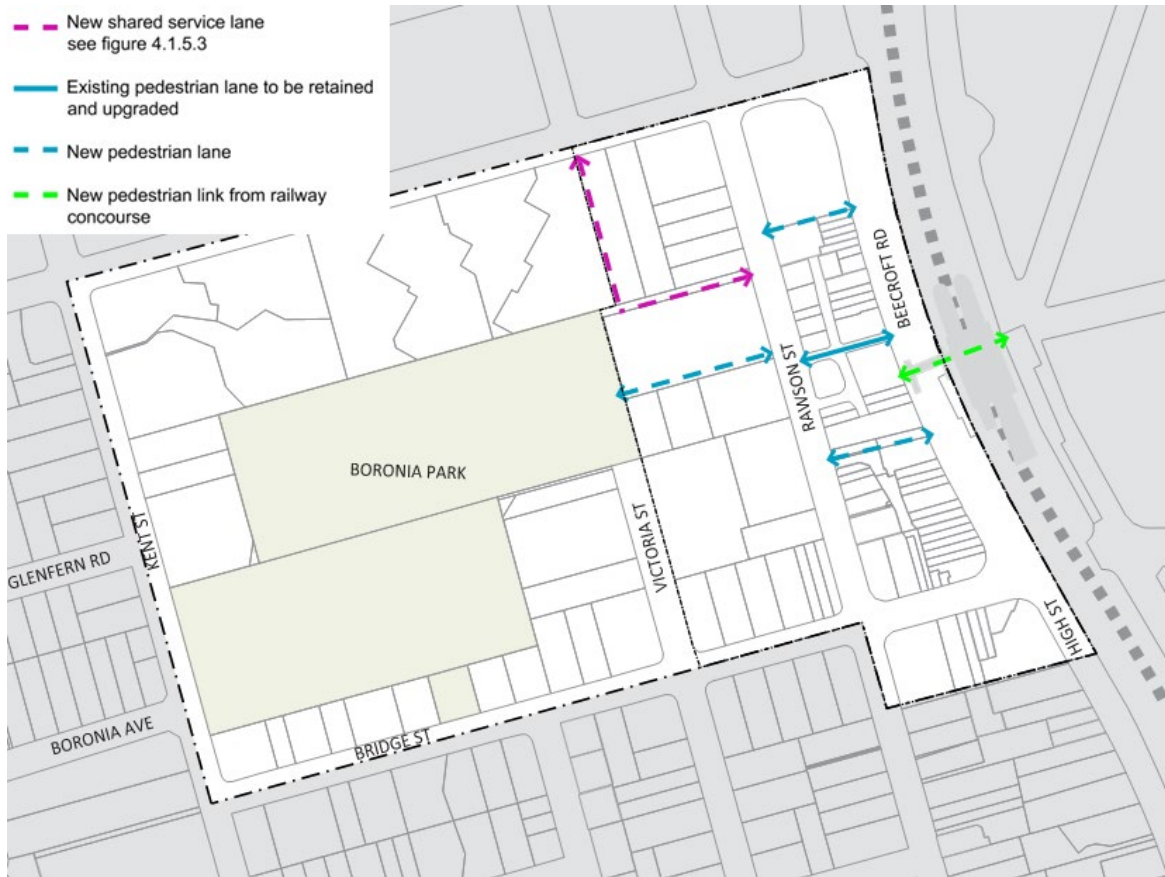


Figure 8.1.1.1.3 – Pedestrian Connections and Laneways

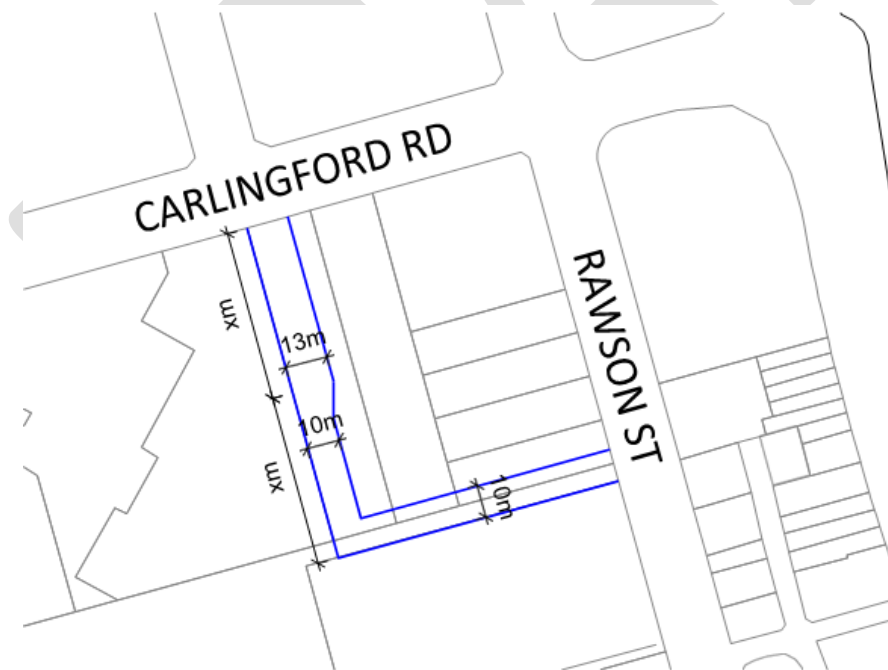


Figure 8.1.1.1.4 – New Vehicular Laneway

Landscaping & Public Domain

- C.08 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 8.1.1.5.
- C.09 Where podium planting is required, the planting is to be provided as illustrated at Figure 8.1.1.6, with the appropriate soil depth and width as illustrated at Figure 8.1.1.7.
- C.10 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.11 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.12 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.

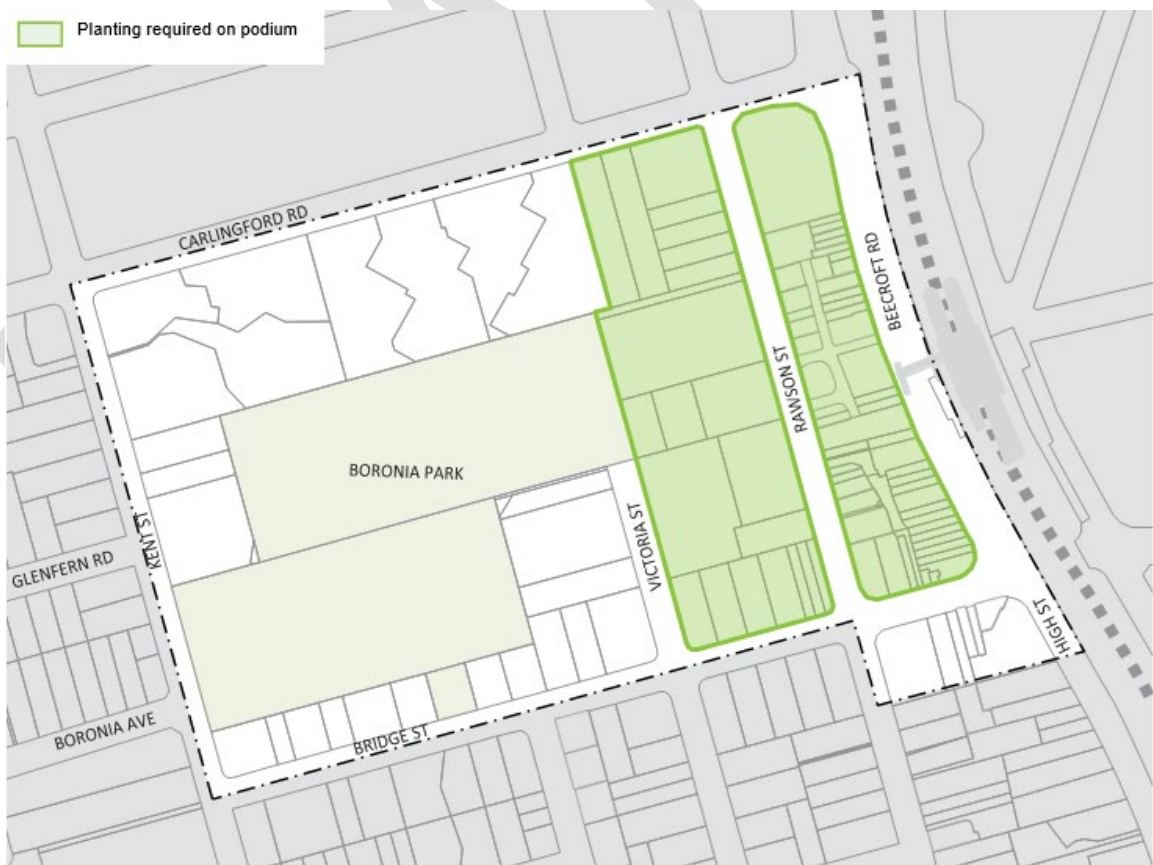


Figure 8.1.1.5 – Planting required on podium

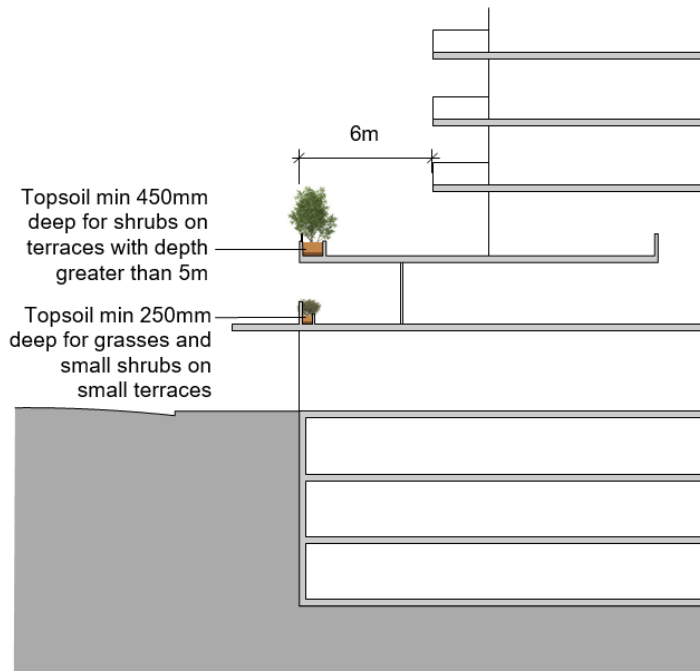


Figure 8.1.1.1.6 – Podium planting provision

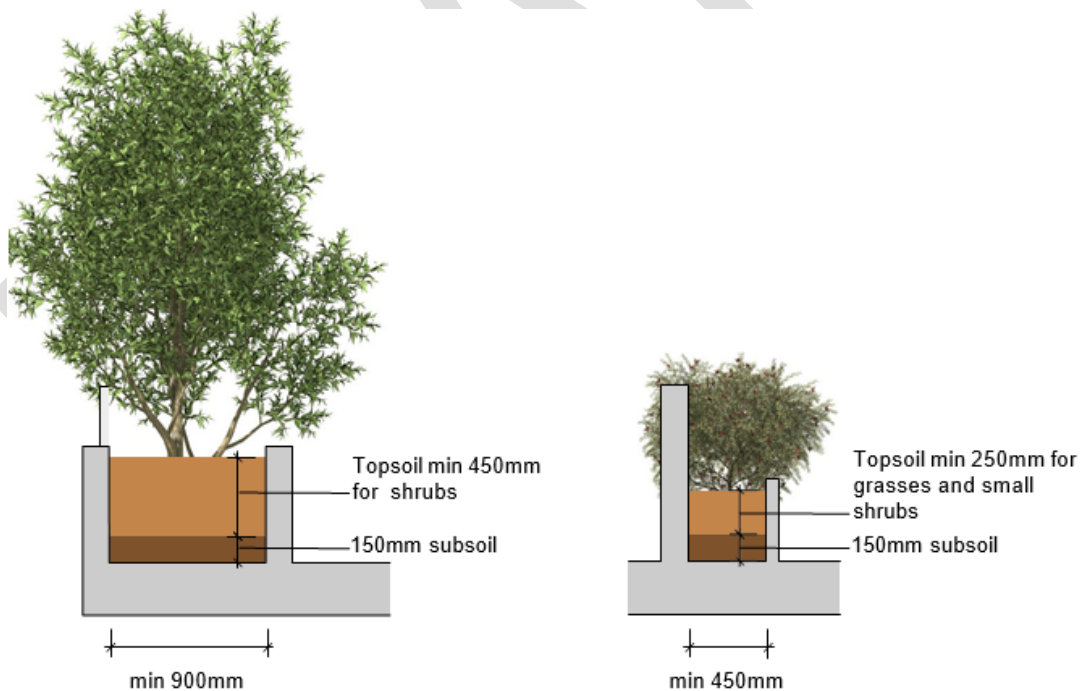


Figure 8.1.1.1.7 – Soil depth and width

Building Height

C.13 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.

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
B2 Local Centre	18	5
	48	15
	72	22

Building Setbacks

Front setbacks

- C.14 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, Figure 8.1.1.1.10 and Figure 8.1.1.1.11, and any additional controls set out below.
- C.15 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.16 Podiums are to be a maximum of 2-3 storeys in height. Podiums of 3-4 storeys may be considered along Beecroft Road where the proposed use is to be non- residential.
- C.17 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.18 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.19 For the commercial/retail component of development within the B2 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.20 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.21 Development should be setback a minimum of 6 metres from the rear boundary. Within the B2 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.22 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.23 Building floor plates above the podium are not to exceed the following:

- For residential development, 700m² of gross floor area and 900m² inclusive of balconies, external walls, internal voids etc; or
- For commercial development, 1,200m² of gross floor area.

C.24 Floor plates are to be limited to a maximum dimension of 40 metres.

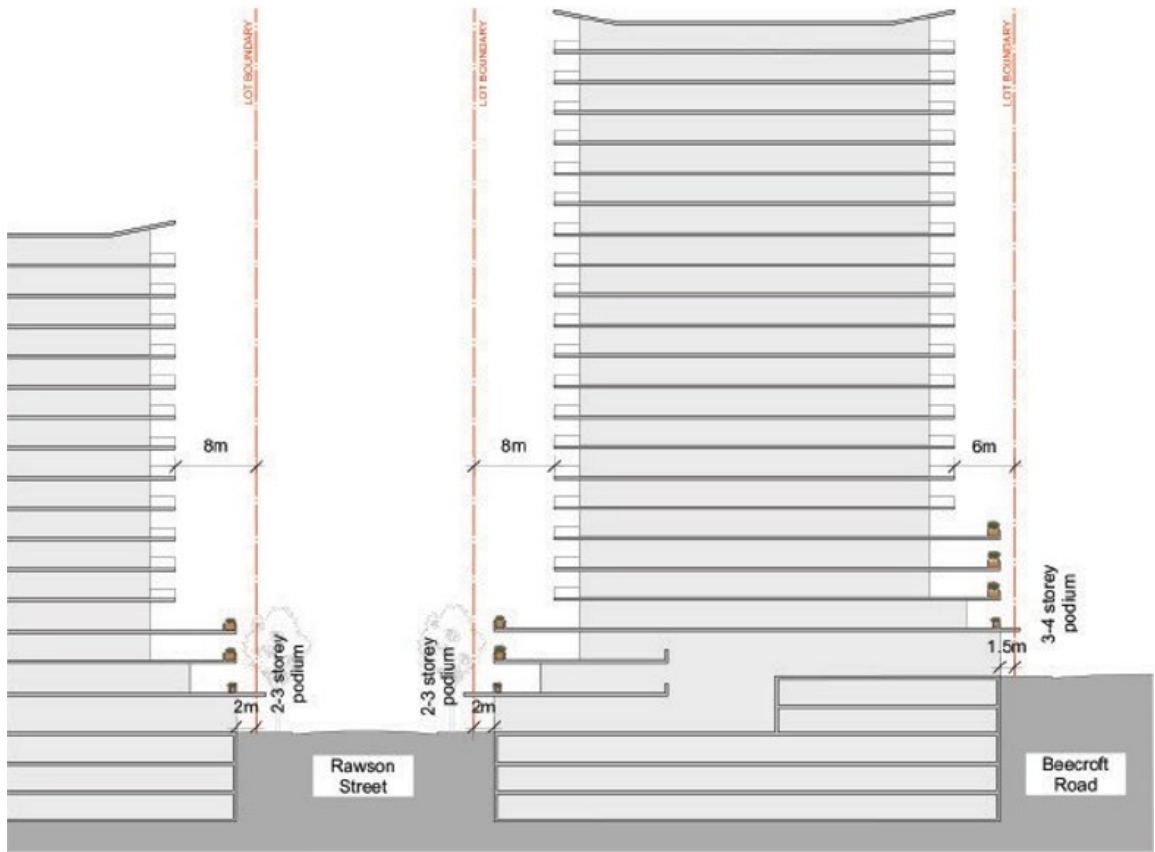


Figure 8.1.1.1.9 – Setbacks to Rawson Street and Beecroft Road

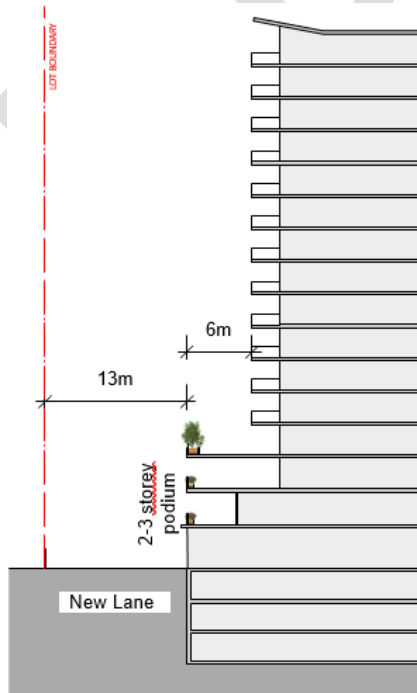


Figure 8.1.1.1.10 – Setbacks to New Lane connecting Carlingford Road and Rawson Street

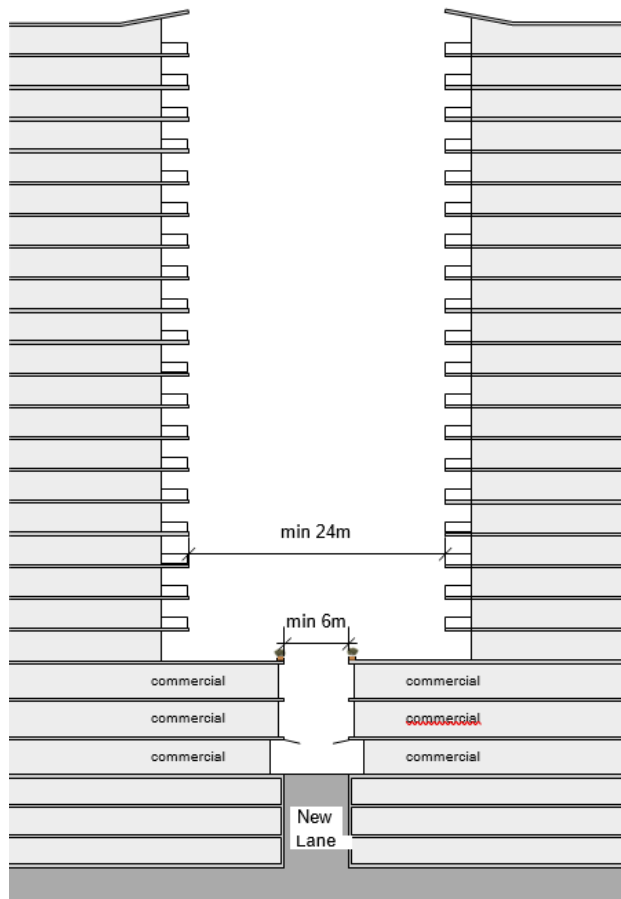


Figure 8.1.1.1.11 – Setbacks to New Lane connecting Rawson Street to Beecroft Road

Minimum site area, frontage and amalgamation

- C.25 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 2,000m² with a minimum street frontage of 40 metres.
- C.26 Site amalgamation patterns are to ensure through block amalgamation, particularly between Beecroft Road and Rawson Street.
- C.27 Isolation of small sites may result in poor built form outcomes. The applicant needs to demonstrate how small lots (less than 2,000m²) 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.28 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.29 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.30 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.31 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 8.1.1.12.
- C.32 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.

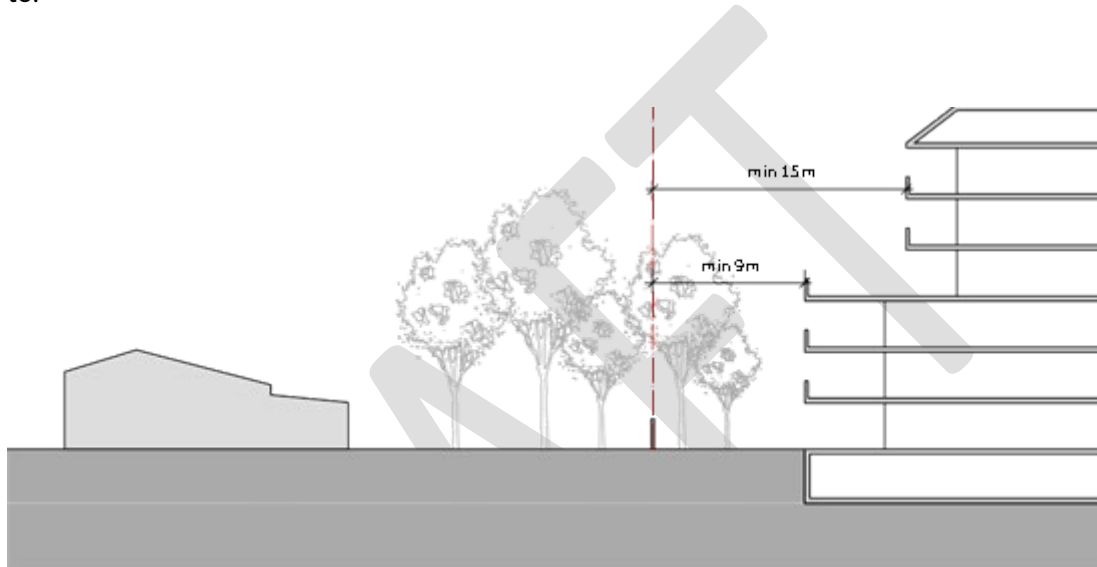


Figure 8.1.1.12 – Zone interface controls

Building Design

- C.33 Design of new buildings are to consider adjoining buildings, heritage buildings or buildings included within a Heritage Conservation Area in the in terms of:
- appropriate alignment and street frontage heights;
 - setbacks above street frontage heights;
 - appropriate materials and finishes selection;
 - façade proportions include horizontal or vertical emphasis; and
 - side and rear setbacks.
- C.34 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.35 Façades are to be articulated so that they address the street and add visual interest.

- C.36 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.37 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.38 Buildings are to be designed to create streetscapes that are characterised by:
- Clearly Defined Edges And Corners.
 - Architectural Treatments That Are Interesting And That Relate To The Design And Human Scale Of Existing Buildings.
 - Tall, Slender Buildings With Massing And Design That Allows For Light, Separation And Views Between Buildings.
- C.39 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.40 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.41 A Design Competition process is encouraged for all developments greater than 45 metres in height.

Active street frontages and address

- C.42 Active frontages are required as identified at Figure 8.1.1.13. Active frontages are those which have a direct street entry to retail, commercial, or (to minimal extent) residential lobbies.
- C.43 Active frontages uses are to include one or a combination of the following at street level:
- Entrances to retail.
 - Shop fronts.
 - 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.
 - Active office uses such as reception, if visible from the street.
 - Public building if accompanied by an entry.
 - Café or restaurant if accompanied by an entry to the street.
 - Other non-residential uses such as business premises.
- C.44 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.45 The following street address controls apply to 'street address' frontages identified at Figure 8.1.1.13.
- 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.46 Outdoor dining is encouraged within the Town Centre core, particularly along Rawson Street, as identified at Figure 8.1.1.13. Refer to the City of Parramatta Council's Outdoor Dining Guidelines for more information relating to outdoor dining.
- C.47 Continuous awnings are to be provided where active frontages are required by Figure 8.1.1.13. 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.48 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.

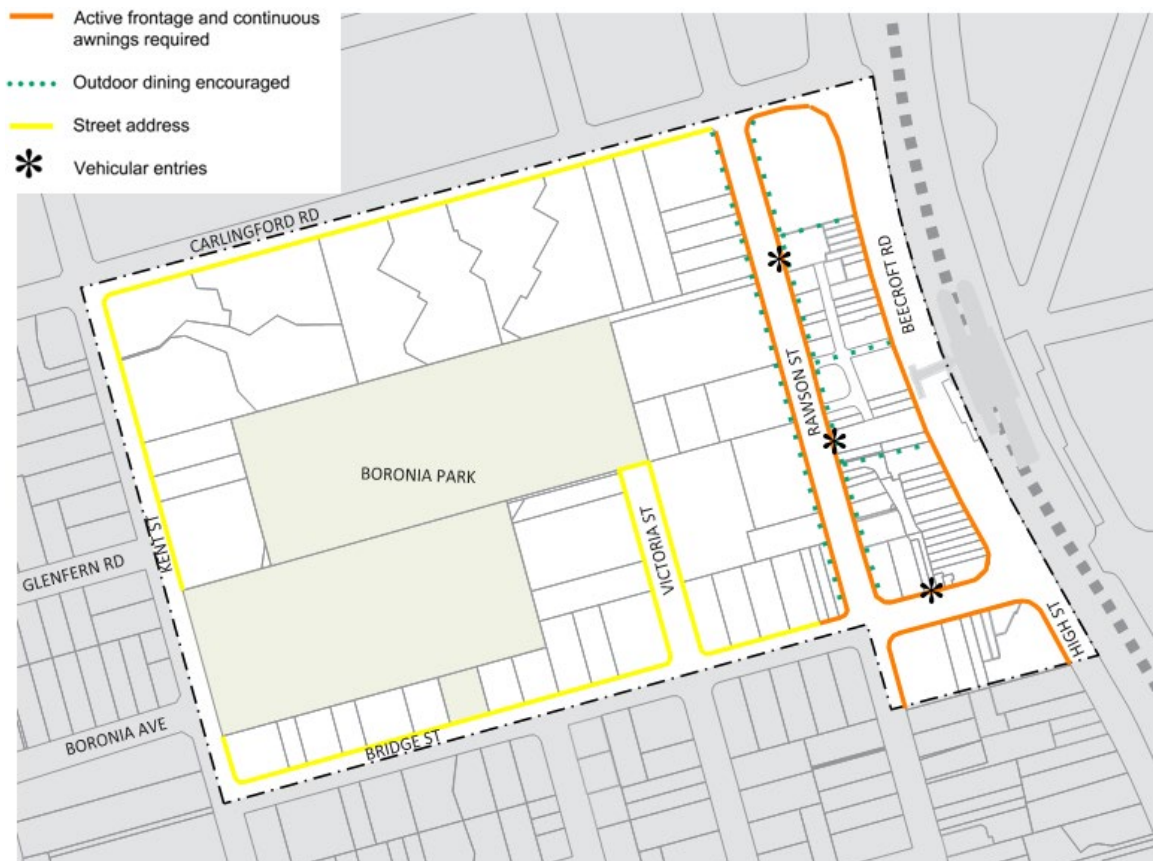


Figure 8.1.1.13 – Active frontages, street address, outdoor dining and vehicular entries

- C.49 Shared basements are encouraged to minimise the number of vehicular crossings.
- C.50 A maximum 3 vehicular access points should be provided off the eastern side of Rawson Street. Preferred vehicular access points are identified at Figure 8.1.1.11. Opportunities for amalgamated or shared vehicular entry points are also encouraged along the western side of Rawson Street.
- C.51 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.52 Any site on the western side of Rawson Street, that has two street frontages, is not to be accessed off Rawson Street.
- C.53 Vehicular crossing widths are to comply with AS2890.1.
- C.54 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.55 The ground floor of buildings within the B2 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.56 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.57 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.58 Provide security access controls to all entrances into private areas, residential lobbies, car parks and internal courtyards and open space.

Deep soil zones

- C.59 Deep soil zones shall be provided in accordance with Part 2 – Design in Context of this DCP.
- C.60 Locate basement car parking predominately under the building footprint to maximise opportunities for deep soil areas.
- C.61 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.62 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.63 The design and use of buildings is to promote active uses fronting public streets and places.
- C.64 Landscaping is to reinforce the public realm without secluding areas where surveillance is limited.
- C.65 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.66 Entrances to buildings should be well lit, clear and well defined.

Car Parking

- C.67 Car parking is to be provided below ground in basements within the B2 Local Centre and R4 High Density Residential Zones.
- C.68 Car parking for non-residential, multi-unit residential and mixed use developments is to be provided to the rates set out at Table 8.1.1.2. For other forms of development refer to the applicable rates are in Part 6 – Traffic and Transport of this DCP.
- C.69 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.	
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 10m ³ of storage space provided. This can be provided within the car parking area only where it can be demonstrated that the	

	<p>storage area does not impede area allocated for car parking.</p> <p>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.</p>
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	<p>Commercial – Minimum of 1-2% of all spaces to be provided as readily accessible spaces, appropriately designed for use by people with disabilities.</p> <p>Accessible parking is to be designed in accordance with the requirements of relevant Australian standards.</p>
Motorcycle parking	<p>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.</p> <p>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.</p> <p>Each motorcycle parking space is to be designated and located so that parked motorcycles are not vulnerable to being struck by a manoeuvring vehicle.</p>
Bicycle retail/commercial parking	<p>Bicycle parking for tenants and visitors is required at a minimum rate of 1 bicycle space per 200m² commercial/retail gross floor area or part thereof.</p> <p>Secure bicycle spaces for tenants can be provided individually (per tenancy) or collectively for the use of all tenants within a designated area.</p> <p>Visitor bicycle parking should be provided close to the street entrance of a commercial or mixed use development in accordance with <i>Safer by Design</i> principles and be appropriately designated. Council's consent will be required where visitor bicycle spaces are proposed on Council's footpath.</p> <p>Bicycle parking and access should ensure that potential conflict with vehicles are minimised. Bicycle parking</p>

	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.70 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.71 Applications that depart from the on-site parking rate specified in Table 8.1.1.2 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:

- efficiencies gained from the consolidation of shared car parking spaces on the same site,
- public car parks intended to serve the land,
- extent of existing on-street parking in non residential zones,
- extent of existing on-street parking in residential zones,
- the practicality of providing car parking on the site, particularly for constrained development sites,
- any car parking deficiency associated with the existing use of the site,
- local traffic management in the locality of the site,
- the impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas,
- the need to create safe, functional and attractive parking areas,
- access to or provision of alternative transport modes to and from the land, and
- the character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.

C.72 Before granting approval to depart from on-site parking rates specified in Table 8.1.1.2, Council will consider the Car Parking Demand Assessment and any other relevant planning consideration.

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 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.74 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:
 - Strategies: these focus on managing car use, promoting public transport, cycling and walking and other mechanisms, for example, a Transport Access Guide
 - Actions: this spells out the modal shift mechanisms, for example, reduced car parking rates, car sharing, car pooling and sales of car parking spaces.
 - Targeted audience: this describes the audience at which the Strategies and Actions are targeted, for example, residents, visitors, employees and business owners.
 - Timeline: an indication of when the action is delivered, for example, prior to or upon occupation, on-going, etc.
 - 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

The Epping Town Centre Core is located around the Epping Railway Station and has good access to public transport. The Epping Town Centre Core is divided into two planning precincts - East Precinct and West Precinct.

The location of the Town Centre Core Planning Precincts is depicted in Figure 8.1.1.2.1 below. The following provides controls for development of land which is zoned B2 Local Centre and located within the East and West Precincts within the Epping Town Centre Core.

Note: Controls for development of land within the Epping Town Centre Core which is zoned R4 High Density Residential is subject to the applicable built form controls in Part 3 – Residential Development of this DCP.



Figure 8.1.1.2.1 – Epping Town Centre Core Planning Precinct Boundaries

8.1.1.2.1 DESIRED FUTURE CHARACTER

Epping Town Centre Core

Core Epping Town Centre is a compact and vibrant town centre in an important strategic location. The town centre has grown and developed either side of Epping Railway Station and benefits from excellent rail access to most major employment locations in the Sydney metropolitan region through the main North Line, the Epping to Chatswood Link and the future North West Rail Link.

The Epping Town Centre Core encompasses main street retail/commercial activity, dispersed with civic/community uses and surrounded by residential development of varying density.

Responsive scale and built form

Epping Town Centre will be the retail, commercial, residential and cultural heart of Epping. The town centre builds upon its compact character and increased activity occurs in the Town Centre Core, being areas with good access to the rail station. The majority of new residential dwellings are developed in the Town Centre Core along with a range of retail, commercial and cultural activities at the lower levels that meets the needs of the local population.

Higher density commercial, retail and residential development is achieved in the form of high quality towers located in the Town Centre Core. New buildings respond to the existing fine grain character

of the street, using modulation to reduce the overall massing of a development. Tower elements are elegant with slim and slender proportions and setbacks from the podium to allow view and light corridors.

Better streets and local connections

New development within the Town Centre Core contribute to better quality streets, new and improved local connections, especially for pedestrians and cyclists, and a revitalised public domain.

A finer grain structure of local connections, reinforced by active and continuous ground level uses and clearer and safer connections, strengthen the role of the main streets as the core retail/commercial area, provide good pedestrian amenity, and assist pedestrian safety.

Epping Town Centre's streets are defined and characterised by 2-3 storey podium development at the edge of the street, and provide a range of easily accessible retail, commercial, and other activities at the local level.

Improvements to local connections that benefit the town centre include: more effective and high quality pedestrian links across the railway line, new through site vehicular connections, better cycleway connections, and new/improved pedestrian connections. Development improves physical connections across the railway line, and link the western and eastern parts of the town centre. Avenues of street trees along the main vehicular and pedestrian links enhance the visual quality of the area.

Better spaces and places

New development within the Town Centre Core contribute to better local parks, plazas, spaces and places that form part of a revitalised public domain.

Opportunities include a new civic space located on Pembroke Street to the north of Epping Branch Library.

Development along Oxford Street and other key streets strengthen the 'main street' shopping and dining character of the precinct. New buildings reinforce the traditional shopping centre character of the precinct through well-scaled podium forms, a consistent street wall height, active frontages, and continuous awnings to primary and secondary streets that together contribute to the pedestrian experience and create a distinct character. Tower elements are set back from the podium and are located at prominent locations to provide focal points and enclosure to the public realm.

Building design provides a pedestrian scale at the base and incorporates a podium. Upper levels are setback to maximise solar access to the public domain and reduce the impact of the building bulk on the streetscape.

Epping is a vibrant and attractive place to live, shop, work and visit and provides a range of goods, services and employment opportunities.

The Epping Town Centre Core continues to be developed into two identifiable high density mixed use commercial/residential areas to the south, east and west of the Epping Transport Interchange

and a high density residential precinct to the south and south east. Mixed use development are consistent with the individual characteristics of the areas as described in the following desired future character statements:

Epping Town Centre Core – East Precinct

The East Precinct continues to provide traditional main street activities for Epping Town Centre. The Precinct provides a range of housing, retail and commercial offices, food outlets and entertainment, and employment opportunities to support the larger centre and service the working and residential populations in the area.

Development promotes and enhances connections through the core and improve physical connections across the railway line, linking the western and eastern parts of the town centre.

Buildings within the East Precinct reinforce the traditional shopping centre character of the precinct through well scaled podium forms, a consistent street wall height, active frontages and continuous awnings to primary and secondary streets that together contribute to the pedestrian experience and create a distinct character.

The lower levels of development along Oxford Street, and parts of Langston Place, Pembroke Place and Cambridge Street incorporate active uses such as cafes, outdoor dining and other retail activities. Development strengthens the main street shopping and dining character of the precinct and preserves high value heritage buildings and facades that enhance the streetscape and contribute to the over sense of place of the precinct.

Buildings adjacent the intersection of Langston Place, Pembroke Street, Oxford Street and Cambridge Place incorporate architectural elements that signify the focal point of the town centre.

Buildings adjacent to the proposed village green, plaza and library in Pembroke Place and Chambers Court integrate with the adjacent public domain. Development adjacent to this area facilitates this role by the provision of seats, shade and performance areas such as steps and terraces. Ground floor uses fronting the town square includes outdoor dining at cafes and restaurants that encourage longer and more active use of the public domain outside core business hours.

Epping Town Centre Core - West Precinct

The West Precinct is a mixed use precinct separated from the 'main street' functions of the Town Centre Core by busy arterial roads and the railway line and station. The West Precinct supports the edge of centre's functions and provides a transition into the adjoining lower density residential areas. Building bulk and scale steps down from Carlingford Road and Beecroft Road to the adjacent residential area to the north in terms of built form, scale and setting.

Setbacks to Beecroft Road encourage the retention of existing trees, and facilitate additional landscaping to screen development from Beecroft Road and the Railway Line.

Objectives

O.01 Development that contributes to the desired future character of the area.

Control

C.01 Development Applications should demonstrate compatibility with the statement of desired future character.

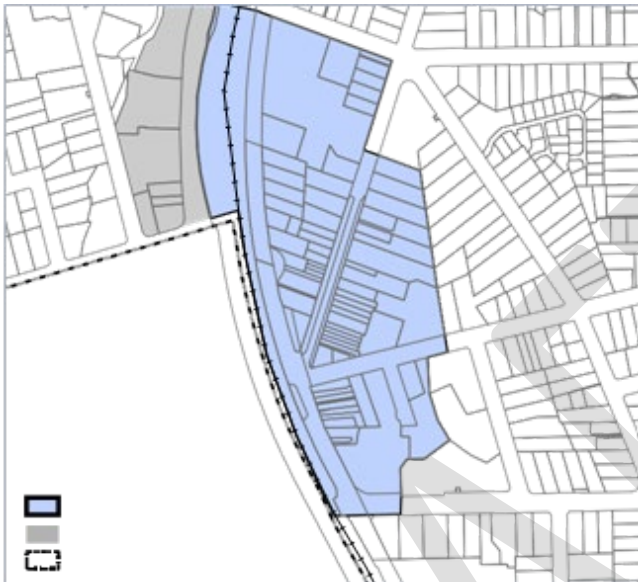


Figure 8.1.1.2.1.1 – East Precinct Boundary

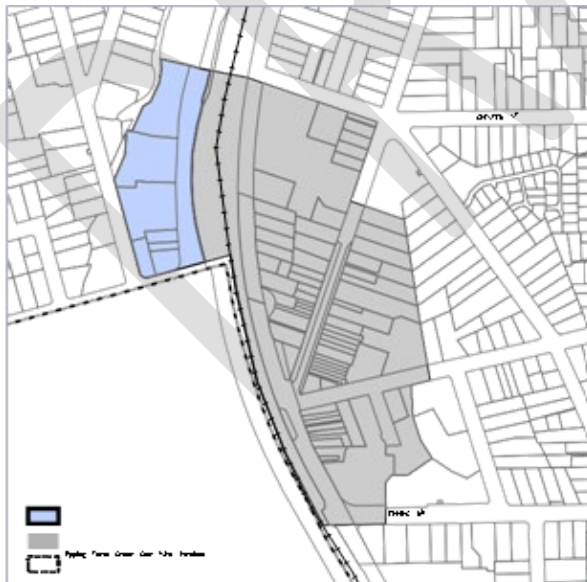


Figure 8.1.1.2.1.2 – West Precinct Boundary

8.1.1.2.2 DESIGN QUALITY – SEPP 65

Objective

- O.01 A built form which responds to the site, locality and landscape and includes appropriate innovation to respond to technical, social, aesthetic, economic and environmental challenges.

Control

- C.01 Development Applications should be accompanied by a design verification from a qualified designer, including a statement that:

- they designed, or directed the design, of the development,
- that the design quality principles set out in *State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development* are achieved, and
- the design is consistent with the objectives of the Apartment Design Guide.

Note: Development Applications should be accompanied by a statement of environmental effects which includes the following:

- an explanation of how the design addresses the design quality principles set out in Schedule 1 of *State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development*, namely:
 - context and neighbourhood character; built form and scale; density; sustainability; landscape, amenity, safety; housing diversity and social interaction; and aesthetics.
- an explanation of how the design addresses the detailed provisions of the Apartment Design Guide.
- drawings of the proposed development in the context of surrounding development, including the streetscape;
- demonstration of compliance with building heights, setbacks and building envelope controls marked on plans, sections and elevations;
- drawings of the proposed landscape area, including species selected and materials to be used, presented in the context of the proposed development and the surrounding development and its context;
- if the proposed development is within an area in which the built form is changing, statements of the existing and likely future contexts;
- photomontages of the proposed development in the context of surrounding development;
- a sample board of the proposed materials and colours of the facade; and
- detailed drawings of proposed facades.

8.1.1.2.3 SITE REQUIREMENTS

Objective

- O.01 Encourage amalgamation of lots to achieve desired urban design outcomes and the efficient use of land to avoid the creation of isolated sites.

Controls

- C.01 Development sites should have a minimum lot width of 30 metres measured at the street frontage.
- C.02 Development sites should be of an area and width that can accommodate a building envelope consistent with the floor plate and setback controls in this DCP and the Apartment Design Guide under *SEPP 65 Design Quality of Residential Apartment Development*.
- C.03 Where a property is likely to be isolated by a proposed development and it cannot be demonstrated that the site can be developed to its full potential, applicants should provide documentary evidence that a genuine and reasonable attempt has been made to purchase the isolated site based on a fair market value.

Note: Refer to Section 8.1.1.3 and 8.1.1.4 of this DCP for detailed provisions on Isolated Sites.

8.1.1.2.4 SCALE

Objective

- O.01 Development with a scale compatible with the role and function of the centre under the commercial centres hierarchy.

Controls

Floor Space Ratio

- C.01 The maximum floor space ratio for business lands shall be in accordance with the *Parramatta LEP 2023 Floor Space Ratio Map* as follows:

Table 8.1.1.2.4.1: Summary of FSR Provisions

LEP Area	Maximum FSR (Total)
Y	4.5
AA	6:1

Notes: As detailed in Clause 4.5 of the *Parramatta LEP 2023*, the Floor Space Ratio of buildings on a site is the ratio of the gross floor area of all buildings within the site to the site area. See the *Parramatta LEP 2023* for the definition of Gross Floor Area.

Floorplates

C.02 Residential floorplates above the podium should have a maximum GFA of 700m². Balconies and terraces may project from this maximum.

C.03 Commercial floorplates above the podium should have a maximum GFA of 1,200m².

Height

C.04 Business zoned sites with the following maximum building height under Clause 4.3 of the *Parramatta LEP 2023* should comply with the maximum number of storeys in Table 8.1.1.2.4.2 (excluding basement carparking).

Table 8.1.1.2.4.2: Translation of Height to Storeys

LEP Area	Maximum Building Height (m)	Maximum Storeys Commercial building	Maximum Storeys Mixed use building
X	48m	12 storeys	15 storeys
AA	72m	18 storeys	22 storeys

C.05 Basement car parking that protrudes more than 1 metre above existing ground level is counted as a storey.

C.06 A podium should be provided in accordance with Figure 8.1.1.2.5.3. Buildings should incorporate a podium that:

- presents a human scale at the street frontage,
- incorporates commercial floor space, and
- has an active frontage to the public domain.

C.07 The podiums of buildings facing the junction of Langston Place, Pembroke Street, Oxford Street and Cambridge Street should be 2-3 storeys in height. Elsewhere, podiums should be 2 storeys in height.

C.08 A transition in building heights should be provided at sensitive interface areas adjacent to heritage items and adjacent residential areas outside the precinct.

Notes:

Building height (or height of building) means the vertical distance between ground level (existing) and the highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.

Storey means a space within a building that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above, but does not include:

- (a) a space that contains only a lift shaft, stairway or meter room, or
- (b) a mezzanine, or
- (c) an attic.

A **mixed use building** described above comprises a building with a commercial podium and residential floors above.

8.1.1.2.5 SETBACKS

Objective

- O.01 Well articulated building forms with a “pedestrian friendly” scale that encourages commercial activity along active frontages and provides for landscaping, open space and separation between buildings.

Controls

Street setbacks

- C.01 Ground floor minimum setbacks are illustrated on Figure 8.1.1.2.5.2. Buildings should incorporate a podium adjacent to the public domain setback in accordance with Figure 8.1.1.2.5.2.

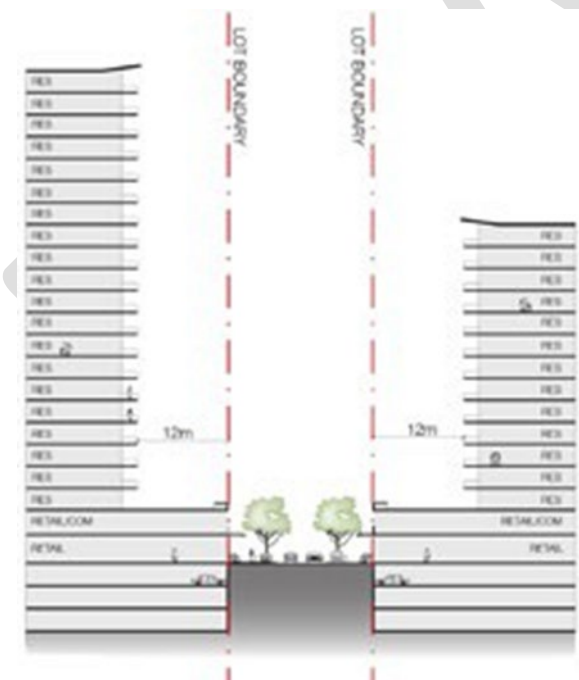


Figure 8.1.1.2.5.1 - East Precinct – Illustration of Building Height and Street setbacks along Oxford Street

- C.02 Basements should be located under the building footprint and setback in accordance with the prescribed building setbacks in Figure 8.1.1.2.5.2.

- C.03 Buildings should incorporate a tower element above the 2 to 3 storey (8-12 metres) podium and setback in accordance with the Setbacks Map at Figure 8.1.1.2.5.2.
- C.04 The tower element of buildings on Oxford Street may encroach within the 12 metre front setback to a minimum of 9 metres for up to 1/3 of the tower width.
- C.05 The following minor structures are able to encroach into the prescribed setbacks:
- driveways or basement ramps up to 6 metres wide, with deep soil verges at least 2 metres wide adjacent to the side boundary,
 - roof eaves and awnings,
 - sunshades and screens, and
 - blade columns which support roofs or sunshades.
- C.06 An awning over the footpath should be provided in the locations nominated on the Frontages Map at Figure 8.1.1.2.5.3.
- C.07 Where the building alignment is setback from the street alignment, balconies may project up to 600mm into the front building setback, provided the cumulative width of all balconies at that particular level totals no more than 50% of the horizontal width of the building facade.
- C.08 Where landscape setbacks are identified in the Setbacks Map at Figure 8.1.1.2.5.2, a 3 metre setback between the boundary and the front building alignment is required. The landscape setback should include planting, large trees and turf. Car parking (including basement parking) and hard surfaces areas (excluding driveways and access paths) are not permitted within the setback.

Rear and Side Setback

- C.09 Zero side and rear setbacks for podiums are permissible where a commercial development adjoins another non residential or mixed use development. In other instances, and above the podium height, development should be setback at least 6 metres from the rear and side boundary.
- C.10 Where a property adjoins a boundary with a residential landuse, greater setbacks may apply to the upper storeys in accordance with the separation controls in Section 4.6.9 – Privacy and Security.

Notes:

Greater setbacks may apply to the upper residential storeys in accordance with the separation controls in the Apartment Design Guide.

Refer to Part 7 – Heritage and Archaeology of this DCP for additional heritage controls.

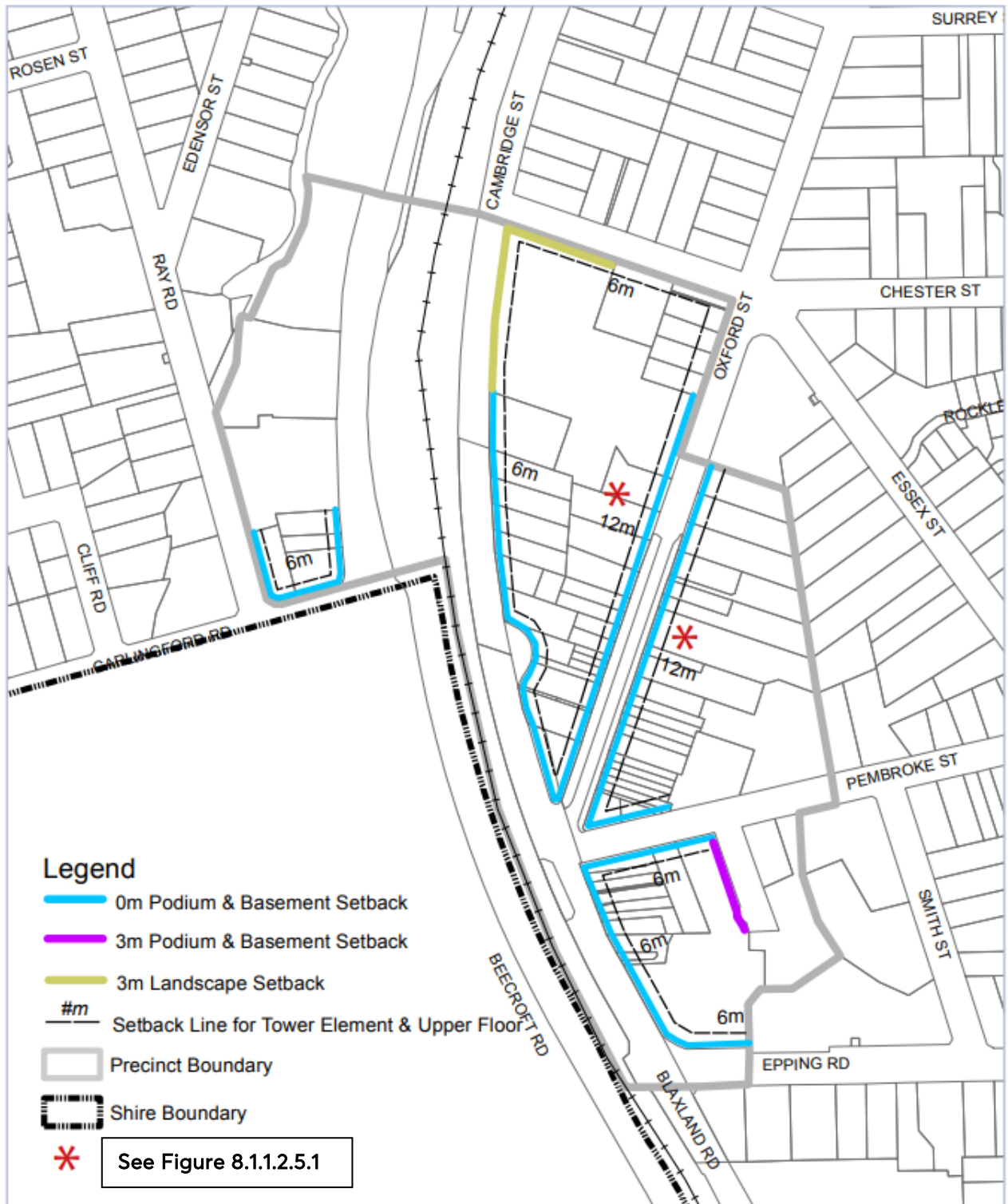


Figure 8.1.1.2.5.2 - Epping Town Centre Podium and Basement Setbacks

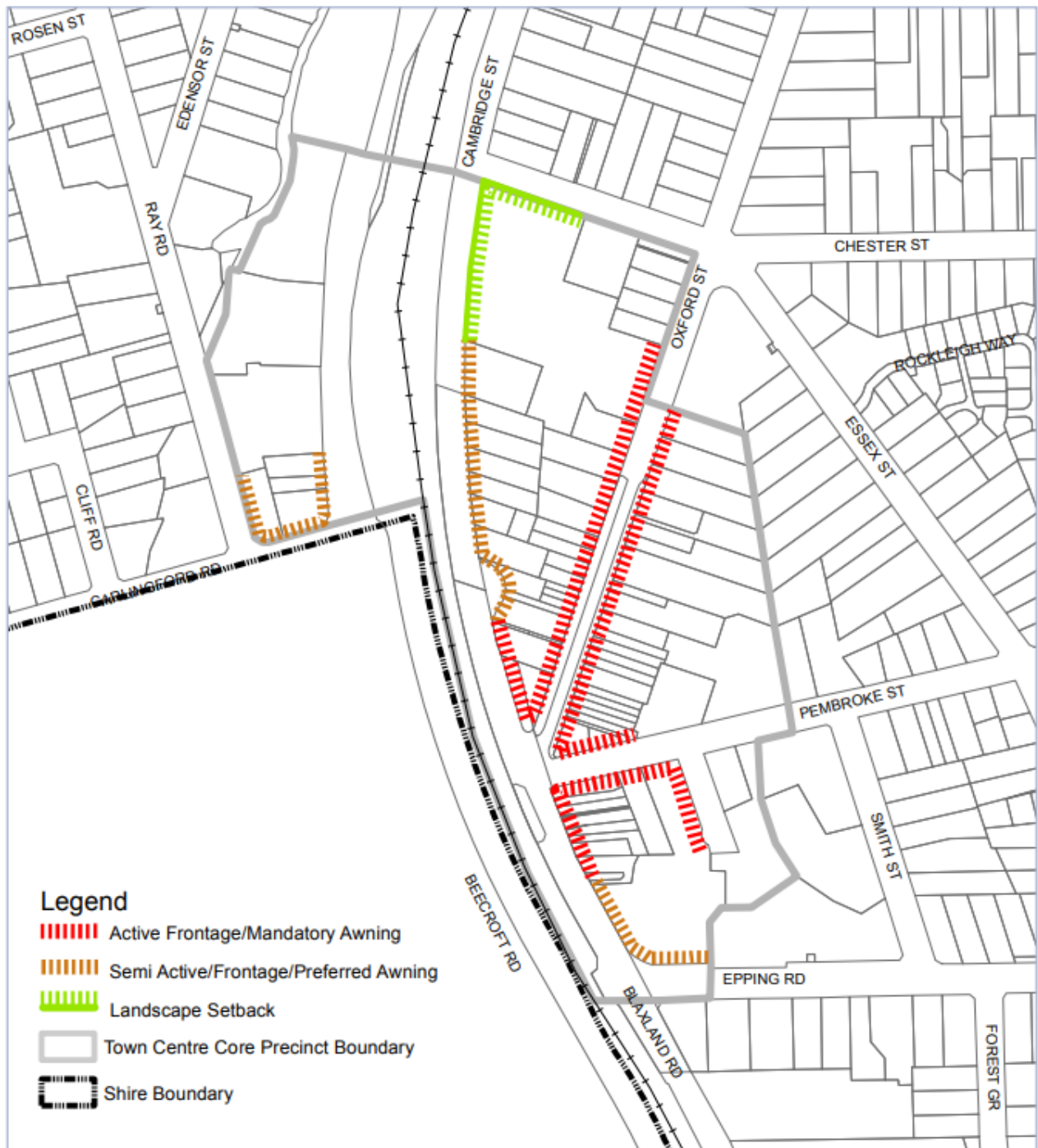


Figure 8.1.1.2.5.3 - Epping Town Centre Frontages

8.1.1.2.6 DESIGN DETAILS

Objective

- O.01 Development that contributes positively to the streetscape and the creation of a vibrant active precinct.

Controls

General

- C.01 Buildings should be designed with external appearances that provide for a distinctive base, middle and a top.
- C.02 Tower forms should appear simple, yet elegant, with slim and slender proportions.
- C.03 Tower forms should have a delineated top to visually terminate the building.
- C.04 Towers should taper towards the sky to appear thinnest at the top.
- C.05 When commercial podiums are provided, the podiums should have minimal gaps in the street wall and maintain a consistent building line.
- C.06 Facades above the podium, are to engage with the public domain through the extensive use of large windows and other openings and the avoidance of large expanses of blank walls.
- C.07 A balance between horizontal and vertical elements should be provided through careful placement of windows, colour patterns and building materials.
- C.08 Continuous awnings should be provided to provide shelter for pedestrians. Awnings should be consistent with the general alignment of awnings in the street and the desired future character of the area.
- C.09 Corner buildings should be designed to:
- address its neighbouring buildings, dual frontage and its turning of the corner,
 - step up at the corner,
 - incorporate distinctive features to enhance the streetscape, (such as stepped parapet turrets, towers, clocks etc.), and
 - incorporate a splayed or square recess treatment to give form to the intersection and provide more circulation space for pedestrians at the corner.
- C.10 Roof fixtures and lift overruns or service plants should be incorporated into the design of the roof to minimise visual intrusiveness and support an integrated building design.
- C.11 Materials should relate to the context of buildings within the precinct to achieve continuity and harmony.
- C.12 Security shutters should be transparent or open grill design.

Active Frontages

- C.13 The design and use of buildings should encourage active uses fronting public streets and places to contribute to the creation of a vibrant precinct. Entrances to buildings should be clear, well lit and well defined.
- C.14 Buildings should embody active living principles.

- C.15 Active and semi active frontages should be provided in the locations nominated on the Frontage Map at Figure 8.1.1.2.5.3.
- C.16 Active frontages are to contribute to the liveliness and vitality of streets by:
- maximising entries or display windows to shops and/ or food and drink premises or other uses, customer service areas and activities which provide pedestrian interest and interaction,
 - minimising fire escapes, service doors, plant and basement entries,
 - providing elements of visual interest, such as display cases, or creative use of materials and architectural detailing where fire escapes, service doors and equipment hatches cannot be avoided, and
 - providing a high standard of finish for shop fronts.
- C.17 Driveways and service entries are not permitted on active frontages, unless it is demonstrated that there is no alternative.
- C.18 Security grilles may only be fitted internally behind shop fronts and are to be fully retractable and at least 50% transparent when closed.

Notes:

Active frontages require 90% of the frontage to be shop and office windows and building entrances at street level.

Semi active frontages require 30% of the frontage to be shop and office windows and building entrances at street level.

Facades

- C.19 Building facades should reinforce the continuity of the streetscape by:
- maintaining consistent building heights,
 - maintaining consistent horizontal and vertical lines, and
 - incorporating horizontal features that relate to the features on neighbouring buildings. Where these vary, an infill building should relate to and create a transition between the two buildings.
- C.20 Materials should relate to the context of buildings within the precinct to achieve continuity and harmony. Contrasting materials should be used to provide diversity. However, material and colour should not dominate the streetscape.
- C.21 Building materials and features may include:
- face brickwork or decorative brickwork,
 - contrasting trim and details,
 - rendered masonry or concrete,
 - parapets incorporating decorative brickwork or render, and

- cantilevered steel, suspended awnings.

Notes: To achieve active living principles development should have regard to NSW Health's Healthy Urban Development Checklist and the National Heart Foundation's Blueprint for an Active Australia.

Horizontal features include window heads and sills, verandas, balconies, balustrades, parapets, changes in materials, textures or colours and sun hoods.

Wind Effects

- C.22 A wind effects reports is to submitted with a Development Application for buildings higher than 40m. The report is to be prepared by a suitable qualified engineer and is to:
- be based on wind tunnel testing, which compares and analyse the current and proposed wind conditions,
 - report the impacts of wind on the pedestrian environment within the site and the public domain, and
 - provide design solutions to minimise the impact of wind on the public and private domain.
- C.23 Wind effects caused by development should not exceed:
- 10 metres per second for active frontages as shown on the Frontage Map at Figure 8.1.1.2.5.3.
 - 16 metres per second for all other streets.
- C.24 New development should incorporate design features that will ameliorate existing adverse wind conditions.
- C.25 New development should minimise adverse wind impacts effects on recreation faculties and open space areas within development and within public domain areas.

Reflectivity

- C.26 A Reflectivity Report that analyses potential solar glare from the proposed building design may be required for taller buildings.
- C.27 Generally, light reflectivity from building materials used on facades should not exceed 20%.

External lighting

- C.28 External light fixtures should be integrated with the architecture of the building.
- C.29 External lighting should not disturb the amenity of residents in the locality.
- C.30 External lighting should minimise the light spill into the night sky.

8.1.1.2.7 OPEN SPACES

Objectives

- O.01 Development that incorporates passive and active recreation areas with privacy and access to sunlight.
- O.02 Development that increases the amount and quality of open space available for use by workers, visitors and the residential population.

Controls

Pembroke Street Civic Park

- C.01 A central green space should be created which acts as a gathering and recreational area for the residents and workers of the precinct.

Shop Top Housing

- C.02 Every dwelling should be provided with a principal private open space in accordance with Table 8.1.1.2.7.1.

Table 8.1.1.2.7.1 – Minimum Private Open Space

Dwelling Type	Minimum Principal Private Open Space Area	Minimum Width
Studio	4m ²	2m
1 bed unit	8m ²	2m
2 bed unit	10m ²	2m
3+ bed unit	2m ²	2.4m
Ground level apartments	15m ²	3m

- C.03 Private open spaces should be designed as "outdoor rooms" that adjoin interior living areas, with L-shaped or irregular floorplans that would accommodate a number of outdoor activities plus extensive screening to provide privacy and shade.
- C.04 Each dwelling should have an external air clothes drying area that is separate from the principal private open space area. This facility is to be screened from public places and communal areas.
- C.05 Enclosure of private open space areas as 'wintergardens' should be avoided. Wintergardens may be considered where the elevation of a building fronts Epping Road or a rail corridor.

Communal Open Space

- C.06 A principal communal open space area should be provided for any developments over 8 storeys with more than 10 dwellings as follows:

- be located on a podium,
- have a minimum area of 50m²,
- have a minimum dimension of 6 metres,
- be landscaped for active and/or passive recreation and encourage social interaction between residents,
- achieve a minimum 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9am and 3pm on 21 June (mid-winter),
- be located to provide direct sight lines and convenient access from the building lobby, and
- be sited and designed to protect the amenity of adjacent dwellings.

8.1.1.2.8 LANDSCAPING

Objectives

- O.01 Development that contributes to attractive streetscapes by providing shade along pedestrian frontages and screen planting along boundaries.
- O.02 Development that preserves significant trees that add to the environmental character of the commercial centre.

Controls

General

- C.01 Landscaping should be included in building setback areas to complement the appearance of the building.
- C.02 Setbacks from sensitive areas should be fully landscaped.
- C.03 Primary and secondary retail frontages should be landscaped with tree-plantings combined with paving in accordance with the following:
 - Trees should be planted as widely-spaced avenues along kerbsides, using a consistent range of species for each precinct, and
 - Pavements within the Town Centre Core should be of a consistent design, constructed of durable and non-slip modular units that are resistant to fading, discolouration and chipping, and that may readily be removed and replaced following future installation of in-ground services.

Shop Top Housing

- C.04 Residential levels should be landscaped with native or exotic species in planter boxes watered by recycled grey water or stormwater to provide screening.
- C.05 Where communal open space is provided, these spaces should include lawn areas surrounded by hedges of shrubs.

Retention of Landscape Features

- C.06 Buildings, driveways and service trenches should have a minimum setback that complies with AS4970 from trees that have been assessed as significant or which are visually prominent streetscape elements.

Fencing

- C.07 Fencing is discouraged in the primary and secondary street frontage setbacks.
- C.08 Allotments adjoining residential lands should be fenced with appropriate residential style fencing.
- C.09 Fencing enclosing private residential courtyards may be up to 1.8 metres high if constructed from lightweight materials with the design allowing at least 50% openings/ transparency.

Notes: Sensitive areas include any adjoining residential lands, community uses, educational uses, public open spaces and recreational areas.

8.1.1.2.9 PRIVACY AND SECURITY

Objective

- O.01 Development designed to provide reasonable privacy to proposed and adjacent residential properties and high levels of security.

Controls

Privacy

- C.01 For development at the interface of a commercial area and a residential zone, development should encourage views from the commercial area to the horizon rather than downward onto residential areas.
- C.02 The commercial and residential component of development should be distinguished in terms of building entries and private, communal and public open space.
- C.03 Orient dwellings living rooms and principal private open space areas primarily towards the front and rear of the site to promote privacy to dwellings.
- C.04 Building separation should comply with Part 2F Building Separation of the *SEPP 65 Design Quality of Apartment Development*, Apartment Design Guide.
- C.05 For properties with a boundary interface with a lower density zone, an additional 3 metre building separation should be provided.
- C.06 Where communal open space is required, balconies, terraces or bedroom windows near communal areas should be screened or separated from the street and active communal areas by landscaping to protect the privacy of dwelling occupants.

- C.07 Common residential lobbies that face a side boundary should be screened to prevent overlooking and the transfer of noise across side boundaries.

Security

- C.08 Identify safe, clear and direct pedestrian and cyclist entrance to the building from the primary street frontage.
- C.09 Private open spaces, living room windows, commercial unit windows and lobbies should be designed and oriented to overlook the street and communal open spaces on the site.
- C.10 Communal hallways, including access to entrance foyers, should be limited in length and desirably provide windows, so that hallways may overlook the street or communal areas.
- C.11 Where a mix of land uses are proposed, separate, secure access should be provided to lift lobbies, basements and communal storage areas.

Notes:

All developments should comply with the minimum building setback and separation controls within this DCP which will assist in achieving the desired outcome for privacy.

A **privacy screen** means a screen that is at least 1.5 metres high, measured from the floor level, and has no individual opening more than 30 millimetres wide, and has a total of all openings less than 30% of the surface area of the screen. A privacy screen required to protect an adjacent residence is to be fixed.

8.1.1.2.10 SUNLIGHT AND VENTILATION

Objectives

- O.01 Development that maximises solar access to the public domain, pedestrian areas and public open spaces.
- O.02 Development designed to provide reasonable solar access and natural ventilation to residential living areas and open space areas.

Controls

- C.01 On 22 June, public open space areas and plaza areas should receive 2 hours of sunlight between 9am and 3pm to at least 50% of the area.
- C.02 On 22 June, at least 70% of dwellings should receive 2 or more hours of unobstructed sunlight access to at least half of the dwellings principal living room windows and principal private open space area between 9am and 3pm.
- C.03 Every habitable room should have a window in an external wall with a total minimum glass area of not less than 10% of the floor area of the room.
- C.04 A window should be visible from any point in a habitable room.

C.05 At least 60% of dwellings should have dual aspect and natural cross ventilation.

8.1.1.2.11 HOUSING CHOICE

Objective

O.01 A range of dwelling types that match the demographic diversity of the city and are accessible or may be adapted to meet the needs of people who have limited physical mobility.

Controls

C.01 Mixed-use developments should include a mix of 1, 2 and 3 bedroom dwellings. For developments with 10 or more dwellings, at least 10% of each dwelling type should be provided.

C.02 For developments with 10 or more dwellings:

- At least 10% of proposed dwellings should be Adaptable Housing, designed to meet the needs of residents as they age.
- At least 20% of proposed dwellings should be Universal Design Housing in accordance with the Livable Housing Guidelines 2012 silver level design features.
- Adaptable Housing and Universal Design Housing is to be equitably distributed through all types and sizes of dwellings

Notes: See Section 3.1.3 of this DCP for more details on Universal Design and Adaptable Housing.

8.1.1.2.12 VEHICLE ACCESS AND PARKING

Objective

O.01 Development that provides sufficient and convenient parking for residents and visitors with vehicular access that is simple, safe and direct.

Controls

Vehicular Access

C.01 Access to garages and storage areas should be confined to side and rear facades, with access from main roads avoided.

C.02 Vehicle access should be consistent with the servicing strategy depicted in the Key Development Principles diagram.

Parking

C.03 Resident and visitor parking should be provided within basements.

- C.04 All ramps are to be designed as two way ramps in accordance with AS 2890.1 and AS 2890.2
- C.05 All ramps are to be designed in accordance with the exits and entry widths of AS 2890.1 and AS 2890.2
- C.06 Street level parking for shoppers should be provided in convenient proximity to primary retail frontages.
- C.07 Any undercroft car parking should be screened and should not be located in a facade that faces a primary or secondary street frontage.
- C.08 Parking for service and delivery vehicles should be integrated with the design of driveways and surrounding landscaped verges, and should not visually dominate any street frontage.
- C.09 Parking requirements in Part 6 – Traffic and Transport of this DCP will apply, unless specified in this Section. If there is an inconsistency between the two, this section will prevail for development which this Section applies to.
- C.10 The parking rate for sites located within the Epping Town Centre Core referred to in Table 8.1.1.2.12.2 refers to development sites that fall within those areas identified as "Town Centre Core" on Figure 8.1.1.2.1 –.Where a development site falls partly within the Epping Town Centre Core, the parking rate for the Town Centre Core is to apply to the whole development.
- C.11 Motorcycle parking should be available as part of the common property for use by residents and visitors and should be provided in accordance with Table 8.1.1.2.12.1.

Table 8.1.1.2.12.1 - Motor Cycle Parking (Epping Town Centre Core)

Building Type	Motor Cycle Parking
On site car parking with less than 25 parking spaces	1 space (minimum)
On site car parking with more than 25 parking spaces	4 spaces (area equal to a minimum of one car parking space)

Notes: The Motor Cycle Parking is in addition to the car parking required in Tables 8.1.1.2.12.1 and 8.1.1.2.12.2 for tenants and/or visitors (not service vehicles which are separately addressed).

Motor Cycle Parking is not required for dwelling houses.

Table 8.1.1.2.12.2 - On Site Car Parking Rates (Epping Town Centre Core)

Type of Development	Car Parking Requirement
Residential Accommodation	
Residential flat buildings on land within 800 metres of Epping town centre (including Universal Design Housing)**	
Studio	Maximum 0.4 space/dwelling
1 Bedroom	Maximum 0.4 spaces/dwelling

2 Bedroom	Maximum 0.7 spaces/dwelling
3 or more bedrooms	Maximum 1.2 spaces/dwelling
Visitors (see Note ***)	Minimum of 1 space per 7 dwellings
Commercial Premises/Health Care - on land within 800 metres of Epping railway station	
Business or Office Premises	Maximum of 1/50m ² of GFA
Shops	Maximum of 1/30m ² , GLFA
Restaurants or Cafes (ex drive-through take-away restaurants) Maximum of 1/30m ² , GLFA	Maximum of 1/30m ² , GLFA
Accessible Parking	Minimum of 1-2% of all spaces to be provided as readily accessible spaces, appropriately designed for use by people with disabilities.
Health Consulting Rooms/Medical Centres	Maximum of 1/50m ² of GFA
Other Uses	as per Table 8.1.1.2.12.1
<p>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:</p> <ul style="list-style-type: none"> • Apartment owners and tenants are excluded from participating in any future Council residential parking permit scheme; and • Car share car spaces cannot be reallocated as parking spaces for residents or as visitor parking. 	

Notes:

*To ensure secondary dwellings do not have an oversized garage area and have the potential to covertly evolve into a larger dwelling that does not comply with the maximum secondary dwelling size in the *Parramatta LEP 2023*, a maximum of 2 car spaces/dwelling is permitted.

** All car parking spaces including Universal Design Housing should be in accordance with AS 2890.1

***Visitor parking for medium/high residential development is required for development proposals comprising more than 5 dwellings. On-site parking for visitor accommodation applies to areas accessible by road only.

****Parking requirements for Industrial Units is increased when ancillary retailing is permitted, or an ancillary office space component is in excess of 20% of the floor area.

Gross Floor Area is as defined by the *Parramatta LEP 2023*.

Gross leasable floor area means the sum of the area of each floor of a building where the area of each floor is taken to be the area within the internal faces of the walls, excluding stairs, amenities, lifts corridors and other public areas but including stock storage areas.

Car share

- C.12 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 is obtained.
- C.13 For developments which comprise 50 or more dwellings, Council may consider car share spaces in lieu of some resident parking, subject to evidence of an appropriate arrangement with a car share scheme provider.

Bicycle Parking

- C.14 Bicycle parking for medium and high density development (including mixed use and shop top component) should be provided at the following rate:
- secure resident bicycle parking at a minimum rate of 1 space per dwelling, and
 - secure visitor bicycle parking at a minimum rate of 1 space per 10 dwellings.
- C.15 Secure bicycle spaces for residents can be provided individually (per dwelling) or collectively for the use of all residents within a designated area. Bicycle parking and access should ensure that potential conflict with vehicles are minimised.
- C.16 Visitor bicycle parking should be provided close to the street entrance of a residential or mixed use development in accordance with Safer by Design principles and be appropriately designated. Bicycle parking and access should ensure that potential conflict with vehicles is minimised. Council's consent will be required where visitor bicycle spaces are proposed on Council's footpath.
- C.17 Access Network

For large scale development that is 10 storeys or more: „

- A Framework Travel Plan should accompany any Development Application; and
- A Final Travel Plan should be provided to Council prior to the issue of an Occupation Certificate.

Notes:

A Framework Travel Plan is a design tool to promote efficient and sustainable modes of transport in building and site planning. The Framework Travel Plan is required where the future tenants are unknown.

A Final Travel Plan is a management tool that promotes the implementation and monitoring of a coordinated transport strategy to influence the travel behaviour of employers, employees, residents and visitors towards public transport, walking, cycling, car pooling and car sharing.

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 issue 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:
 - Strategies: these focus on managing car use, promoting public transport, cycling and walking and other mechanisms, for example, a Transport Access Guide.
 - Actions: this spells out the modal shift mechanisms, for example, reduced car parking rates, car sharing, car pooling and sales of car parking spaces.
 - Targeted audience: this describes the audience at which the Strategies and Actions are targeted at, for example, residents, visitors, employees and business owners.
 - Timeline: an indication of when the action is delivered, for example, prior to or upon occupation, on-going, etc.
 - 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.

C.18 Bicycle parking should be designed in accordance with AS 2890.3 Parking Facilities – Bicycle Parking Facilities.

C.19 Accessible parking is to be designed in accordance with the requirements of relevant Australian Standards.

End-of-trip facilities

C.20 For development that is within 800 metres of Epping railway station and includes 300 m² of commercial floor space, end-of-trip facilities including showers and lockers must be provided to adequately service the number of bicycle parking spaces required for the commercial floor space.

Ancillary Fixtures and Facilities

C.21 Separate dedicated and secure storage areas for each dwelling should be provided in basement car parks suitable to accommodate larger items such as sporting equipment.

Public Domain

C.22 Car parking areas at ground level should be screened by active uses from the street.

C.23 Basement parking areas and structures should not protrude above the level of the adjacent street or public domain. Where they are visible, basement structures and vent grills should be integrated into the building and landscape design. Ventilation grills are to block views into basement areas and, in inappropriate locations, be screened by landscaping in garden beds with a minimum soil depth of 1m.

Note: Refer to Part 6 – Traffic and Transport of this DCP for car parking and bicycle parking rates and ancillary general design requirements.

8.1.1.2.13 PUBLIC DOMAIN AND TRAFFIC MANAGEMENT WORKS

Objectives

- O.01 A public domain that encourages vitality around and within development precincts.
- O.02 Traffic management works that provide for the safe and efficient movement of vehicles to, from and within precincts.

Controls

Addressing the street and public domain

- C.01 Buildings should include high quality finishes and public art to enhance the public domain.
- C.02 Align breaks between buildings with the location of nearby streets, lanes and pedestrian links where possible.

Outdoor Dining

- C.03 Outdoor dining areas should be located in areas with good amenity, landscape, outlook, solar access in winter, shading in summer and a compatible local traffic environment.

Note: Outdoor dining proposed on Council land should comply with Council's Outdoor Dining Guidelines.

Traffic Management

- C.04 Traffic Management Works should be undertaken in accordance with the Traffic Management Improvement Plan Figure 8.1.1.2.13.1.
- C.05 Council or the relevant authority will undertake the necessary traffic management improvement located on public land and roads. Development should be designed to accommodate and complement the proposed traffic improvements or offer alternative traffic management solutions.

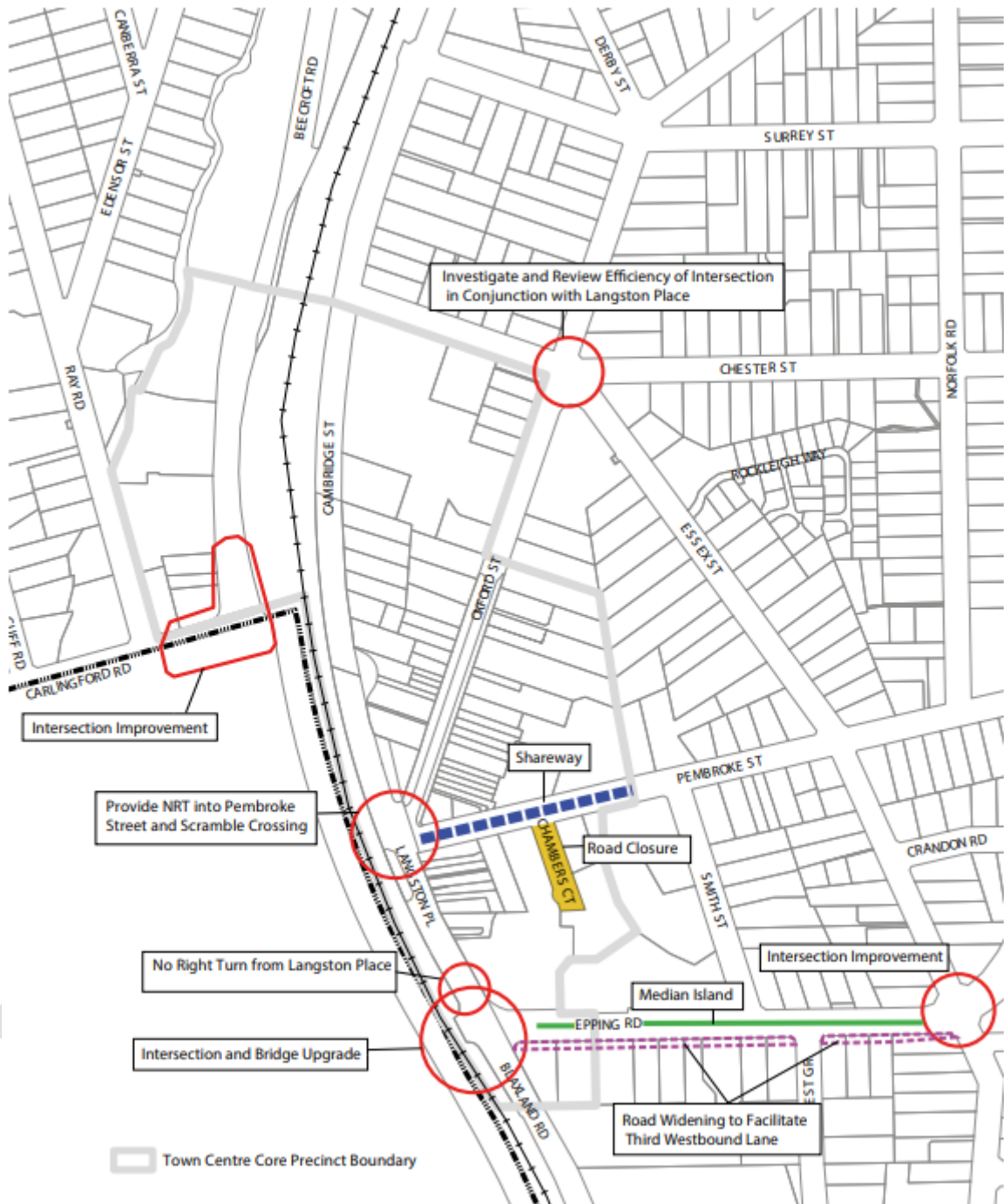


Figure 8.1.1.2.13.1 - Traffic Management Improvement Plan



Figure 8.1.1.2.13.2 – Existing and proposed through-block connections

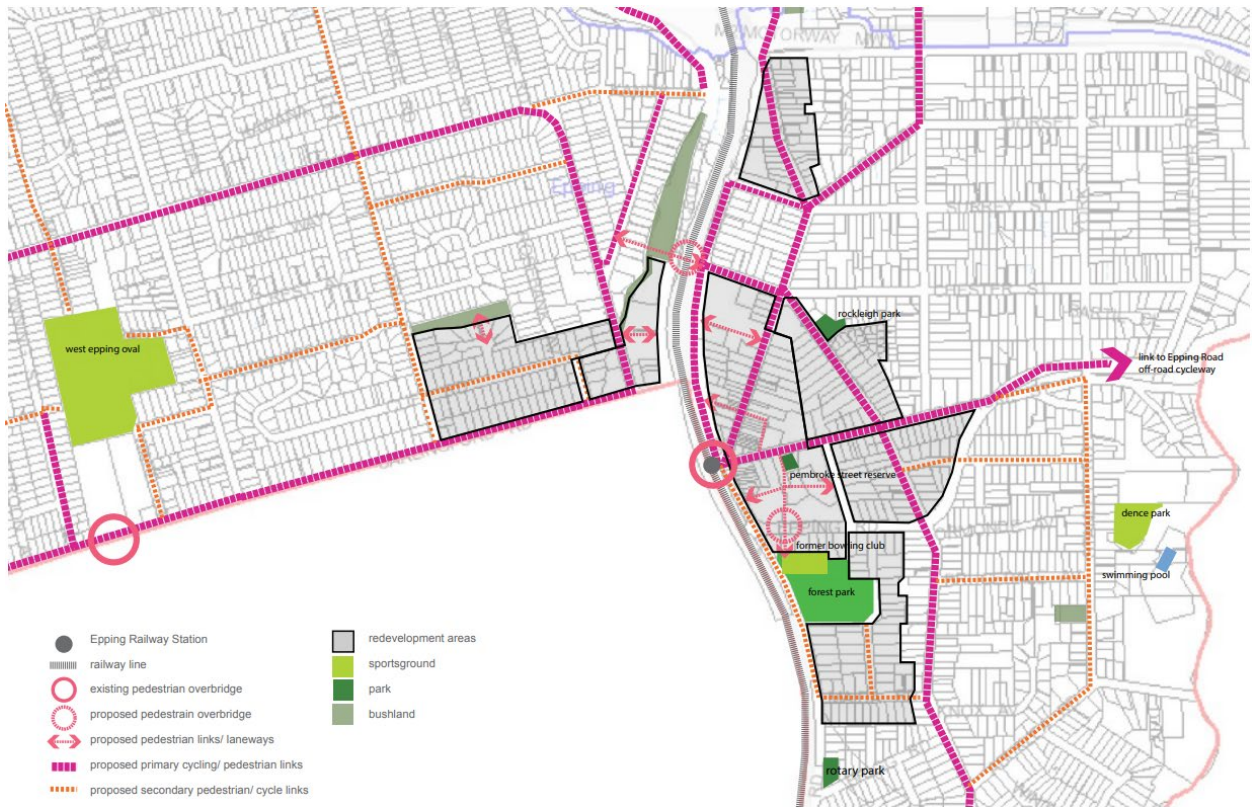


Figure 8.1.1.2.13.3 – Town Centre Linkages Plan

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8.1.1.3 EPPING AREAS – RESIDENTIAL DEVELOPMENT

The following provides additional provisions for particular land zoned for medium density housing. This Section should be read in conjunction with Part 3 – Residential Development of this DCP. To the extent of any inconsistencies, the specific provisions within this Section shall prevail.

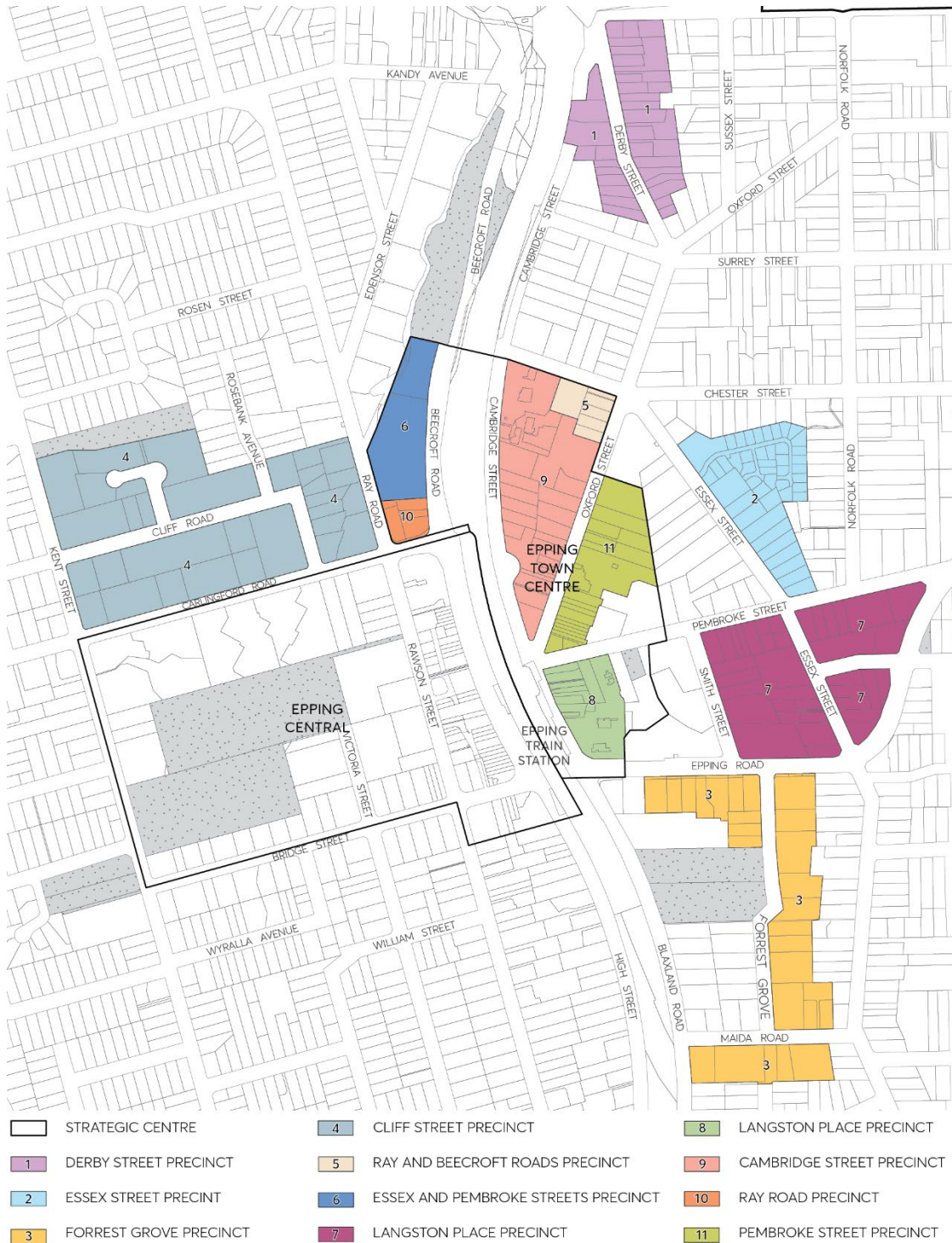


Figure 8.1.1.3.1 – Epping Strategic Centre

Objective

O.01 Promote development that is consistent with the principles in the relevant Key Development Principles Diagrams. Key Development Principles Diagrams apply to the following precincts:

- Derby Street, Epping Precinct,
- Essex Street, Epping Precinct, and
- Epping Road/Forest Grove, Epping Precinct
- Essex/Pembroke Street, Epping Precinct 3-87,
- Cliff Road, Epping Precinct 3-88, 3-117,
- Oxford Street, Epping Precinct 3-114,
- Ray/Beecroft Roads, Epping precinct 3-115,
- Traffic Management Improvement Plan, Epping Precincts 3-42, 3-59, 3-91, 3-118, 4-127 (further comments internally)

Controls

- C.01 Development should be designed to embody the principles of the relevant precinct Key Development Principles Diagram.
- C.02 Pedestrian thoroughfares should be provided in accordance with the Key Development Principles Diagrams and Town Centre Linkage diagrams as provided within this Section of this DCP (refer to Figures below).
- C.03 Development in the vicinity of heritage items and Heritage Conservation Areas shown in the precinct diagrams should have regard to the Heritage provisions in Part 7 – Heritage and Archaeology of this DCP.
- C.04 Development adjoining railway lines and arterial roads should incorporate appropriate measures to reduce the impact of road/rail noise vibration and disturbance.

Note: The Key Development Principles Diagrams are indicative only and are not to scale. The diagrams indicate unconstrained land that is available for redevelopment. Relevant setback, building form and landscaping controls are provided in Parts 2, 3 and 4 of this DCP.

8.1.1.3.1 DERBY STREET, EPPING PRECINCT



Figure 8.1.1.3.1.1 – Key principles diagram, Derby Street Precinct

Controls

Strategy

C.01 Redevelopment should be predominantly three storey residential flat buildings and multi-dwelling housing.

Servicing

C.02 Promote access from Derby Street.

Landscape Setting

C.03 Provide broad setbacks along street frontages and locate communal open spaces to retain existing trees that are prominent streetscape features.

C.04 Surround and screen new buildings with canopy trees and shrubs.

C.05 Development should take into account bushfire, flooding and overland flow path provisions.

Built Form

- C.06 Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.
- C.07 Design quality of facades should respond to visibility from all street frontages.
- C.08 Adjoining heritage items and conservation areas: ensure garden setbacks, heights, building forms and design features are compatible with values that are specified by the Heritage NSW State Heritage Inventory.

8.1.1.3.2 ESSEX STREET, EPPING PRECINCT



Figure 8.1.1.3.2.1 – Key principles diagram, Essex Street Precinct

Controls

Strategy

- C.01 Redevelopment should be predominantly residential flat buildings and multi-dwelling housing.

Landscape Setting

- C.02 Provide broad setbacks along street frontages and locate communal open spaces to retain existing trees that are prominent streetscape features.

- C.03 Surround and screen new buildings with canopy trees and shrubs.
- C.04 Development should take into account potential stormwater inundation and overland flow path provisions.
- C.05 To reflect the established pattern of detached-dwellings: limit the width of new facades that would be visible from any street, and divide the floorspace of every new building into well-articulated pavilion forms that are separated by courtyards with canopy trees.
- C.06 Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.
- C.07 Development should take into account bushfire, flooding and overland flow path provisions.

Built Form

- C.08 Design quality of facades should respond to visibility from all street frontages.
- C.09 Adjoining heritage items and conservation areas: ensure garden setbacks, heights, building forms and design features are compatible with values that are specified by the Heritage NSW State Heritage Inventory.
- C.10 Employ setbacks and building forms that retain reasonable sunlight and privacy for existing neighbours.

8.1.1.3.3 EPPING ROAD / FORREST GROVE, EPPING PRECINCT

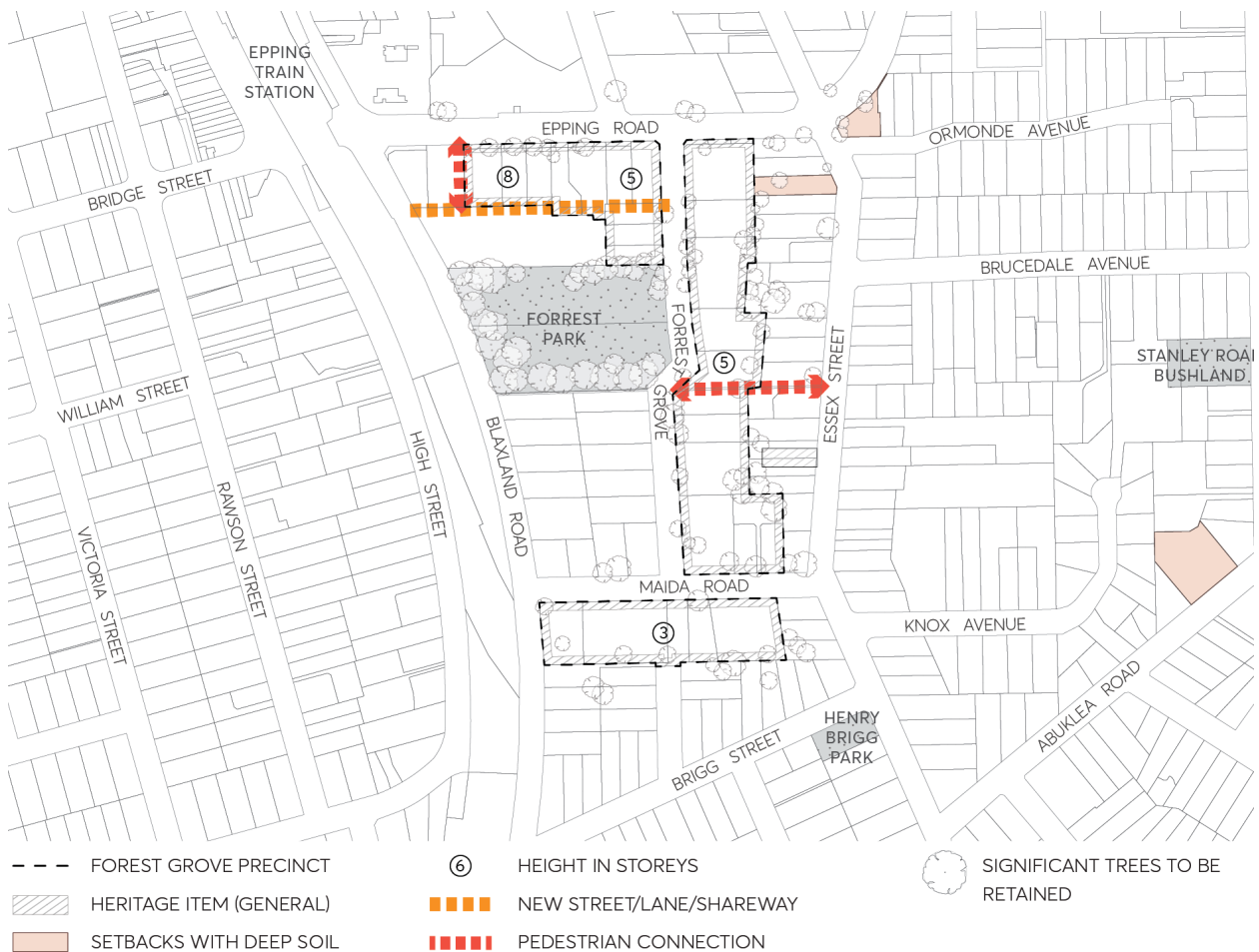


Figure 8.1.1.3.1 – Key principles diagram, Epping Road / Forest Grove Precinct

Controls

Strategy

C.01 Redevelopment should be predominantly residential flat buildings of varying heights. Redevelopment along the southern side of Maida Road should be predominately three storey townhouses.

Servicing

C.02 Promote access from Derby Street.

Landscape Setting

C.03 Provide broad setbacks along street frontages and locate communal open spaces to retain existing trees that are prominent streetscape features.

C.04 Surround and screen new buildings with canopy trees and shrubs.

C.05 Development should take into account bushfire, flooding and overland flow path provisions.

Pedestrian Link

- C.06 Future widening of the pedestrian link to 3 metres, to allow for public domain improvements including seating and planting.

Built Form

- C.07 To reflect the established pattern of detached-dwellings: limit the width of new facades that would be visible from any street, and divide the floorspace of every new building into well-articulated pavilion forms that are separated by courtyards with canopy trees.
- C.08 Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.
- C.09 Design quality of facades should respond to visibility from all street frontages.
- C.10 Adjoining heritage items and conservation areas: ensure garden setbacks, heights, building forms and design features are compatible with values that are specified by the Heritage NSW State Heritage Inventory.
- C.11 Employ setbacks and building forms that retain reasonable sunlight and privacy for existing neighbours.

8.1.1.3.4 ESSEX / PEMBROKE STREET, EPPING PRECINCT

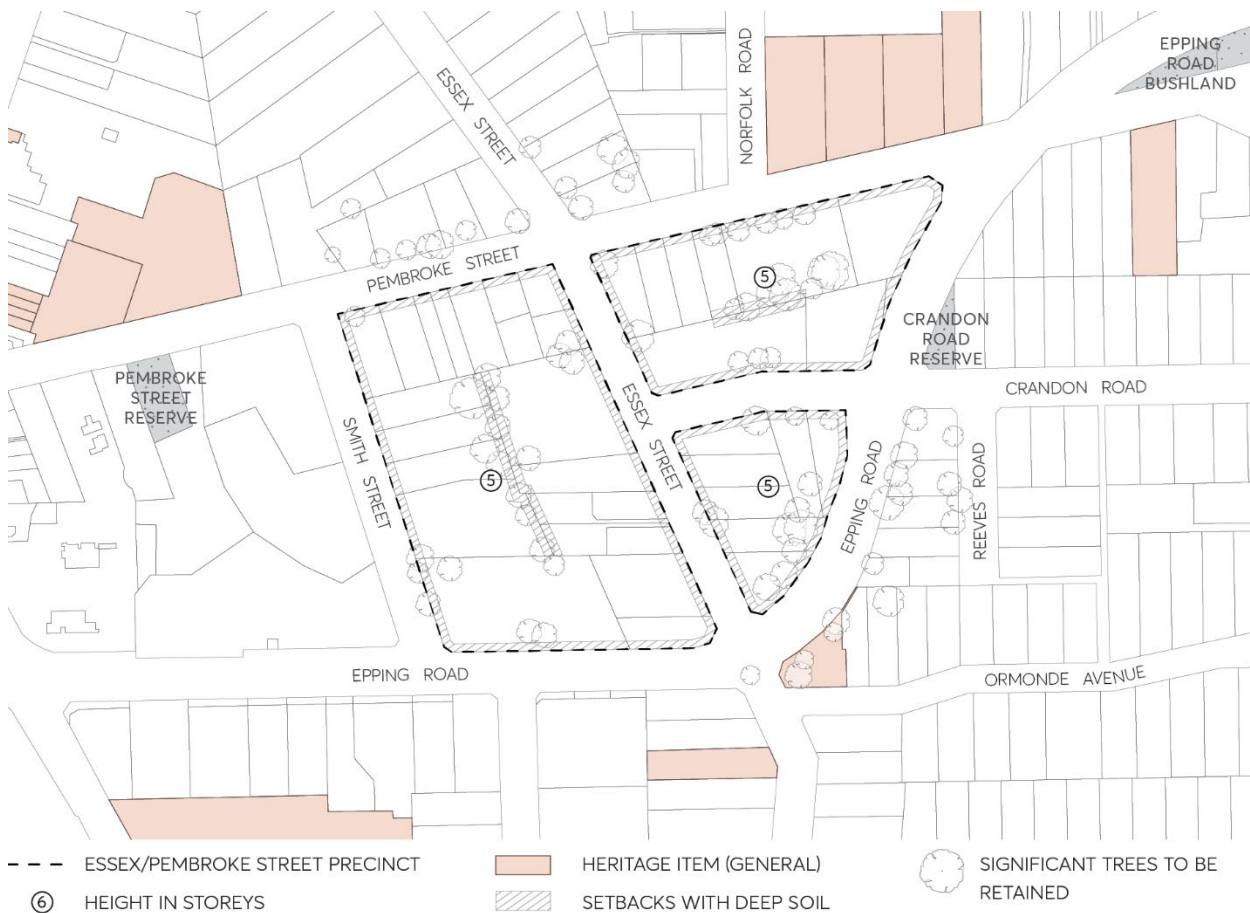


Figure 8.1.1.3.4.1 – Key principles diagram, Essex / Pembroke Street Precinct

Controls

Strategy

- C.01 Redevelopment should be predominantly five storey residential flat buildings in garden settings, with parking in basements.

Servicing

- C.02 Promote access from local streets. Limit access along Essex Street.
- C.03 If access along Epping Road is required, consolidate existing vehicle entrances.
- C.04 Accommodate potential intersection upgrade at Essex Street / Epping Road intersection.

Landscape Setting

- C.05 Provide broad setbacks along street frontages and locate communal open spaces to retain existing trees that are prominent streetscape features.
- C.06 Surround and screen new buildings with canopy trees and shrubs.

C.07 Development should take into account potential stormwater inundation and overland flow path provisions.

Built Form

C.08 To reflect the established pattern of detached-dwellings: limit the width of new facades that would be visible from any street, and divide the floorspace of every new building into well-articulated pavilion forms that are separated by courtyards with canopy trees.

C.09 Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.

C.10 Design quality of facades should respond to visibility from all street frontages.

C.11 Employ setbacks and building forms that retain reasonable sunlight and privacy for existing neighbours.

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8.1.1.3.5 CLIFF ROAD, EPPING PRECINCT

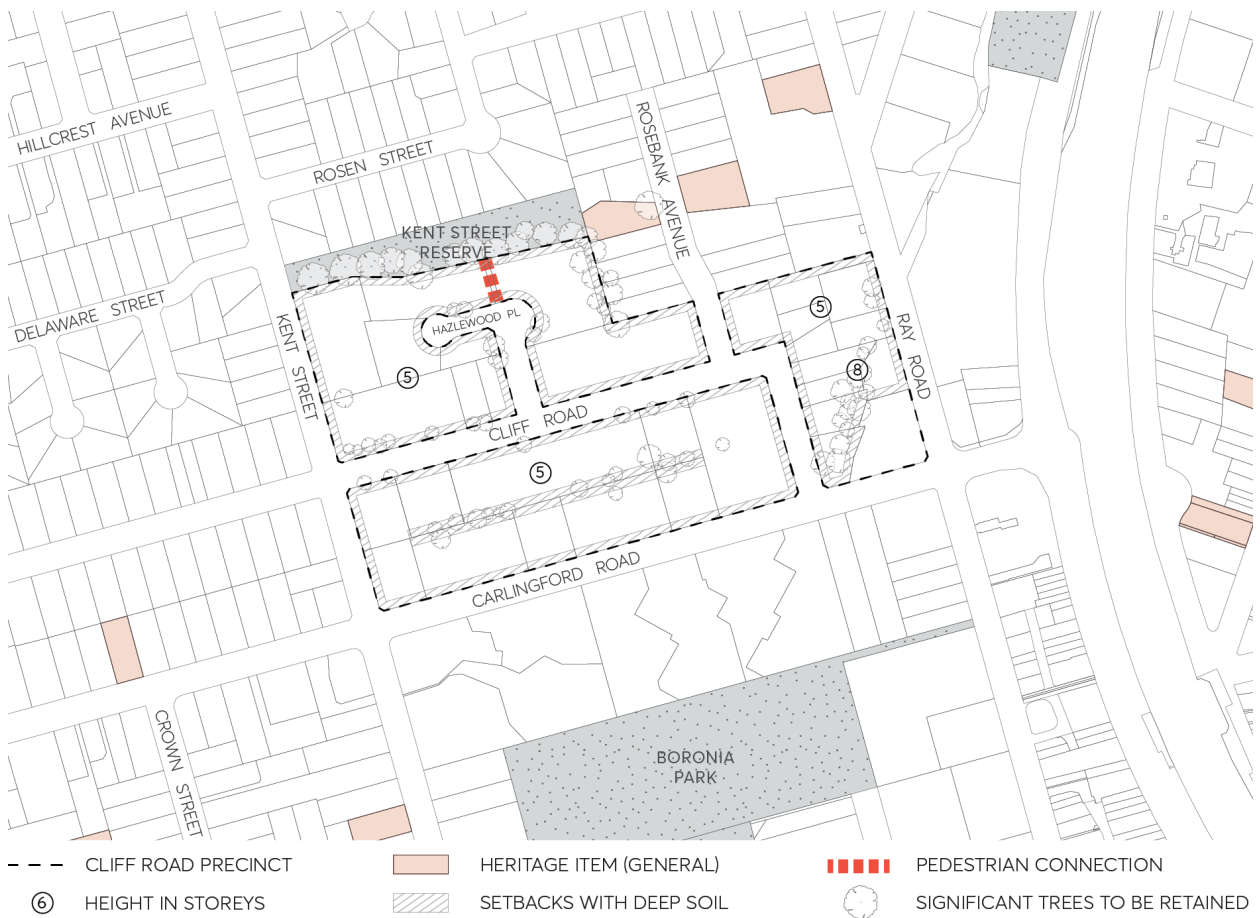


Figure 8.1.1.3.5.1 – Key principles diagram, Cliff Road Precinct

Controls

Strategy

C.01 Redevelopment should be predominantly five storey residential flat buildings in garden settings, with parking in basements.

Servicing

C.02 Promote access from local streets.

C.03 If access is not available from the local streets, consolidate existing vehicle entrances on Carlingford Road.

C.04 Subject to amalgamation, close the end of Hazlewood Place and combine within a development site. Maintain pedestrian access from Hazlewood Place to Kent Street Reserve.

Landscape Setting

C.05 Provide broad setbacks along street frontages and locate communal open spaces to retain existing trees that are prominent streetscape features.

- C.06 Maintain the significant vegetation adjoining Kent Street Reserve to the north of the precinct.
- C.07 Surround and screen new buildings with canopy trees and shrubs.
- C.08 Development should take into account flooding and overland flow path provisions.

Built Form

- C.09 To reflect the established pattern of detached-dwellings: limit the width of new facades that would be visible from any street, and divide the floorspace of every new building into well-articulated pavilion forms that are separated by courtyards with canopy trees.
- C.10 Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.
- C.11 Design quality of facades should respond to visibility from all street frontages.
- C.12 Employ setbacks and building forms that retain reasonable sunlight and privacy for existing neighbours

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8.1.1.3.6 OXFORD STREET, EPPING PRECINCT

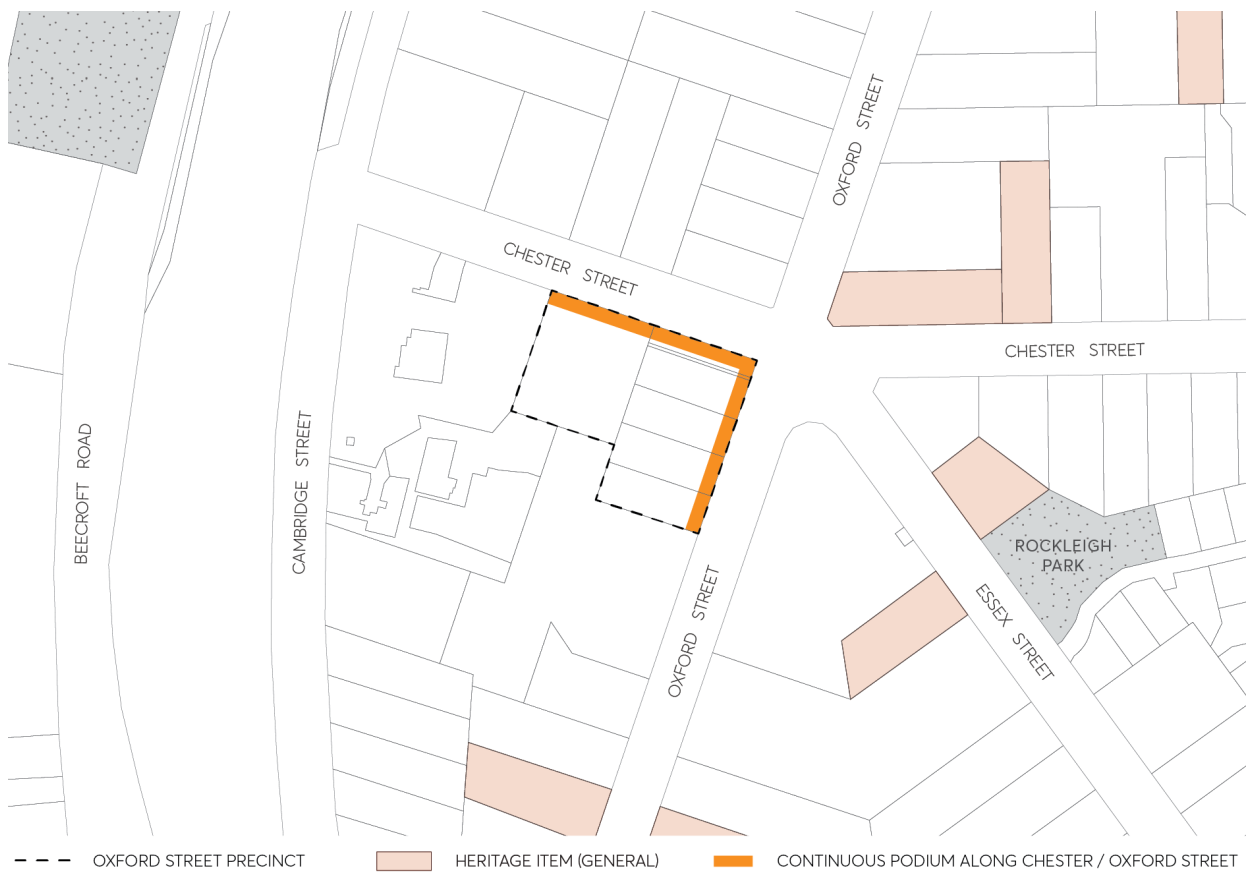


Figure 8.1.1.3.6.1 – Key principles diagram, Oxford Street Precinct

Controls

Strategy

- C.01 Redevelopment along the corner of Chester Street and Oxford Street should be predominantly fifteen storey residential flat buildings serviced by basement parking.

Landscaping

- C.02 Retain significant trees.
- C.03 Surround and screen new buildings with canopy trees and shrubs.
- C.04 Establish landscaped setbacks along street frontages.

Built form

- C.05 Provide a continuous podium of three storeys facing Chester Street and Oxford Street, plus an additional setback to tower elements above the podium
- C.06 Ensure high levels of residential amenity for new and existing or approved dwellings by the appropriate siting and design of apartment towers.

- C.07 Locate towers to achieve a co-ordinated network of open spaces upon adjoining properties, and also to provide at least two hours sunlight daily for living areas in 70% of dwellings.
- C.08 Achievable suitable scale and bulk by dividing floorspace into tower structures that have compact floorplates which are separated by deep-soil landscaping.
- C.09 Design quality of facades should respond to visibility from all quarters, and adjacent towers should display distinct variations in terms of height and profile.

8.1.1.3.7 RAY / BEECROFT ROADS, EPPING PRECINCT

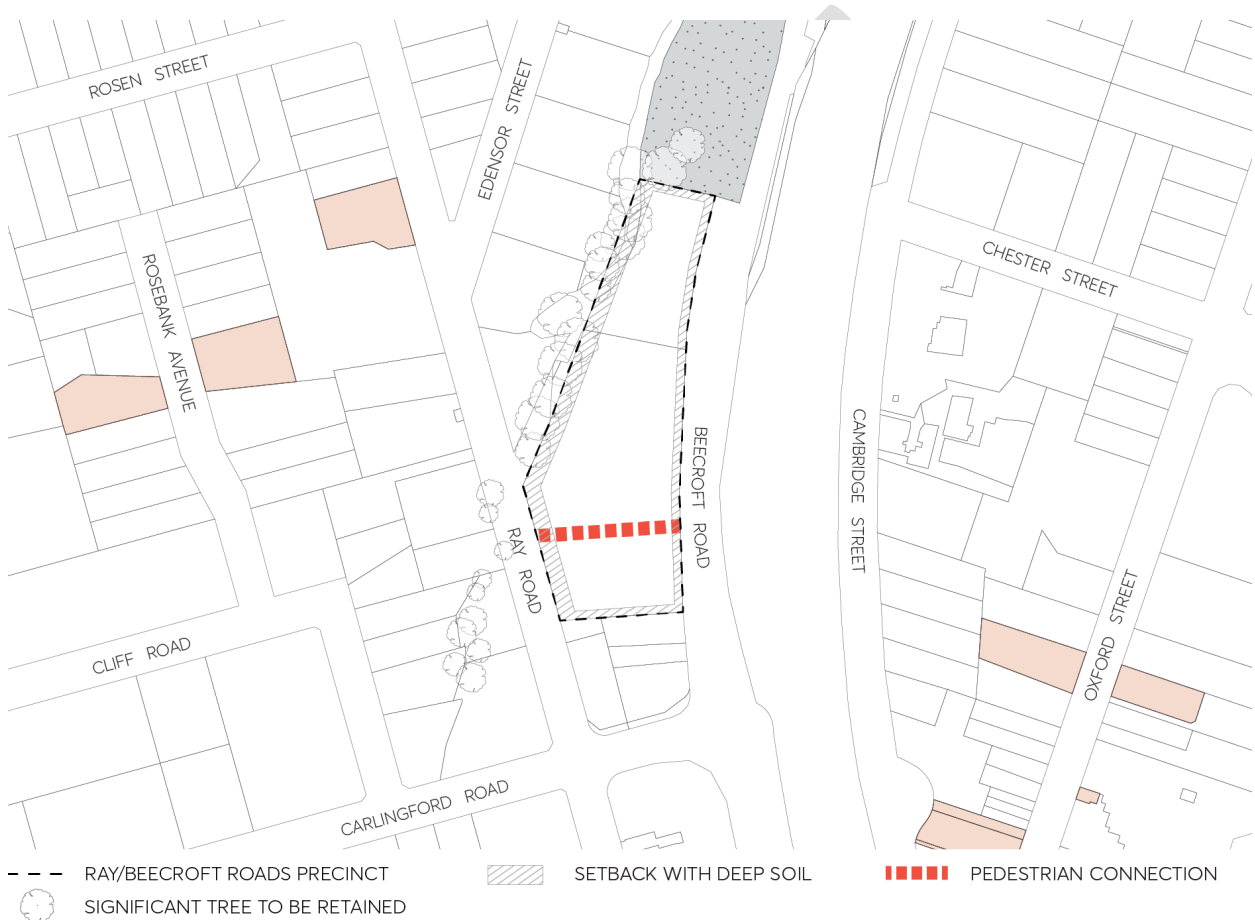


Figure 8.1.1.3.7.1 – Key principles diagram , Ray / Becroft Roads Precinct

Controls

Strategy

- C.01 Redevelopment should be predominantly five storey residential flat buildings in garden settings, with parking in basements.

Servicing

- C.02 Promote access from local streets.

- C.03 If access is not available from the local streets, consolidate existing vehicle entrances on Carlingford Road.
- C.04 Subject to amalgamation, close the end of Hazlewood Place and combine within a development site. Maintain pedestrian access from Hazlewood Place to Kent Street Reserve.

Landscape Setting

- C.05 Provide broad setbacks along street frontages and locate communal open spaces to retain existing trees that are prominent streetscape features.
- C.06 Maintain the significant vegetation adjoining Kent Street Reserve to the north of the precinct.
- C.07 Surround and screen new buildings with canopy trees and shrubs.
- C.08 Development should take into account flooding and overland flow path provisions.

Built Form

- C.09 To reflect the established pattern of detached-dwellings: limit the width of new facades that would be visible from any street, and divide the floorspace of every new building into well-articulated pavilion forms that are separated by courtyards with canopy trees.
- C.10 Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.
- C.11 Design quality of facades should respond to visibility from all street frontages.
- C.12 Employ setbacks and building forms that retain reasonable sunlight and privacy for existing neighbours.

8.1.1.4 EPPING AREAS – BUSINESS DEVELOPMENT

In addition to the general provisions set out in Section 8.1.1.2, the following specific provisions apply to specific land zoned B2 Local Centre as identified in this Section. This Section should be read in conjunction with Part 4 – Non-Residential Development of this DCP. To the extent of any inconsistencies, the specific provisions within this Section shall prevail.

Objective

O.01 Promote orderly development that is consistent with the requirements shown in the relevant Key Development Principles Diagrams. Key Development Principles Diagrams apply to the following precincts:

- Langston Place, Epping Precinct;
- Cambridge Street, Epping Precinct.
- Ray Road, Epping Precinct; and
- Pembroke Street, Epping Precinct.

Note: The Key Development Principles Diagrams are indicative only and are not to scale. Relevant scale and site requirements are provided in Section 8.1.1.2 of this DCP.

Controls

C.01 Development should be designed to embody the principles of the relevant precinct Key Development Principles Diagram.

C.02 Pedestrian thoroughfares should be provided in accordance with the Key Development Principles Diagrams and Town Centre Linkage diagrams (see Figure 8.1.1.2.13.3).

C.03 Development in the vicinity of heritage items and Heritage Conservation Areas shown in the precinct diagrams should have regard to the Heritage provisions in Part 7 – Heritage and Archaeology of this DCP.

Development adjoining railway lines and arterial roads should incorporate appropriate measures to reduce the impact of road/rail noise vibration and disturbance.

8.1.1.4.1 LANGSTON PLACE, EPPING PRECINCT

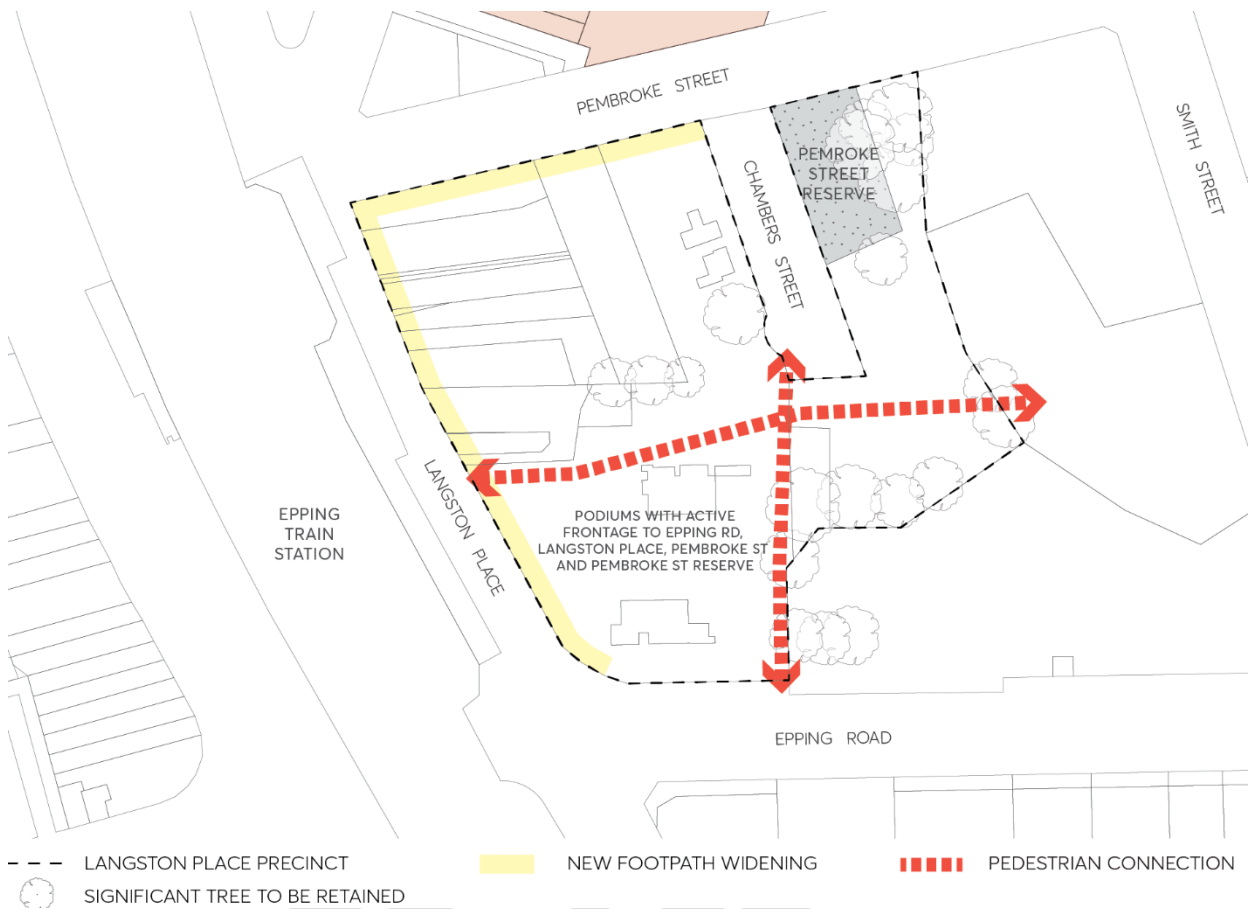


Figure 8.1.1.4.1.1 – Key principles diagram, Langston Place precinct

Controls

Strategy

C.01 Redevelopment of up to twenty two storeys should accommodate residential flats, offices, business and / or retail premises, serviced by basement parking.

Servicing

C.02 Provide access to basements and service areas from Pembroke Street/Chambers Court. Limit vehicle access from Langston Place.

C.03 No vehicle access to be provided from Epping Road.

C.04 Chambers Court may be relocated to form a contiguous open space and should be redesigned as a shared space.

C.05 Street level retail and business premises to be serviced by kerbside parking.

Public frontages

C.06 A widened footpath is to be provided along Langston Place and Pembroke Street.

- C.07 Maximise activity facing all streets by siting lower storeys without any setback from footpaths and accommodating a nearly-continuous mix of shopfronts and building entrances.

Landscape setting

- C.08 Retain significant trees.
- C.09 Provide a landscaped plaza / public domain space adjacent to Chambers Court with active frontages.
- C.10 Pedestrian connections should be provided north-south and east-west, linking Pembroke Street, Epping Road and Langston Place

Built form

- C.11 Provide a continuous podium of up to three storeys facing all streets, and shape each podium to address major street corners.
- C.12 Avoid extensive sheer vertical facades by setting upper storeys back from their podium.
- C.13 Achieve a varied skyline by providing different heights, profiles and roof forms for successive buildings. Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.

8.1.1.4.2 CAMBRIDGE STREET, EPPING PRECINCT

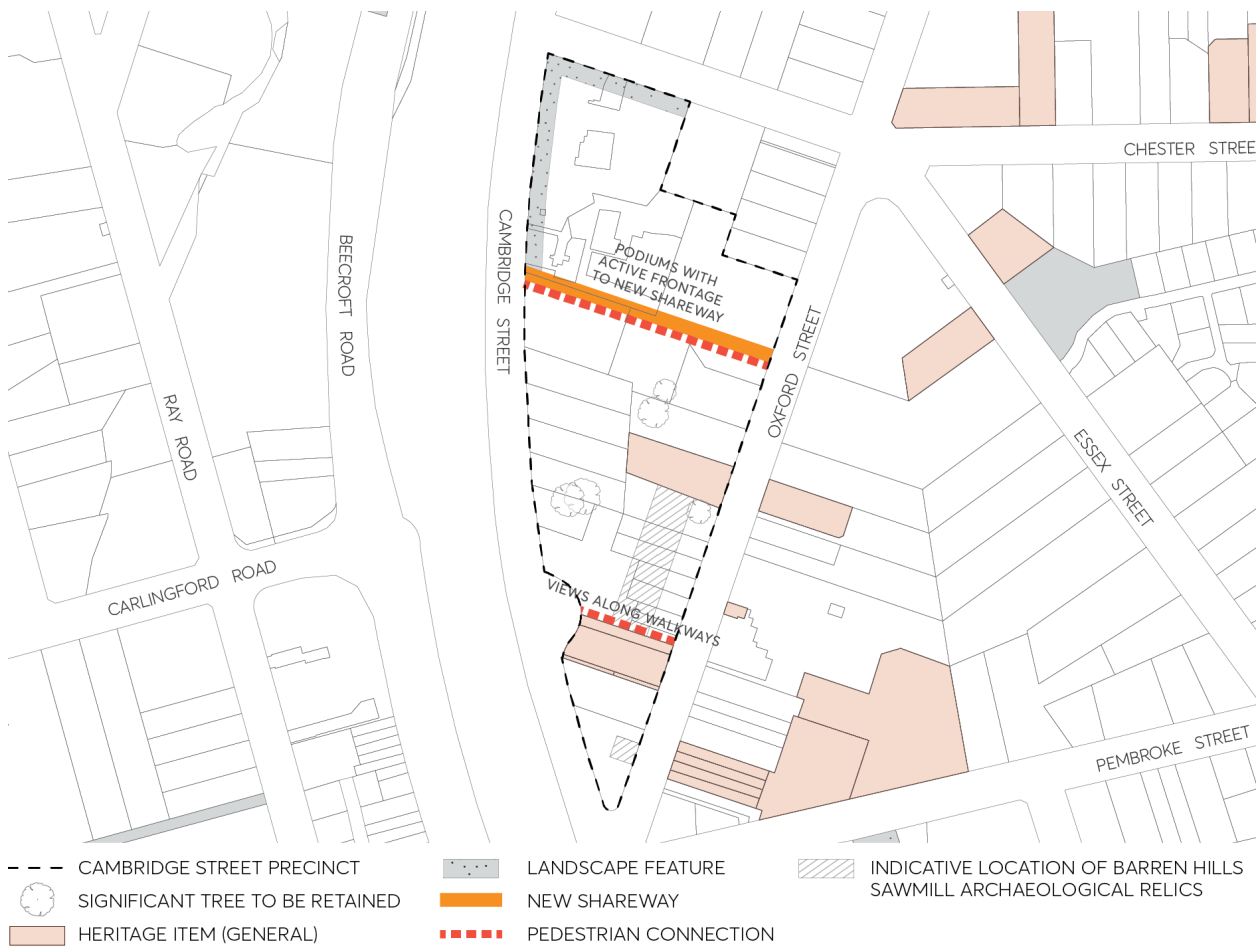


Figure 8.1.1.4.2.1 – Key principles diagram, Cambridge Street precinct

Controls

Strategy

C.01 Redevelopment of up to twenty two storeys should accommodate residential flats, offices, business and / or retail premises, serviced by basement parking.

Landscape setting

C.02 Retain significant trees.

C.03 Establish landscaped setbacks along non-active frontages. Investigate location of Barren Hills archaeological relics

Public frontages

C.04 Maximise activity along Oxford Street and Cambridge Street (south of the new shareway) and both sides of the new eastwest shareway by siting lower storeys without any setback from the footpath and accommodating a nearly-continuous mix of shop fronts and building entrances.

- C.05 Consolidate entries to basement and service areas to protect desired levels of activity facing all active streets and new shareway.

Servicing

- C.06 Provide a new east-west shareway for access linking Oxford Street and Cambridge Street as part of any future redevelopment of 41 Oxford Street (existing Cambridge Business Park). The detailed design of the street including the width, direction and intersection treatments are to be determined in consultation with Council and supported by a Traffic Impact Assessment.
- C.07 Provide access to basements and service areas from the shareway or Chester Street. If access is not available from these streets, consolidate vehicle entrances from Oxford Street.

Built form

- C.08 Provide a continuous podium of up to three storeys facing all streets, and shape each podium to address major street corners.
- C.09 Achieve a varied skyline by providing different heights, profiles and roof forms for successive buildings. Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.

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8.1.1.4.3 RAY ROAD, EPPING PRECINCT



Figure 8.1.1.4.3.1 – Key principles diagram, Ray Road precinct

Controls

Strategy

- C.01 Redevelopment of up to fifteen storeys should accommodate residential flats, offices, business and / or retail premises, serviced by basement parking.

Servicing

- C.02 Provide access to basements and service areas from Beecroft Road or Ray Road.

Public frontages

- C.03 Maximise activity facing all streets by siting lower storeys without any setback from footpaths and accommodating a nearly-continuous mix of shopfronts and building entrances.
- C.04 Provide a pedestrian connection between Ray Road and Beecroft Road.
- C.05 Consolidate entries to basements and service areas to protect desired levels of activity facing all active streets.

Built form

C.06 Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.

8.1.1.4.4 PEMBROKE STREET, EPPING PRECINCT



Figure 8.1.1.4.1 – Key principles diagram, Pembroke Street precinct

Controls

Strategy

- C.01 Redevelopment of up to fifteen storeys should accommodate residential flats, offices, business and / or retail premises, serviced by basement parking.
- C.02 Redevelopment should accommodate existing community and education facilities and heritage items.

Public frontages

- C.03 Maximise activity along Oxford Street and Pembroke Street by siting lower storeys without any setback from the footpath and accommodating a continuous mix of shop fronts and building entrances.

- C.04 Consolidate entries to basement and service areas to protect desired levels of activity facing all active streets.

Landscape setting

- C.05 Retain significant trees.
- C.06 Landscaped setbacks should be maintained around St Alban's Anglican Church.
- C.07 Investigate location of Barren Hills archaeological relics

Servicing

- C.08 Provide a new laneway linking Oxford Street and Pembroke Street as part of the redevelopment of the site in order to provide additional street frontages. The detailed design of the street including the width, direction and intersection treatments are to be determined in consultation with Council and supported by a Traffic Impact Assessment.
- C.09 Provide access to basements and retail service areas from the shareway and Pembroke Street. Limit vehicle access from Oxford Street.

Built form

- C.10 Provide a continuous podium of up to three storeys facing all streets, and shape each podium to address major street corners.
- C.11 Avoid extensive sheer vertical facades by setting upper storeys back from their podium. Towers should generally be aligned in an east-west direction.
- C.12 Maintain heritage curtilage setbacks from St Alban's Anglican Church.
- C.13 Maintain heritage shop fronts facades along Oxford Street with infill development behind.
- C.14 Achieve a varied skyline by providing different heights, profiles and roof forms for successive buildings.
- C.15 Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings