



CITY OF
PARRAMATTA

Epping Town Centre Master Plan 2025

Epping Town Centre Master Plan 2025
City of Parramatta Council



Recognition of & commitment to the Dharug People

City of Parramatta recognises the Dharug People as First Australians, people of the oldest continuous living culture in the world.

For more than 60,000 years, Parramatta has been home to the Wallumedegal and other Dharug people, the Traditional Owners of the land we call Epping today.

The Wallumedegal and other Dharug People have cared for and nurtured the habitat, land, and waters for thousands of generations, and maintain an ongoing connection to Parramatta and its surrounding areas.

First Nations People continue to play a vital role in the ecological, economic, social and cultural life of Parramatta, while maintaining a distinct culture built on the principles of Caring for Country, the primacy of family, and the dignity and governance of Elders.

At City of Parramatta, we aspire to a future where the cultures, histories and rights of all First Nations People are understood, recognised, and respected by all Australians. City of Parramatta is committed to playing an active role in making this future a reality.

City of Parramatta is proud to acknowledge the ongoing stewardship of Country by Dharug and other First Nations People and to celebrate their enduring wisdom, strength, and resilience.

Always was, always will be, Aboriginal land.

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Disclaimer: All 3D imagery shown in this report represents an aspirational vision for the future of Epping Town Centre. These images are indicative only, subject to future design stages and negotiation to ensure alignment with Council's Property Strategy, government stakeholders and private landowners.

Executive Summary



Comments from the Community

Executive Summary

Epping Town Centre Master Plan Vision Statement

Epping is a growing centre, inviting people to live close to public transport, with good food, shops and open spaces.

Community is at the heart of everyday life, with a new town square and community uses for places to gather, learn and play.

Council Resolution

At its Meeting on 12 August 2024, Council resolved: That Council approves the high-level scope detailed in this report for the preparation of a master plan for the Epping Town Centre, subject to the analysis of the Rawson Street carpark site being limited to guiding the future provision of public car parking and community and recreational uses only and providing a clear link between Rawson Street and Boronia Park.

Purpose of this Report

Epping Town Centre Master Plan 2025 sets out a holistic vision to guide the future growth and revitalisation of the town centre. This report outlines the design principles and implementation pathway to transform Epping into a vibrant, connected and community-focused centre. It does not propose increased density, but shapes future buildings to ensure high-amenity community places.

This report does not resolve the following matters, which require testing, consultation and reporting in future stages:

- Development capacity testing, feasibility and funding pathways relating to the Rawson Street car park site and upgrades to Rawson Street.
- Updates to the Parramatta Development Control Plan (DCP) and Contributions Plan.
- Traffic modelling and approvals from Transport for NSW for changes to the traffic network.
- Negotiations with private landowners to facilitate delivery of proposed public assets within their site.

Key Drivers of Change

Epping is a Strategic Centre within City of Parramatta, playing a key role in delivering the Parramatta 2050 vision of a connected, liveable, and sustainable city by providing housing, employment, and community infrastructure. Its location on the Sydney Metro Northwest positions it as a vital transit-oriented hub, supporting higher-density living, improved access to jobs and services, and reduced car dependency.

Rawson Street is a vibrant high street lined with cafes, local shops, and generous, tree-lined footpaths.

A new train station bridge connects Epping, guiding people through a lively laneway and a green link to Boronia Park.

Epping has experienced rapid population growth, from 23,688 in 2016 to nearly 32,000 in 2025, with projections reaching over 41,000 by 2046. This has placed pressure on public spaces, infrastructure and transport, requiring a vision to deliver urban renewal for the community.

Precinct Definition

The Master Plan precinct is located West of the railway line, including Beecroft Road, Rawson Street, the Council car park, laneways and key development sites. While the Eastern side of Epping has seen significant redevelopment, the western side remains underutilised, with aging buildings, and limited public domain and community infrastructure investment. This plan seeks to address these issues to unlock the full potential of the precinct.

Community Engagement

Community engagement has been central to shaping the master plan. Council undertook two rounds of consultation between November 2024 and April 2025, receiving over 500 survey responses, 190 written comments, and direct feedback from community pop-up sessions and workshops with Epping Civic Trust, Epping Chamber of Commerce and landowners.

Residents consistently raised concerns about traffic congestion, parking, pedestrian safety, and the need for more community facilities. Rawson Street was identified as a primary concern due to heavy traffic and a lack of pedestrian amenity. The community expressed strong support for creating a civic heart, improving walkability, and enhancing access to green spaces like Boronia Park.

Importantly, 94% of survey respondents supported the vision for Epping either fully or to some extent. This strong endorsement has directly informed the design priorities, principles and recommendations of the Master Plan.



Indicative aerial view of Epping Town Square, Rawson Street and the new laneway

Executive Summary

Master Plan Vision

Feedback from the community informed the vision for Epping as a welcoming, walkable, and community-oriented centre that celebrates local identity and supports sustainable growth. The plan focuses on four key local places, each with a distinct role in delivering this vision:

1. Epping Civic Place

Epping Civic Place is where the community comes together - to learn, gather and relax. The new library and community centre open onto a town square, framed by outdoor dining, seating and trees. This space welcomes events, with a green link and leafy square extending to Boronia Park. Underground car parking giving space back to people.

2. Rawson Street

Rawson Street is a lively high street, with cafes and restaurants, supermarkets and local shops. Footpaths are widened and shaded by street trees, with places to sit and relax. Alternative traffic routes have eased congestion, becoming pedestrian-priority with dedicated bike lanes.

3. Laneways

A new laneway links Beecroft Road to Boronia Park, brought to life by outdoor dining, lighting, public art, and seating. Designed for activity throughout the day and night, it invites people to come together. A network of active laneways and arcades make it convenient and enjoyable to connect to different parts of Epping.

4. Beecroft Road

Beecroft Road is revitalised, with wider footpaths activated by commercial services allowing for a safer, more comfortable walking experience and bus interchange. A new bridge links the station directly into development, providing the community with a convenient connection across the railway.

Implementation

While the Master Plan is aspirational in its vision for the Council car park site, any future development must align with Council's Property Strategy to assure project feasibility, funding and responsible development of Council's assets.

Delivery of these local places will also require close collaboration with stakeholders, including government agencies and private landowners.



Vision for Epping Civic Place



Vision for Rawson Street



Vision for the laneway



Vision for Beecroft Road

These images are indicative only, subject to future design stages and negotiation to ensure alignment with Council's Property Strategy, government stakeholders and private landowners.

Executive Summary

Urban Framework

The Master Plan uses the vision to guide a series of structural interventions to transform the precinct. These are grouped into an urban framework with supporting design guidelines:

Local and Regional Traffic

- Make Rawson Street primarily one-way northbound to reduce congestion at Carlingford Road.
- Introduce new roundabouts and signal upgrades at key intersections.
- Restrict access from Ray Road and Cliff Road to Carlingford Road to streamline traffic flow.
- Widen Beecroft Road by relocating the existing pedestrian bridge into adjacent development.
- Improve pedestrian amenity and connectivity for a consolidated bus zone on Beecroft Road.
- Replace removed car parking in a basement under Epping Civic Place, and provide kiss-and-ride and on-street parking on Rawson Street.
- Introduce a driveway to Council car parking from Victoria Street to relieve pressure on Rawson Street.
- Reduce the speed limit on Rawson Street.

Pedestrian and Active Connections

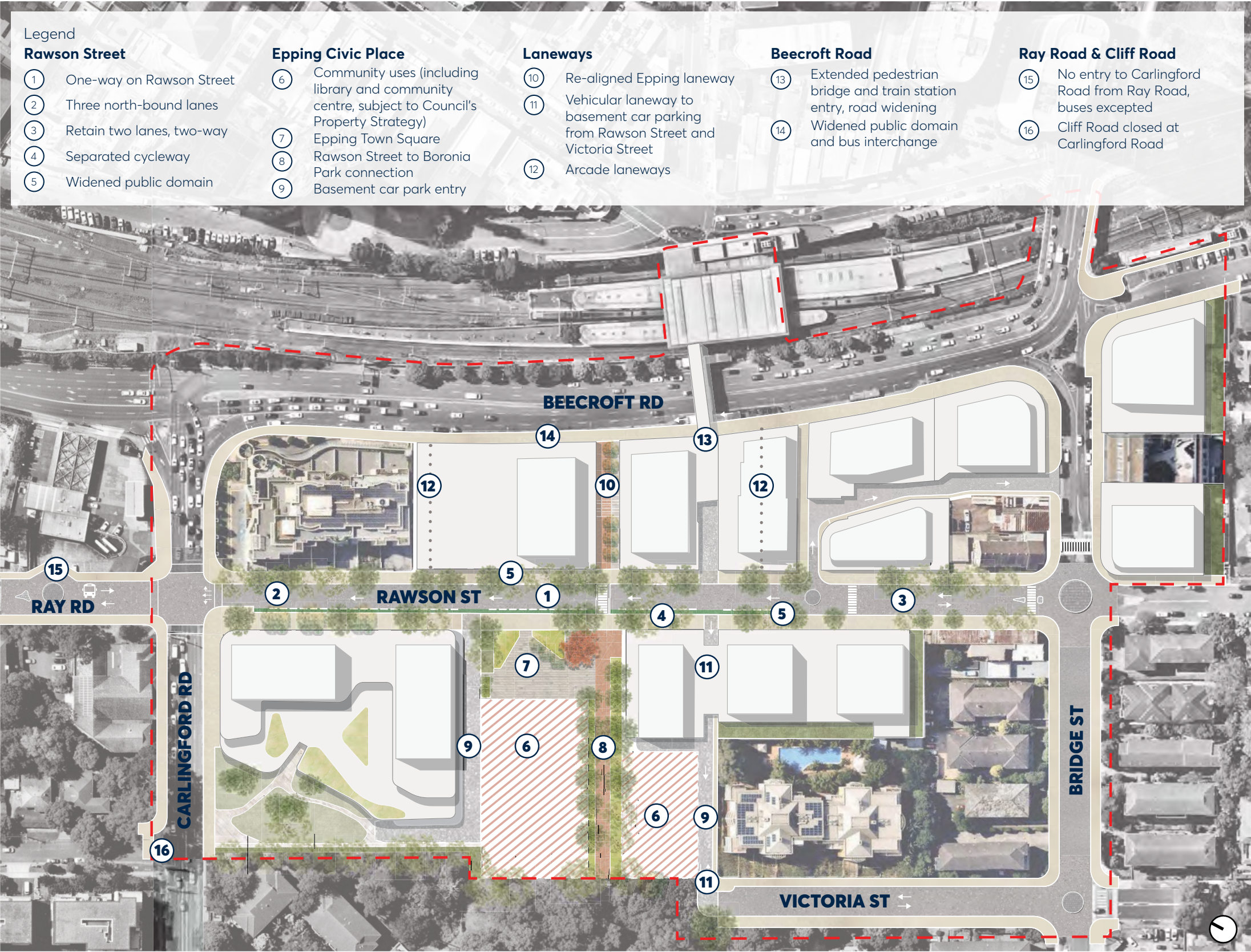
- Enhance pedestrian crossings and connections to encourage walking and cycling.
- Improve accessibility to the train station by relocating the existing pedestrian bridge into adjacent development.
- Support the Parramatta Bike Plan with a separated cycleway and shared paths in Rawson Street.

Public Domain

- Realign and upgrade the main laneway to connect to Boronia Park and be a lively hospitality and retail destination.
- Deliver a new town square and a green link to Boronia Park at Epping Civic Place.
- Upgrade Rawson Street with street trees, lighting, paving, and street furniture.

Built Form

- Promote a human scaled, fine grain street wall with active frontages and high-quality materials.
- Encourage slender towers with generous setbacks to preserve solar access and sky views to the street.



Epping Town Centre Master Plan

Executive Summary

Recommendations

This report recommends:

- Council endorsement of the draft Master Plan for public exhibition.
- Continuing collaboration with Transport for NSW to undertake traffic modelling and secure approvals.
- Updating the Parramatta Development Control Plan (DCP) and Contributions Plan to reflect the master plan's design outcomes and funding needs.
- Continued engagement with private landowners to deliver the public domain and built form vision of the Master Plan.
- Negotiating with private landowners, Crown Land and TfNSW to facilitate delivery of key public assets, including laneways, driveways and the train station pedestrian bridge.
- Prioritising funding applications to State and Federal programs to support the delivery of public assets.
- Proceeding with the staged implementation of the master plan, including Rawson Street upgrades and Epping Civic Place.

Impact of the Master Plan

The Epping Town Centre Master Plan will deliver lasting improvements that enhance everyday life for the community.

- **A stronger sense of place and identity** - The introduction of Epping Civic Place and revitalised public spaces will give the community a central hub to gather, celebrate, and connect, reinforcing local pride and belonging.
- **Safer, more accessible streets** - Streets like Rawson Street will be redesigned to prioritise pedestrians and cyclists, with slower traffic, better crossings, and wider footpaths, making it easier and safer to move around.
- **New community and open spaces** - New community uses, including a library, community centre, and town square, with improved links to Boronia Park, to provide essential facilities and open space for the community.
- **Improved connections** - Better pedestrian and cycling links, new laneways, and upgraded transport access will make it easier to reach shops, services, and public transport.
- **A more sustainable and inclusive centre** - The plan supports walkable, transit-oriented development that reduces car dependency and encourages vibrant, mixed-use neighbourhoods that welcome everyone.
- **Homes and jobs for a growing community** - While the Master Plan does not recommend increased housing or commercial density, it establishes a vision for the delivery of high-amenity residential and commercial buildings, located close to public transport, which allow light to streets and open spaces.



Section and plan through Rawson Street

Epping Strategic Context



'Ultimately Beecroft Road will be a very challenging long-term problem to solve.'

'Bike paths linking all the apartment blocks in the surrounds are very important.'

'The only solution to traffic is viable alternatives to driving — Epping station is already a fantastic transport hub.'

'Beecroft Road traffic carrying capacity must not be reduced. This is a vital artery.'

A series of white line-art icons representing a diverse group of people. From left to right: a person sitting in a wheelchair, a group of four people standing together, a person in a wheelchair, a person walking with a cane, a person in a wheelchair, a person standing, and a group of four people standing together. These icons are positioned below the speech bubbles.

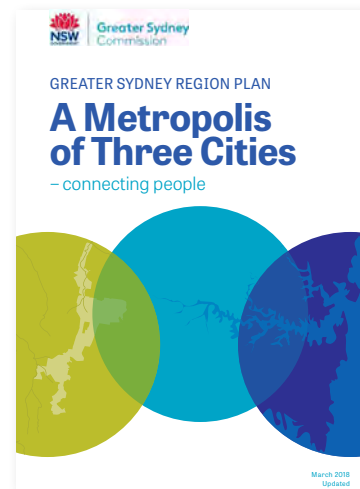
Comments from the Community

State Policies

A Metropolis of Three Cities, 2018

"A Metropolis of Three Cities" is a strategic vision to reshape Greater Sydney into three interconnected cities - Eastern Harbour, Central River, and Western Parkland - to improve liveability, sustainability, and access to jobs and services.

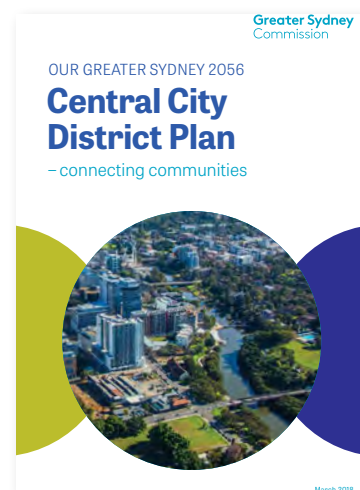
Epping plays a key role within the Central River City, serving as a strategic centre for housing, employment, and transit-oriented development, aligned with the plan's goal of creating 30-minute cities.



Central City District Plan, 2018

Epping is located in the Central River City, which centres around the Greater Parramatta area. Epping is identified for its:

- **Strategic Location:** Epping sits on a major transport corridor (rail and road), making it a key node in the 30-minute city vision.
- **Urban Renewal:** Epping has been identified for urban renewal and increased housing density, supported by infrastructure upgrades.
- **Transport Connectivity:** The Sydney Metro enhances Epping's role as a transit-oriented development hub.
- **Economic Role:** As part of the Greater Parramatta to Olympic Peninsula corridor, Epping contributes to economic & employment growth.



Future Transport Strategy, 2022

The Future Transport Strategy is a long-term plan to deliver a safe, sustainable, and connected transport network across NSW, supporting liveable communities and economic growth through integrated land use and innovative mobility solutions.

For Epping, the strategy reinforces its role as a key transit-oriented hub, leveraging its metro connectivity to support higher-density living, reduce car dependency, and improve access to jobs and services.



Council Policies

Parramatta 2050

Parramatta 2050 is a long-term strategic vision that positions Parramatta as a globally connected, innovative, and culturally vibrant city, supported by five key districts and major infrastructure to drive sustainable growth and liveability. Epping is core to the 2050 vision:

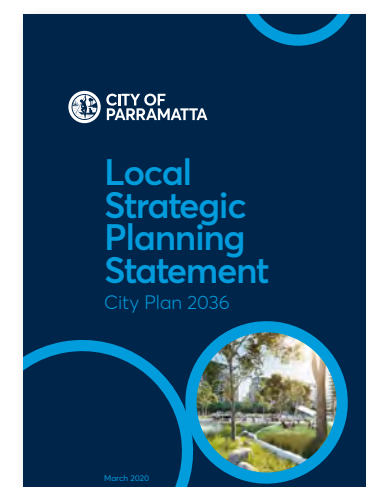
- **Strategic Centre:** Identified as a key urban hub supporting the broader city vision.
- **Transit-Oriented Growth:** Benefits from Sydney Metro Northwest, aligning with the 2050 goal of a connected, accessible city. Identified for an extension of the Cumberland rail line from Parramatta to Epping.
- **Support Role:** Provides housing, retail, and employment.



Local Strategic Planning Statement, 2020

Key recommendations for Epping include:

- Encourage a balance of residential, commercial, and community uses to support a vibrant and sustainable town centre.
- Reverse the trend of declining commercial space by promoting commercial developments.
- Enhance streetscapes, parks, and public spaces to improve liveability for a growing population.
- Promote higher-density, walkable development near the Sydney Metro Northwest station.
- Ensure that community infrastructure keeps pace with population growth and urban renewal
- Manage growth in a way that respects Epping's unique character and heritage areas.



Community Infrastructure Strategy, 2020

The Community Infrastructure Strategy is a long-term plan to guide the delivery of essential community facilities across Parramatta, with Epping identified as a high-growth area where upgraded infrastructure, such as parks, community centres, and early childhood services, is needed to support its growing population.

For Epping, the CIS advocates for:

- A community hub of 3,250m2, with at least 2,250m2 of district level library space and 1,000m2 of community space, co-located with a civic plaza.
- Deliver one new district play space.
- Advocate for open space within private development to support the needs of residents.



Epping's location on the Sydney Metro Northwest line positions it as a rapidly growing transit-oriented hub, supporting higher-density living with improved access to jobs and services.

Population Growth

Epping's population has grown from 23,688 in 2016 to 31,896 in 2025, and is projected to reach 41,770 by 2046. This is a 76% increase over 30 years, more than double Sydney's projected 37% growth over the same period. This significant growth underscores the need for adequate high-quality housing, public spaces, and community infrastructure to support the growing population.

Sydney Metro Station

The opening of Epping Metro Station in 2019, as part of the Metro Northwest Line, strengthened the suburb's role as a major transit hub with both rail and metro connections. This enhanced connectivity is seen as a key driver for future residential and commercial growth.

Urban Activation Program 2013

In 2013, Epping Town Centre was rezoned under the NSW Government's Urban Activation Program to support higher density mixed-use development. The plan envisioned a compact, high-density core, increased residential densities around the centre, protection of heritage items and conservation areas, a revitalised public domain, and improved pedestrian and cyclist connections.

Low and Mid-Rise Housing Reforms 2024

Epping has been identified by the NSW Government as a place where more low and mid-rise homes, such as townhouses, terraces, and small apartment buildings, can be built. This is part of a state-wide plan to increase housing near public transport and applies to areas within 800 metres of train and metro stations.

The Master Plan study area already allows for higher-density housing, however areas just outside the centre may see more development over time. This expected growth will play an important role in planning future roads, parks, schools, and other community services.

Economic Revitalisation

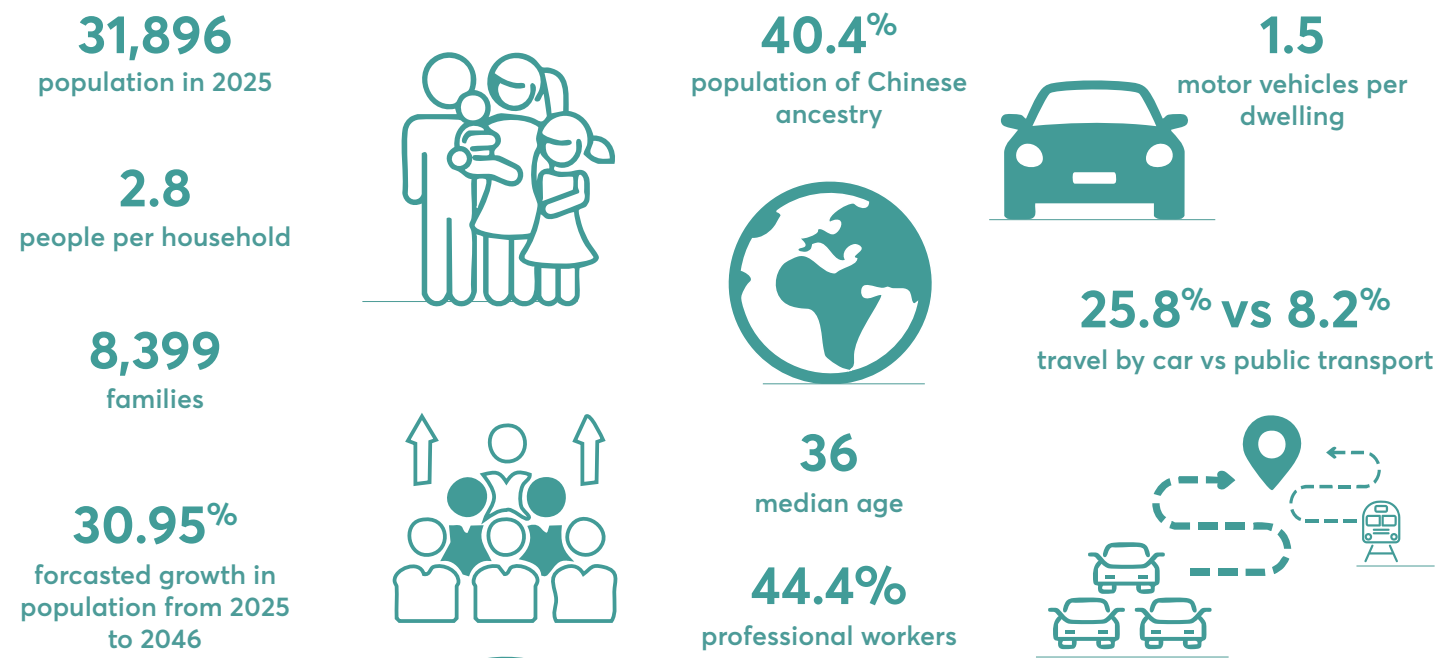
In 2021, Parramatta Council supported a planning proposal to increase commercial floor space in Epping to provide more local jobs and a 24-hour economy. Due to concerns over potential traffic impacts, the then Department of Planning & Infrastructure did not endorse the proposal. Council now seeks to deliver additional commercial space through individual development proposals, with careful consideration of traffic impacts.

Increased Development Capacity

Several landowners are actively pursuing redevelopment opportunities on the west side of Epping Town Centre, including:

- 53–61 Rawson Street (Coles site): Active planning proposal for mixed-use development.
- 48–54 Beecroft Road & 52–54 Rawson Street: Approved development application for mixed-use apartment tower.
- Additional landowners with large landholdings within the study area are in early stages of design development.

It is critical to develop a cohesive vision ahead of these and other proposals to ensure optimal design quality and public amenity outcomes are delivered.



Epping demographics (ABS Census 2016 & 2021)



Proposed and active development in Epping Town Centre

The area within the Epping Town Centre Master Plan boundary remains underdeveloped, with degraded buildings and streets. This area presents an important opportunity for transformative renewal.

A Town Centre of Two Halves

Epping Town Centre is divided by the railway line and Beecroft Road, creating two distinct halves, east Epping and west Epping, connected by Epping Bridge and a pedestrian overpass.

In 2016, most of Epping was transferred from Hornsby Shire to the City of Parramatta, with North Epping remaining under Hornsby Council. This split is seen in the Parramatta DCP which identifies the eastern side, known as 'Epping Town Centre' with east and west precincts, and the western side, referred to as 'Epping Central'.

The eastern side has seen significant private development and some public domain upgrades over the past decade. In contrast, the western side contains large, underdeveloped landholdings and older buildings, with poor public domain and strong potential for renewal.

This master plan aspires to revitalise the western half of Epping while also exploring ways to improve pedestrian connections between both sides of the town centre.

In this report, 'Epping Town Centre' refers to the centre west of the railway line, as illustrated in the map on this page.

Epping Town Centre Master Plan Boundary

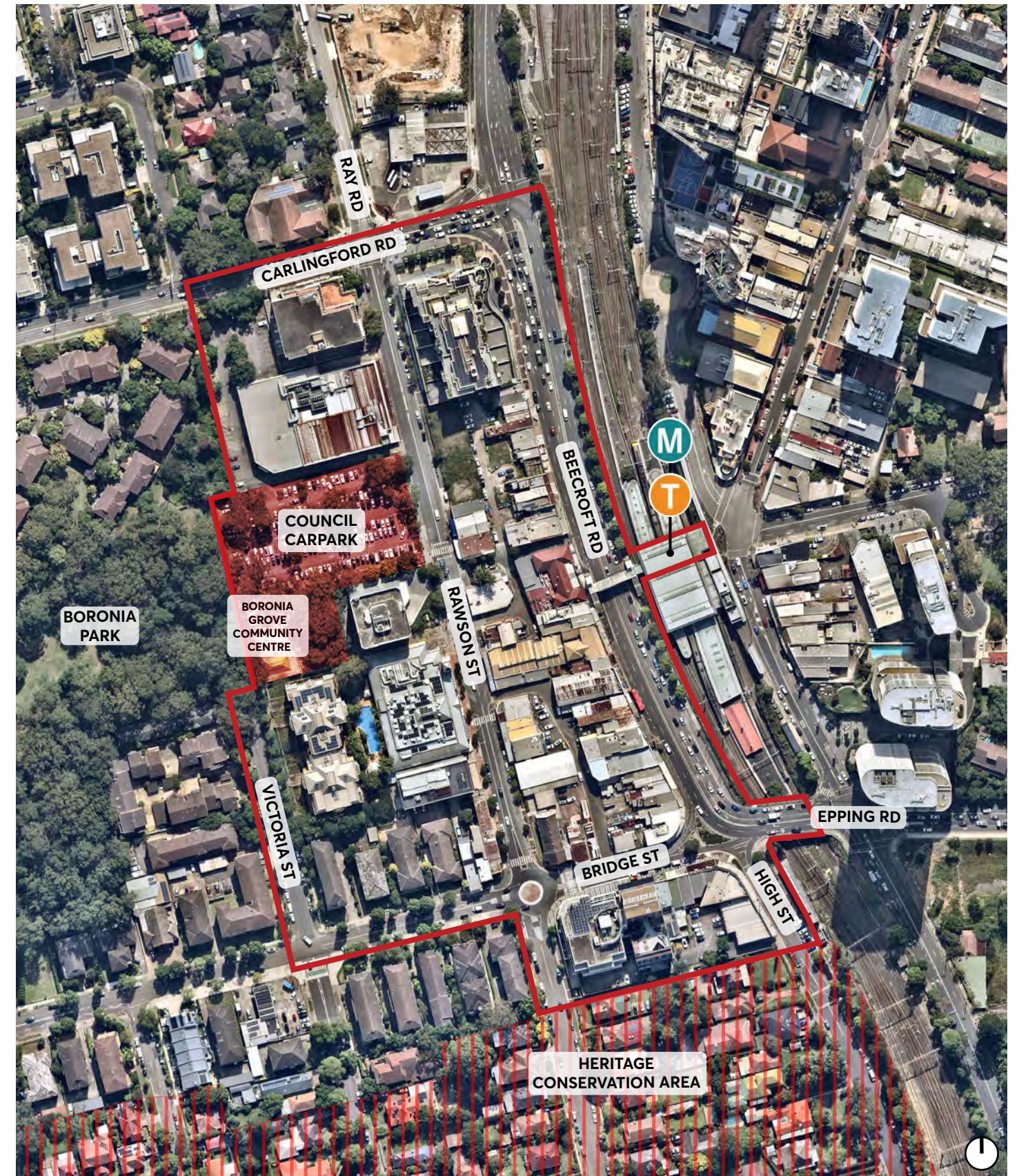
The Epping Town Centre Master Plan 2025 extent is bounded by the railway line and Beecroft Road to the east, Bridge Street to the south, Victoria Street and Boronia Park to the west, and Carlingford Road to the north.

The precinct includes key sites such as The Epping Club, Coles, The Epping Hotel and the Council-owned Rawson Street car park. It is characterised by several large landholdings under single ownership, with some fragmented commercial landholdings and residential strata buildings. The built environment comprises older

structures that have not been developed to their full potential, and a degraded public domain.

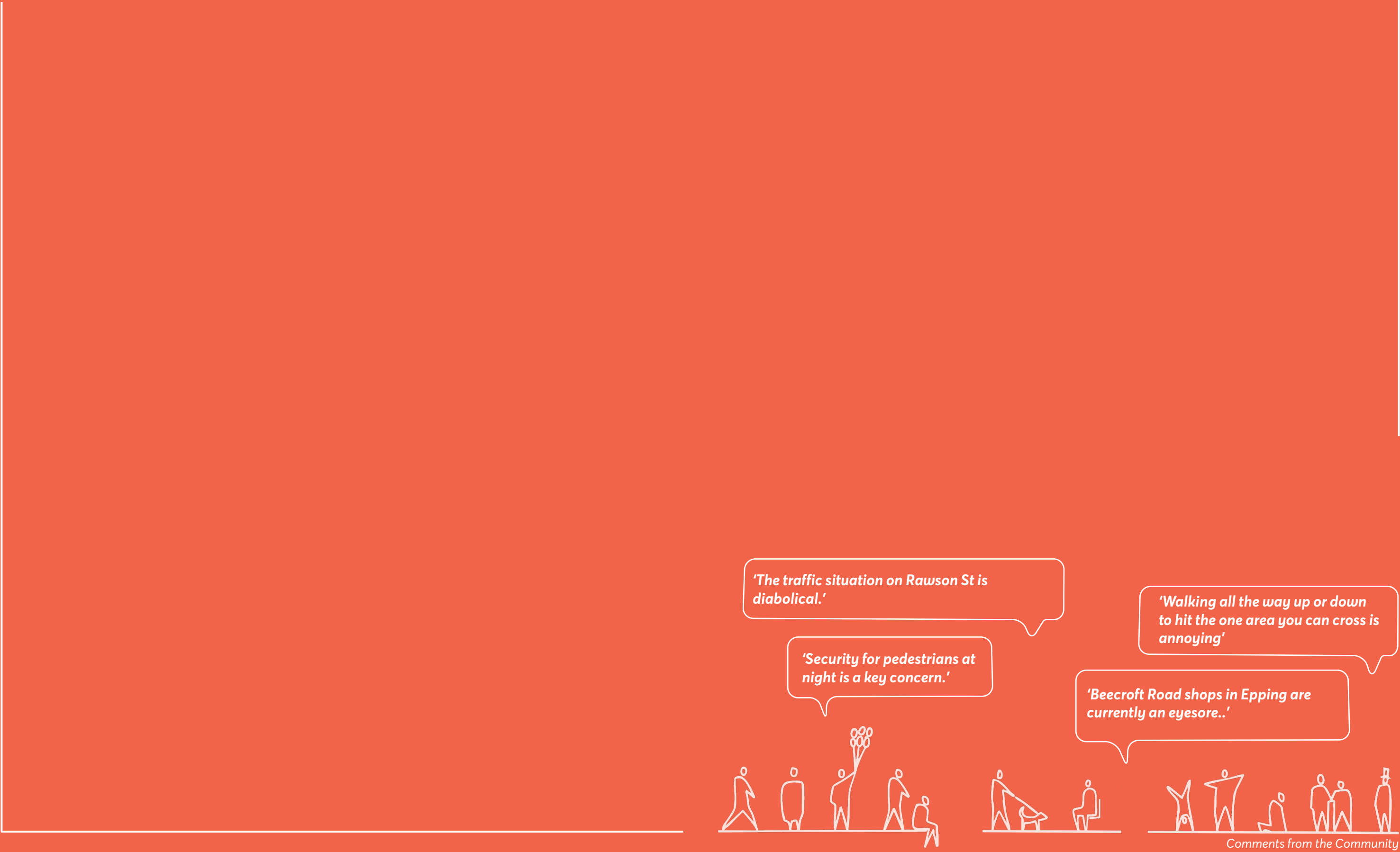
Rawson Street serves as a central north-south corridor through the precinct, while Boronia Park provides valued recreational space adjacent to the western edge. To the east, the master plan area connects to Epping Metro and Railway Station via a pedestrian bridge, with the sole vehicular link across the railway at Epping Road.

The area experiences significant traffic volumes, particularly along Carlingford Road and Beecroft Road, driven by regional through-traffic. Beecroft Road functions as a major arterial route due to its role as the only railway crossing bridge within a 5-kilometre radius, further intensifying traffic congestion in the area.



Epping Town Centre Master Plan boundary

Contextual Analysis



Epping Town Centre was rezoned as a part of the Urban Activation Program by the NSW Government in 2013. The intent was to create a compact, lively high-density town centre core, with preservation of heritage and a revitalised public domain.

LEP Planning Controls

Epping Town Centre includes a mix of land uses in the Parramatta Local Environment Plan (LEP), with high-density mixed-use development in the core, residential areas to the south, and road corridors framing the precinct.

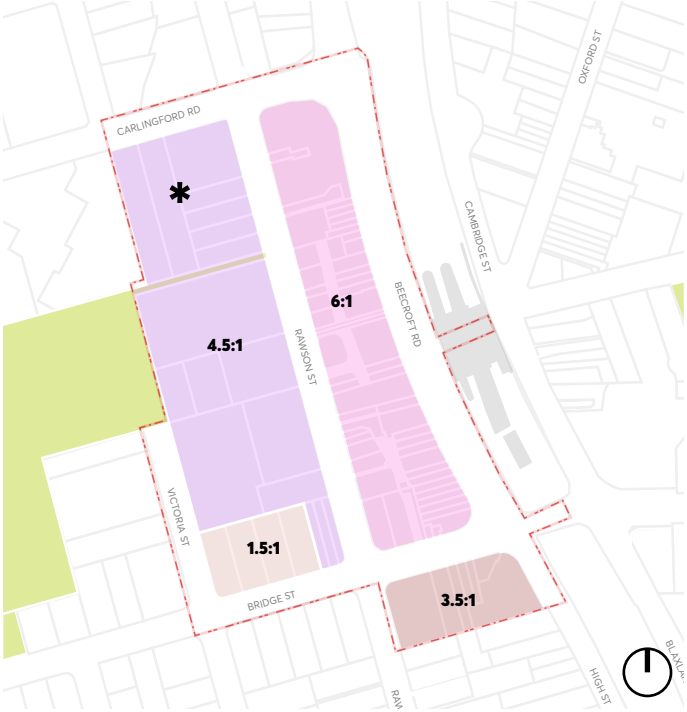
Floor space ratios and building heights are highest near the train station, decreasing near Boronia Park and the heritage conservation area to transition in scale.

The local centre zoning intends to provide a range of retail, business and community uses that serve the needs of people who live in, work in or visit the area.

Consistency with the LEP Controls

This Master Plan does not intend to adjust the LEP planning framework, which was uplifted in 2013. The Master Plan works within the current framework to achieve optimal design quality and amenity outcomes for the community.

FSR



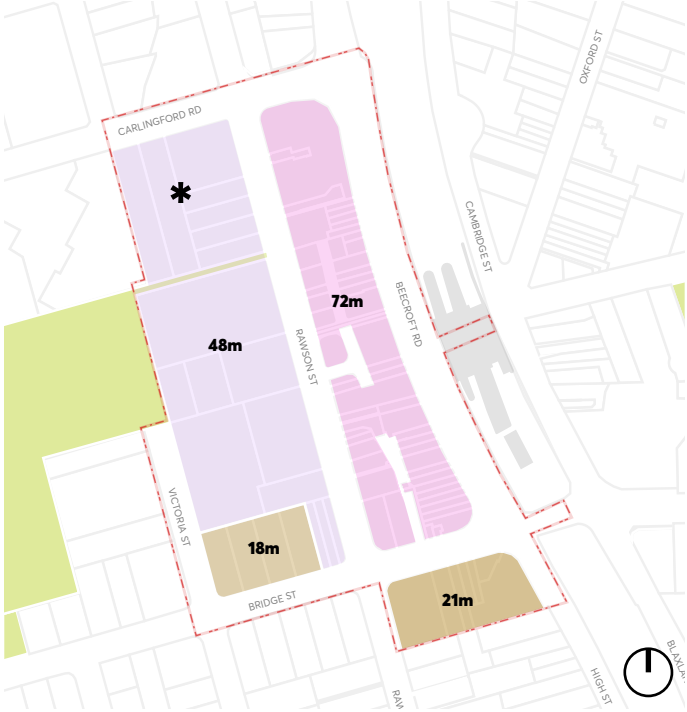
The Town Centre features areas of high-density development, with floor space ratios (FSRs) that reduce in scale near the surrounding heritage conservation areas. It should be noted that Council's Rawson Street car park site has an FSR of 4.5:1, which is currently unrealised.

*Subject to current rezoning application for 6:1.

Legend

- Master Plan boundary
- 6:1
- 4.5:1
- 3.5:1
- 1.5:1

Height



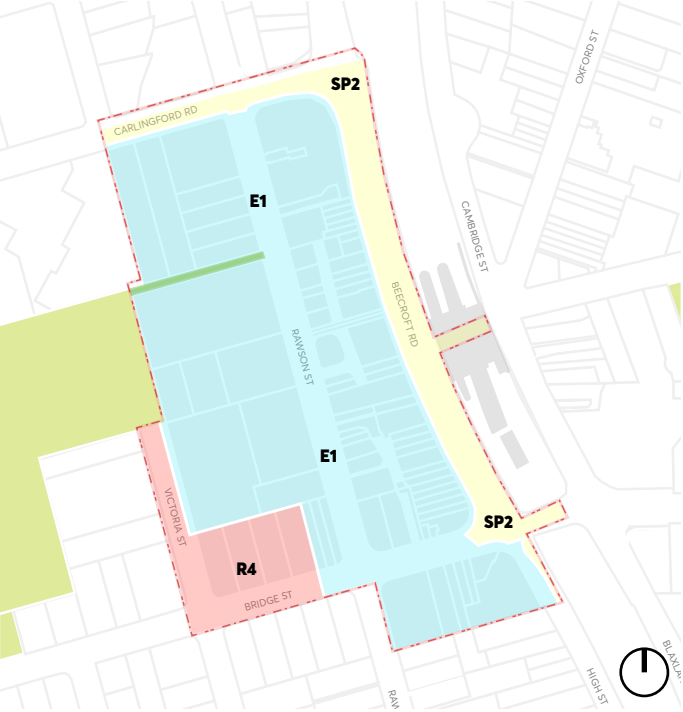
Building heights in the town centre are highest in core areas and gradually decrease near Boronia Park to the West and the heritage conservation area to the South. It should be noted that Council's Rawson Street car park site has a HOB of 48m, which is currently unrealised.

*Subject to current rezoning application for up to 122m.

Legend

- Master Plan boundary
- 72m
- 48m
- 21m
- 18m

Land Use



The town centre consists of two primary land uses. The local centre zone, centred around the train station, supports high-density mixed-use development, forming the basis of a vibrant high street, with bounding high-density residential areas to the South.

Legend

- Master Plan boundary
- SP2 - Classified Road
- E1 - Local Centre
- R4 - High Density Residential

A mix of consolidated and fragmented land ownership, steep topography, flooding and biodiversity in Epping Town Centre create barriers to unified redevelopment. A shared vision is required to deliver a cohesive outcome that enhances connectivity and celebrates Epping’s distinct character.

Executive Summary

Epping Town Centre is a complex urban environment, with a range of fine-grain uses in both fragmented and consolidated ownership, larger-scale standalone buildings, varied topography, and a constrained vehicular transport network.

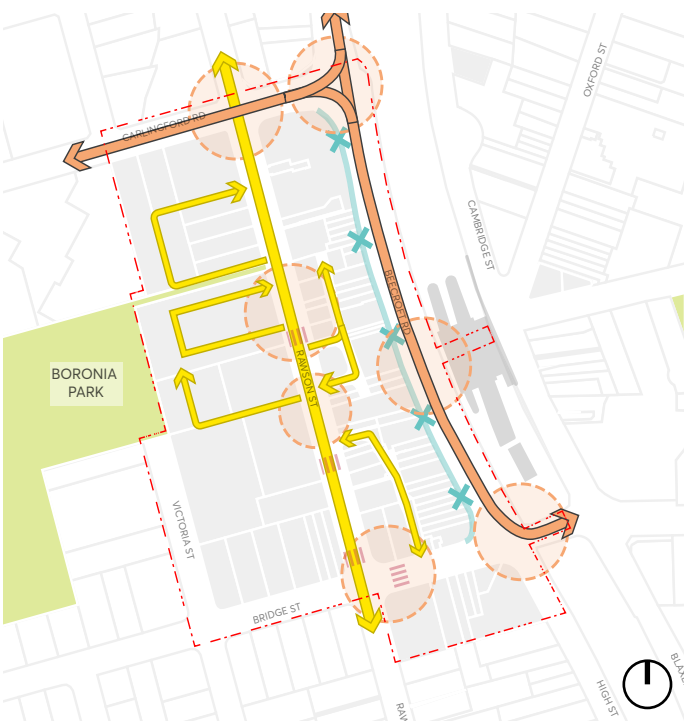
The area includes a mix of commercial, residential, and heritage buildings, many in a dilapidated state, alongside Council-owned and strata-titled land, complicating cohesive redevelopment.

Steep level changes from Beecroft Road to Boronia Park shape the built form and public domain approach, with some flood constraints adding complexity to redevelopment and connectivity.

Despite strong public transport links and a walkable layout supported by laneways and crossings, the town centre’s East and West is disconnected due to Beecroft Road and the rail line acting as a major blockage, with few connections.

Significant greenery, particularly in Boronia Park and the Rawson Street car park, adds ecological value and must be preserved in future planning.

Local Traffic



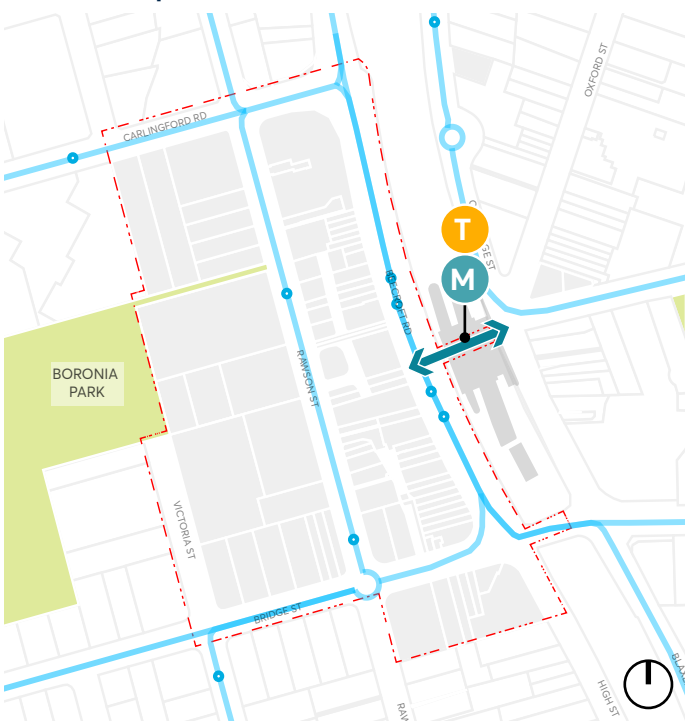
Beecroft and Carlingford Roads are key regional routes carrying high traffic volumes, serving as the only east-west crossing of the railway within 5km. This creates excessive congestion, exacerbated by the train station pedestrian bridge landing in the street. Without loading or vehicle access on Beecroft Road, traffic shifts to Rawson Street, acting as a traffic corridor not a pedestrian-friendly high street.

Informal kiss and ride, pedestrian crossing and turns at the Council car park result in excessive congestion, with a traffic signal proposed to improve traffic flow.

Legend

- Master Plan boundary
- Regional traffic
- Local traffic
- Traffic congestion points
- Vehicular entry/loading prohibited
- Pedestrian crossing

Public Transport



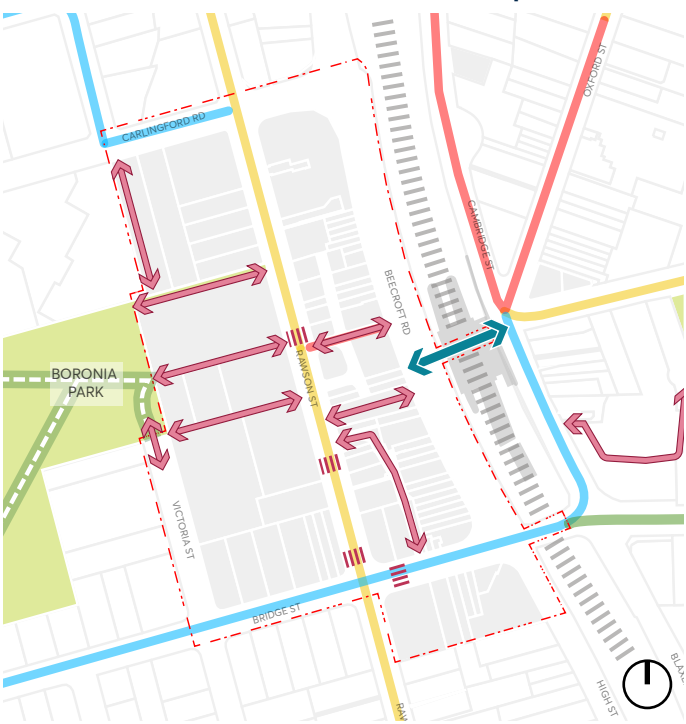
Epping benefits from strong public transport links, including train, metro, and bus services. The train connects to Eastern Sydney, while the metro provides fast access to Northern suburbs.

Bus routes link Epping to nearby areas like Parramatta, North Rocks, Oatlands, Blacktown, Castle Hill, Rouse Hill, and Baulkham Hills. Additionally, residents can reach Parramatta via the Light Rail from Carlingford, enhancing regional connectivity.

Legend

- Master Plan boundary
- Bus routes
- Bus stops
- Pedestrian bridge

Pedestrian Connections and Active Transport



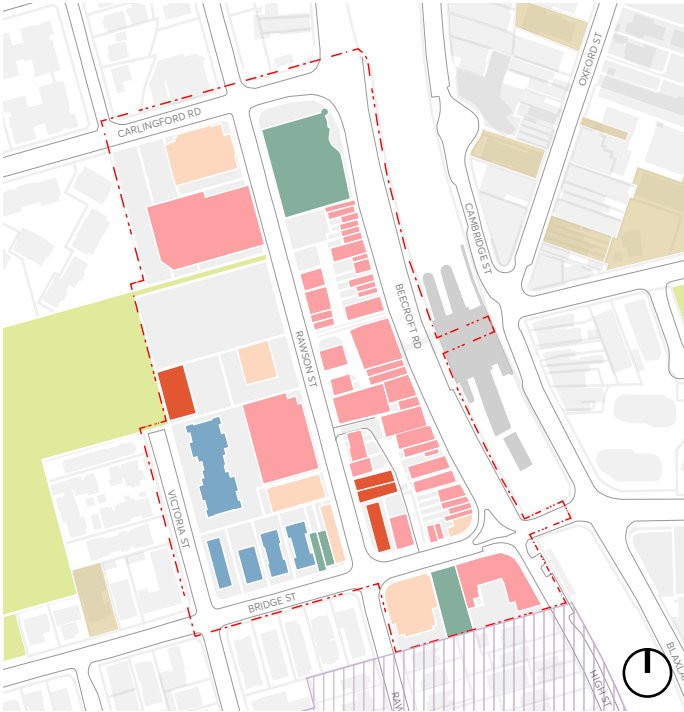
Epping has a strong foundation for walkability, supported by existing laneways and multiple pedestrian crossings. These create a clear desire path from Boronia Park through the central laneway to Beecroft Road. However, despite the presence of a pedestrian bridge, a disconnect remains between the eastern and western sides of Epping due to Beecroft Road and the rail line.

The recently approved Parramatta Bike Plan 2024 proposes an enhanced cycle network, further integrating active transport with public transit in the area.

Legend

- Master Plan boundary
- Through-block connections
- Pedestrian bridge
- Pedestrian connection via Boronia Park
- Proposed separated cycleway, Bike plan 2024
- Proposed mixed traffic cycleway, Bike plan 2024
- Proposed painted cycleway, Bike plan 2024
- Proposed shared path cycleway, Bike plan 2024
- Pedestrian crossing
- Railway line

Land Use And Built Form

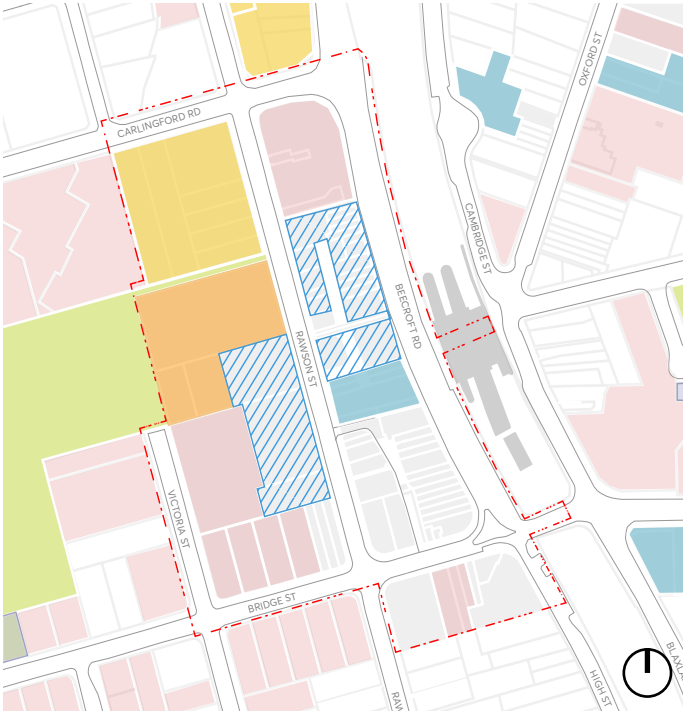


Epping features a fine-grain urban fabric comprising a mix of commercial spaces, residential dwellings, churches, and heritage buildings. These diverse land uses support the potential for a vibrant town centre, but many buildings are run-down and in need of revitalisation.

To the south, a designated Heritage Conservation Area introduces a low-scale built form that contrasts with the surrounding high-density development, highlighting the need for a sensitive approach to future development.

- Legend
- Master Plan boundary
 - Open Space
 - Mixed-use
 - Commercial offices
 - Retail and hospitality
 - Residential
 - Civic and religious
 - Figure ground
 - Heritage
 - Heritage conservation area

Land Ownership

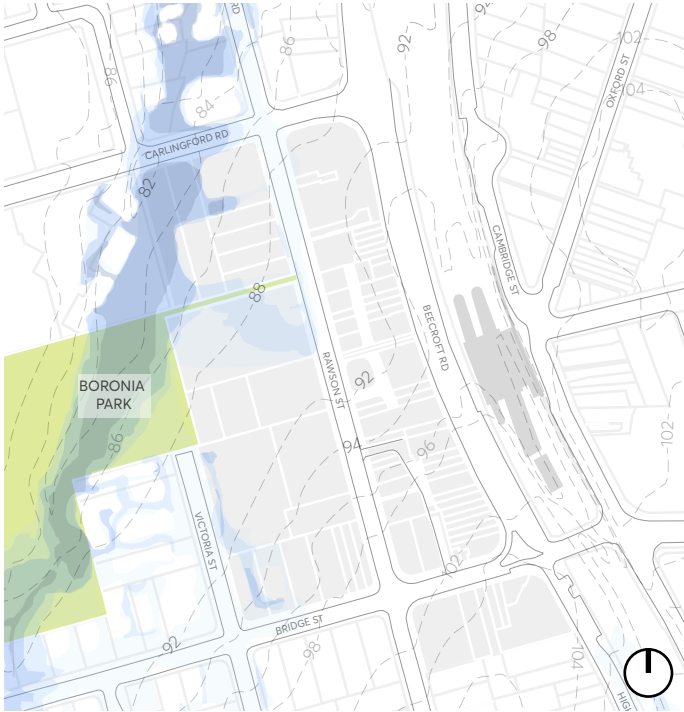


The town centre includes a mix of strata-titled properties and Council-owned sites, alongside numerous approved and proposed developments.

This fragmented ownership highlights two key challenges: the need for lot consolidation and coordinated design strategies to ensure cohesive precinct growth, and the limitations posed by heritage and strata properties, which are less likely to redevelop and may constrain future development potential.

- Legend
- Master Plan boundary
 - Strata buildings
 - Proposed development
 - Approved development
 - Large land holdings
 - Council owned site
 - Fragmented ownership

Topography And Flood



Epping Town Centre features significant natural level changes, with Beecroft Road sitting higher than Rawson Street, creating a steep slope that will influence future built form and accessibility. This gradient continues from Rawson Street down to Boronia Park, while the Southern side along Bridge Street experiences a gentler slope.

The north-western part of the study area is partly constrained by Probable Maximum Flood (PMF) levels associated with the drainage channel, making new vehicular connections from Carlingford Road untenable due to safety concerns.

- Legend
- Master Plan boundary
 - 2m contours
 - Flood prone areas

Biodiversity



Epping Town Centre is enriched by mature trees and lush greenery within Boronia Park and the Rawson Street car park site. These green assets contribute to the area's character and ecological value.

Any future development on these sites should prioritise the protection and integration of existing vegetation to maintain biodiversity and enhance urban amenity.

- Legend
- Master Plan boundary
 - High biodiversity value
 - Open space
 - Existing trees

Epping Town Centre's blend of heritage, ageing buildings, degraded public domain and fragmented ownership poses urban challenges. With thoughtful design, the area can improve its built form, create a civic heart, and refresh its public spaces.

Built Form

The study area showcases a diverse built form, including heritage buildings and a conservation area to the South that adds character but also demands sensitive integration with new development. While some structures retain charm, many are in a dilapidated state, signalling the need for revitalisation.

Future development should prioritise high-quality, context-responsive design that preserves sky views, ensures solar access and privacy, and contributes to a well-framed public realm.

Public Domain

The public domain is worn and lacks cohesion, with limited shade, inconsistent awnings, and a weak street wall, especially along Rawson Street. Tree coverage improves near Boronia Park and should be preserved and extended.

The Rawson Street car park offers a key opportunity to create a civic space that strengthens community life and reclaims the street for people.

Car Parking

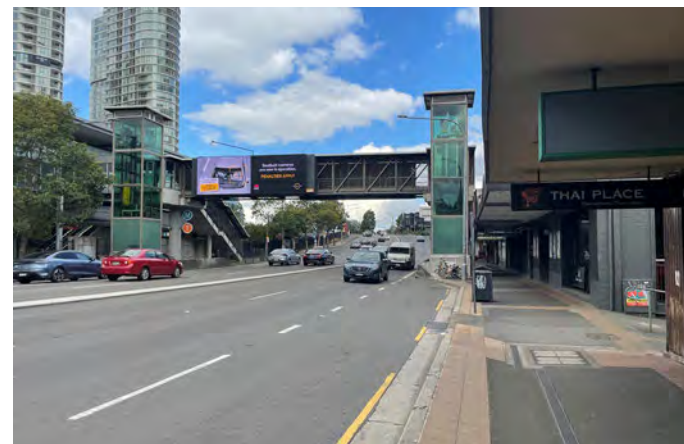
The area includes on-street parking and a busy public car park at Rawson Street. It also includes an area used as informal kiss-and-ride in the Epping Hotel bottle shop drive-through, which interrupts traffic flow on Rawson Street. A designated, safe drop-off area and consolidated car parking, potentially underground, should be considered if the Council site is redeveloped.



Epping Club on Rawson Street



Rawson Street and Carlingford Road intersection



Beecroft Road



Bridge Street



Boronia Park



Laneway between Rawson Street and Beecroft Road



Rawson Street Car Park entry

The precinct is constrained by heavy traffic, a central divide caused by the railway line and Beecroft Road, and flood-prone land in the north-west that limits access. These factors result in a conflict between Rawson Street as both a thoroughfare and a high street, and a disconnect between Epping's East and West.

Traffic

The precinct is bordered by Beecroft Road and Carlingford Road, which carry high volumes of regional traffic. Along with the railway line, these roads form a strong physical barrier through the centre of Epping. This disconnect has turned Rawson Street into a thoroughfare, leading to congestion - particularly at intersections with Beecroft and Carlingford Roads - limiting safe, efficient movement.

Blocks to the east and west of Rawson Street depend on it for loading and vehicle access. Informal kiss and ride, pedestrian crossings and turns in and out of the Council car park result in excessive congestion.

New traffic signals at the central pedestrian crossing are being investigated by Council in an attempt to ease consistent pedestrian interruptions to traffic flow. However, the dominance of vehicle movements presents a significant challenge to creating a walkable, people-focused centre.

Divided Precinct

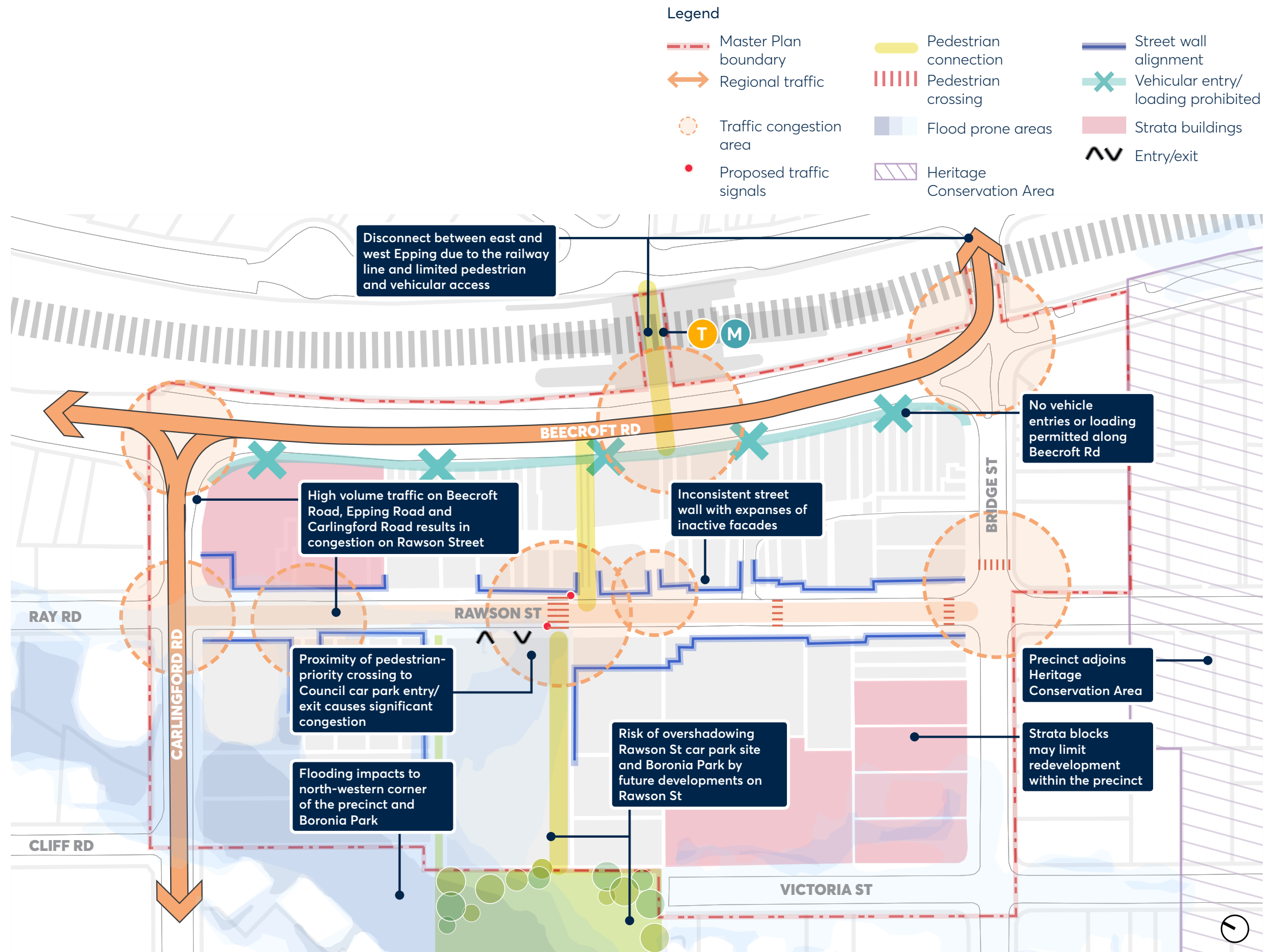
The separation between the two sides of Epping has led to uneven development, with the eastern side seeing more growth than the western side to date. This divide also makes it difficult for people to move easily between the two sides, further limiting cohesion and accessibility across the precinct.

Flooding

The north-western part of the precinct is impacted by flooding, restricting improved vehicular connections to and from Carlingford Road within the flood-prone area.

Sensitive Surroundings

As the precinct grows, it must carefully consider its sensitive surroundings, including nearby Heritage Conservation Areas.



Existing constraints in Epping Town Centre

The precinct presents key opportunities to improve connectivity, public amenity, and the identity of Rawson Street as a vibrant high street. Upcoming development and public domain upgrades can help stitch the area together and create a more cohesive, people-focused centre.

Connectivity

There is a strong opportunity to better connect people to and through the precinct.

A new community space on the existing Council car park site can link Rawson Street to Boronia Park, creating a central civic hub for Epping. Existing and proposed laneways will improve permeability across the precinct, offering new spaces for retail and hospitality activation.

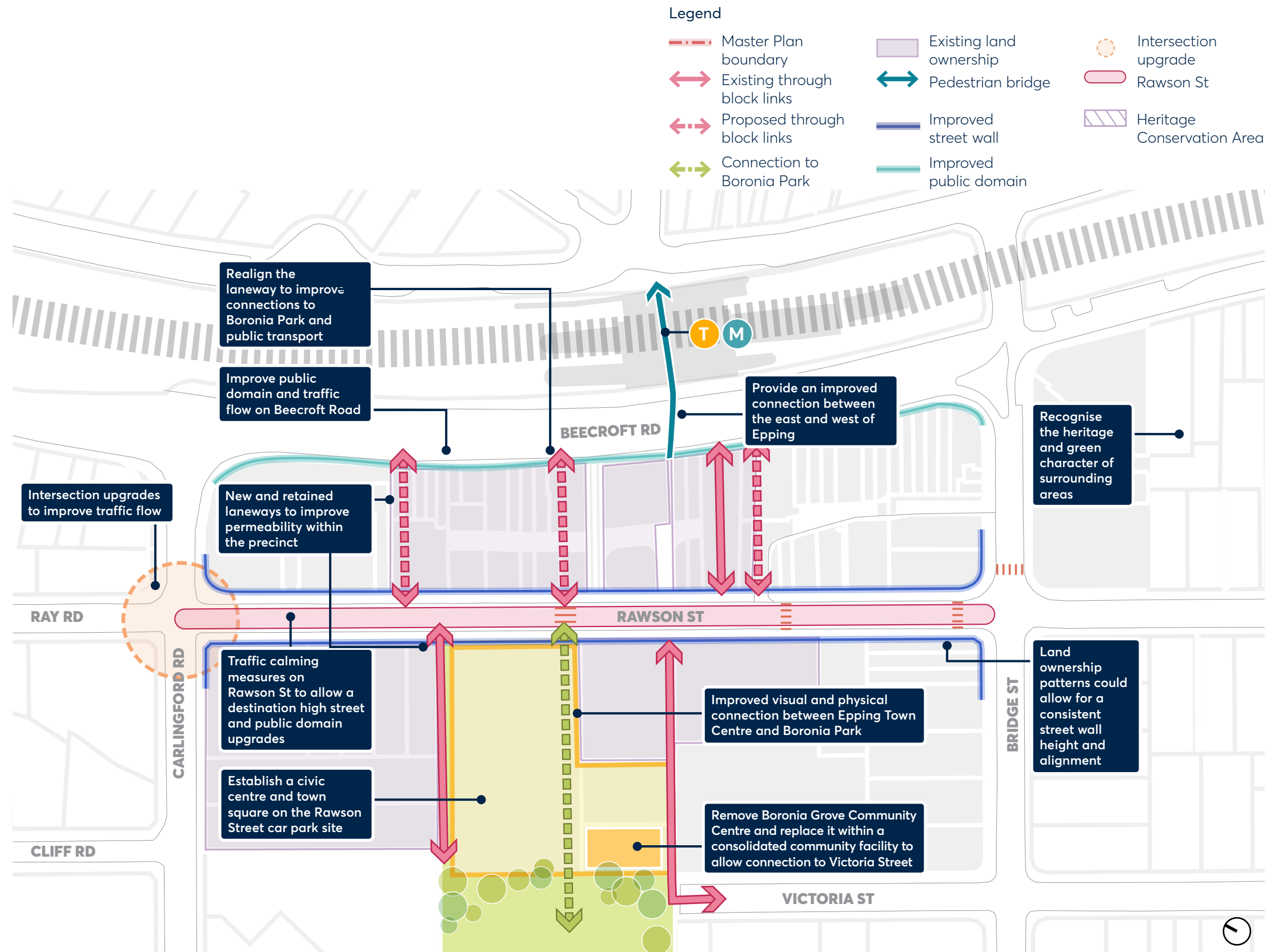
These connections will help stitch the precinct together, anchor activity around Rawson Street, and reduce the divide between East and West Epping.

Rawson Street as a High Street

Traffic calming measures along Rawson Street can help shift its role from a traffic corridor to a destination high street. These changes will support smoother traffic flow while improving pedestrian safety and public amenity. With coordinated upgrades, Rawson Street can become a vibrant, walkable spine for the precinct.

Coordinated Development

With several developments underway or planned, there is an opportunity to establish a consistent and well-designed street wall along Rawson Street. This can help define the public realm, improve the pedestrian experience, and create a cohesive urban frame that supports long-term growth and identity for the precinct.



Identified opportunities for Epping Town Centre

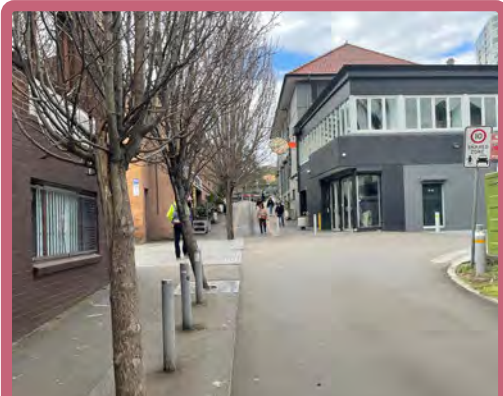
Four 'local places' within Epping Town Centre have been identified as the key locations for transformation to deliver vibrant, connected, and community-oriented public spaces. The Master Plan targets its key interventions at improving these places.



1. Rawson Street Car Park



2. Rawson Street



3. Laneway



4. Beecroft Road

1. Rawson Street Car Park

This Council-owned site presents a valuable opportunity to deliver community infrastructure and breathing space for the growing population of Epping. Its location near Boronia Park and the pedestrian link from Beecroft Road makes it well-placed to meet community needs while respecting its local context.

While the Master Plan is aspirational in its vision for this site, any future development must align with Council's Property Strategy to assure project feasibility, funding and responsible development of Council's assets.

2. Rawson Street

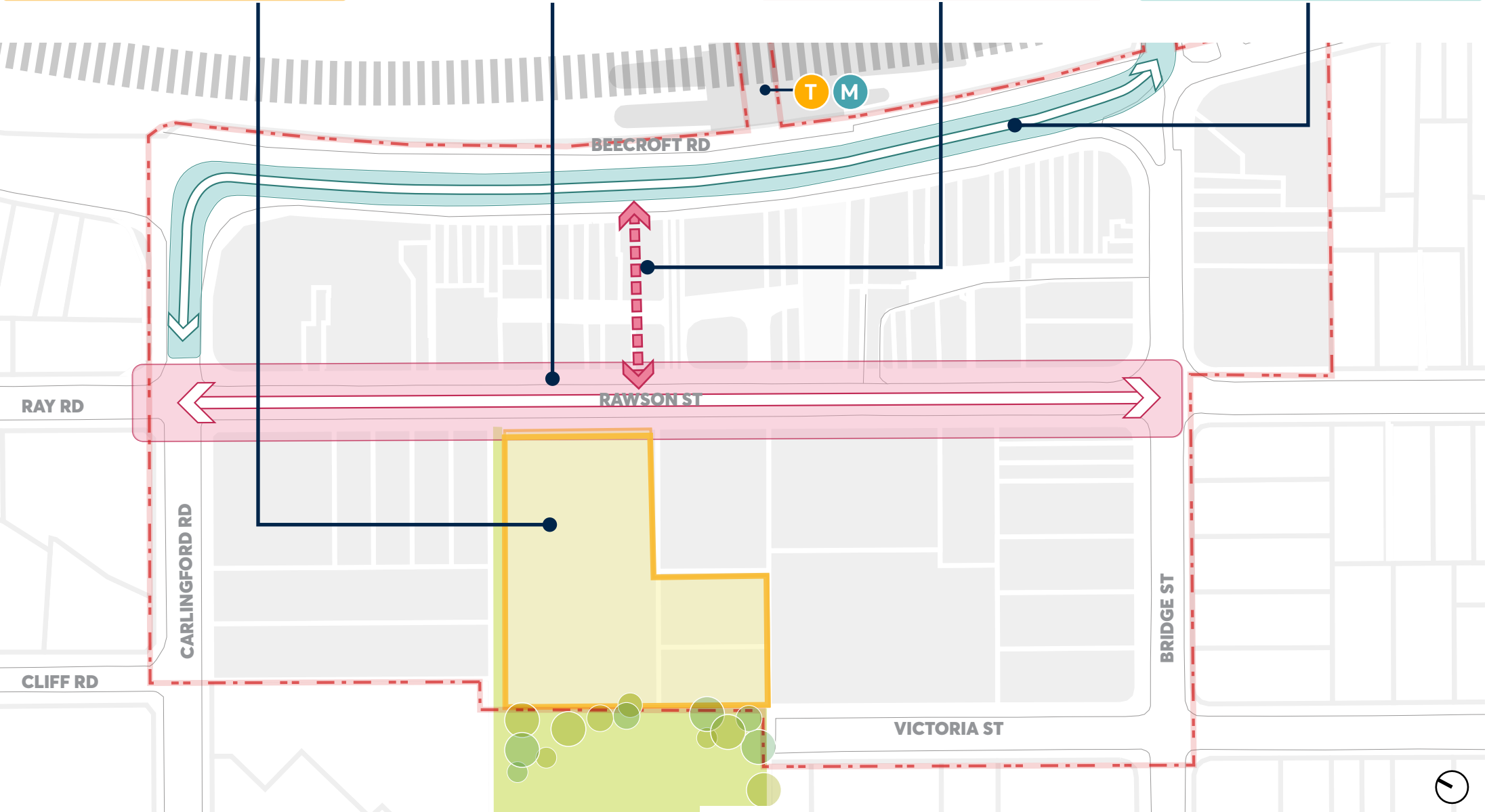
Rawson Street has the potential to become the vibrant high street that Epping currently lacks. With fine grain shopfronts, active street frontages, improved public domain and traffic calming measures - it can evolve into a lively local destination that serves the community.

3. Laneway

The laneways in Epping play a key role in connecting different parts of the town centre. They support pedestrian movement and improve visibility and access along desire lines. Strengthening these connections will help people move easily between local destinations, with the potential to become dining and cultural destinations.

4. Beecroft Road

Improvements to vehicular and pedestrian connections on Beecroft Road are critical to addressing regional traffic challenges. Upgrading this corridor can help ease congestion and improve the overall function of the area, including the built form, streetscape and public transport interchange.

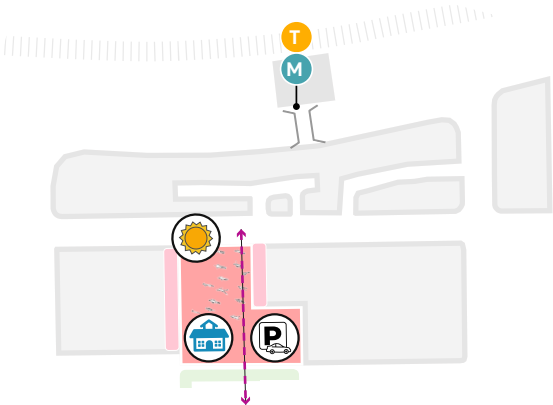


Identified Local Places in Epping Town Centre

These principles aim to create a stronger community focus, improve walking and cycling, support active street life, enhance access to parks and transport, and ensure buildings and streets contribute positively to the public realm.

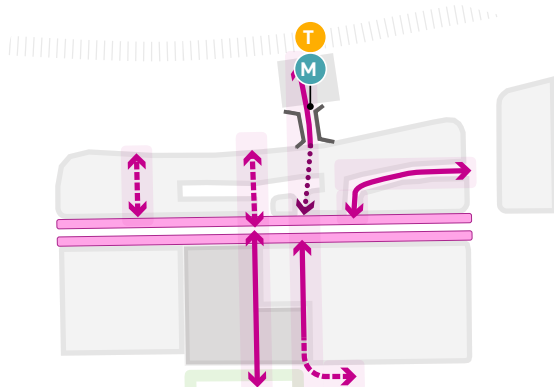
1. Strengthen the sense of community in Epping through a new central space

Create a welcoming, sunlit town square, with active edges and new community uses, where people can gather, connect and enjoy community events.



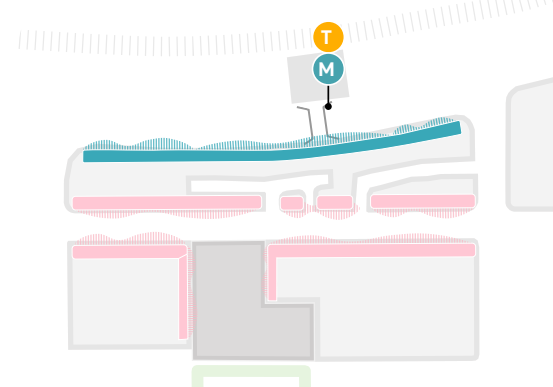
2. Make walking in Epping easier, safer and more interesting

Create accessible, connected streets and laneways with wide footpaths, street trees and places to dwell, making it more pleasant to walk around Epping.



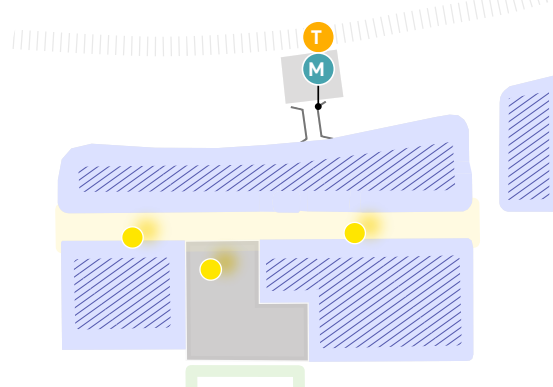
3. Create a bustling space for shops and cafes that thrive through day and night

Encourage a vibrant street life by supporting local shops and cafes with outdoor dining and active, people-friendly spaces.



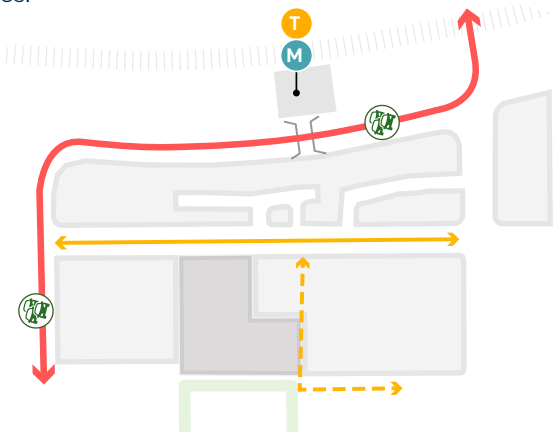
4. Encourage buildings of an appropriate scale and use to improve amenity to streets and public space

Design engaging buildings that frame the streets at a human scale, with high-quality homes in towers set back above, allowing sunlight to public spaces.



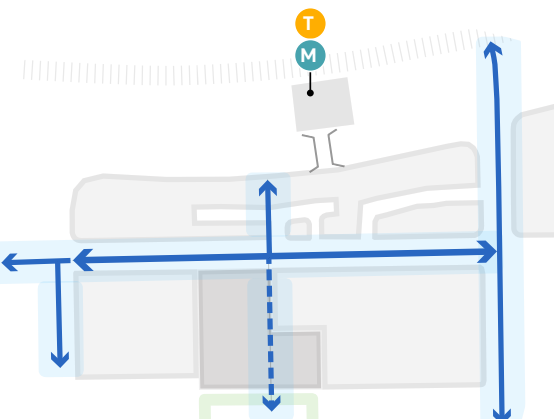
5. Make Rawson Street a destination and not a thoroughfare

Transform Rawson Street into a welcoming place for people to enjoy, not just pass through, by reducing traffic, prioritising pedestrians and creating public spaces.



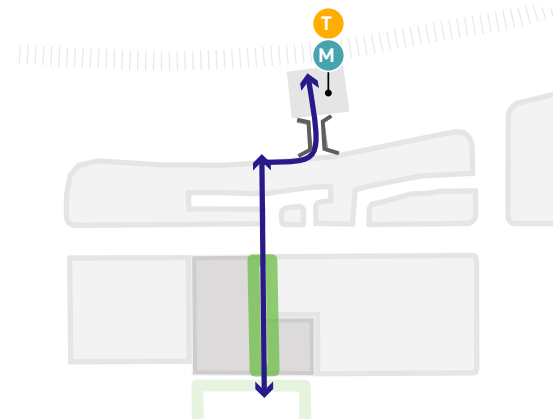
6. Make cycling in Epping accessible, safe, and direct

Design safer, more connected bike routes so people of all ages can ride confidently around Epping.



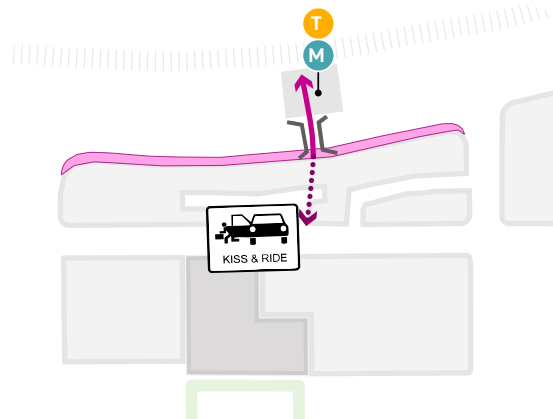
7. Improve accessibility and sightlines to Boronia Park and Rawson Street

Create an inviting, direct and leafy path to Boronia Park, connected through a new laneway and town square.



8. Provide better access to public transport and to East Epping from Rawson Street

Make it easier and clearer for people to walk to public transport and East Epping with generous and accessible connections.



Community Engagement

'I don't agree with the removal of the council car park unless the same or more public parking spaces are made available.'

'We need places to park our cars within comfortable walking distance of the train line.'

'Hopefully everyone will be safe to use these lanes and they will not become dirty.'

*'A town square is an excellent idea!
... And below that, plus an enormous
underground car park.'*

'The change cannot be at the expense of short-term inconvenience to Coles supermarket closure.'



Comments from the Community 29

Extensive engagement with the community has been critical to shaping a shared vision for the future of Epping. Through two rounds of engagement, including online surveys, pop-up sessions, landholder meetings, and

written feedback, residents have shared their priorities for Epping. These priorities have shaped the urban design principles and Master Plan, which will guide future development in Epping.



What the community loves about Epping

Public Transport Connectivity

Epping is highly valued for its access to both the Metro and train lines, making it a convenient hub for commuting across Sydney.

Boronia Park as a Community Asset

The park is frequently described as a “jewel” and is cherished for its greenery, open space, and recreational value.

Community Identity and Cultural Diversity

Residents appreciate Epping’s multicultural character and want to see it celebrated more in public spaces and community events.

Compact, Walkable Layout

Despite traffic issues, many residents enjoy the walkability of the town centre and its proximity to key services and transport.

Local Pride and Engagement

The volume and detail of community feedback reflect a high level of civic pride and a strong desire to shape Epping’s future.



What the community is concerned about

Traffic and Congestion

Rawson Street and surrounding roads are too congested. Residents want thoughtful changes for better traffic flow and safer pedestrian access.

Parking

There is concern about a lack of parking, especially commuter and short-term parking. Many fear this will reduce accessibility and hurt local businesses.

Community Facilities

Residents want more and better community spaces, including libraries, community centres, and places to gather, study, and relax.

Green Space

Greenery, shade, and open space are highly valued. Residents want to protect Boronia Park and enhance the town centre with more trees.

Balanced Development

There is concern about overdevelopment, especially high-rise buildings, and a desire for development that respects Epping’s character and infrastructure.



How the vision resonated with the community

Creating a Central Community Heart

The idea of transforming the Council car park into a vibrant plaza with green space, seating, and community uses is widely supported.

Prioritising Pedestrians and Public Life

The focus on walkability, safer crossings, and reducing car dominance, especially on Rawson Street, aligns with community aspirations.

Enhancing Community Facilities

Proposals for a larger library, community centre, and flexible public spaces for events and recreation are well received.

Emphasis on Green Infrastructure

The inclusion of trees, shade, and a strong connection to Boronia Park is seen as essential to improving livability and comfort.

A Vibrant, Mixed-Use Town Centre

Additional dining, retail, and cultural activation in laneways and public spaces resonates with the desire for a more lively and inclusive Epping.

“Epping is the intersection between the Hornsby line and the Metro, making it a highly desirable place to live... It would be nice to have somewhere to go for activities like art classes or movies or entertainment.”

“Traffic congestion in Rawson Street is incredibly frustrating... It’s difficult to navigate getting in and out of the current carpark with streams of cars and pedestrians.”

“Stop the overdevelopment with high-rise buildings—at least limit the height of them. We need a coordinated approach to this plan for Epping and it must be done in controlled stages.”

“We need a community heart where people can gather, eat, play and celebrate. The idea of transforming the Council car park into a vibrant plaza is a great opportunity.”




Community quotes from both rounds of community engagement

 **Online**
survey

 **27 November -
18 December 2024**

 **+260**
survey responses

 **+190**
Written comments have helped shape the overall vision and principles for the project
Questions: 'Are there any other important topics that matter to you?' & 'Do you have any further comments for Council to consider?'

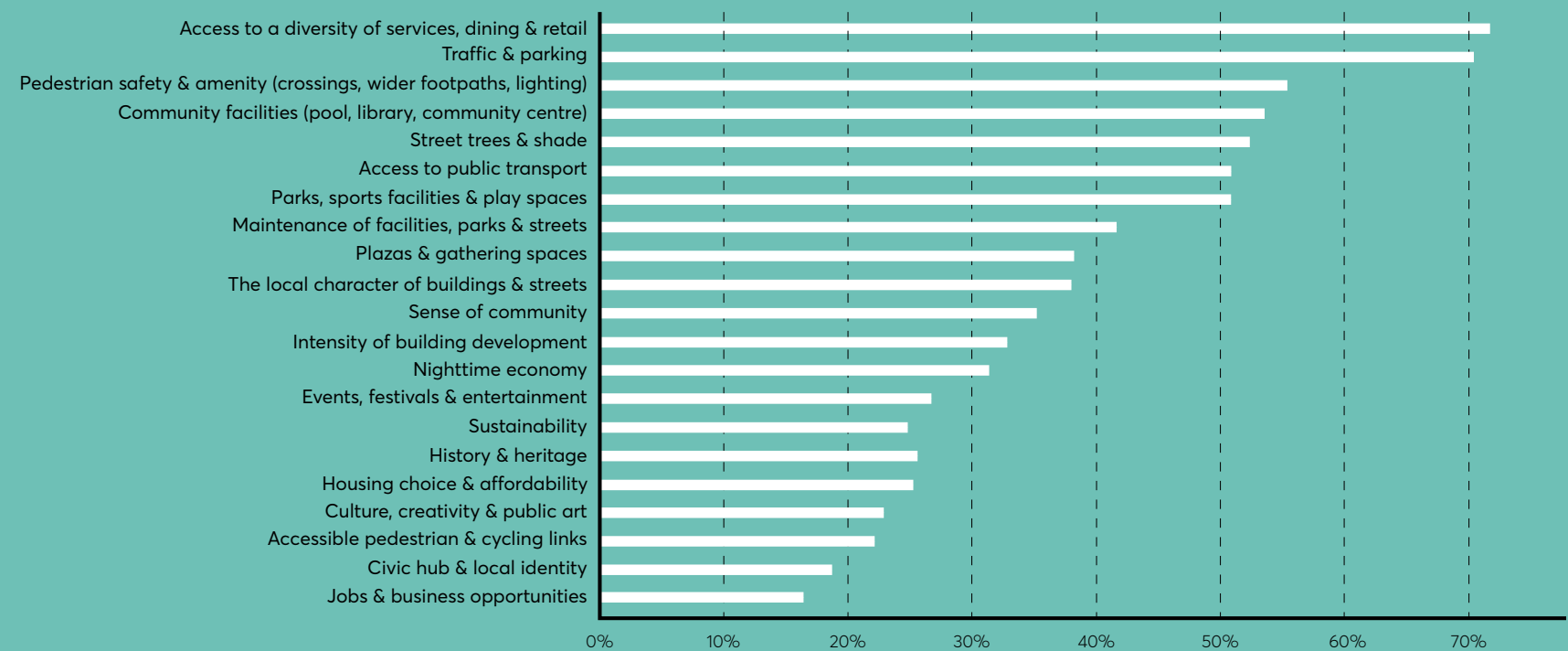
★ Top 5 topics

- 72%** Access to a diversity of services, dining and retail
- 70%** Traffic & parking
- 56%** Pedestrian safety & amenity
- 54%** Community facilities
- 52%** Street trees and shade

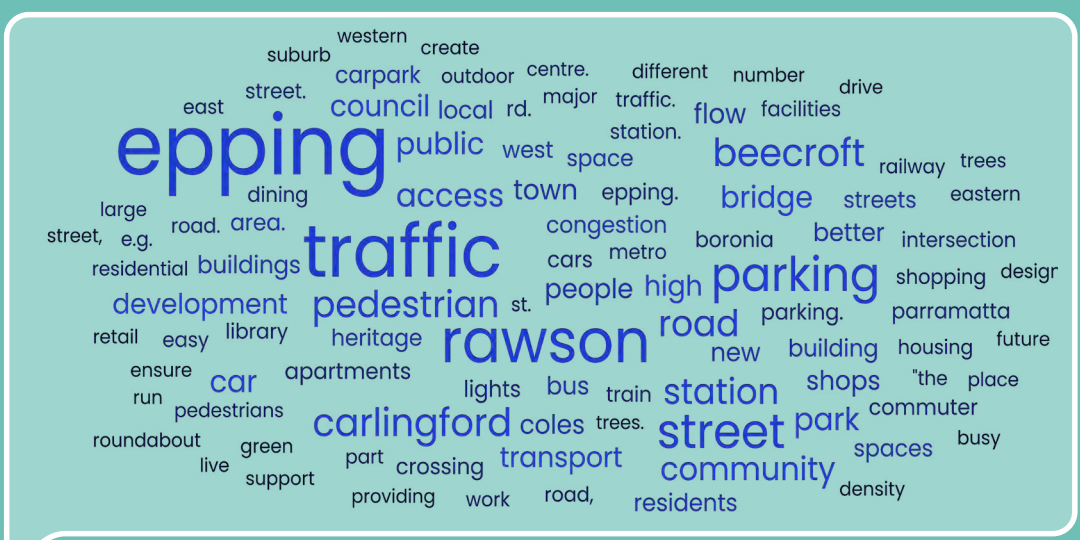
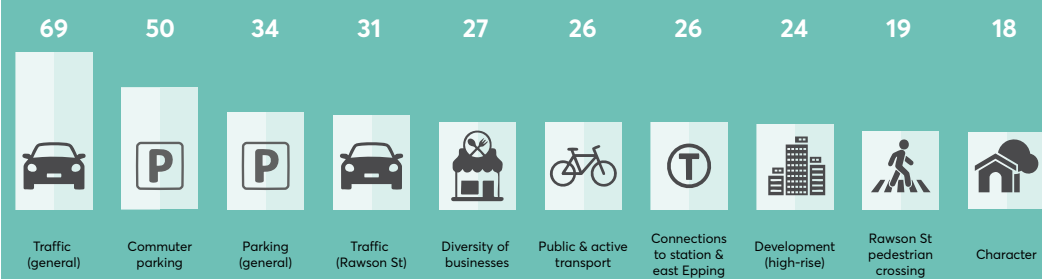
**from pre-filled survey options*

 **93%**
Surveyors live in Epping

Below is a list of topics residents of Epping have shared as important to consider.
We would like to know, which topics are most important to you when considering the Master Plan area?



TOP 10 THEMES COVERED IN WRITTEN FEEDBACK FROM THE COMMUNITY



**Online survey**

**13 March - 10 April 2025**

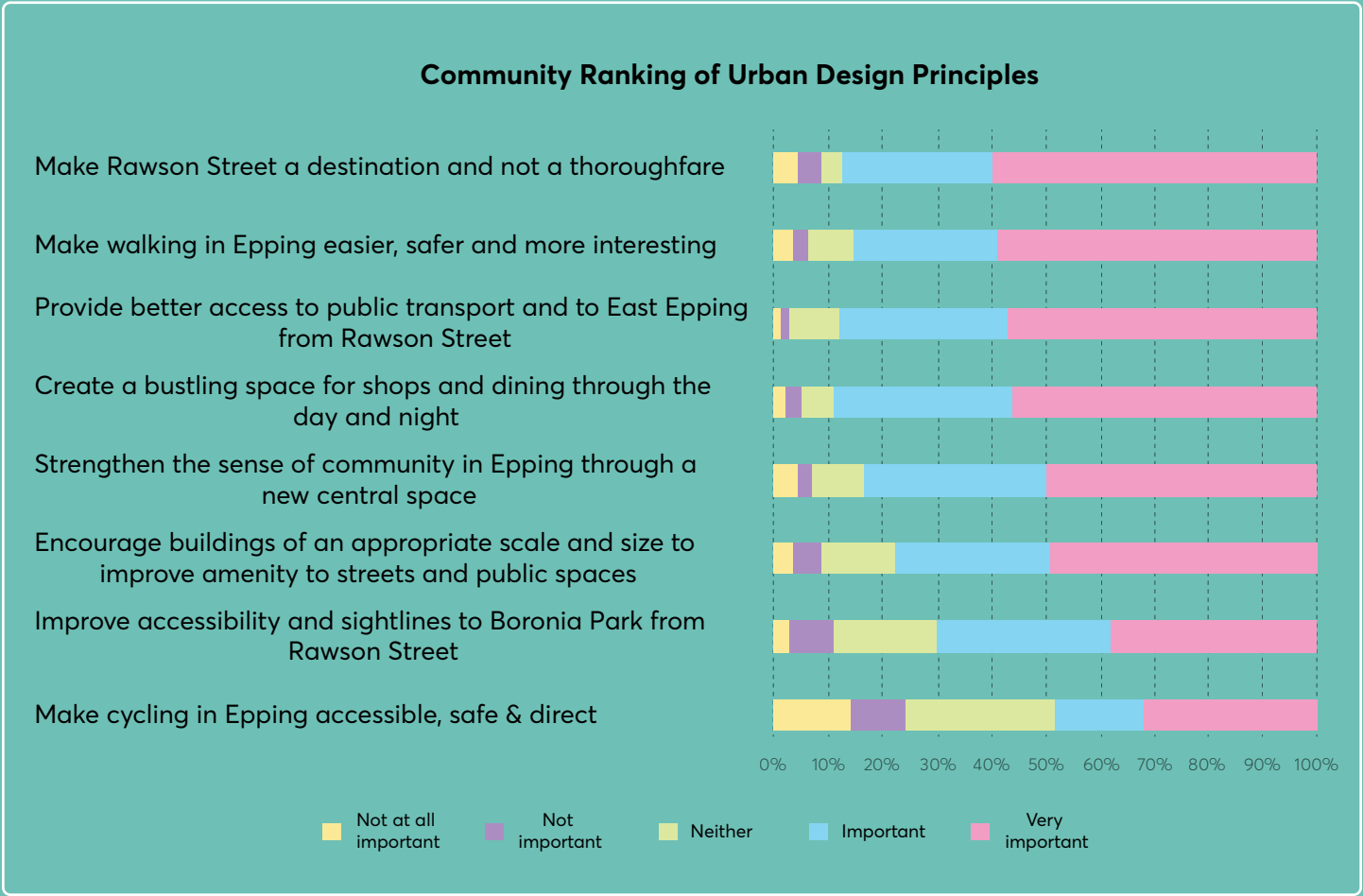
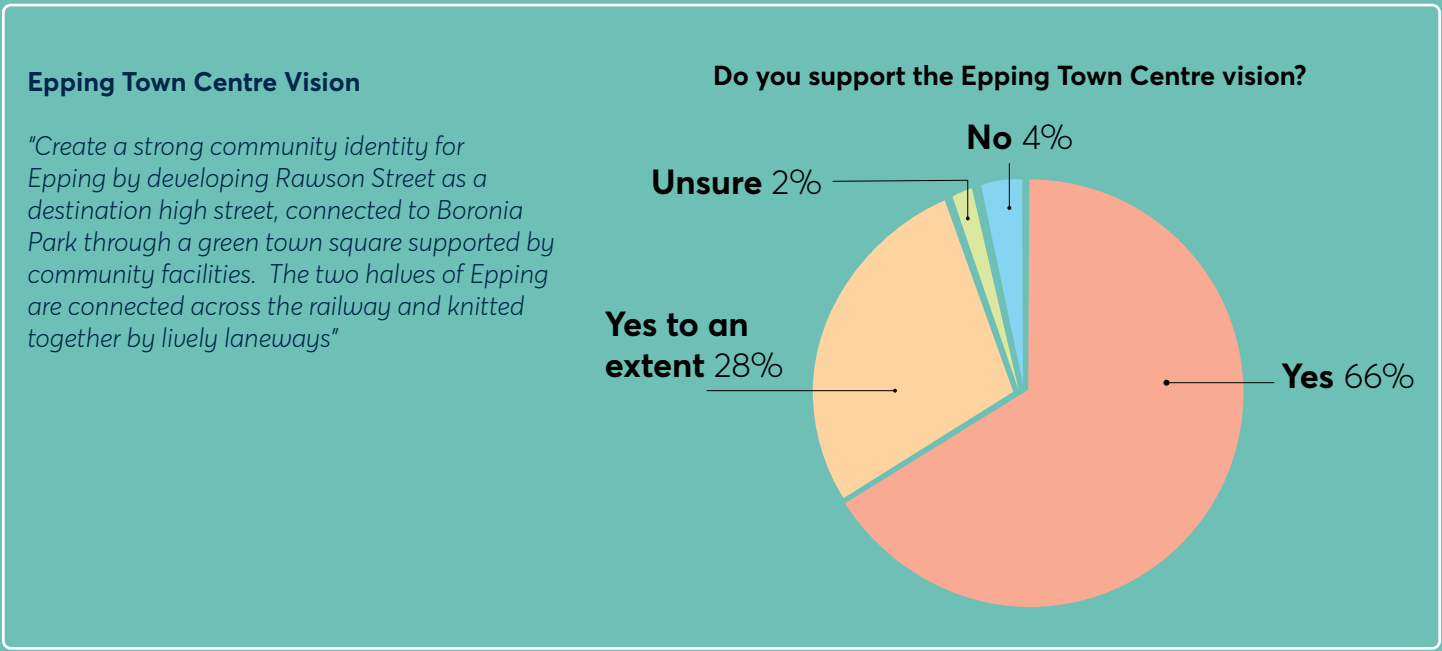
**3**
Onsite pop-up sessions with +200 attendees

**239**
Survey responses
17
Email submissions

**55% male**
43% female
35-44 years
Top age group with 24%
+90%
Surveyors live in the area



Boronia Grove Community Centre drop-in session



Community engagement round 2 survey feedback

"We need a co-ordinated approach to this plan for Epping and it must be done in controlled stages if it is to be successful."

"The traffic situation on Rawson St is diabolical – even more so with the construction now under way on the other side of the Carlingford Road intersection."

"I don't agree with the removal of the council car park unless the same or more public parking spaces are made available."

"There is so much potential in the Rawson Street area and the council carpark to create a vibrant community space."

'Cars needs to reduce to one lane and speed limit to less than 40 km/h, with no parking area.'

'We need places to park our cars within comfortable walking distance of the train line, preferably with all weather protection. This plan seems to ignore this critical truth. Where will commuters like me be able to park once the carpark is removed?'



Community quotes from online survey

Vision



'I'd like to see a focus on green space and trees—it's a leafy suburb, not inner city.'

'We need a co-ordinated approach to this plan for Epping.'

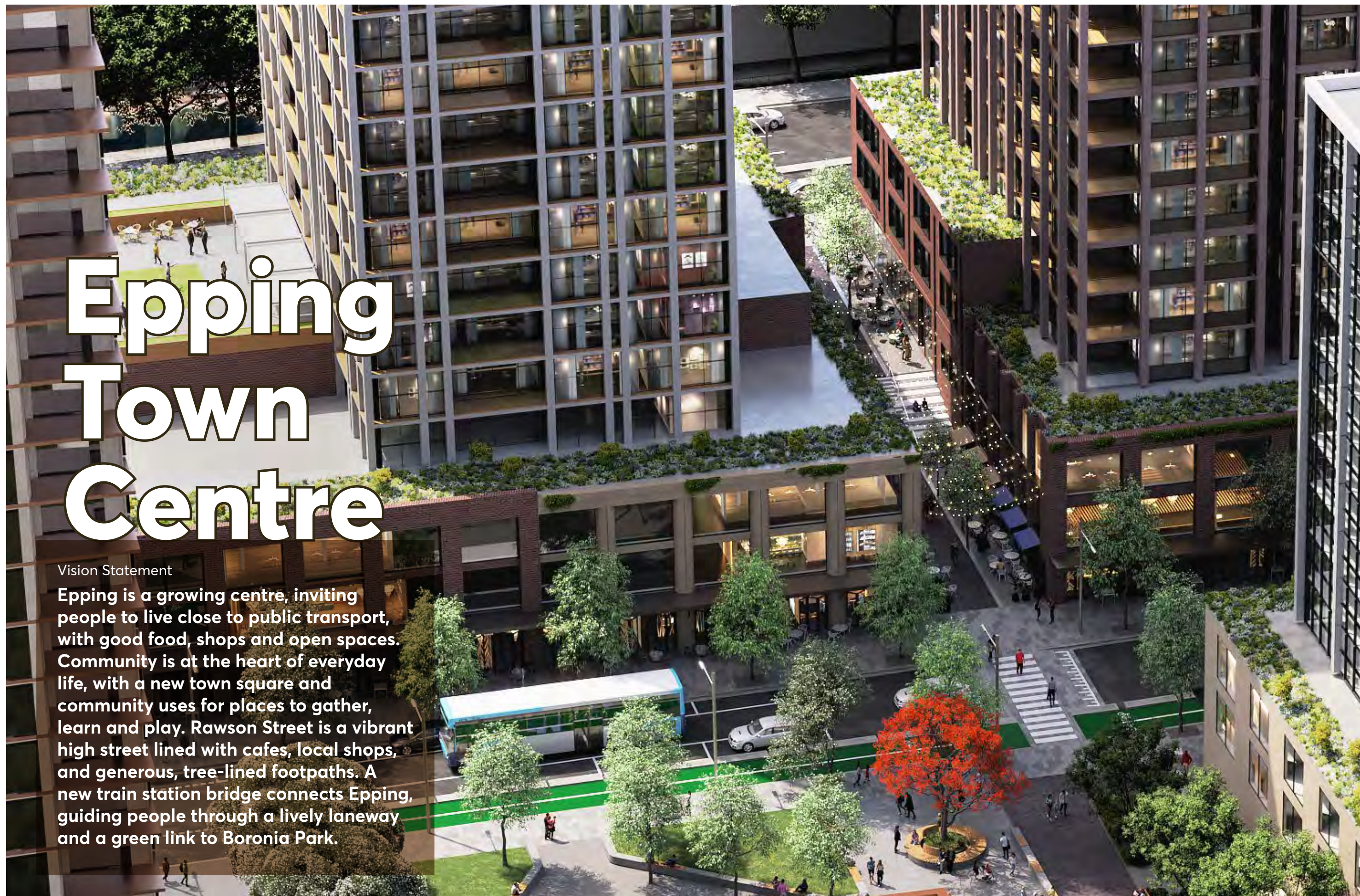
'Public art nowadays is commonly lacking beauty and order... I would be more interested in walking past beautiful sculptures.'

'A 'village green' with specialty stores, dining, play spaces, etc, and underground public car parking sounds terrific.'

'I think we could also look at laneway bars/intimate music venues/restaurants.'



Comments from the Community



Epping Town Centre

Vision Statement

Epping is a growing centre, inviting people to live close to public transport, with good food, shops and open spaces. Community is at the heart of everyday life, with a new town square and community uses for places to gather, learn and play. Rawson Street is a vibrant high street lined with cafes, local shops, and generous, tree-lined footpaths. A new train station bridge connects Epping, guiding people through a lively laneway and a green link to Boronia Park.



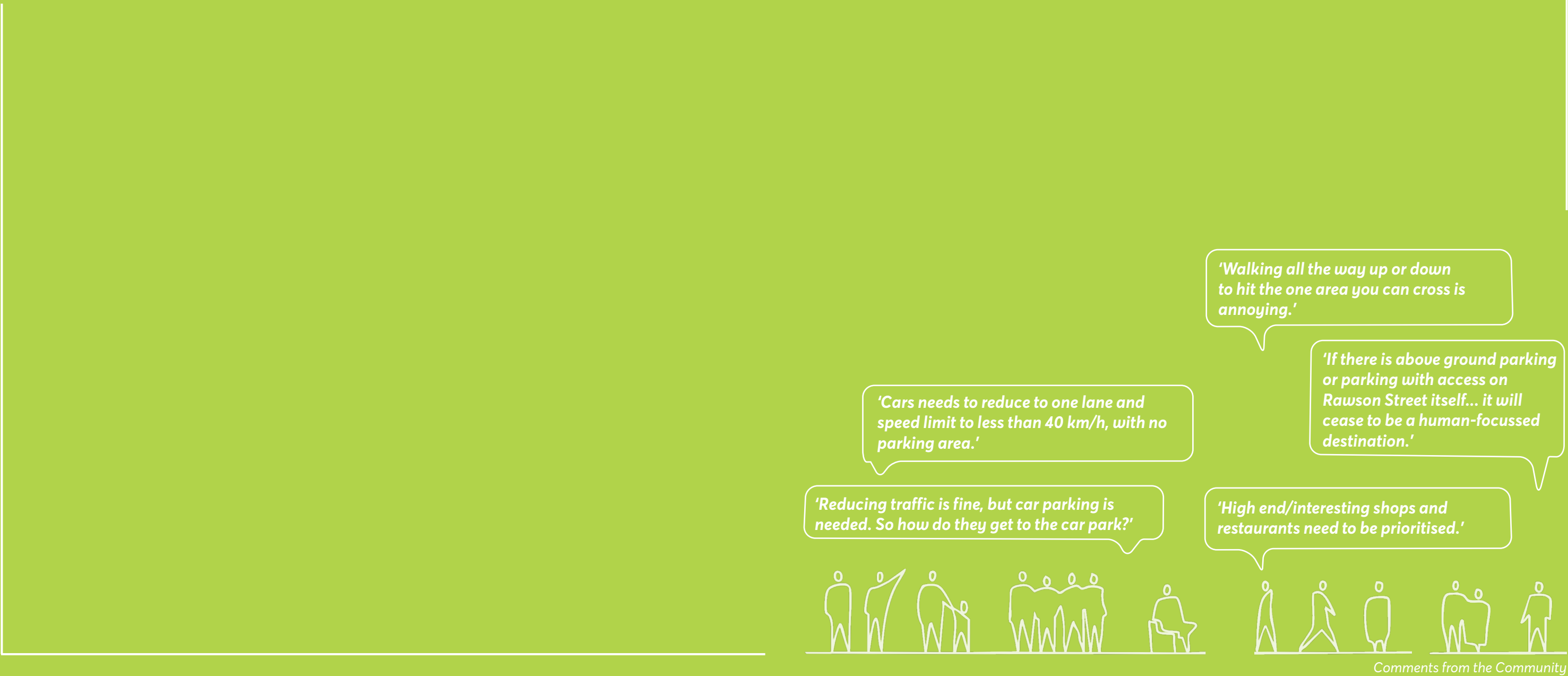
Beecroft Road is revitalised, with wider footpaths activated by commercial services allowing for a safer, more comfortable walking experience and bus interchange. A new bridge links the station directly into development, providing the community with a convenient connection across the railway.



These images are indicative only, subject to future design stages and negotiation to ensure alignment with Council's Property Strategy, government stakeholders and private landowners.

Urban Framework

The Urban Framework section outlines the key traffic, public domain and built form proposals of the Epping Town Centre Master Plan. It explains these structural changes with text and diagrams, and is supplemented by Design Guidelines which outline quantitative design controls. This will form the basis for future amendments to Parramatta Development Control Plan, and should guide development in the interim to achieve a cohesive urban outcome for Epping.



Comments from the Community

Rawson Street is transformed from a congested traffic corridor into a vibrant, pedestrian-friendly high street that prioritises community. Further traffic modelling in Stage 2 will ensure the changes achieve their aims and support safer and more accessible public spaces.

Rawson Street as One-Way

Convert Rawson Street traffic flow from two-way to primarily one-way northbound, starting from Hunts Lane. The revised layout would include a single traffic lane and two parking lanes along most of the street, expanding to three northbound traffic lanes towards the intersection with Carlingford Road to accommodate increased vehicle movement.

Reduced Speed Limit on Rawson Street

Introduce a "High Pedestrian Activity Area" speed limit to create a safer, more pedestrian-friendly environment. This change is intended to shift the street's character from a traffic corridor to a welcoming destination that safely supports local activity and access.

Access from Victoria Street to Basement Parking

Modify Victoria Street to provide primary access to basement parking beneath Epping Civic Place. A secondary westbound-only connection is also planned via a private laneway linking Rawson Street to Victoria Street. To manage the expected increase in traffic, a new roundabout is proposed at the intersection of Victoria Street and Bridge Street.

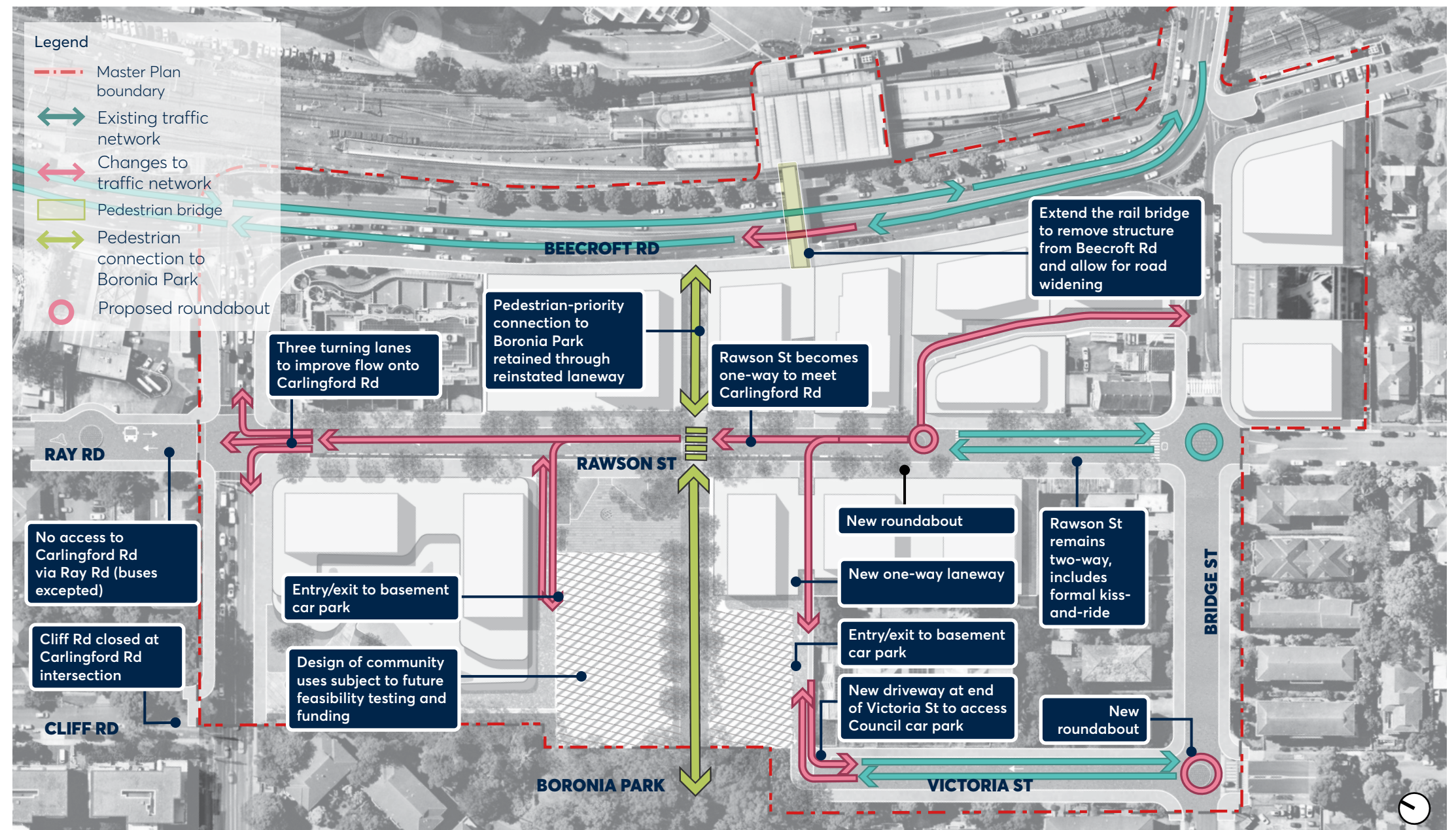
Rawson Street and Carlingford Road Intersection

Upgrades at this intersection include new traffic signals and lane changes, with three northbound lanes on Rawson Street and a dedicated right-turn lane onto Carlingford Road. Right turns from Carlingford Road will be restricted during peak periods.

Southbound access from Ray Road will be removed, with buses excepted. If road widening is required to accommodate a proposed roundabout, negotiation with affected landowners will occur to facilitate LEP amendments for land acquisition.

Cliff Road Closure at Carlingford Road

Cliff Road will be closed to vehicles to improve traffic flow on Carlingford Road.



Proposed changes to local traffic

The impact of regional traffic on Epping Town Centre is eased through road widening, key intersection upgrades and local traffic flow changes to Rawson Street, creating a safer and more accessible environment.

No Southbound Access from Ray Road and Cliff Road
Ray Road is proposed to become one-way Northbound, with Southbound access to Carlingford Road restricted to buses only through a bus zone, reducing vehicle crossover conflicts at the Rawson Street and Carlingford Road intersection. A new roundabout on Ray Road will facilitate u-turns for Southbound traffic.

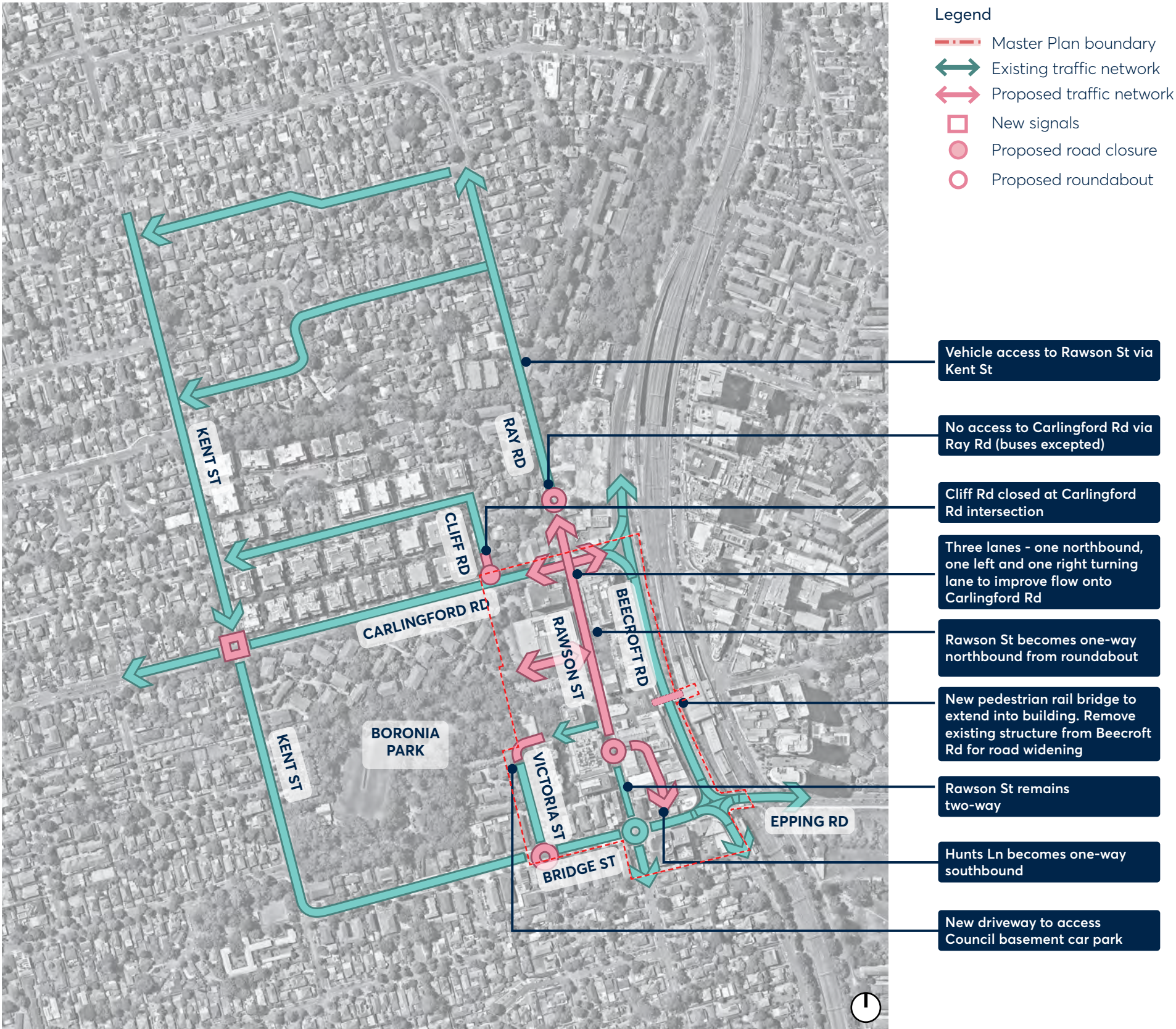
Cliff Road is proposed to be closed to traffic at the Carlingford Road intersection to reduce traffic build up within proximity of this intersection.

Traffic from these roads travelling southbound will access Carlingford Road via the new signalised intersection at Kent Street or at Midson Road.

Increased Road Widening on Beecroft Road
The outdated pedestrian overpass on Beecroft Road will be replaced with a new structure integrated into an adjacent private development building. This will allow for the removal of the existing pedestrian stairs and enable road widening at this location. The additional road capacity will support smoother northbound traffic flow from Epping Bridge, helping to alleviate congestion along this key corridor.

Delivery of the pedestrian bridge will require negotiation between Sydney Trains and the landowner, which Council will assist in facilitating.

Epping Road Bridge Widening
The Australian and NSW governments are replacing and widening Epping Bridge to ease congestion, reduce travel times and improve road safety. The impact of this work will be considered in future transport modelling to support the master plan.



Proposed changes to regional traffic

Parking and drop-off areas on Rawson Street are streamlined, reducing congestion and improving access. A new basement car park frees up space for people and public life, with buses consolidated and easily accessible.

Access to Public Car Parking

A new public car park is provided within the basement of Epping Civic Place. This replaces existing car parking on the site, and provides additional parking for community uses.

A new driveway from Victoria Street enables access to Epping Civic Place, reducing congestion on Rawson Street. A secondary Westbound-only connection from Rawson Street connects through a driveway to car parking and Victoria Street. To manage traffic in Victoria Street, a new roundabout is proposed in Bridge Street.

On-Street Car Parking

A quantum of on-street timed car parking is proposed within Rawson Street to allow easy access to local shops. This quantum will closely match existing parking, with any shortfall accommodated in Epping Civic Place.

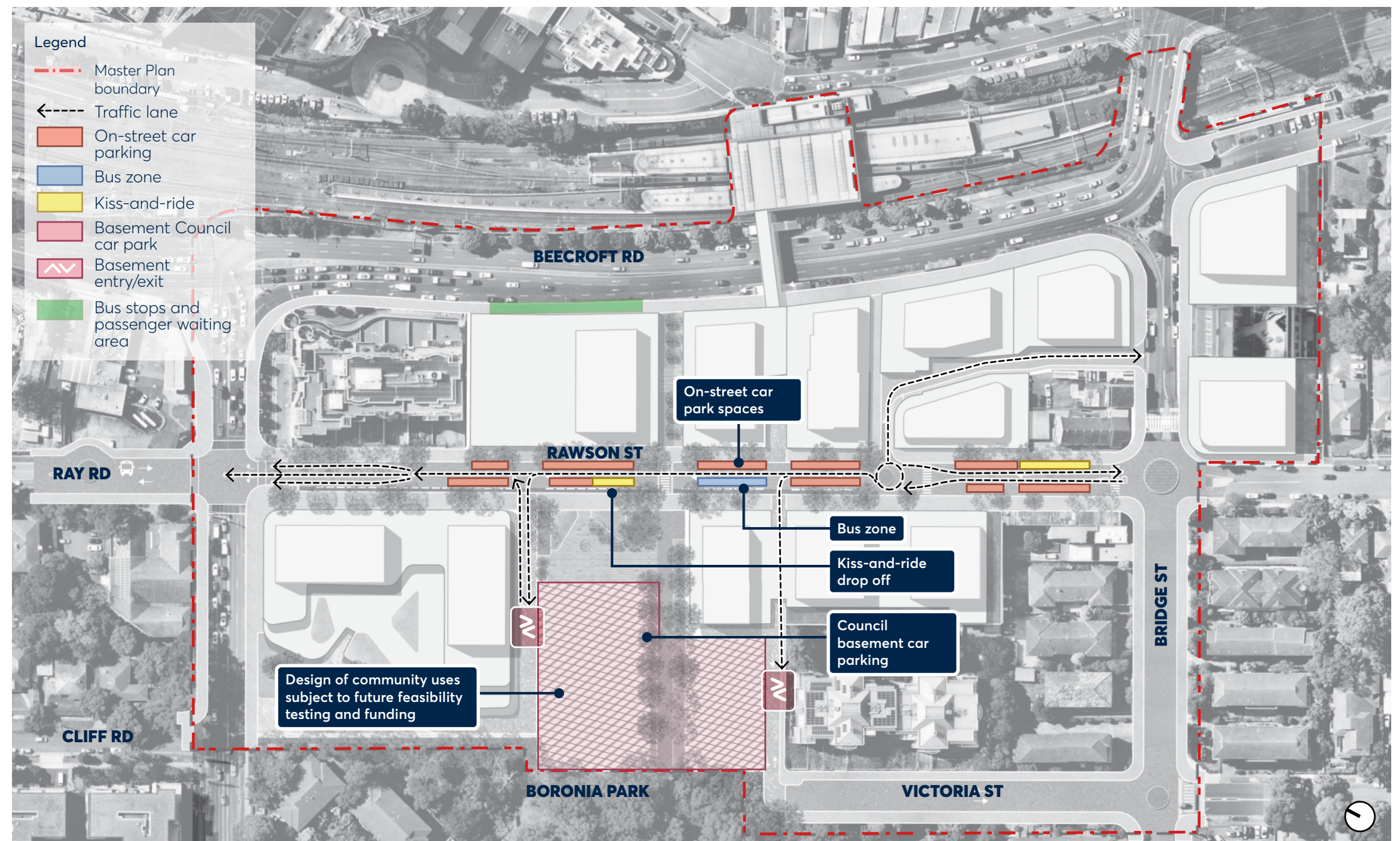
Kiss-and-Ride

Kiss-and-ride parking is formalised, with dedicated spaces at the Southern end of Rawson Street to allow return to Bridge Street at the roundabout, and spaces in front of Epping Civic Place for access to buses, trains and community facilities, without impacting traffic flow.

Bus Stops

Buses travel modified routes within the locality, with maintained travel time and serviceability demonstrated in future traffic modelling.

- Southbound bus stops on Rawson Street are removed, relying on existing stops on Beecroft Road.
- These stops are consolidated into a bus interchange, with greater connectivity through arcades and a laneway, and wider footpath for safe mode transfer.
- A Northbound bus stop near Epping Civic Place.
- Access from Ray Road is through a bus-only lane.



Indicative locations for car parking, kiss-and-ride and bus drop-off

Thoughtfully designed laneways and pedestrian links improve access to key destinations like Epping Station and Boronia Park through large blocks, creating a safer, more connected and inclusive town centre.

Rawson Street Cycleway

A new cycleway is proposed within Rawson Street to connect to broader regional routes proposed in the Parramatta Bike Plan. A separated cycleway traverses most of Rawson Street, connected at the ends by a shared path on the footpath.

Laneways

A realigned laneway directly connects between Beecroft Road and Rawson Street to align with the Boronia Park walkway. It is accessible with a lift and active day and night with outdoor dining.

Boronia Park Walk

A direct, green, shaded connection between the end of the laneway and Boronia Park traverses the Epping Civic Place site. It is in the same alignment as the existing walkway, widened with seating. It bridges Rawson Street, the new town square and new community open space to Boronia Park.

Arcades

An arcade directly connects between Beecroft Road, and Rawson Street to allow safe and accessible connections to the proposed Coles site development and bus interchange on Beecroft Road. It is supplemented by an arcade in a DA approved development to replace the existing The Epping Walk arcade.

Epping Station Pedestrian Bridge

A new bridge to replace the existing ageing bridge which lands in Beecroft Road now lands in a new development. It offers a clear, safe, accessible station entry that better connects the two halves of Epping.

Design Guidelines

Public Laneways

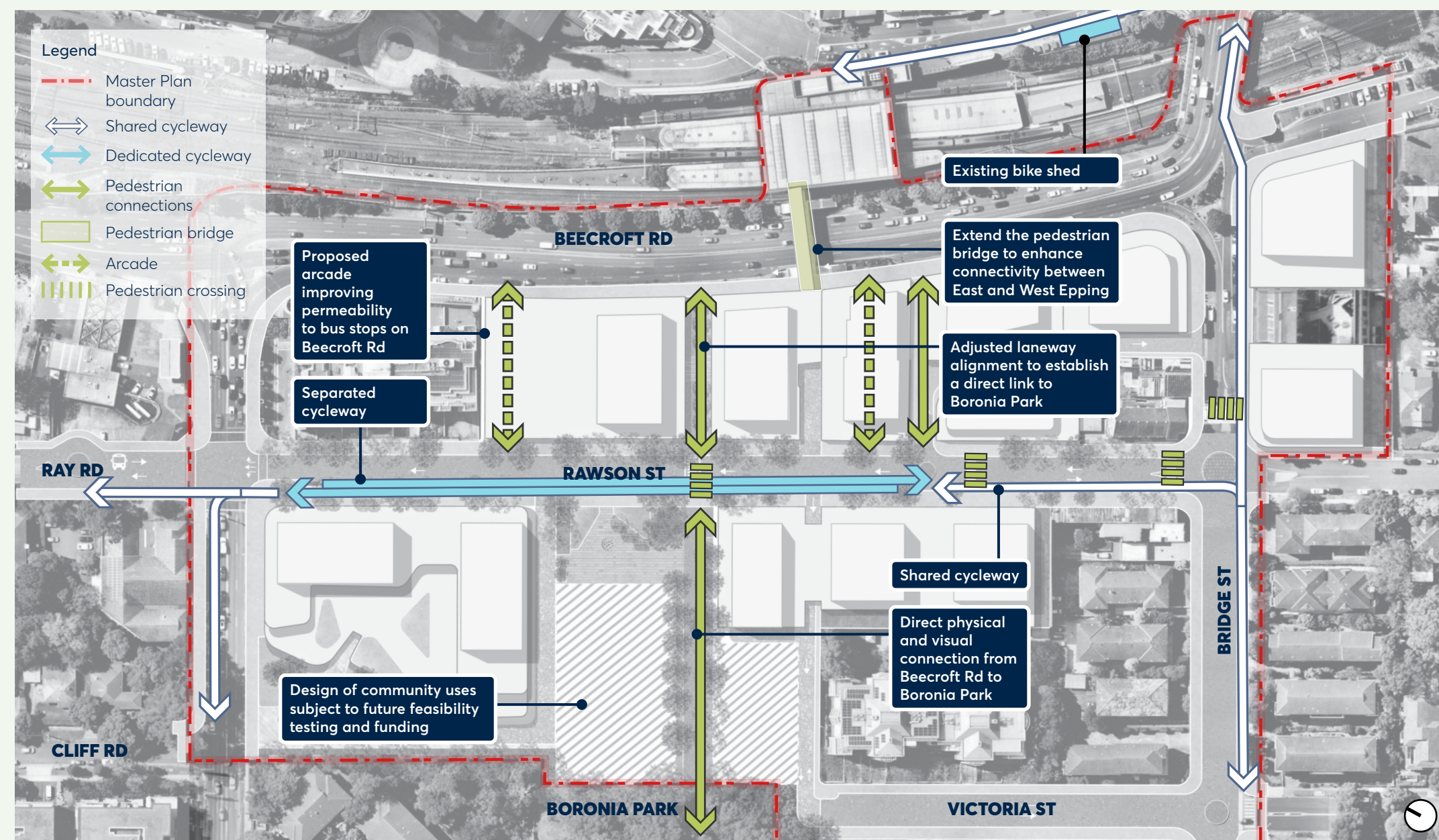
1. Laneways to be dedicated to Council.
2. Improve through-block connections and extend existing links with a consistent street wall alignment.
3. Allow for 24/7 public access.
4. Design for CPTED and accessibility.
5. Provide active ground floor uses and outdoor dining.

6. The primary laneway between Beecroft Road and Rawson Street must:
 - a. Align with the existing pedestrian crossing and link to Boronia Park.
 - b. Provide open-to-sky views to Boronia Park.
 - c. Maintain a consistent width of 8.6 metres.

Arcades

1. Align with desire lines to enhance connectivity.
2. Allow for 24/7 public access.

3. Are designed for CPTED and accessibility.
4. Provide clear sightlines and double height clearance.
5. Provide active ground floor uses
6. Maintain a minimum width of 6 metres.



Indicative walking and active connections

Upgrades to Epping's public domain, including wider footpaths, awnings, more trees, and places to rest, create comfortable public spaces that support walkability and community life.

Upgraded Public Domain

The public domain is the publicly accessible, shared spaces in Epping including streets, lanes, squares, parks and building setbacks. Improvements, including widening of footpaths, provision of more street trees and places to rest are vital to the walkability of Epping.

Footpath Widening

The street wall is set back to allow widening of the public domain within private development sites. This allows for generosity in the street, including outdoor dining in select locations.

Street Trees and Furniture

Efforts to protect the existing street trees within the master plan area will be undertaken. Additional street trees within Rawson Street and the new laneway will provide for further shade and a more comfortable, leafy walking experience. More places for people to sit, rest and gather are provided within the public domain.

Awnings

Continuous street awnings at a consistent height provide weather protection to the public domain.

Epping Town Square

A new town square for Epping integrates with Rawson Street, becoming a civic heart for the community during the day and night. It is framed by buildings, activated at its edges and houses a range of spaces for community events and gathering.

Design Guidelines

Public Domain

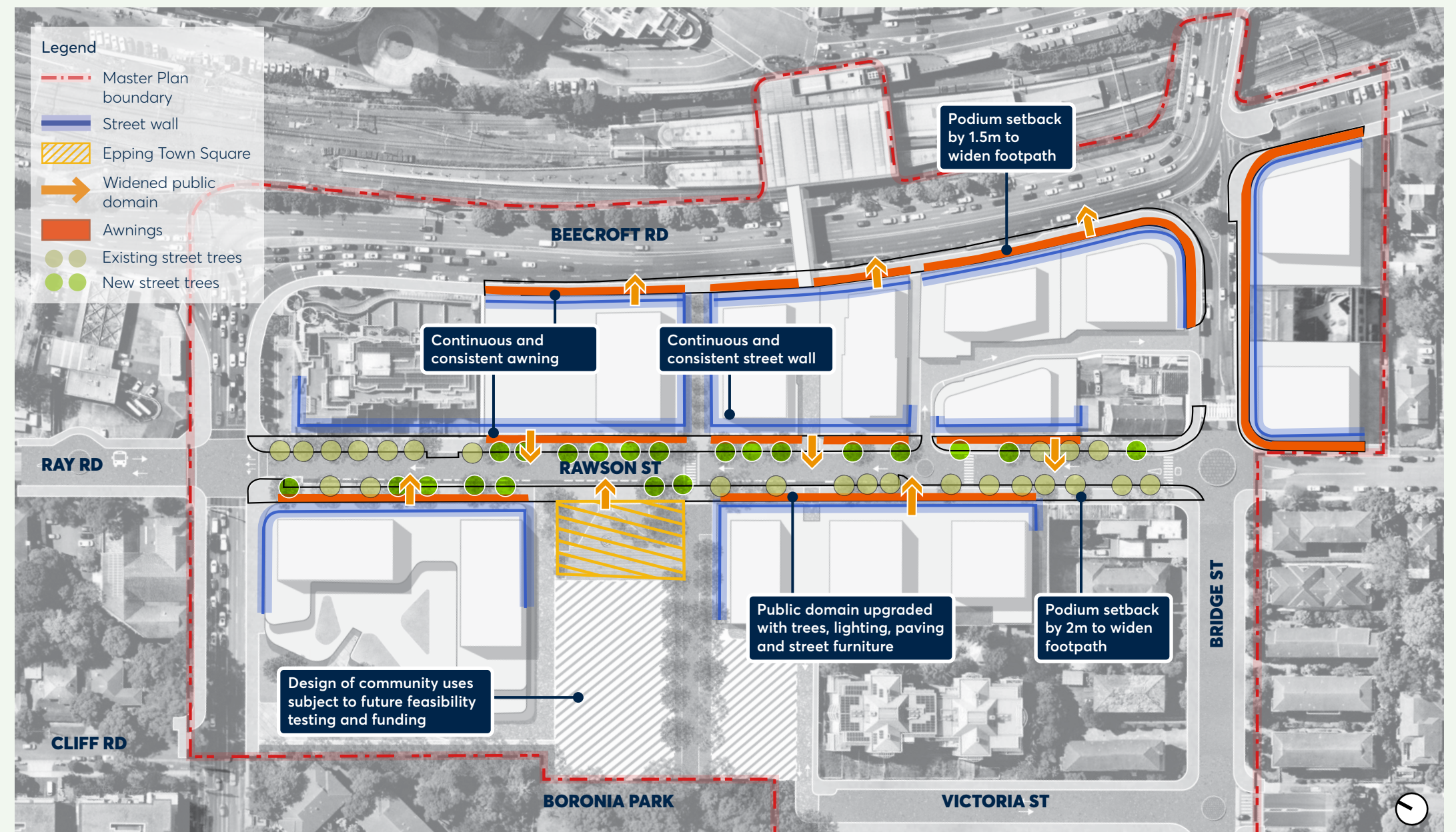
1. Provide minimum 2m ground level setbacks on Rawson Street and 1.5m on Beecroft Road to be provided as public domain.
2. Enhanced public domain should be provided consistent with Parramatta Public Domain Guidelines 2017.

Awnings

1. Continuous awnings must be provided along streets where identified for weather protection and pedestrian comfort.
2. Awnings must have a minimum depth of 3m.
3. Double height awnings are not permitted.
4. All awnings and shading devices must have non-reflective surfaces.

Street Trees

1. Street trees should be provided along Rawson Street where identified.
2. Street tree species and spacing must be as specified in the Parramatta Public Domain Guidelines.



Indicative public domain upgrades

A consistent, well-designed street wall of high quality materials defines Epping’s character, framing the public realm at a human scale and supporting vibrant and engaging streetscapes.

Beecroft Road Frontage

Beecroft Road is repurposed as a primarily commercial interface to respond to reduced streetscape amenity. Businesses to serve everyday needs of residents but which do not require an active interface, including health care, financial services, post office and gyms, as well as lobbies, are concentrated on this frontage.

Rawson Street Frontage

Rawson Street is the fine grain retail and dining high street which is lively and engaging for passersby. The street is active with restaurants and cafes with outdoor seating, bars, shops and grocers to meet the needs of the community.

Street Wall Scale

The street wall is set back to allow widening of the public domain. It is human scaled with active frontages and awnings to support a vibrant public realm which does not overwhelm the street.

Street Wall Character

The street wall is made up of high-quality masonry materials with depth and relief and rooftop gardens to enhance visual interest. Good design is demonstrated through response to context, particularly when adjacent to conservation areas, façade articulation and an engaging character.

Design Guidelines

Street Wall

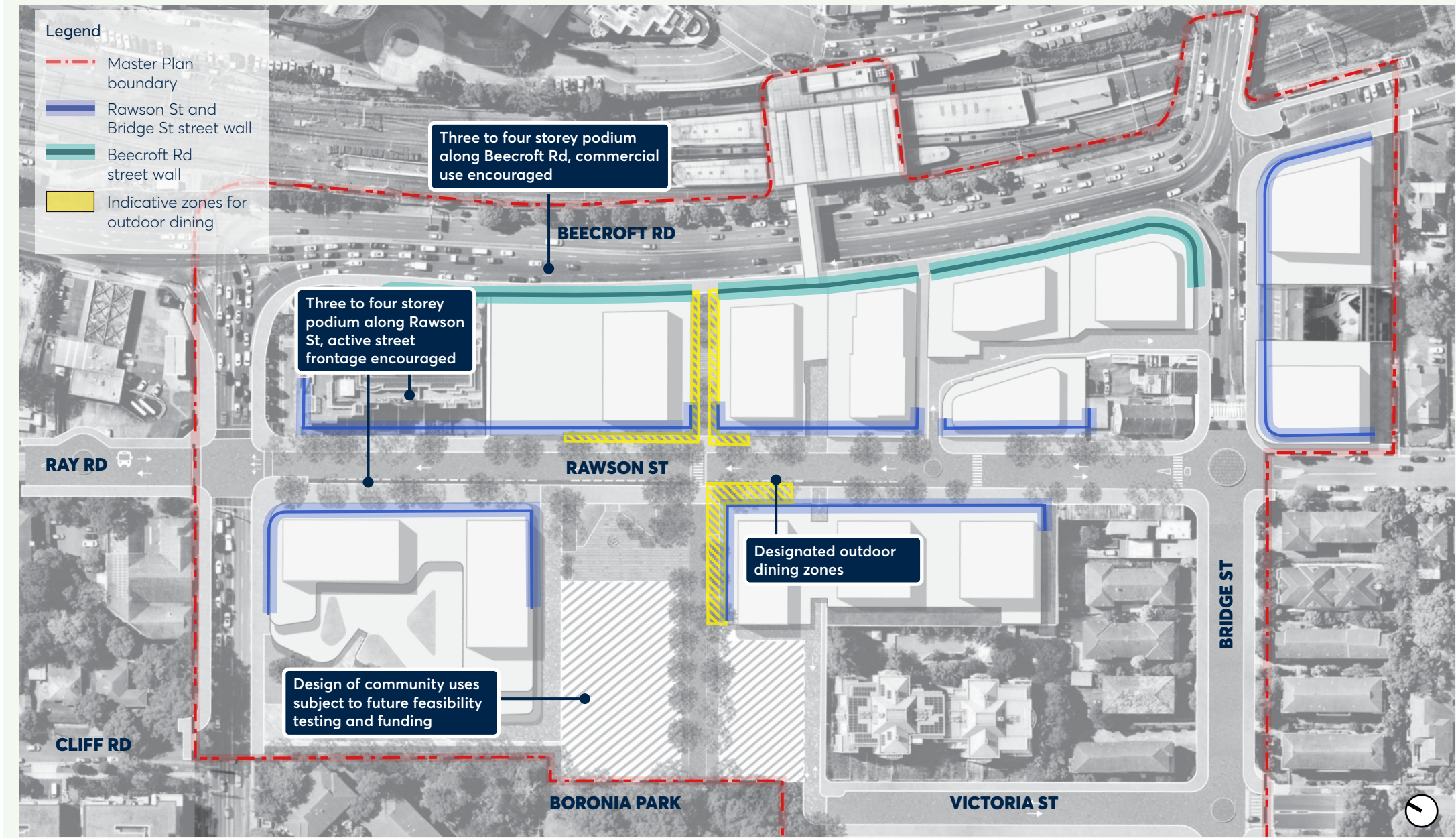
1. Podiums are to be 3–4 storeys in height and may step to respond to topography.

2. The street wall must maintain a consistent alignment with the street.

3. Predominantly masonry character, articulated with relief of minimum 150mm to glazing.
4. Active uses provided on Rawson St, Bridge St and the laneway, with a maximum 6m tenancy width.

5. Commercial frontages on Beecroft Road should provide clear glazing to the street.

6. Commercial and residential developments must have a clear street address, maximum 8m wide.
7. Outdoor dining is encouraged framing Epping Civic Place and along the laneway.



Indicative street wall character

Slender towers with generous setbacks preserve sunlight, sky views, and a human-scale streetscape, ensuring that higher building density supports a livable, sustainable town centre.

Amalgamate Fragmented Lots

The Southern end of Rawson Street contains a quantum of small lots in fragmented ownership, which historically supported fine grain shops. In order to develop up to their maximum potential in the planning framework and provide a built form and public domain consistent with the Master Plan vision, these lots must amalgamate.

Large Lot Development

Conversely, the Northern end of Rawson Street mostly consists of very large lots in single ownership. In order to provide a fine grain street wall expression consistent with the Master Plan vision, these lots must provide variation and depth to facades.

Building Scale

The new mixed-use buildings in the Town Centre will contribute to a legible and high-quality urban environment that balances density with amenity, sensitively responding to its context. Development should reinforce the character of key urban spaces, providing appropriate transitions to surrounding neighbourhoods.

Tower Design

Residential and commercial towers of limited length and floorplate size sit above the podium with adequate separation between each other and the street so as not to overwhelm the public domain and reduce overshadowing and wind downdraft impacts. The towers must be of high quality design and materials, providing high amenity outcomes to residents and the community.

Design Guidelines

Amalgamation Requirements

- 1. Developments over six storeys must have:
 - a. A minimum site area of 2,000m²
 - a. A minimum street frontage of 40 metres.
- 2. Amalgamation should prioritise through-block connections.
- 3. Development must avoid isolating small lots.
- 4. Development should show how equitable development can be achieved for adjacent sites

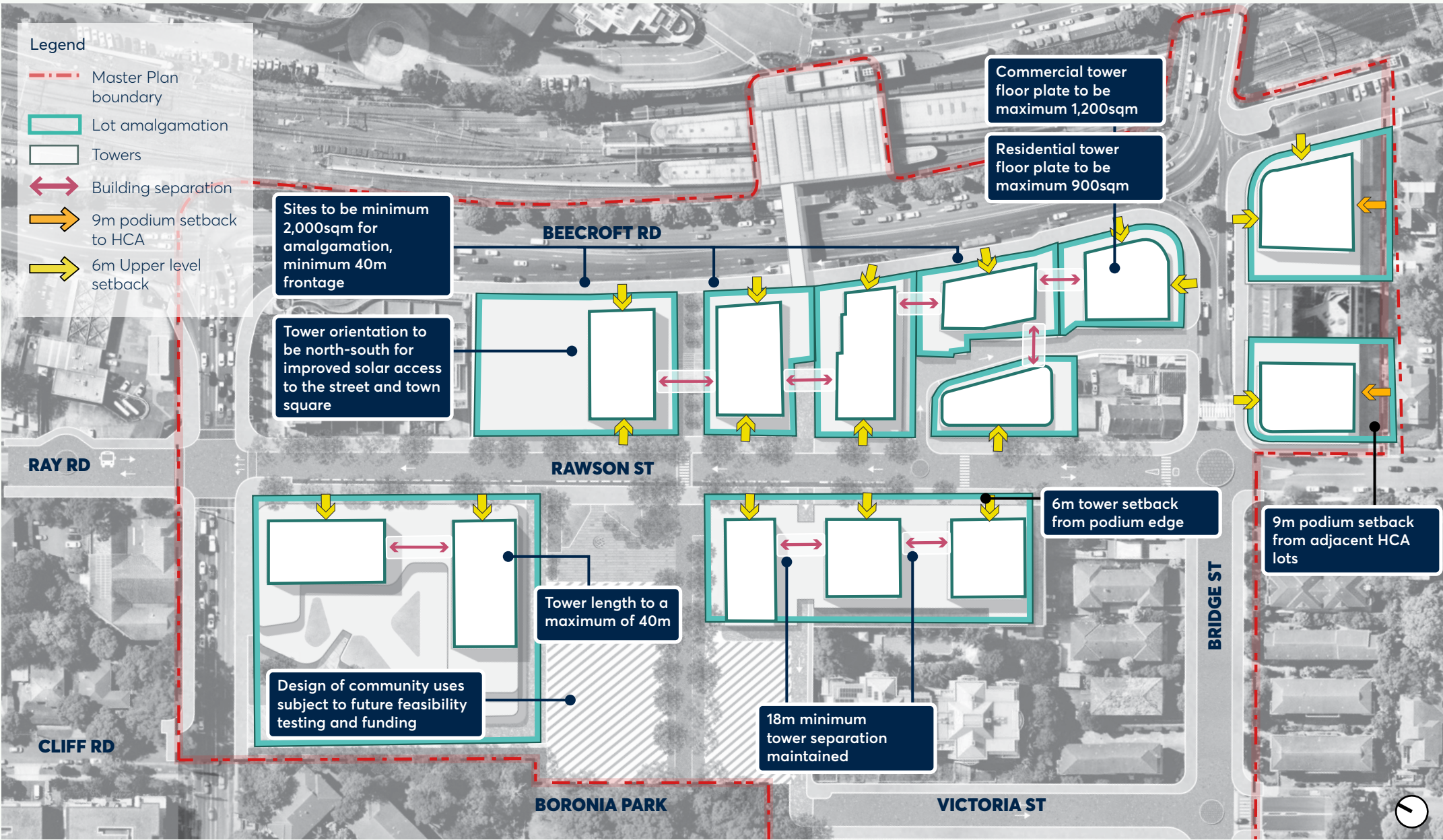
Podium Setbacks to HCAs

- 1. Podiums adjoining a Heritage Conservation Area must be set back a minimum 9m.

Towers

- 1. Towers must be slender and reduce visual bulk.
- 2. Maximum residential tower floorplate 900m².
- 3. Maximum commercial tower floorplate 1,200m².
- 4. Max tower length of 40 metres.

- 5. Towers must be set back 6m from the street wall to maintain a human-scale.
- 6. Minimum residential building separation above street wall height 18 metres, equally apportioned.
- 7. Minimum commercial building separation above street wall height 15 metres, equally apportioned.
- 8. Towers must ensure solar access, sky views, and privacy for occupants and to the public domain.



Indicative lot amalgamation and tower placement

Local Places




'The whole block of buildings between Beecroft Rd and Rawson St needs to be demolished and considered as a single development site.'

'I think we could also look at laneway bars/intimate music venues/restaurants.'



'Beecroft Road shops in Epping are currently an eyesore.'

'There is so much potential in the Rawson Street area and the council carpark to create a vibrant community space.'



Comments from the Community



Epping Civic Place

Vision Statement

Epping Civic Place is where the community comes together - to learn, gather and relax. The new library and community centre open onto a town square, framed by outdoor dining, seating and trees. This space welcomes events, with a green link extending to Boronia Park. Underground car parking gives space back to people.

At the heart of the precinct, Epping Civic Place, including community centre, library and town square, stands as a vibrant hub of learning, connection, and community identity.

Breathing Room for Epping

The Epping Town Square will act as breathing room among the high density development envisioned under the current Epping planning framework. It offers an open space with access to sunlight.

The accessible connection to Boronia Park maintains the important visual and physical relationship between the Town Centre and the Park.

Built Form and Site Response

The community uses are set back from the street to provide a town square and support connections to Boronia Park. The building should relate to the natural topography by stepping down the site towards Boronia Park. The building adopts a simple, regular form to frame public spaces.

Basement Carparking

Beneath the community facility, a public basement car park will replace existing surface parking while accommodating additional demand generated by the new community facility. The basement is primarily accessed via a service lane to the south with secondary entry to the north.

Implementation

While the Master Plan is aspirational in its vision for this site, any future development must align with Council's Property Strategy to assure project feasibility, funding and responsible development of Council's assets.

Connected Driveway
A one-way driveway allowing access to public car parking and connection to Victoria Street.

Access Laneway
Share zone servicing basement car parking with paving to create a welcoming pedestrianised environment.

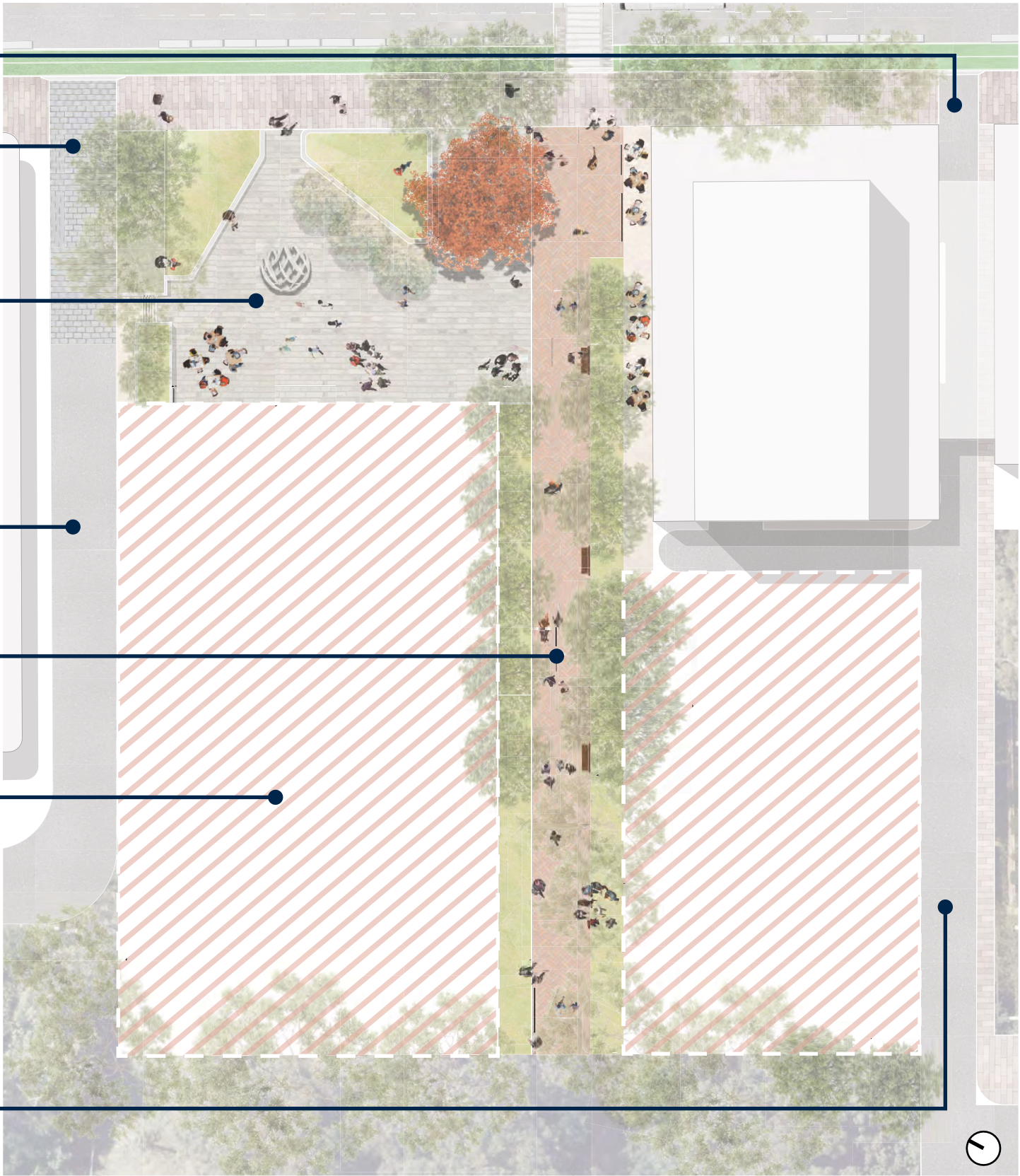
Epping Town Square
A formal community space, with public art and lighting in a flexible paved town square. The space supports community events, with raised turf areas and integrated seating to meet and connect. The space is activated by outdoor dining at its edges.

Car Parking Entry
A secondary laneway entry to public car parking underground.

Connection to Boronia Park
An accessible connection to Boronia Park is established through a pedestrian walkway framed by an avenue of large trees and seating.

Community Uses
A new community facility including library and community centre with connections to the Town Square and Boronia Park walkway.

Car Parking Entry
The primary access to basement car parking through a dive structure.



Indicative site plan with development principles



Rawson Street

Vision Statement

Rawson Street is a lively high street, with cafes and restaurants, supermarkets and local shops. Footpaths are widened and shaded by street trees, with places to sit and relax. Alternative traffic routes have eased congestion, becoming pedestrian-priority with dedicated bike lanes.

Rawson Street is being transformed into a safer, more accessible destination through local traffic changes, upgraded pedestrian and cycling infrastructure, and enhancements to retail and outdoor dining.

New Separated Cycleway

A proposed change to Rawson Street traffic flow involves converting it from two-way to primarily one-way Northbound, starting from Hunts Lane. The revised layout would include a reduced speed, single traffic lane and two parking lanes along most of the street, expanding to three northbound traffic lanes at the intersection with Carlingford Street to accommodate increased vehicle movement.

Widened Footpaths and Street Tree Planting

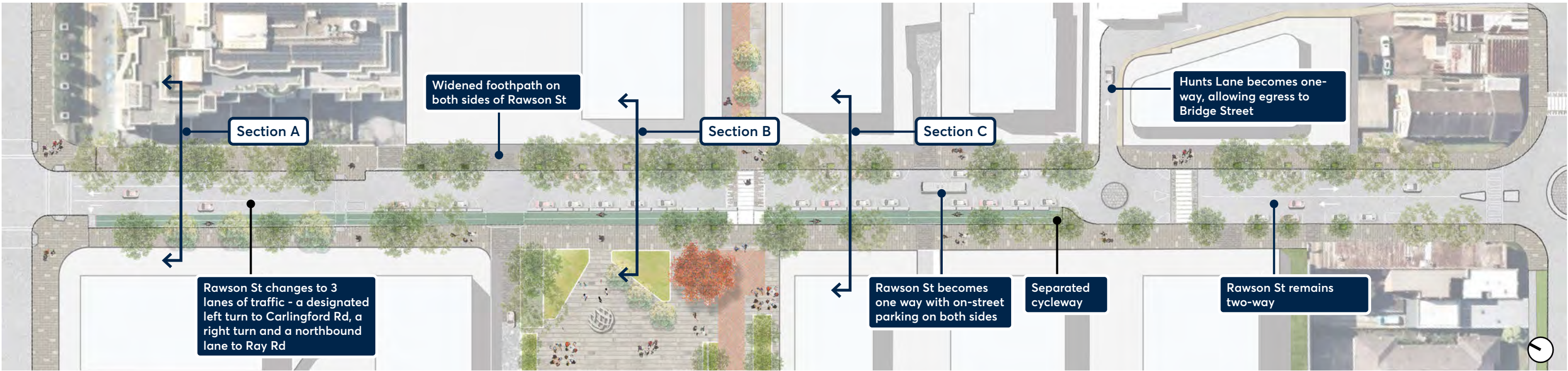
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Activated Street Frontages

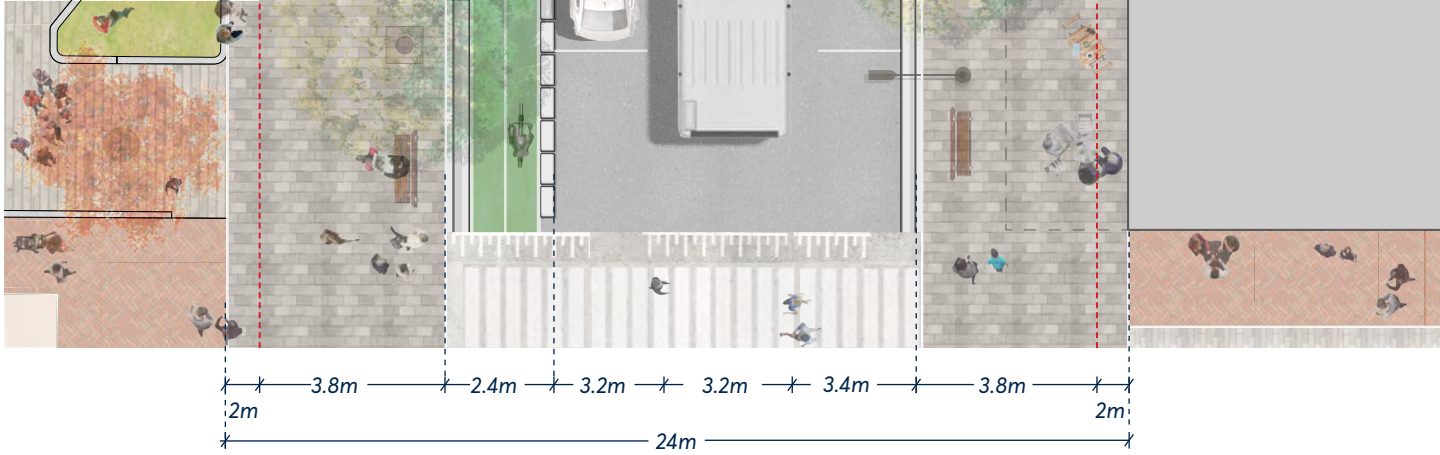
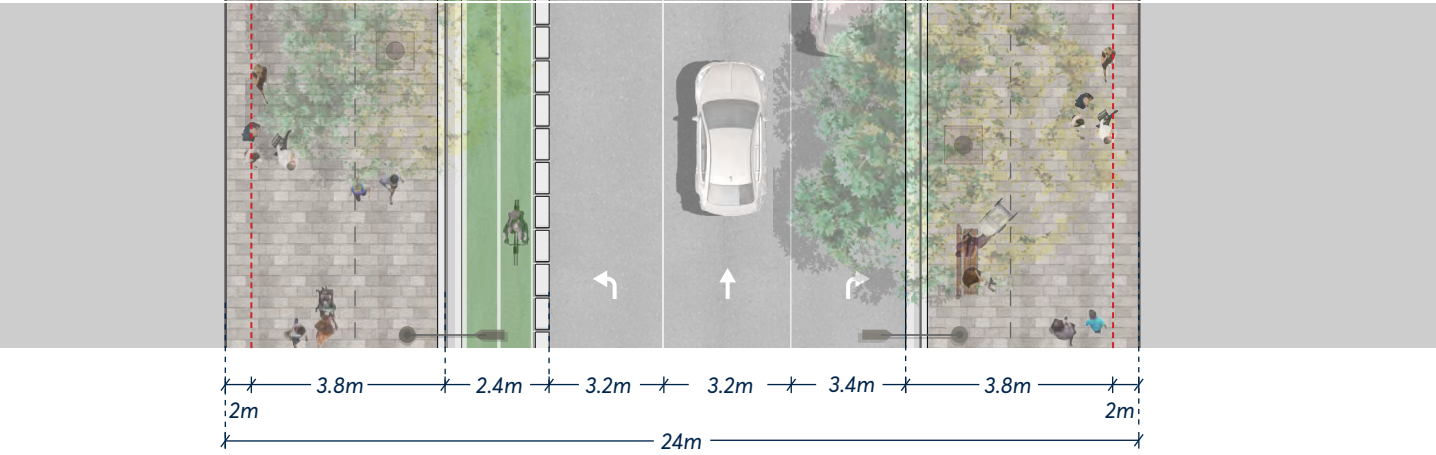
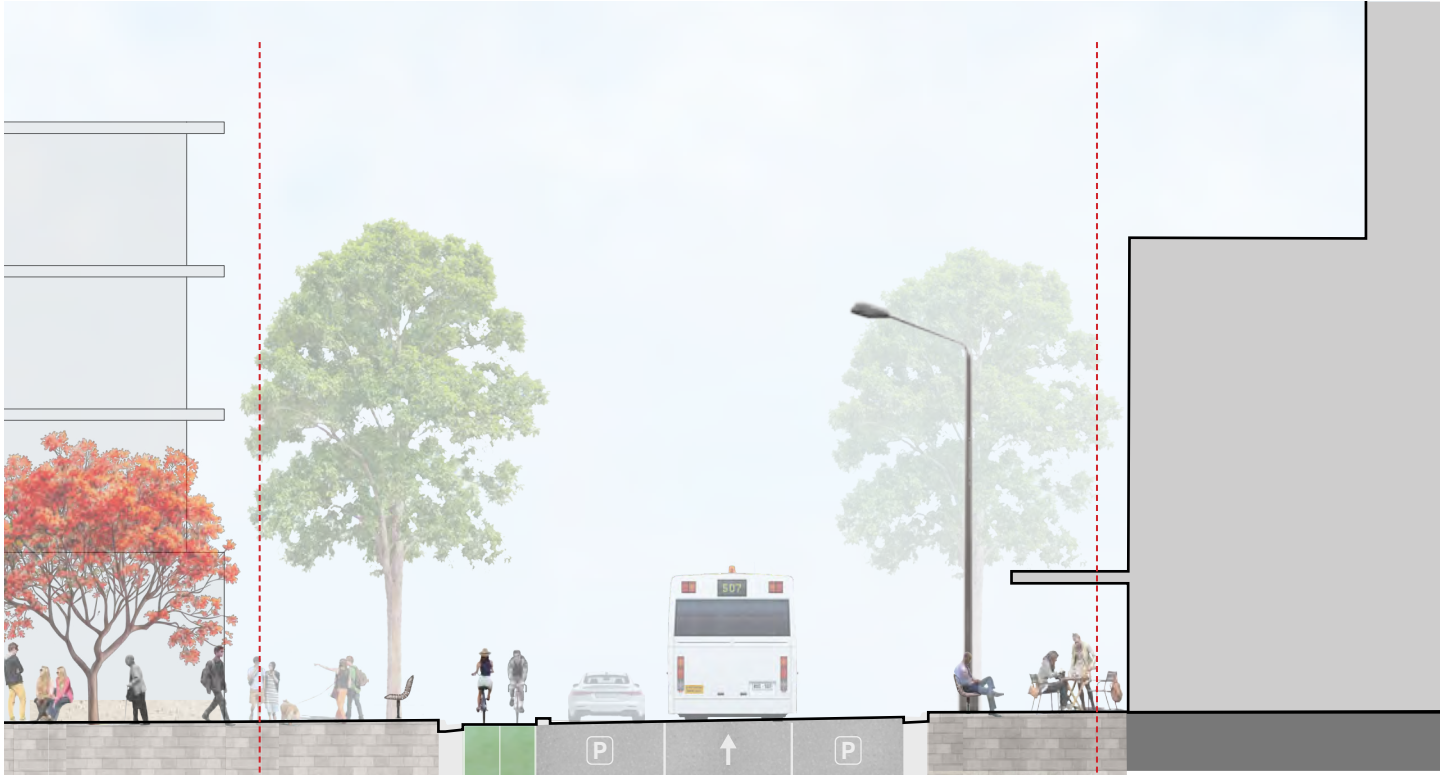
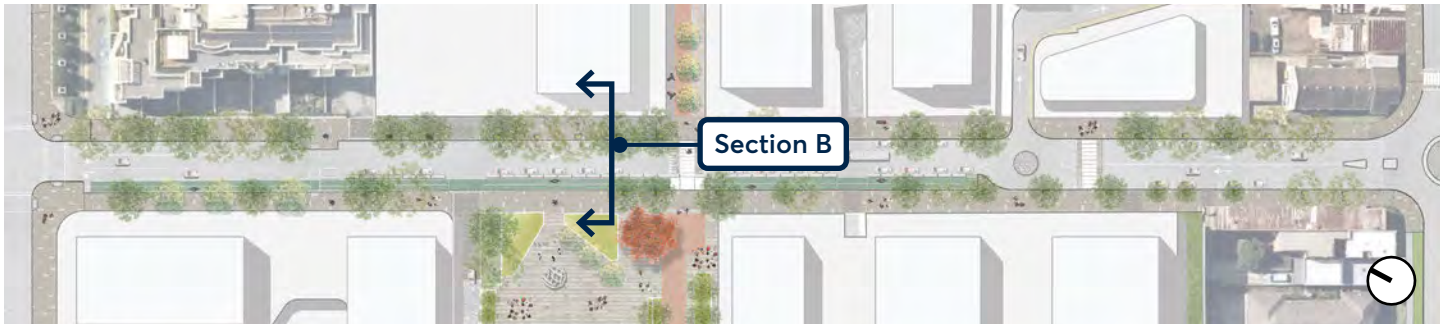
A proposed change to Rawson Street traffic flow involves converting it from two-way to primarily one-way northbound, starting from Hunts Lane. The revised layout would include a high pedestrian activity zone with reduced speed, single traffic lane and two parking lanes along most of the street, expanding to three northbound traffic lanes at the intersection with Carlingford Street to accommodate increased vehicle movement.

Pedestrian Crossings

The proposal includes modifying Victoria Street to function as a new entry point, enabling access to basement parking beneath Epping Civic Place. A secondary westbound-only connection is also planned via a private laneway linking Rawson Street to Victoria Street. To manage the expected increase in traffic, a new roundabout is proposed at the intersection of Victoria Street and Bridge Street.

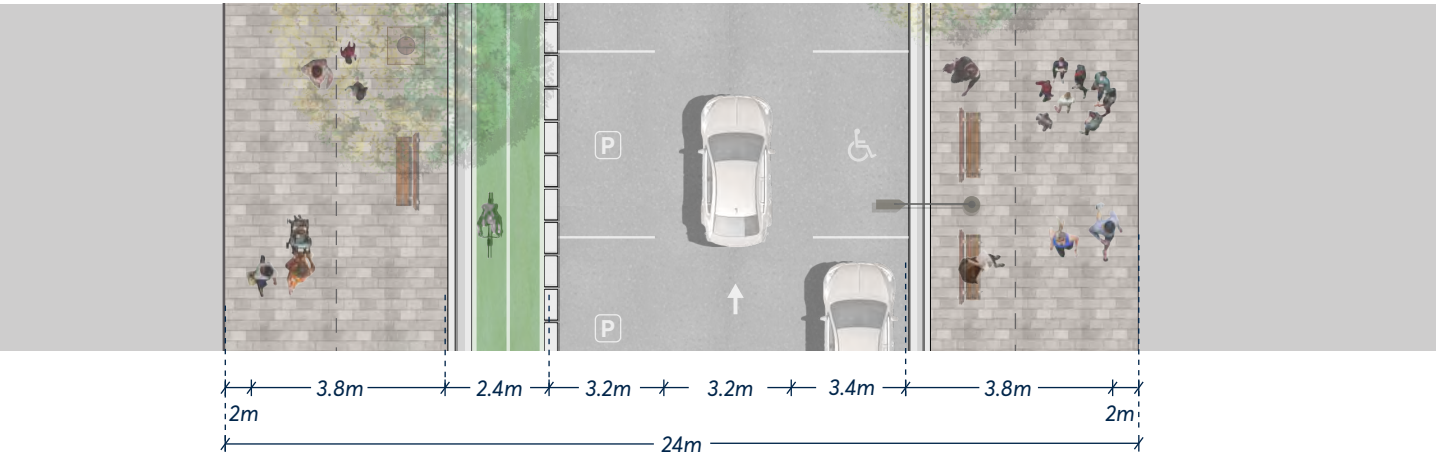


Rawson Street plan



Section A

Section B



Section C



Epping Laneway

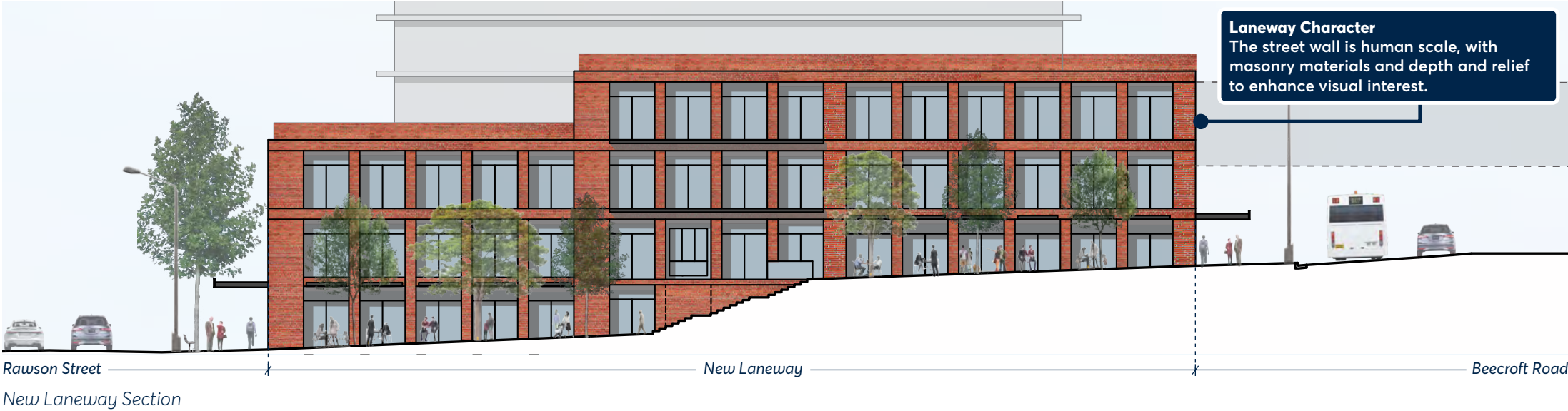
Vision Statement

A new laneway links Beecroft Road to Boronia Park, brought to life by outdoor dining, lighting, public art, and seating. Designed for activity throughout the day and night, it invites people to come together. A network of active laneways and arcades make it convenient and enjoyable to connect to different parts of Epping.

A realigned laneway breaks the large urban block to safely and accessibly connect the high street to public transport. Active day and night, it helps to shape Epping's identity as a lively destination.

Implementation

Delivery of the laneway will require negotiations between Council and the landowner for the sale of Council land and the design, delivery and dedication of the new laneway.



Laneway Alignment
The laneway is realigned to provide a clear visual and physical connection from Beecroft Road to Boronia Park.

Activation
The edges of the laneway have restaurants and cafes with outdoor dining, and public tiered seating.

Movement Corridor
A central movement corridor connecting the train station to the civic heart of Epping.

Accessibility
The steep topography is managed with a central stair and a lift embedded within the building.

Night Time Economy
The laneway is activated day and night, with lighting and places for public art. It provides 24/7 access through the block.





Beecroft Road

Vision Statement

Beecroft Road is revitalised, with wider footpaths activated by commercial services allowing for a safer, more comfortable walking experience and bus interchange. A new bridge links the station directly into development, providing the community with a convenient connection across the railway.

A new train station pedestrian bridge better connects the two halves of Epping, with public domain improvements enhancing the walking experience in a difficult environment.

Train Station Address

A new train station pedestrian bridge connects across Beecroft Road directly into the street wall. This will enable the removal of the existing pedestrian structure on Beecroft Road, allowing for road widening. The new entryway provides a clear, safe and accessible address to Epping Station.

Beecroft Road Character

Beecroft Road is repurposed as a primarily commercial interface to respond to reduced streetscape amenity. Businesses which don't rely on an active streetscapes and commercial and residential lobbies are concentrated on this frontage, retaining a transparency to the street. The street wall is a human scale, made up of high-quality masonry materials with depth and relief with façade articulation and an engaging character. Tall towers, which are set back from the street and respond appropriately to the hostile interface to Beecroft Road, sit above the street wall.

Implementation

Delivery of the train station bridge will require negotiation between Sydney Trains and the landowner, which Council will assist in facilitating.

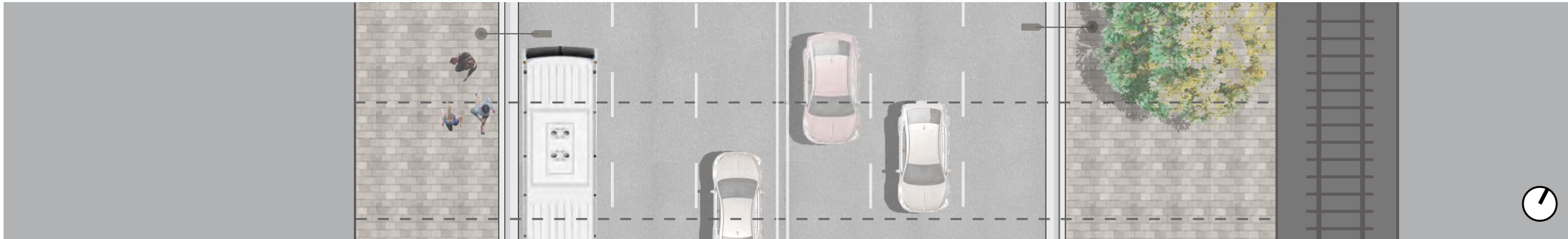


New Epping Train Station entry

Accessibility
Transition to street level is through stairs and lifts embedded within the building.

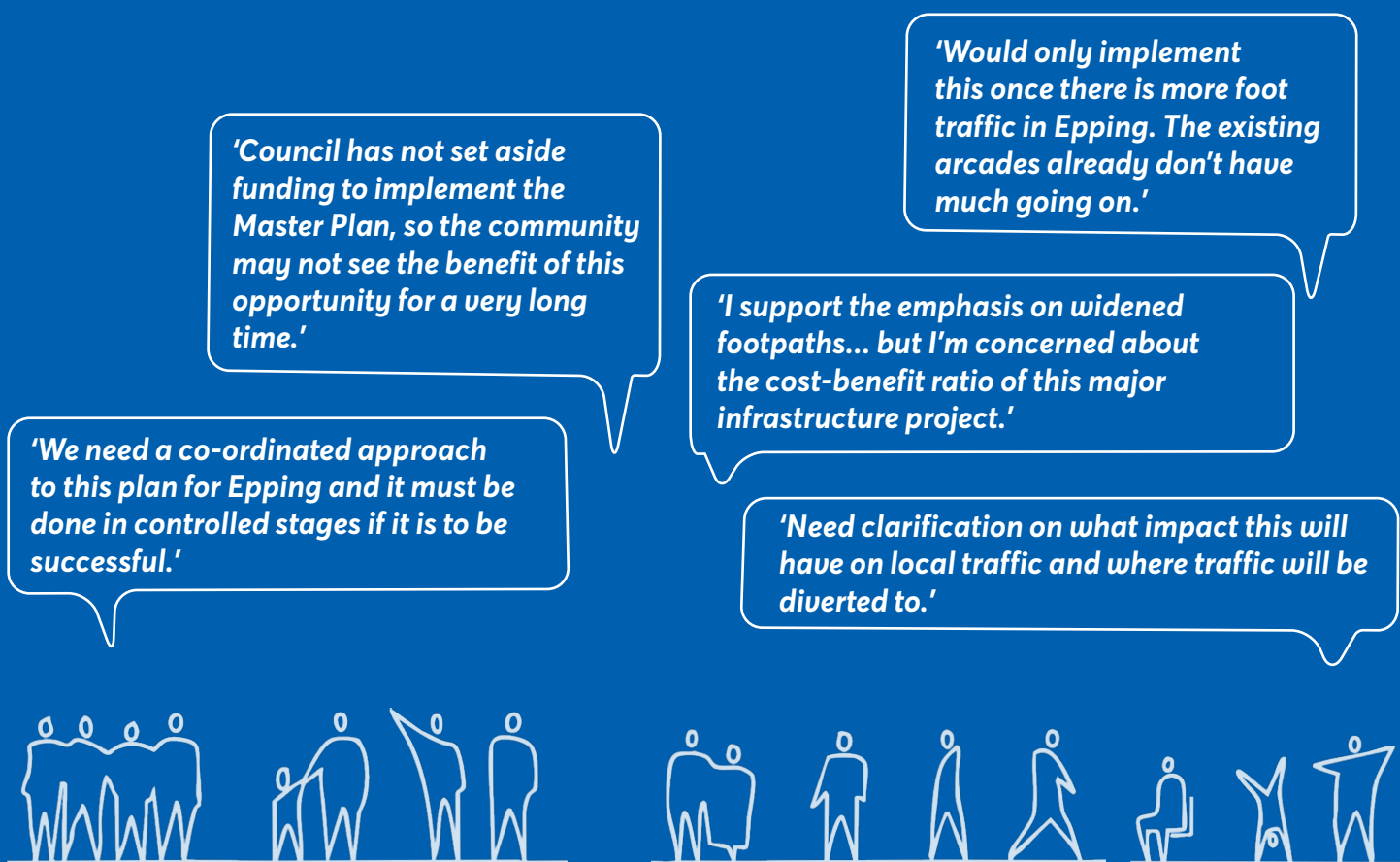
Public Domain
Footpaths are widened on Beecroft Road, allowing for improved public domain and amenable bus interchange.

Pedestrian Bridge
A new pedestrian bridge connects to the station address on Beecroft Road. It is well-lit and generous in width.



Indicative Epping Train Station pedestrian bridge

Implementation



Comments from the Community

Cooperation of Council, State Government agencies and private landowners, as well as funding from a range of sources, is required to deliver the Master Plan outcomes.

General Assumptions

- Testing has demonstrated that large sites in single ownership, which make up most of the study area, can achieve their maximum development capacity consistent with current land use, floor space ratio and height of building LEP controls and DCP controls, without requiring LEP amendments. Amalgamation guidelines have been developed to ensure that smaller sites can redevelop.
- It has been assumed that existing Strata buildings will not redevelop within the timeframe of the Master Plan, so are shown as existing. This includes a building on Carlingford Road and buildings on Victoria Street and Bridge Street. It is also assumed that small sites on Bridge Street without the ability to amalgamate will remain.
- It has been assumed that negotiations with the owner of 58-76 Beecroft Road and 54-70 Rawson Street for sale of Council laneways will be successful to allow for holistic redevelopment of the block and delivery of the new public laneway.
- It has been assumed that negotiations with Crown Land for acquisition of land in Boronia Park will be successful to allow for driveways from Victoria Street and Rawson Street for entry to basement car parking in Epping Civic Place.

Traffic Assumptions

Council has commenced discussions and shared the draft master plan with Transport for NSW (TfNSW) on 17 April 2025. Generally, the draft master plan has been well received, however both parties acknowledge that further detailed investigations will be required to shape the master plan. In its initial feedback, TfNSW have noted:

- A one way section in Rawson Street and removal of access to Carlingford Road from Ray Road will rationalise traffic movements, but must be supported by traffic modelling and reporting.
- New signals on Carlingford Road at Kent Street may be supported, subject to warrants and modelling.
- Broader impacts to Kent Street and Midson Road should be considered in the modelling.
- Access and terminus arrangements for bus routes and stop locations should be demonstrated to not detrimentally affect travel time and serviceability.
- Subject to modelling, a zebra crossing rather than traffic lights in the centre of Rawson St is preferred.
- A lower speed limit on Rawson Street is supported.

Council will continue to consult with TfNSW in scoping and commissioning a traffic study, to then amend the Master Plan and apply for traffic approvals.

Private Delivery of Public Assets

It is assumed that some master plan outcomes will be delivered by private landowners:

- Delivery of the Epping station pedestrian bridge landing within a private development site will require negotiation between Sydney Trains and the landowner, which Council will assist in facilitating.
- Delivery of the realigned pedestrian laneway between Beecroft Road and Rawson Street will require negotiations between Council and the landowner for the sale of Council land and the design, delivery and dedication of the new laneway.
- Delivery of the widened public domain within setbacks will be delivered by private landowners, to meet Council's Public Domain Guidelines.
- New driveways to facilitate public vehicular circulation assumes access easements over private and Crown Land, negotiated with landowners and a compulsory acquisition process with Crown Land.

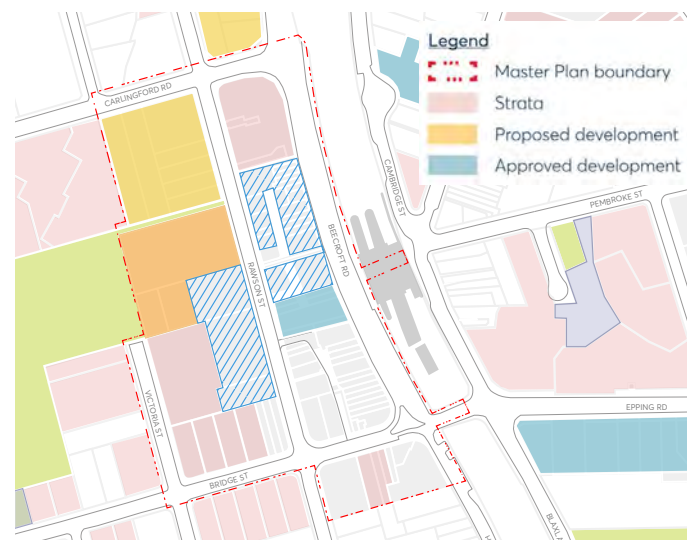
Funding for Capital Projects

It is assumed that funding for delivery of assets on Council-owned and operated land will be achieved through Council capital works funding, revisions to Council's Outside CBD Contributions Plan and Federal and State infrastructure grants, including:

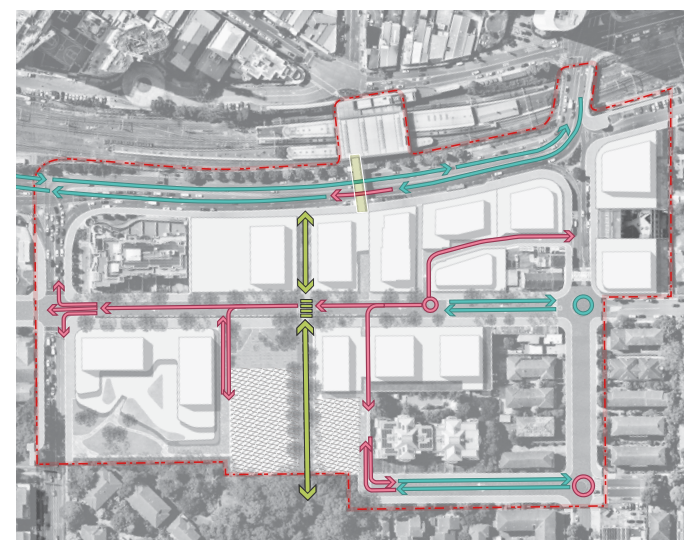
- Delivery of Epping Civic Place, including the public library and community centre, basement car parking and the town square and associated public domain projects.
- Delivery of Rawson Street upgrades, including a new roundabout, pedestrian crossings, separated cycleway, carriageway and parking changes, public domain upgrades including paving, street trees, lighting and street furniture.

It is assumed that funding for delivery of assets on land interfacing with State roads will be funded by the State Government, including:

- Regional street network upgrades including intersection upgrades, carriageway, parking and bus and cycleway network changes.
- Beecroft Road widening, where the former pedestrian bridge landed in the street.



Strata buildings excluded from the Master Plan



Proposed traffic changes form basis of study



Laneway to be delivered by private landowner



Epping Civic Place will require a mix of funding sources

Subsequent to Council endorsement of the Master Plan, a series of supporting studies and policy updates must be prepared to give effect to the proposed changes.

Transport Study

Subsequent to endorsement of the Master Plan a transport study must be prepared to test the proposed initiatives within the local and broader traffic network. Consistent with advice from TfNSW, an indicative scope should include (but not be limited to):

- Operational transport modelling of proposed amendments to the traffic network, including:
 - Closing Rawson Street to access from Carlingford Road by making it primarily one-way.
 - Removal of access to Carlingford Road from Ray Road, excluding buses. Removal of access to and from Carlingford Road to Cliff Road.
 - Carlingford Road intersection upgrades to reflect three lanes from Rawson Street, including left and right turns and straight through movements.
 - Impact of new signals on Carlingford Road at Kent Street and demonstration of traffic warrants.
 - Broader traffic impacts to Kent Street and Midson Road.
 - Widening of Beecroft Road as a result of realigning the railway pedestrian bridge.
 - The impacts of a new roundabout in Rawson

- Street, additional driveways and public car parking entries and a new roundabout and extension of Victoria Street on the local network.
- Confirm that the Rawson Street pedestrian crossing can remain, meaning that proposed traffic signals are no longer necessary.
- Introduction of a reduced High Pedestrian Activity Area Speed Limit on Rawson Street.
- Access and terminus arrangements for bus routes and stop locations demonstrating acceptable impacts to travel time and serviceability.
- Consider the impact of the Epping Road Bridge upgrade by TfNSW.
- The reporting should take into account traffic modelling prepared to support the Epping Bridge upgrade project and previous Council studies.

Update the Contributions Plan

Deliverables of the Epping Master Plan will be incorporated into the review of Council's Outside CBD Development Contributions Plan 2021. This will allow developers to contribute to infrastructure upgrades to meet additional demand generated by new development. The update will be finalised by late 2026.

These amendments should augment existing traffic, community infrastructure and public domain items in the Plan, and be phased to reflect projects which can occur before or after the transport study has been finalised.

Phase 1

Delivery of public domain upgrades within Rawson Street including paving, street trees and furniture, signage and lighting.
Delivery of Epping Civic Place, including the public library and community centre, basement car parking and the town square and associated public domain.

Phase 2

Delivery of intersection upgrades.
Changes to traffic flow and delivery of the pedestrian crossings, separated cycleway, carriageway and parking in Rawson Street.

Update Parramatta DCP 2023

The Design Guidelines and the Structure Plan diagrams in the Master Plan will form the basis for an amendment to Parramatta Development Control Plan (DCP) 2023 to reflect the desired built form and public domain outcomes. These guidelines will serve to shape private development in the interim.

Existing controls found in PDCP Part 8 Epping Central will be amended, with additional objectives, controls and diagrams introduced for review by Council and the community prior to approval.

Update Parramatta LEP 2023

If land acquisition is determined to be required to deliver amendments to the road network, particularly in Ray Road and Victoria Street, the Parramatta LEP will be amended. This process will involve negotiating with affected landowners and review by Council and the community prior to approval.

Council's Property Strategy

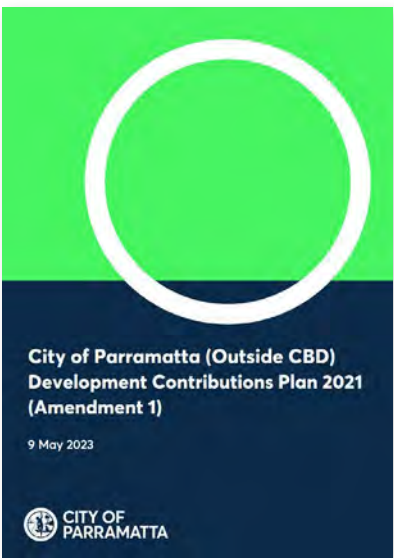
Any future development must align with Council's Property Strategy to assure project feasibility, funding and responsible development of Council's assets.



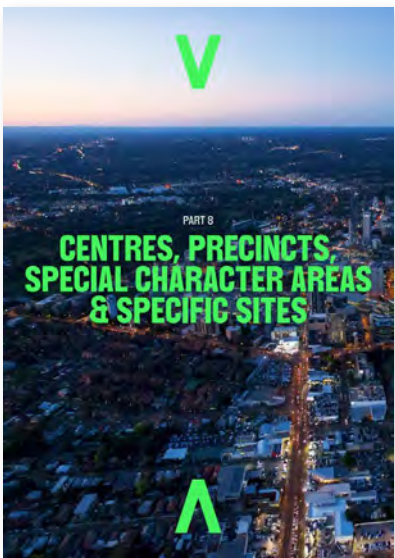
Epping Bridge Design Traffic Impact Assessment



Epping Town Centre Traffic Study 2018



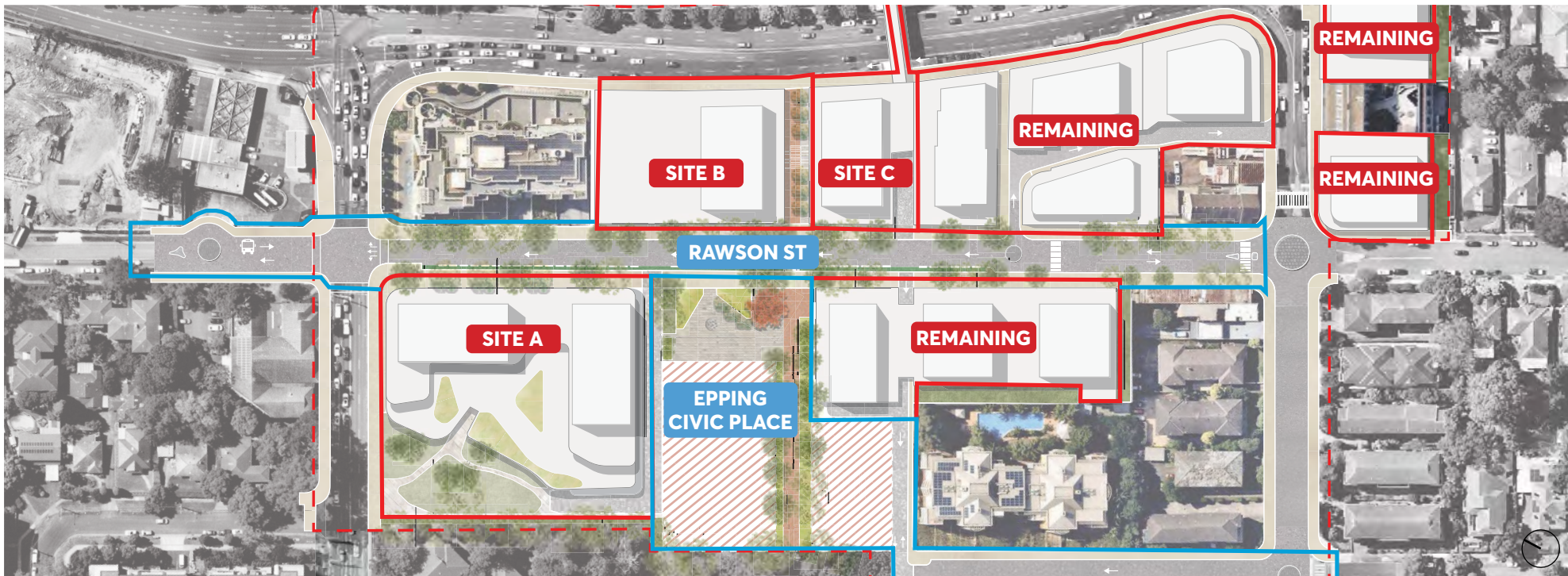
Parramatta Development Contributions Plan 2021



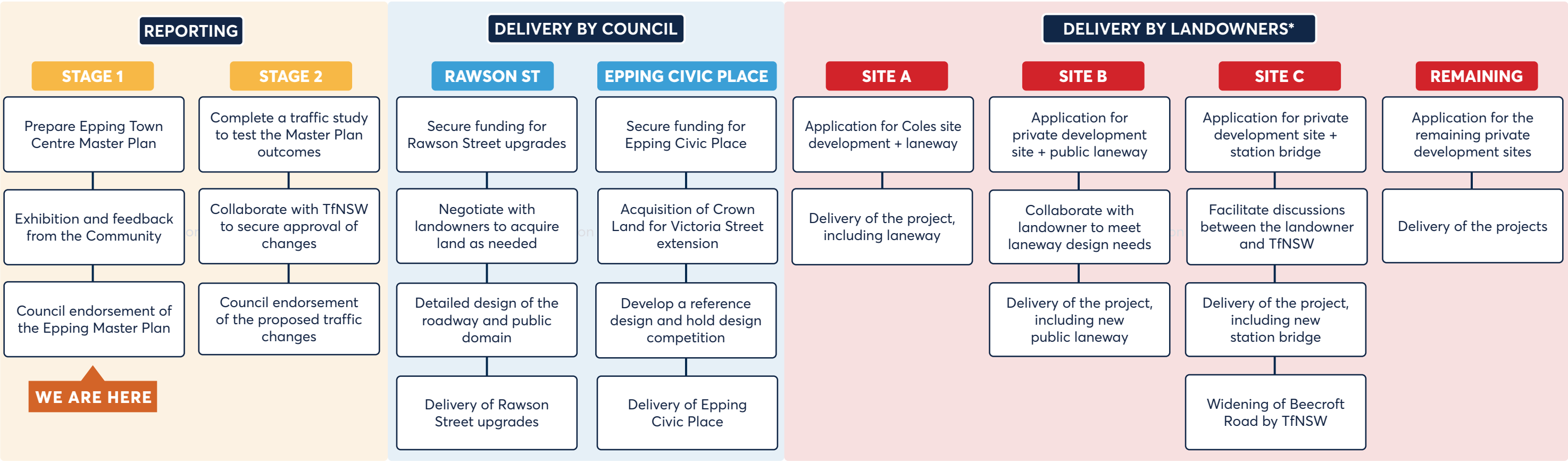
Parramatta DCP Part 8

Staged delivery is required to navigate public and private land ownership and funding requirements. The Master Plan provides a consistent vision to guide these stages.

*The nominated stages are indicative only, to demonstrate how Epping could evolve over time consistent with the Master Plan vision. The stages may expand or contract in scale, and may occur in a different order. Each stage will involve consultation with the community and Council endorsement.



Indicative staging plan



Indicative staging timeline

