

## ACCESSIBLE

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<b>ITEM NUMBER</b>	11.1
<b>SUBJECT</b>	Feedback from exhibition of proposed parking controls in Epping Town Centre
<b>REFERENCE</b>	F2018/03773 - D06672907
<b>REPORT OF</b>	Snr Project Officer
<b>PREVIOUS ITEMS</b>	13.1 - Epping Town Centre Car Parking Controls - Council - 26 Nov 2018 6.30pm 11.1 - Epping Town Centre Traffic Study exhibition - Council - 26 Nov 2018 6.30pm

### PURPOSE:

This report analyses the feedback from the exhibition of proposed DCP amendments to Parramatta DCP 2011 and Hornsby DCP 2013 as they apply in the Epping Town Centre, and makes recommendations for finalising the amendments.

### RECOMMENDATION

- (a) **That** Council endorse the DCP amendments contained at **Attachment 4 and 5** for insertion into the relevant sections of Parramatta DCP 2011 and Hornsby DCP 2013.
- (b) **That** the DCP amendments come into effect on the day a public notice is advertised in the local newspaper.
- (c) **That** Council authorise the Acting CEO to correct any errors of a minor administrative nature relating to the DCP amendments finalisation process.
- (d) **Further, that** submitters be notified of Council's decision.

### SUMMARY

1. This report seeks Council's adoption of proposed changes to planning controls for parking applying to certain development within Epping town centre, to assist with addressing traffic congestion.
2. The congestion is due in part to significant residential flat building development that has occurred within the town centre in recent years. Most of this development was enabled by the NSW Government's rezoning of the town centre as an 'Urban Activation Precinct' in 2014 with the development occurring substantially faster than the Government forecast. Further development is expected as many sites are yet to be developed under the controls introduced in 2014.
3. The Epping community has raised significant concerns about the development, including traffic and other issues. In response, Council commissioned the Epping Traffic Study to test the implications of the higher than anticipated growth. The Traffic Study was publicly exhibited in late 2018.
4. At its meeting on 26 November 2018, Council considered the outcomes of the Traffic Study exhibition and resolved to prepare a Transport Delivery Plan for the Epping town centre to assist with addressing residents' concerns. One of

the policy items that will assist in addressing traffic issues is reducing parking rates for certain development within the town centre.

5. Given the traffic issues, a separate report to the 26 November 2018 Council meeting proposed various changes to Epping town centre traffic and parking controls in Parramatta Development Control Plan 2011 and Hornsby Development Control Plan 2013. Council resolved to publicly exhibit those draft parking controls.
6. The proposed reduced parking rates are slight to moderate and various other measures are proposed to make it easier for people to travel by other transport modes. The proposed changes will only apply to development within easy walking distance of Epping railway station and bus services.
7. Key proposed changes are:
  - a) *For future residential flat development proposed within 800 metres of Epping railway station:* (a) slightly reducing residential parking rates, to align with Roads and Maritime Services (RMS) rates but specifying rates as maximum rather than minimum rates, (b) slightly increasing visitor parking rates, to align with RMS rates, (c) requiring Travel Plans, to encourage increased walking, cycling, public transport and car share, and (d) requiring certain restrictions to be placed on the property title, such as 'decoupling' parking spaces from apartments.
  - b) *For future commercial development within 800 metres of the station:* delete existing minimum parking rates but retain existing maximum rates.
  - c) *For commercial development that is also over 300 square metres:* require end-of-trip facilities, such as showers and lockers, to adequately service bicycle parking spaces required under existing controls.
8. The draft controls were exhibited from 1 February 2019 to 4 March 2019. A total of 12 submissions were received.
9. The views from submitters are mixed with some supportive and others expressing concerns about potential on street parking impacts or the comparison of the town centre to a strategic centre. Refer to 'Feedback Summary' at **Attachment 1** with further details of each submission provided in 'Summary of Submissions Table' at **Attachment 2**.
10. The proposed changes will assist with reducing the traffic impact of future traffic-generating development within Epping town centre. It will do this by reducing residential parking rates, implementing measures to encourage alternate transport modes, and removing minimum parking rates for certain commercial development. The proposed changes are also consistent with local and State plans as detailed in 'Response to Submission Issues' in **Attachment 1** with further details in **Attachment 3**.
11. While the extent of traffic impact reduction from each development will be slight to moderate, it is expected the cumulative impact reduction from multiple developments will be more substantial over time.
12. The proposed changes won't fully address traffic generation and circulation issues within the town centre in isolation, but will enable cumulative change and complement other strategic traffic initiatives, such as the State Government's commitment to widen Epping Bridge.

13. It is recommended that Council adopt the proposed changes to the parking controls as publicly exhibited and contained at **Attachments 4 and 5**.

## **FINANCIAL IMPLICATIONS FOR COUNCIL**

14. If Council resolves to endorse the draft DCP amendments, a public notice will need to be placed in the *Northern District Times*. This will cost approximately \$2,500 and funding is available within the Land Use Planning's advertising budget.
15. The draft DCP changes will help to mitigate the traffic impact of future development in the town centre. If Council resolves not to adopt the draft DCP changes, the traffic impact of future development will increase. This may require Council to undertake additional traffic and transport works which will have significant cost and financial implications.

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## **ATTACHMENTS:**

<b>1</b> <a href="#"><u>↓</u></a>	Background	9 Pages
<b>2</b> <a href="#"><u>↓</u></a>	Summary of Submissions Table	9 Pages
<b>3</b> <a href="#"><u>↓</u></a>	Consistency with Local Plans and Instruments and State plans	2 Pages
<b>4</b> <a href="#"><u>↓</u></a>	Parramatta DCP Amendments	18 Pages
<b>5</b> <a href="#"><u>↓</u></a>	Hornsby DCP Amendments	3 Pages

## **REFERENCE MATERIAL**

## Attachment 1 – Background - Parramatta DCP 2011 and Hornsby DCP 2013 Parking Control Amendments

### BACKGROUND

1. At its meeting on the 26 November 2018 (Item 11.1), Council endorsed the preparation of a draft Epping Town Centre Transport Delivery Plan to address the deteriorating traffic conditions identified in the Epping Town Centre Traffic Study. As the Council report notes, the Transport Delivery Plan is to be based on the suite of Traffic and Transport Improvements that formed an attachment to the Council report. The Traffic and Transport Improvements comprise both capital works projects and policy initiatives. One of the policy initiatives is DCP amendments to reduce the car parking rates for development within 800 metres of the Epping Railway Station.
2. At the same Council meeting in November 2018, Council resolved to exhibit draft DCP controls that reduce the parking rates for residential development situated within 800 metres of the Epping Railway station (Item 13.1) and commercial development within the B2 Local Centre zone. The resolution was:
  - a) *That Council forward the proposed amendments to Parramatta development control plan and Hornby development Control Plan 2013, provided at attachment 2 and attachment 3, for public exhibition on 1 February 2019 for at least 28 days.*
  - b) *That Council delegates authority to the Acting Chief Executive Officer to make minor changes to the proposed amendments, to address any minor errors or issues of a non-policy nature prior to the public exhibition; and*
  - c) *Further, that Council note that the outcome of the public exhibition will be reported back to Council for its consideration.*
3. The draft DCP controls were exhibited concurrently with the *Harmonisation Discussion Paper* commencing on Friday, 1 February 2019 and concluding on Monday, 4 March 2019. This equated to a 30 business day period and is consistent with the *Environmental Planning and Assessment Act 1979* requirements.
4. Notification of the exhibition occurred via:
  - a) 4,200 letters which were sent to property owners within 800 metres of the Epping Railway Station;
  - b) An e-newsletter to the 500 or so stakeholders who are registered on the Epping Planning Review e-newsletter database;
  - c) A Public notice in the *Northern District Times*; and
  - d) A temporary exhibition webpage on council's "On Exhibition" webpage for the exhibition's duration.
5. Hornsby Council was also invited to comment on the draft DCP amendments, since the Hornsby DCP 2013 is also proposed to be amended.

## Attachment 1 – Background - Parramatta DCP 2011 and Hornsby DCP 2013 Parking Control Amendments

### PROPOSED DEVELOPMENT CONTROL PLAN CHANGES

6. The proposed DCP changes (as exhibited) to both Parramatta DCP 2011 and Hornsby DCP 2013 as considered by Council for public exhibition purposes on 26 November 2018 are summarised below. The proposed changes affect commercial development within the B2 Local Centre zone and residential flat buildings within the R4 High Density zone but only if a site is located within 800 metres of the Epping Railway Station.

Figure 1 – Land within 800 metres of Epping railway station



### On-site parking for residential flat buildings

7. The proposed changes to the residential car parking rates across both DCPs ensure that all rates for the town centre are aligned as the same rate, are consistent with Roads and Maritime Services (RMS) rates and that they are maximum rates. They apply to residential flat building development even when part of a mixed use development. Refer to Table 1 for a comparison of the current and proposed rates. Figure 2 shows a comparison of the existing DCP rates with the RMS, recent Sydney Central City Planning Panel decisions, the proposed rates for the Parramatta CBD and the DCP parking rates with the rates of RMS.

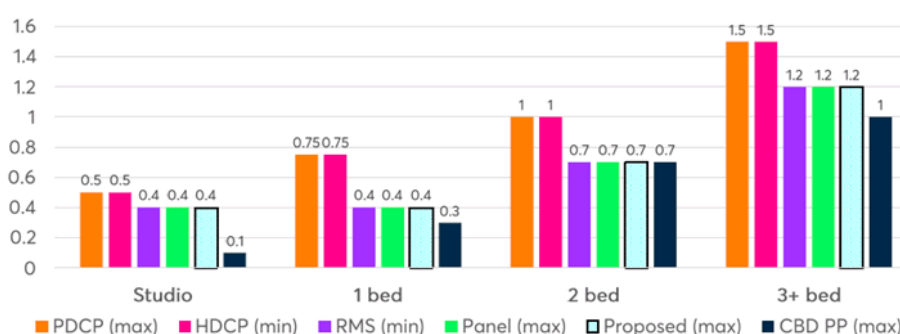
## Attachment 1 – Background - Parramatta DCP 2011 and Hornsby DCP 2013 Parking Control Amendments

**Table 1 – Existing and proposed parking rates for residential flat buildings in Epping town centre**

Beds	Parramatta DCP (maximum rates)	Hornsby DCP (minimum rates)	RMS rates (minimum rates)	Proposed rates (maximum rates)
Studio	≤0.5 spaces	≥0.5 spaces	≥0.4 spaces	≤0.4 spaces
1 bed	≤0.75 spaces	≥0.75 spaces	≥0.4 spaces	≤0.4 spaces
2 bed	≤1.0 spaces	≥1.0 spaces	≥0.7 spaces	≤0.7 spaces
3+ bed	≤1.5 spaces	≥1.5 spaces	≥1.2 spaces	≤1.2 spaces

*\*Rates for high density residential flat buildings in metropolitan regional centres in Roads and Maritime Services (2002) Guide to Traffic Generating Developments*

**Figure 2 – Comparison of parking rates across**



### Visitor car parking rates for residential flat buildings

8. The proposed changes to parking rates for visitor spaces in residential flat building development reduces the rate so that it is consistent with RMS rates. Refer to Table 2 for a summary of the current and proposed rates.

**Table 2 – Existing and proposed visitor parking rates for residential flat buildings within 800 metres of Epping railway station**

Parramatta DCP	Hornsby DCP	RMS rates	Proposed rates
Min. 1 space per 10 dwellings	Min. 1 space per 10 dwellings	Min. 1 space per 7 dwellings	<b>Min. 1 space per 7 dwellings</b>

*\*Rates for high density residential flat buildings in metropolitan regional centres in Roads and Maritime Services (2002) Guide to Traffic Generating Developments*

### On-site parking for commercial premises

9. The proposed changes to both DCPs changes ensure that all rates for commercial premises are aligned as the same rate and are maximum rates. Refer to Tables 3 and 4 for a summary of the current and proposed rates.

## Attachment 1 – Background - Parramatta DCP 2011 and Hornsby DCP 2013 Parking Control Amendments

**Table 3 – Proposed changes to Hornsby DCP commercial premises parking rates**

<b>Commercial premises/health care – <i>within 800 metres of Epping railway station</i></b>	
Business or office premises	<ul style="list-style-type: none"> <li><del>Minimum 1 space per 70m<sup>2</sup></del></li> <li>Maximum 1 space per 50m<sup>2</sup></li> </ul>
Shops	<ul style="list-style-type: none"> <li><del>Minimum 1 space per 60m<sup>2</sup></del></li> <li>Maximum 1 space per 30m<sup>2</sup></li> </ul>
Restaurants or cafes, excluding drive-through take-away restaurants	<ul style="list-style-type: none"> <li><del>Minimum 1 space per 60m<sup>2</sup></del></li> <li>Maximum 1 space per 30m<sup>2</sup></li> </ul>
Health consulting rooms/medical centres	<ul style="list-style-type: none"> <li><del>Minimum 1 space per 70m<sup>2</sup></del></li> <li>Maximum 1 space per 50m<sup>2</sup></li> </ul>
Other uses	<ul style="list-style-type: none"> <li>As per Table 1C.2.1(c)</li> </ul>

**Table 4 – Proposed changes to Parramatta DCP commercial premises parking rates**

<b>Retail and commercial – <i>within 800 metres of Epping railway station</i></b>	
Retail, including cafés, restaurants and the like	<ul style="list-style-type: none"> <li><del>Minimum of 1 space per 60m<sup>2</sup> of gross floor area, maximum of 1 space per 30 m<sup>2</sup> of gross floor area</del></li> <li>Maximum of 1 space per 30m<sup>2</sup> of gross floor area</li> </ul>
Commercial, including medial and professional consulting	<ul style="list-style-type: none"> <li><del>Minimum of 1 space per 70m<sup>2</sup> of gross floor area, maximum of 1 space per 50 m<sup>2</sup> of gross floor area</del></li> <li>Maximum of 1 space per 50m<sup>2</sup> of gross floor area</li> </ul>

### Restrictions on title

10. The proposed changes amend both DCPs by requiring a condition of consent that places restrictions on a property's title prior to the issue of the Occupation Certificate. The changes are as follows:
  - a) For decoupling parking spaces – that parking spaces must be 'decoupled' from apartments, that is, they must be sold separately from apartments;
  - b) For strata lots – that an apartment (strata) lot cannot be 'connected' to a car parking (strata) lot after the developer has sold all the apartments;
  - c) For parking schemes – that apartment owners and tenants cannot participate in any potential future Council residential parking permit scheme; and
  - d) For car share – that any required car share car spaces cannot be reallocated as parking spaces for residents or as visitor parking, that is, they must remain as car share spaces.



## Attachment 1 – Background - Parramatta DCP 2011 and Hornsby DCP 2013 Parking Control Amendments

### Travel Plans

11. The proposed changes amend both DCPs to strengthen the requirements for Travel Plans for commercial and residential flat buildings development (including when part of a mixed use development). A summary of the proposed changes are provided in Table 5 which compares the existing provisions and the proposed new provision.

**Table 5 – Existing and proposed controls (as exhibited) for Travel Plans**

Parramatta DCP	Hornsby DCP	Proposed change
Existing discretionary (LGA-wide) controls a consent authority may choose to require a travel plan for development that (a) has 5,000 m <sup>2</sup> of gross floor space or 50 employees, and (b) is within 800 m of a railway station or 400 m of a bus stop with a service frequency of an average of 15 minutes or less during the morning peak hour (7am to 9am) in either direction.	Existing mandatory (Epping town centre) controls – a travel plan must be provided for development that is 10-storeys or more.	Retain existing controls and add new control below.  <b><i>Mandatory – a travel plan must be provided for residential flat building development that is within 800 metres of Epping railway station prior to the issue of a Construction Certificate.</i></b>

### End-of-trip facilities

12. Since the Parramatta DCP already contains an adequate provision for end-of-trip facilities, the proposed DCP changes only amend the Hornsby DCP by inserting a new provision requiring development that (a) is within 800 metres of Epping railway station, and (b) contains 300 square metres or more of commercial floor space to provide end-of-trip facilities to adequately service the number of bicycle parking spaces required for the commercial floor space.

### Minor anomaly

13. A minor anomaly has been identified in the Hornsby DCP amendment since exhibition. Whilst the exhibited amendment reduced the parking rates for mixed use development within the Town Centre core (as contained in Table 1.2C.1(d)), they neglected to reduce the parking rates for strict residential development within 800 metres of the Railway Station (as contained in Table 1C2.1(e)). However, because it has been explicitly clear that the proposed reduced parking rates apply to all new apartment development within 800 metres of the Railway Station, re-exhibition of the DCP is not considered necessary. **Attachments 5** which comprises the relevant extracts from the Hornsby DCP proposed to be amended corrects the anomaly.

### FEEDBACK RECEIVED

14. With regards to the submissions received during the exhibition of the Draft Parking Rates DCP amendments, submissions were received through two avenues:
- a) via the Harmonisation Discussion Paper exhibition; and



## Attachment 1 – Background - Parramatta DCP 2011 and Hornsby DCP 2013 Parking Control Amendments

- b) via the formal submission process for the proposed car parking rates DCP amendments.
- 15. A total of 12 submissions were received on the exhibited DCP amendments. These came from local residents, a local community group (Epping Civic Trust), a traffic consultant on behalf of a landowner, Hornsby Council and a State government agency.
- 16. During the exhibition period, two phone enquiries were received from local residents. Each enquirer sought a detailed explanation on the draft controls and their justification. On conclusion of each call, both enquirers noted they had a clear understanding of the proposed. Neither caller lodged a submission on the draft DCP controls.

### Feedback summary

- 17. The comments received across the 12 submissions are mixed. However, in summary:
  - a) There is a concern from some residents and the Epping Civic Trust that reducing car parking rates will place increased pressure on local street parking or that local traffic will increase over time. The section below explains the likely impacts on future local traffic.
  - b) Another theme emerging from the feedback received via three submissions (from a consultant representing a landowner, the Epping Civic Trust and a resident) is around the validity of the proposed changes. These comments question the elevation of the town centre in the Greater Sydney Commission's *Central City District Plan* from a local centre to a Strategic Centre. They also question the adoption of the RMS parking rates which are applied to CBD-based centres. The 'Response to the Submission Issues' section below provides the justification for this reliance on this level of centre hierarchy.
  - c) A submission each from Hornsby Council and the Roads and Maritime Services (RMS) support the proposed changes.
  - d) Four submissions from residents raise traffic and parking issues that are outside the scope of the proposed DCP controls (such as adequacy of existing car park facilities or the need for a comprehensive Traffic Plan). However, most of the issues raised are to be addressed via Council's Transport Delivery Plan for Epping town centre (due to be reported to Council in late 2019) or via a Discussion Paper on a potential car parking permit scheme (anticipated in July 2019).
- 18. Ten of the 12 submissions received are from residents or the Epping Civic Trust. This represents a small sample from a direct mail-out of 4,200 letters and 500 notification emails. This is relatively small compared to the volume of responses to other issues received throughout the Epping Planning Review process.
- 19. A detailed summary of the feedback received is provided at **Attachment 2**. This includes the Council Officers' responses to each comment. Comments that dealt with matters outside the scope of the proposed DCP changes are not included.

## Attachment 1 – Background - Parramatta DCP 2011 and Hornsby DCP 2013 Parking Control Amendments

### RESPONSE TO THE SUBMISSIONS

20. As reported on 26 November 2018 (Item 11.1) the Epping Town Centre Traffic Study assessed the likely traffic benefits of both potential local and State road improvement works for two growth scenarios, that is, the years 2026 and 2036. The report found that the modelled works will provide some benefit by slowing the rate at which traffic deteriorates, however, traffic will still deteriorate over time even if all the modelled works are implemented. As an outcome of that report, Council endorsed a suite of traffic and transport improvements that will inform a Transport Delivery Plan to help address the traffic conditions. Introducing Draft DCP controls that lower parking rates for new development within 800 metres of the Epping Railway Station was one of the improvements contained within the endorsed traffic and transport improvements.
21. The proposed changes will only apply to development within easy walking distance of Epping railway station and bus services. Whilst the proposed changes reduce on-site parking supply for new development, it is expected that the proposed changes will reduce parking demand over time rather than displacing it on to the street. This is because the proposed reduction in parking rates is only slight to moderate and other transport alternatives are proposed to make it easier for people to travel. These mechanisms seek to reduce the amount of traffic on the future local road network.
22. Reducing parking rates will reduce a development's traffic impact but it is not expected that decoupling parking spaces will change a development's traffic impact. If parking spaces are reduced there will be less spaces to meet demand and therefore, it is likely all parking spaces will be used regardless of whether they are decoupled or not. As all the parking spaces will be used regardless of whether they are decoupled, the traffic impact under both scenarios will be the same, that is, decoupling will not materially increase or decrease a development's traffic impact.
23. If parking spaces are not decoupled, most apartment buyers that do not own a car but are forced to own a parking space may purchase a car to justify the significant additional cost of owning a parking space. Many of those that do not buy a car may consider leasing out their parking space, albeit illegally, which is not an uncommon practice across Australia's capital cities. The net result is that all or virtually all of the parking spaces will be used.  
  
If they are decoupled, it is likely the majority if not all the parking spaces will be purchased by apartment buyers. If there are any parking spaces left over, building owners can lease or sell them. Again, the net result is that all or virtually all of the parking spaces will be used, similar to the decoupling scenario.
24. With regards to local instruments and plans such as the *Parramatta LEP 2011*, *Hornsby LEP 2013*, the *Community Strategic Plan 2018-2038*, the *Delivery Plan 2018-2019* and *Parramatta Bike Plan*, the proposed DCP changes are consistent with certain aims and objectives as these plans are assisting with addressing traffic congestion. Refer to the summary in outlined in **Attachment 3**.
25. The Greater Sydney Commission's *Central City District Plan (CCDP)* identifies the Epping town centre as a strategic centre for 2038 however, does not strictly define this category of centre. The only signal is that the plan states that

## Attachment 1 – Background - Parramatta DCP 2011 and Hornsby DCP 2013 Parking Control Amendments

*Metropolitan and strategic centres provide 50 percent of all Greater Sydney's jobs and therefore play a significant role in providing jobs close to home. The CCDP contains actions and directions that relate to the management of traffic and transport for centres within the Central City District and there is specific guidance on what strategic centres should be doing. The proposed DCP amendments are consistent with the vision of an accessible and walkable centre. These actions and directions also mean that any policy developed by Council or the State Government between now and 2038 needs to ensure the town centre is 'gearing up' to its strategic centre category by 2038. Refer to **Attachment 3** for a summary of the relevant actions and directions.*

26. The proposed car parking controls require car spaces for a commercial car share operator. This is consistent with more recent trends in car ownership and use. Car sharing such as GoGet and 'Car next door' has become an established transport option in most Australian capital cities. Research indicates that people who use car sharing typically drive less and own less cars. The proposed controls apply to new development that is walking distance to the Epping Railway Station.
27. Applicants recent development applications affecting land within 800 metres of the Epping Railway Station have also shown a willingness to provide lower parking rates and incorporate Travel Plans, including car parking spaces for a commercial car share operator. Furthermore, when determining development applications for residential development in the town centre, the Sydney Central City Planning Panel has effectively capped residential parking at the draft DCP parking rates to minimise the pressure new residential development will put on the future traffic network.

### PEER REVIEW

28. In mid November 2018, the applicant of an approved development application for a mixed use development sought to modify the proposal under section 4.55(2) of the *Environmental Planning and Assessment Act 1979* on land at 44-48 Oxford Street, Epping. The development was approved by the Sydney Central City Planning Panel on 1 November 2018.
29. The applicant's 4.55(2) modification seeks to amend two conditions of consent that would enable an additional 30 additional car parking spaces. The applicant has provided justification for modification however, after review by Council's Traffic and Transport team, it is considered that the original condition is appropriate and should remain as originally implemented. As such, the application is not considered to satisfy the requirements of section 4.55 of the *Environmental Planning and Assessment Act 1979* and is recommended for refusal.
30. On 24 January 2019, the applicant commenced Class 1 proceedings of the Land and Environment Court's jurisdiction appealing against the Sydney Central City Planning Panel's deemed refusal of the modification application. On account of these court proceedings, Council's City Significant Development team sought independent professional peer review of the proposed DCP amendments.
31. On 12 April 2019, the consultant's peer report was provided to Council. It found that:

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## Attachment 1 – Background - Parramatta DCP 2011 and Hornsby DCP 2013 Parking Control Amendments

- a) *As per the DPE technical note it is suitable to adopt the Metropolitan Regional Centre CBD parking rate for the proposed development in the Epping Town Centre*
- b) *The applicant's Travel Plan is considered likely to have a positive impact on the use of public and active modes of transportation by building residents. (Bitzios, 12 April 2019).*

32. These findings support Council's proposed DCP amendments.

### CONCLUSION

- 33. This report informs Council of the outcomes of the recent public exhibition of the draft Parking Rates DCP amendments and provides recommendations as a result of the feedback received.
- 34. The Epping Town Centre Traffic Study assessed the traffic issues and found that traffic will deteriorate, even if a suite of local and State government traffic infrastructure improvements that were modelled are in place. Reducing the number of parking spaces for future residential and commercial development within 800 metres of the Epping Railway Station will help to minimise pressure on the future traffic network.
- 35. A total of 12 submissions were received with mixed opinions from residents and supportive comments from Hornsby Council and the RMS.
- 36. Staff advised Hornsby Council of the need to amend the car parking controls in the Hornsby DCP late last year. Hornsby Council was formally consulted at exhibition stage consistent with the requirements of the *Local Government (City of Parramatta and Cumberland) Proclamation 2016* and support the proposed car parking controls.
- 37. In response to the feedback received, it is proposed to proceed with the DCP amendments so that they come into effect on the publication of a public notice in the local newspaper within 28 days after Council's decision consistent with clause 21 of the *Environmental Planning and Assessment Regulation 2000*.

### RECOMMENDATIONS AND NEXT STEPS

- 38. It is recommended that Council endorse the draft DCP amendments as shown at **Attachments 4 and 5** to this subject report.
- 39. Subject to Council's endorsement, the DCP amendments will come into effect at the time a public notice is published in the *Northern District Times*. Submitters will also be notified of Council's decision.
- 40. It is also recommended that the Acting CEO be authorised to correct any minor errors of an administrative nature relating to the DCP amendments finalisation process.

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## Attachment 2 - Summary of Submissions – Parramatta DCP 2011 and Hornsby DCP 2013 Parking Control Amendments

## Summary of Submissions Table

The table below details the matters raised in submissions relating to the proposed DCP controls.

No.	Name	Summary of comments	Council Officers' response
1	Resident	a. Queries why there is no multi-storey car park which enables residents to drive to the train station and proposes giving rate payers priority access to the proposed multi-storey car park, above. Also suggests commuters who need to drive to the station will need less driving time if there are more parking spaces.	Noted. This is outside scope of draft DCPs.
		b. Epping Railway Station is increasingly becoming important.	Noted. The draft DCP changes apply to development within easy walking distance of the station.
		c. Planning for local infrastructure (eg. parks, child care centres, etc) within the town centre <i>is pointless if the people who rely on the infrastructure cannot commute</i> . Implies that if people cannot access their place of work, then they will not work.	Noted. The draft DCP changes will assist with reducing traffic impact of future development in the town centre.
2	Resident	Queries whether parking restrictions are proposed in Kent Street between Wyralla Avenue and The Boulevarde. Sees that parking restrictions for commuters will free up parking on the street.	As a way to reduce car parking demand, Council Officers will be preparing a Discussion Paper on a potential car parking permit scheme in the Epping town centre. This Discussion Paper is scheduled for mid 2019.
3	Resident	a. Queries the meaning of "decoupling" parking spaces.	Decoupling parking spaces from apartments within a development means that apartment buyers in a new development with a strata-restriction in place can opt out of purchasing a parking space, for example, if they don't own a car. It is not anticipated that decoupling parking spaces will change a development's traffic impact but will result in more efficient allocation parking spaces.

## Attachment 2 - Summary of Submissions – Parramatta DCP 2011 and Hornsby DCP 2013 Parking Control Amendments

No.	Name	Summary of comments	Council Officers' response
		b. Queried what Travel Plans mean.	Travel plans are prepared by applicants as part of a development application in areas that are well-served by public transport. Travel Plans outline a package of measures to be implemented for the life of the development to reduce its traffic impact (ie. reduce private vehicle ownership). Travel plans make it easier for residents, workers, and visitors of a new development to travel by alternative transport modes such as walking, cycling, public transport and car share.
		c. Queried whether less parking in new developments equates to higher demand for parking on local streets.	The proposed changes will only apply to development within easy walking distance of Epping railway station and bus services (ie. 800 metres). The proposed changes reduce parking supply with the objective to reduce parking demand from future development. Because the proposed reduced rates are slight to moderate, it is not anticipated that they will displace it on to the street. Furthermore, other various measures are proposed to make it easier for people to travel by other transport modes. This will, over time, reduce the amount of local traffic.
4	Resident	a. Supports the idea of a residential permit parking scheme in Epping (assumes this will apply to an area within 800 metres from the Epping Railway Station). Is concerned that residents from the new residential flat building development who do not have a car space within the development will compete with other users of on-street parking.	Support for a parking permit scheme noted. The type of parking permit scheme will be explored via a Discussion Paper. (Refer to response 2a. above). The proposed changes to the DCPs: (1) will prohibit the tenants/owners in new development from accessing a future residential permit parking scheme; (2) reduce the car parking rates (aside from other complimentary changes); and (3) require a commercial car share operator within each development. The proposed changes also offer alternative transport options, one of which is access to a car share operator within the development. Providing ready access to a car share provider aids that behavioural change.
		b. Does not support lowering car parking rates within 800 metres from the Epping Railway Station. Recommends maintenance of the current parking rates.	The proposed changes will only apply to development within easy walking distance of Epping railway station and bus services. The proposed changes reduce parking supply with the objective to reduce parking demand from future development. Because the proposed reduced rates are slight to moderate, it is not anticipated that they will displace parking demand on to the street. Other various measures are proposed within the DCPs to make it easier for people to travel by other transport modes.
5	Resident	a. Queries why Epping Railway Station does not have a major public car park.	Noted. This is outside scope of draft DCPs.
		b. Argues that the proposed controls are based on the assumption that	This is not an assumption but based on empirical evidence. However, the idea is that reducing car rates in new developments will ensure that, over time, the growth

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## Attachment 2 - Summary of Submissions – Parramatta DCP 2011 and Hornsby DCP 2013 Parking Control Amendments

No.	Name	Summary of comments	Council Officers' response
		traffic levels will fall when parking spaces in new development are reduced.	in future traffic levels will be reduced. The proposed DCP amendments include the provision of Travel Plans which require the decoupling of car spaces, prevention. All of these policy changes will change the behaviour of new owners and renters of these apartments. Numerous studies show vehicle trips are related to the number of parking spaces. Reducing parking spaces in the right location with supporting measures reduces vehicle trips.
		c. Believes widening Epping Bridge is pointless if all the approaches are not widened.	Noted. This is outside scope of draft DCPs.
		d. Believes decoupling of car parking spaces will lead to an inflated market price for car parking spaces.	The price of car spaces will be determined by demand. Good public transport and car share services can reduce the demand and the demand for parking spaces.
		e. Believes that residents that use public transport as their mode of travel to work still rely on private vehicle use on the weekends.	This is likely to be the case. But as new residents move into higher density development with reduced car parking rates and within close walking distance to the railway station and are offered an alternative to private vehicle ownership (eg. access to a commercial car share operator within their own development), car ownership rates and associated vehicle trips within Epping will fall. This predicted fall in private vehicle ownership rates is less likely to occur in the low density residential areas further away from the town centre.
		d. Supports the proposed changes to controls that deal with end-or-trip facilities.	Noted.
6	Resident	a. Epping should not be classified as a Strategic Centre because it does not meet high levels of employment.	The Epping town centre is identified as a strategic centre in the State Government's <i>Central City District Plan</i> (CCDP) released (March 2018). The CCDP plans for the <i>Central City District</i> which encompasses Blacktown, The Hills, Cumberland and the City of Parramatta Council areas. It is a 20 year plan "to manage growth in the context of economic, social and environmental matters", (p.14). The categorisation means that any policy developed by Council or the State Government between now and 2038 needs to ensure the town centre is 'gearing up' to its strategic centre category by 2038. Refer to <b>Attachment 3</b> for a summary of the relevant actions and directions.
		b. Seeks evidence that lowering the parking rates will "work".	The draft DCP controls are based on empirical evidence. The idea is that reducing car rates in new developments will ensure that, over time, the growth in future traffic

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## Attachment 2 - Summary of Submissions – Parramatta DCP 2011 and Hornsby DCP 2013 Parking Control Amendments

No.	Name	Summary of comments	Council Officers' response
			levels will be reduced. The proposed DCP amendments include the provision of Travel Plans which require the decoupling of car spaces, prevention. All of these policy changes will change the behaviour of new owners and renters of these apartments. Numerous studies show vehicle trips are related to the number of parking spaces. Reducing parking spaces in the right location with supporting measures reduces vehicle trips.
		c. Questions the accuracy of the statement that the controls apply to the Epping town centre when the amendments affect land within an 800 metre radius from the railway station.	A minor error in the exhibited Hornsby DCP controls inadvertently omitted applying the controls to "High Density Dwellings" for sites within an 800 metre radius of the Epping Railway Station – Table 1C2.1(d). Furthermore, the 800 metre distance aligns with: (1) the Apartment Design Guide requirements; (2) is the distance used in the Hornsby DCP 2011; and (3) is known as a commonly used walking catchment.
		d. Questions the legitimacy of Sydney Central City Planning Panel's support and application of the pending DCP changes as an argument to support lowering the parking rates.	The Sydney Central City Planning Panel's role is to provide professional urban planning opinion on development applications that come before it. As most of the panel members are experienced urban planners, their decisions have planning merit.
		e. Questions the evidence supporting Travel Plans.	A Travel Plan is a package of site-specific measures implemented to promote and maximise the use of more sustainable modes of travel such as walking, cycling, public transport and car sharing. Travel Plans have been around for some years and a good early example from 2005/2006 is the Travel Plan on the Optus relocation at Macquarie Park ( <a href="https://bit.ly/2FQ9Pg3">https://bit.ly/2FQ9Pg3</a> ). As has been noted in previous Council reports, Council needs a multi-pronged and multi-agency approach to address the Epping Traffic Study findings.
		f. Believes decoupling of car spaces is not in the public interest - sees the policy as not consistent with the increasing number of young families living in Epping.	The proposed changes are considered to be in the public interest as they will help to reduce the traffic impact of future development and incentivise alternate transport choices, including for young families, to offset reduced parking rates.

## Attachment 2 - Summary of Submissions – Parramatta DCP 2011 and Hornsby DCP 2013 Parking Control Amendments

No.	Name	Summary of comments	Council Officers' response
		g. Believes the proposed changes will make Epping unliveable and unsustainable.	It is considered that the proposed changes will improve the liveability of the town centre. If Council does not introduce policy that aids behavioural change to reduce private car ownership, then future traffic congestion will be worse, impacting liveability. A suite of measures are proposed to offset reduced parking within future development sites.
7	Resident	Supports a 24 hour/7 days per week car parking permit scheme that benefits the residents that own more than one car.	With regards to the a permit parking scheme, refer to response 2a. above.
8	Resident	a. Sees the need for a comprehensive Transport Plan for the Epping town centre.	At its meeting on 26 November 2019 (Item 11.1), Council considered the submissions received from residents and State Agencies on the Epping Traffic Study. The principle outcome was that Council resolved to prepare a Transport Delivery Plan in conjunction with the relevant State Agencies. It is anticipated this will be reported to Council by the end of the 2019.
		b. Does not support the <i>proposal and asks council to amend the parking control plans</i> .	Noted. This submission does not clarify which elements of the proposed changes are not supported nor explain which controls they would like amended.
9	Messenger & Messenger with supporting letter from GTA Consultants representing applicant of DA/485/2016/A	<b>Savings Provisions</b> a. Requests a savings provision be included in the DCP amendments so that development applications currently under assessment do not have to have regard to the proposed DCP changes. b. Argues the proposed lower car parking rates are not consistent with the strategic centre category in the Greater Sydney Commission's <i>Central City District Plan</i> . c. Applicants should be able to <i>rely on the existing controls in designing their developments in the knowledge that they were prepared in conjunction with the existing</i>	This is not supported. The proposed changes are consistent with aims and objectives within the <i>Parramatta LEP 2011</i> and <i>Hornsby LEP 2013</i> (as detailed in the principal council report). The proposed changes are also consistent with specific actions in the Greater Sydney Commission's <i>Central City District Plan</i> (CCDP), namely Actions 26b., 27 and 37.  (Refer to response 9a. above).  The 2007 Halcrow Traffic Study undertaken for the Urban Activation Precinct process was found to use flawed assumptions about the rate of apartment growth in Epping. This growth of apartments in the last 5 years has already exceeded the total growth the previous study envisaged would happen over 25 years. The Epping Review has been pursued because of the weaknesses of the previous assessment

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## Attachment 2 - Summary of Submissions – Parramatta DCP 2011 and Hornsby DCP 2013 Parking Control Amendments

No.	Name	Summary of comments	Council Officers' response
		<i>height, FSR and zoning controls following a detailed study.</i>	and [rates] should be adjusted based on the findings of more recent studies prepared by Council. The proposed DCP changes are strategically justified and therefore it is reasonable to apply those draft controls to applicable DAs before the controls are formally in force.
		<b>DCP rates</b>	
		d. Believes there was no methodology or analysis from traffic engineers in relation to the proposed reduced parking rates	(Refer to response 9b. and 9c. above).
		e. There has been no modelling of the lower parking rates.	Whilst the proposed parking rates were not modelled as part of the Epping Traffic Study, the results of the traffic modelling – that traffic continues to worsen to 2036 – is the strategic justification for reducing the parking rates. The proposed changes mean that more residents living within walking distance of the Epping Railway Station will have reduce private vehicle ownership which, in turn, will reduce future local traffic levels. (Refer also to response 9b. and 9c. above).
		f. CBD rates in the RMS's <i>Guide to Traffic Generating Developments</i> relied on for the proposed lower car parking rates are not appropriate for the Epping town centre.	(Refer to responses 9b., 9c. and 9e.).
		g. Views the changes to the residential visitor parking rates as encouraging the misuse of visitor parking and therefore, will become strata issues for residents.	The issue is an existing issue for any development that contains visitor parking. Increasing visitor parking rates (from 1 space per 10 dwellings to 1 space per 7 dwellings), as proposed, may assist with the issue. Ultimately, managing the use of visitor car parking spaces is a strata management issue.
10	Epping Civic Trust	a. Notes that population growth is directly impacting on traffic growth and this is most noticeable around the Epping Railway Station. Says Council's response to the Epping Traffic Study is inadequate.	Attached to the Council report of 26 November 2018 (Item 11.1) is Council's Traffic and Transport Improvements which provides a suite of State and local road infrastructure upgrades to address some of the traffic impacts. The principle outcome of the council report was that Council will prepare a Transport Delivery Plan to ensure the delivery of road infrastructure. Council will also work internally to deliver appropriate local road infrastructure upgrades and appropriate policy. The car parking rates DCP amendment is one example of a multi-pronged approach that is required to address the traffic impacts. This draft policy targets local traffic.

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## Attachment 2 - Summary of Submissions – Parramatta DCP 2011 and Hornsby DCP 2013 Parking Control Amendments

No.	Name	Summary of comments	Council Officers' response
		b. Refers to point 6 of the 'Summary' section from the Council report of 26 December 2018 (Item 13.1) on the proposed car parking controls. The report says 89% of traffic is non-local through traffic which requires a substantial shift to other transport modes. So asks how changes to parking control in Epping make a difference?	One of the key issues highlighted by the Epping Traffic Study was that local traffic is conflicting with the through traffic. Examples of intersections representing this conflict are: (1) the right turning movement from Rawson Street into Carlingford Road; or (2) the left turning movement from Ray Road to Carlingford Road. The proposed car parking controls will help reduce the amount of local traffic within the town centre. As has been noted, the car parking rates DCP amendment is one example of a multi-pronged approach that is required to address the traffic impacts.
		c. The proposed DCP amendments will not resolve the through traffic issue.	Noted. The DCP amendments were not developed to reduce the levels of sub-regional through traffic. As has been noted since the release of the Epping Traffic Study, the traffic issues within and around the Epping town centre are substantial and require a multi-pronged and multi-agency response. Council's Traffic and Transport Improvements as reported on 26 November 2019 is part of the response to addressing the Traffic Study findings.
		d. Believes reducing parking spaces does not equate to behavioural change in reducing car ownership "is an unproven theory"	The draft DCP controls are based on empirical evidence. The idea is that reducing car rates in new developments will ensure that, over time, the growth in future traffic levels will be reduced. The proposed DCP amendments include the provision of Travel Plans which require the decoupling of car spaces, prevention. All of these policy changes will change the behaviour of new owners and renters of these apartments. Numerous studies show vehicle trips are related to the number of parking spaces. Reducing parking spaces in the right location with supporting measures reduces vehicle trips.
		e. Believes that the draft DCP amendments does not recognise the need for increased short-term car parking	It is assumed that the submitter is not referring to on-street short-term parking and instead referring to visitor parking. The proposed DCP amendment increase the visitor parking controls from 1 space per 10 dwellings to 1 space per 7 dwellings. This may assist with the issue of short-term parking on site. Managing the use of visitor car parking spaces is a strata management issue.
11	Hornsby Shire Council	a. Hornsby Council supports the proposed changes and the area (ie. 800 metres from the Railway Station).	Noted. The proposed changes to the Parramatta DCP 2011 are bringing in elements of
		b. Notes that lowering car parking rates can result in negative impacts	Noted. Maintaining current parking rates will increase future local traffic levels because the current controls encourage private vehicle ownership and generate

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## Attachment 2 - Summary of Submissions – Parramatta DCP 2011 and Hornsby DCP 2013 Parking Control Amendments

No.	Name	Summary of comments	Council Officers' response
		such as parking shortages on street, potential local traffic congestion and other possible conflicts or amenity impacts. Recommends a <i>methodology for local empirical assessment</i>	more traffic entering or leaving the development. The proposed controls require supporting measures such as a commercial car share operator within the development. In the case of commercial development, the proposed parking rates are insubstantial. Currently, the controls are expressed as a range with minimum and maximum rates. The proposed amendments remove the minimum rates but maintain a maximum rate. Despite the changes, applicants can still provide a lower (minimum) rate.
		c. Notes new development should provide opportunities to support and encourage car share and travel plans.	Noted. The draft DCP changes are consistent with this.
		d. Suggests for retail premises that <i>lower sustainable parking rates for retail premises should not be formulated but to continue the application of empirically-derived rates where there is a deviation from the DCP adopted parking rates.</i>	The success of retail premises is highly dependent on the amount of pedestrian activity. Pedestrian activity is typically higher in locations with high levels of walkability where there is access to quality public transport. The CCDP identifies the Epping town centre as a strategic centre by 2036 and a number of directions and initiatives aim to increase the number of jobs within the centre. Further to Council's report of 9 July 2018 (Item 14.5), Council is commencing a planning proposal that seeks to increase the amount of commercial floorspace within the town centre in order to meet the CCDP's jobs target and as recommended by Council's Commercial Floorspace Study (prepared by SGS Economics in June 2018).
		e. The future Epping town centre will become more accessible to public transport. On-street parking along the frontage of the sites affected by the proposed parking amendments (ie. 800 metres from the Epping Railway Station) <i>should be reserved or dedicated for use by town centre visitors.</i>	This matter could be addressed via a parking permit scheme. To that end, Council is preparing a Discussion Paper on a parking permit scheme (refer to response 2a. above).
12	Roads and Maritime Services	a. Has reviewed the proposed amendments to the parking controls within the Epping Town Centre and support the amendments to encourage active and public transport.	Noted.

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## Attachment 2 - Summary of Submissions – Parramatta DCP 2011 and Hornsby DCP 2013 Parking Control Amendments

No.	Name	Summary of comments	Council Officers' response
		b. Council should consider monitoring the outcomes of the proposed changes to the parking controls going forward (if adopted) to identify and determine the effectiveness of the DCP amendments.	With regards to Travel Plans, Council Officers have recently started requesting an annual travel survey of residents and staff for 3 years commencing from the occupation of development sites and the results must be provided to Council Officers.

\*

### Attachment 3 – Consistency of Draft DCPs with local plans and instruments and the State plans/policies

This attachment details the consistency of the proposed DCP amendments with both local instruments and plans.

#### Local Plans

- a) The proposed changes in the Parramatta DCP 2011 are consistent with the following aims and objectives within the **Parramatta LEP 2011**:
  - I. Aim 1.2(2)(k) which seeks to ensure that development does not detract from the operation of local or regional road systems;
  - II. Aim 1.2(2)(d) which seeks to improve public access to the city and facilitate the maximum use of improved public transport, together with walking and cycling; and
  - III. An objective within the B2 zone which includes the requirements to *maximise public transport patronage*.
  - IV. An objective within the R4 zone which provides *opportunity for high density residential development close to major transport nodes, services and employment opportunities*.
- b) The proposed changes in the Hornsby DCP 2013 are consistent with the following aims and objectives within the **Hornsby LEP 2013**:
  - I. Aim (2)(a)(i) which facilitates development that *creates progressive town centres...connected by efficient infrastructure and transport systems*
  - II. Two objectives within the B2 zone include:
    1. maximising public transport patronage and encourage walking and cycling
    2. encouraging employment opportunities in accessible locations
- c) Council's **Community Strategic Plan 2018-2038** is the strategic plan for the City of Parramatta that identifies the community's main priorities and aspirations for the future and guides the delivery of Council services over the next ten years. The key goal for the Epping Town Centre is to introduce planning controls to better manage future growth. With regards to local traffic, as the centre continues to grow, if there is no modal shift towards non-car transport modes – particularly for development that has a close proximity to the town centre – local traffic volumes could increase significantly. The proposed controls are consistent with the Strategic Plan.
- d) Council's **Delivery Program 2018-2019** outlines Council's plans to achieve the community vision by translating the goals and outcomes of the Community Strategy Plan into service delivery and key initiatives. Some of the key initiatives that relate to the Epping town centre include:
  - I. delivering the Epping Town Centre Plan
  - II. cycleway linking Epping to Carlingford
  - III. Epping Town Centre renewal and improvement programs

The proposed controls are consistent with these initiatives.

e) With regards to the **Parramatta Bike Plan** the aims of this plan are:

- I. to enhance the productivity and liveability of Parramatta through an increase in cycling
- II. for cycling to be safe and perceived as an attractive option for all ages
- III. to increase the mode share of cycling trips to work in Parramatta to 5%.

The proposed DCP controls apply to development that is close walking distance from the Epping Railway Station and encourage mode shift away from private vehicle ownership towards more sustainable modes such as cycling. The proposed controls are consistent with Council's Bike Plan.

#### State plans

f) From a State plan perspective, there are a number of directions and actions with Greater Sydney Commission's **Central City District Plan** (CCDP) that are the responsibility of the City of Parramatta. The relevant directions and actions include:

- I. Action 26b. which is that *infrastructure investments, particularly those focuses on access to the transport network, which enhance walkability within 2 kilometers of metropolitan or strategic centres...*
- II. Action 27 which is to *Manage car parking and identify smart traffic management strategies.*
- III. Action 37 (in part) which is to *Provide access to jobs, goods and services in centres by...Designing parking that can be adapted to future uses.*
- IV. Action 42 which is to *Continue the review of planning controls for the Epping Town Centre in collaboration with State agencies.*

The proposed DCP changes are consistent with these Actions. Furthermore, the CCDP identifies the Epping town centre as a strategic centre for 2038. The CCDP provides some direction on the role of strategic centres:

- I. They grow investment, business and job opportunities (pp.13, 57)
- II. Over half of Greater Sydney's jobs are generated in metropolitan and strategic centres (pp.40, 55) which *are close to home* (p.55)
- III. Planning Priority C10 sees that strategic centres *deliver the 30-minute city objective; have high levels of amenity, walkability and being cycle-friendly; and deliver housing within a walkable distance.* (p.72).
- IV. The 2036 baseline jobs target for the Epping town centre is for 7,000 jobs (lower target) with 7,500 jobs being the higher target (p.79).

The proposed DCP parking amendments are aligned with these directions. It also means that any policy developed by Council or the State Government between now and 2038 needs to ensure the town centre is 'gearing up' to its strategic centre category by 2038.

\*

#### 4.1.5 Epping Town Centre

##### Desired Future Character

Epping Town Centre is focused around Epping Railway Station and will be characterised by a compact and vibrant Centre Core immediately adjacent to the station, surrounded by lower density development adjacent 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 will accommodate higher density commercial, retail and residential development in the form of high quality, tall slim-line towers within 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 will remain unchanged and will 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 will 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 will be minimised to maximise pedestrian safety and to ensure the fine grain pattern of ground floor uses can be continued along the length of street with minimal interruption.

Building tower elements will be 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.

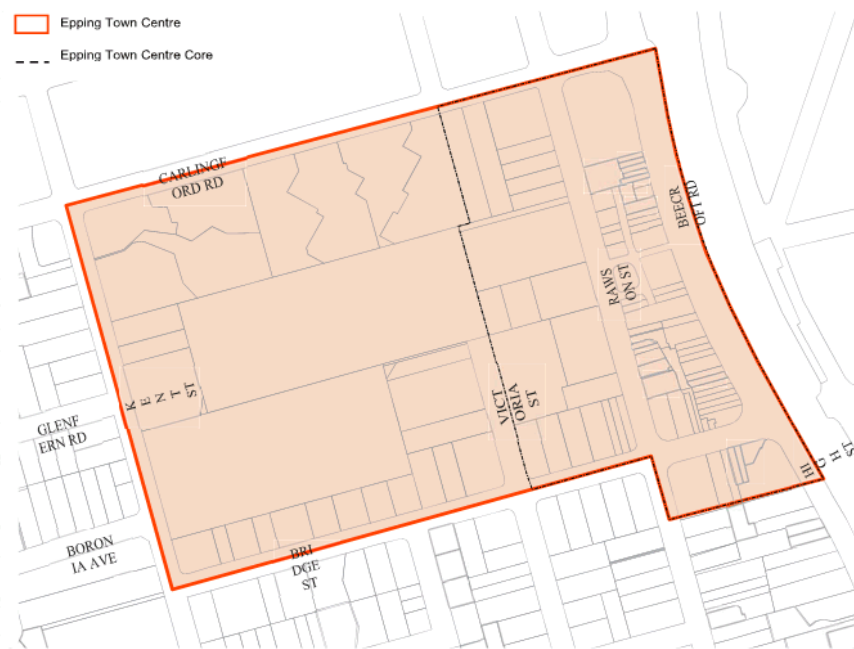
Improved pedestrian connections are desired throughout the centre, and between the western and eastern side of the railway line. An above ground pedestrian link connecting new development in Beecroft Road directly into the Epping Railway Station is encouraged. New through site vehicular connections between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

New development is to be 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 is also required to protect 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 will address and casually survey the Park, whilst also minimising overshadowing impacts. The future use of the Council owned car park in Rawson Street will be subject to future master planning and endorsement by City of Parramatta Council.

## TOWN AND NEIGHBOURHOOD CENTRES

## Epping Town Centre



**Figure 4.1.5.1**  
Epping Town Centre Precinct Map

### Objectives

In addition to the general objectives listed in Section 4.1 of this DCP, the specific objectives of this precinct are identified below:

- O.1 To 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.2 To provide high quality built form and to ensure that new buildings provide articulation, modulation and attractive composition of building elements.
- O.3 To 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.4 To ensure that new development responds well to heritage items and conservation areas.
- O.5 To ensure new development is suitably treated to reduce noise and vibration impacts from Beecroft Road and Railway Line.

### Investigation Areas

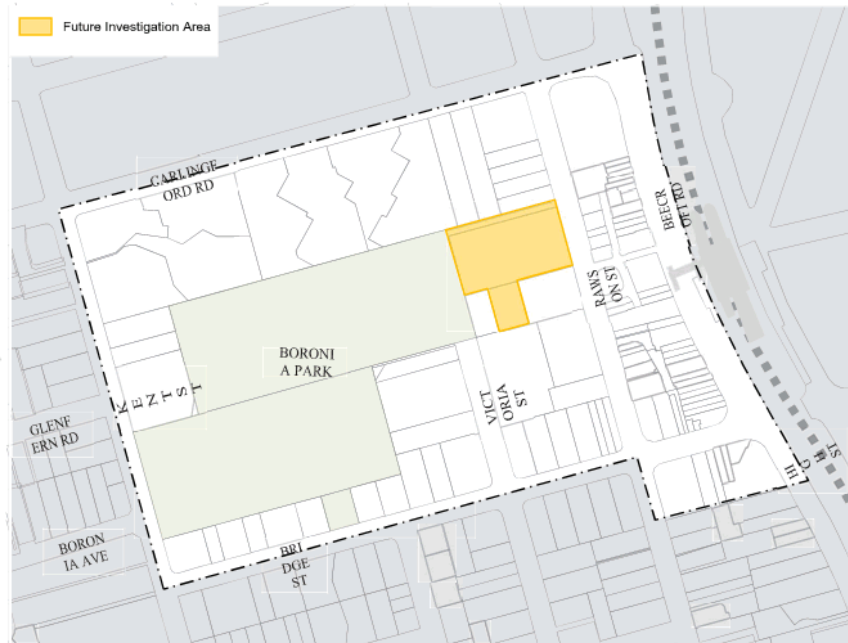
As shown in Figure 4.1.5.2 Council will investigate future options for the use of the Council owned car park site in Rawson Street to determine the most appropriate future use of the site. This would be subject to a further Masterplan exercise and endorsement by City of Parramatta Council.

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,

## TOWN AND NEIGHBOURHOOD CENTRES

## Epping Town Centre

in consideration of the amalgamation of existing laneways between Beecroft Road and Rawson Street into redevelopment sites.



**Figure 4.1.5.2**  
Future Investigation Site

### Design Principles

NOTE: Development must comply with the controls set out below and any relevant controls in Parts 2 and 3 of this DCP. Where there is any inconsistency Part 4 will prevail.

#### Pedestrian Connections & Laneways

- P.1 New and existing pedestrian connections, roads and laneways should be enhanced and provided in accordance with Figure 4.1.5.3.
- P.2 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.
- P.3 New vehicular laneways are to have a minimum width as shown in Figure 4.1.5.4.
- P.4 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.
- P.5 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;



## TOWN AND NEIGHBOURHOOD CENTRES

## Epping Town Centre

- e. Have signage at the street entries indicating public accessibility and the street to which the through site link connects.
- P.6 Laneways and through-site links should be dedicated to Council.
- P.7 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 4.1.5.3**  
Pedestrian Connections and Laneways



**Figure 4.1.5.4**  
New vehicular laneway

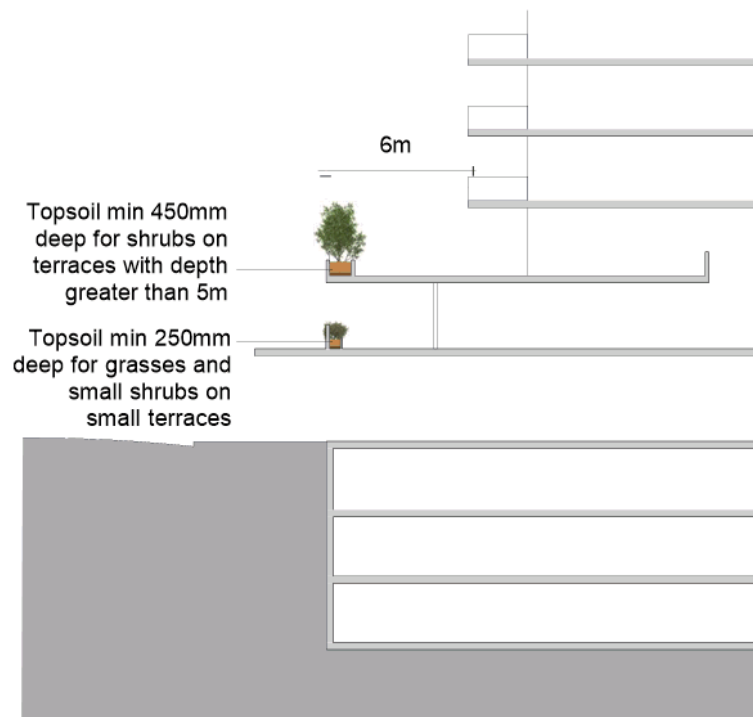
**Landscaping & Public Domain**

- P.8 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 4.1.5.5.
- P.9 Where podium planting is required, the planting is to be provided as illustrated at Figure 4.1.5.6, with the appropriate soil depth and width as illustrated at Figure 4.1.5.7.
- P.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.
- P.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 Public Domain Guidelines and finishes/street trees specified should be in line with Council's preferred palette for Epping Town Centre.

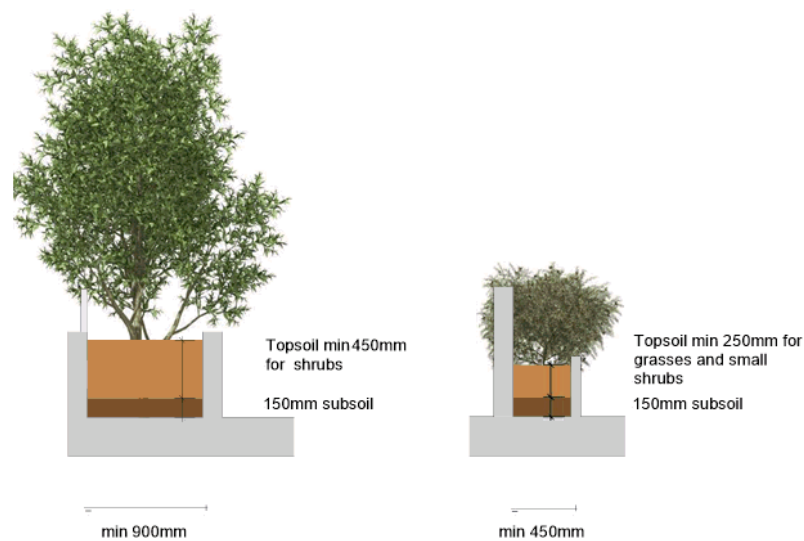
Paving at ground level within private land adjoining the public domain shall be consistent with the treatment provided within the public domain and should appear as an extension of the public domain.



**Figure 4.1.5.5**  
Planting required on podium



**Figure 4.1.5.6**  
Podium planting provision



**Figure 4.1.5.7**  
Soil depth and width

## TOWN AND NEIGHBOURHOOD CENTRES

## Epping Town Centre

**Design Controls**

NOTE: Development must comply with the controls set out below and any relevant controls in Parts 2 and 3 of this DCP. Where there is any inconsistency Part 4 will prevail.

**Building Height**

- C.1** The height of buildings in storeys should not exceed that corresponding the maximum LEP height in metres under Table 4.1.5.8.

**Table 4.1.5.8**

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.2** Basement car parking, podium and tower building setbacks are to be in accordance with Figure 4.1.5.9 and indicative sections provided at Figure 4.1.5.10, Figure 4.1.5.11 and Figure 4.1.5.12, and any additional controls set out below.
- C.3** Where identified on Figure 4.1.5.9 and Figure 4.1.5.10, 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.4** 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.5** 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.6** Podium setbacks to new and existing laneways and road extensions are shown in Figure 4.1.5.9 and Figure 4.1.5.10. 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 P3 and P4 are achieved. Further separation may be required for appropriate building separation between residential uses.

**Side setbacks**

- C.7** 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.8 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.9 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.10 In all circumstances, residential components of a development must comply with the minimum building separation distances prescribed under the Apartment Design Guide.



**Figure 4.1.5.9**  
Setbacks

#### Building bulk and depth

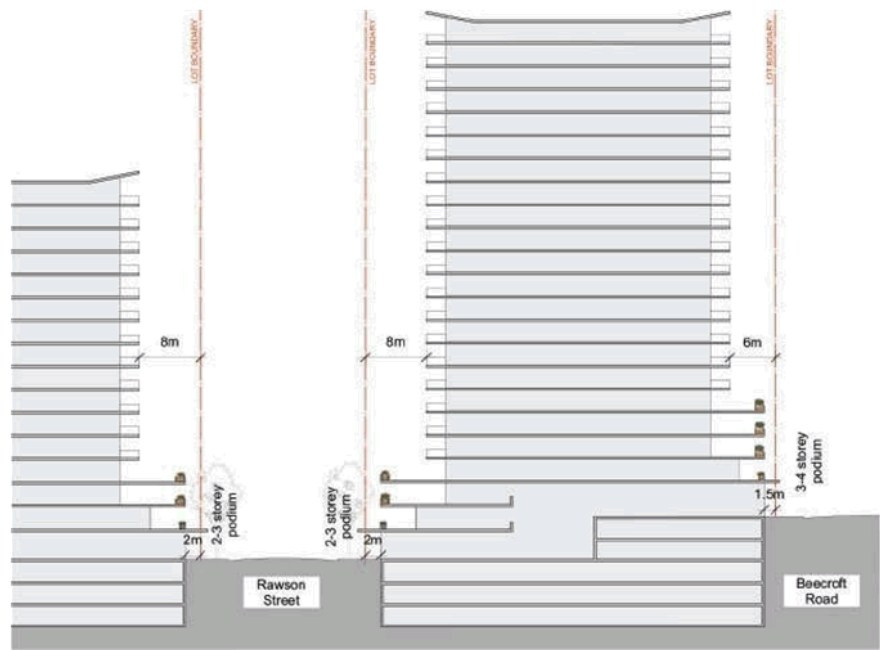
- C.11 Building floor plates above the podium are not to exceed the following:
- For residential development, 700m<sup>2</sup> of gross floor area and 900m<sup>2</sup> inclusive of balconies, external walls, internal voids etc; or
  - For commercial development, 1,200m<sup>2</sup> of gross floor area.
- C.12 Floor plates are to be limited to a maximum dimension of 40 metres.

## TOWN AND NEIGHBOURHOOD CENTRES

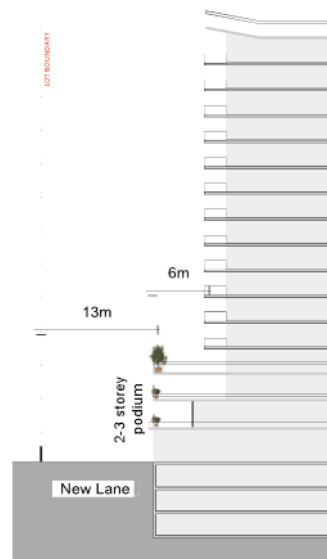
## Epping Town Centre

PART 4

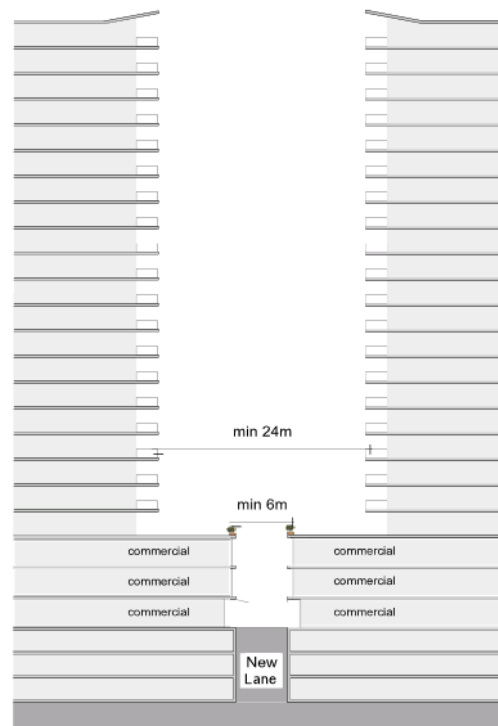
4.1



**Figure 4.1.5.10**  
Setbacks to Rawson Street and Beecroft Road



**Figure 4.1.5.11**  
Setbacks to New Lane connecting Carlingford Road and Rawson Street

**Figure 4.1.5.12**

Setbacks to New Lane connecting Rawson Street to Beecroft Road

**Minimum site area, frontage and amalgamation**

- C.13** Site amalgamation is encouraged to realise the development potential envisaged. For development exceeding six storeys in height, development sites must have a minimum area of 2,000m<sup>2</sup> with a minimum street frontage of 40 metres.
- C.14** Site amalgamation patterns are to ensure through block amalgamation, particularly between Beecroft Road and Rawson Street.
- C.15** Isolation of small sites may result in poor built form outcomes. The applicant needs to demonstrate how small lots (less than 2,000m<sup>2</sup>) will not be isolated by new development. Refer to Section 3.7.2 of this DCP – Site Consolidation and Development on Isolated Sites.

**Development along Beecroft Road**

- C.16** 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.17** 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.18** 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.

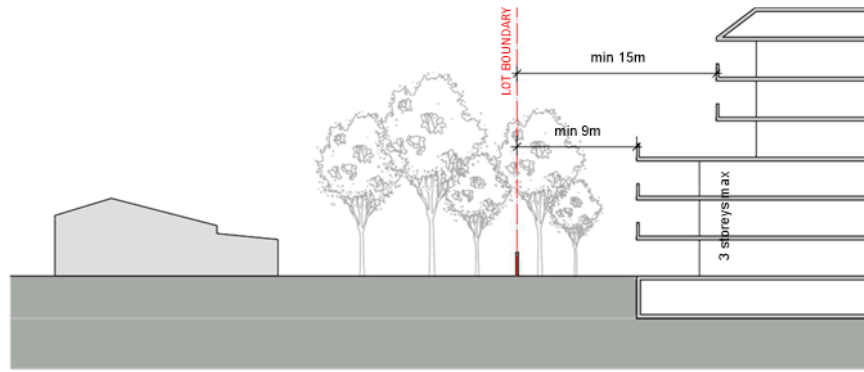


**Building Height Transition**

- C.19 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 4.1.5.13.
- C.20 In all other cases, where adjoining sites have different height limits, the height transition requirements detailed in Section 3.1.2 – Height Transition of this DCP are to be adhered to.

**PART 4**

**4.1**



**Figure 4.1.5.13**  
Zone interface controls

**Building Design**

- C.21 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;
  - side and rear setbacks.
- C.22 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.23 Façades are to be articulated so that they address the street and add visual interest;
- C.24 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.25 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.26 Buildings are to be designed to create streetscapes that are characterised by:
- clearly defined edges and corners;



- b. architectural treatments that are interesting and that relate to the design and human scale of existing buildings.
  - c. tall, slender buildings with massing and design that allows for light, separation and views between buildings.
- C.27 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.28 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.29 A Design Competition process is encouraged for all developments greater than 45 metres in height.

#### Active street frontages and address

- C.30 Active frontages are required as identified at Figure 4.1.5.12. Active frontages are those which have a direct street entry to retail, commercial, or (to minimal extent) residential lobbies.
- C.31 Active frontages uses are to include one or a combination of the following at street level:
- a. entrances to retail;
  - b. shop fronts;
  - c. glazed entries to commercial and residential lobbies occupying less than 50% of the street frontage to a maximum 6 metres of frontage. Glazing is to be clear and not tinted;
  - d. active office uses such as reception, if visible from the street;
  - e. public building if accompanied by an entry;
  - f. café or restaurant if accompanied by an entry to the street;
  - g. other non-residential uses such as business premises.
- C.32 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.33 The following street address controls apply to 'street address' frontages identified at Figure 4.1.5.12.
- 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.

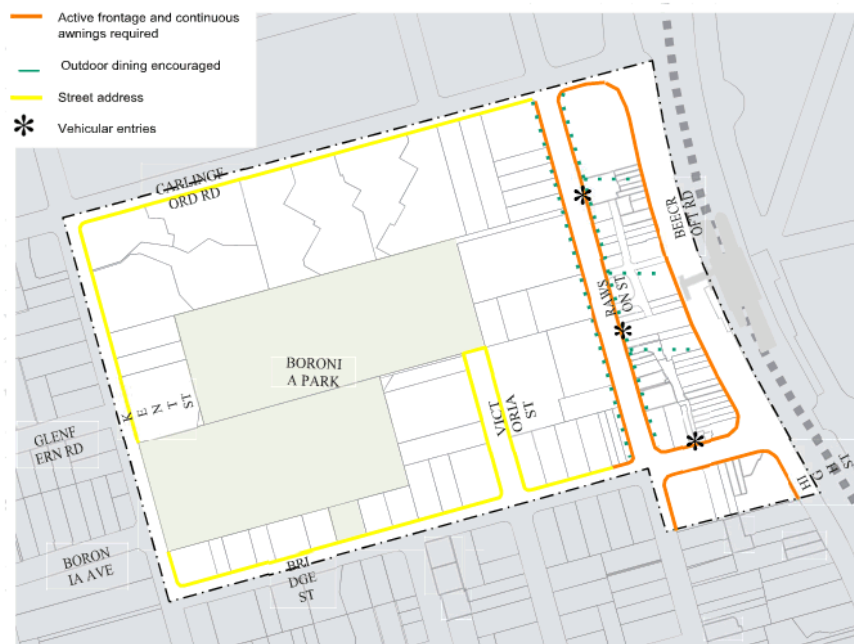
C.34 Outdoor dining is encouraged within the Town Centre core, particularly along Rawson Street, as identified at Figure 4.1.5.14. Refer to the City of Parramatta Council's Outdoor Dining policy for more information relating to outdoor dining.

C.35 Continuous awnings are to be provided where active frontages are required by Figure 4.1.5.12. Where active frontages are not required, awnings to street level commercial and retail developments are encouraged for weather protection and pedestrian amenity. New awnings should have the same height, or the average of, the two adjacent awnings.

#### Vehicle access

C.36 Driveways should be:

- Provided from lanes and secondary streets rather than the primary street, wherever practical.
- Located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees.
- Located a minimum of 10 metres from the perpendicular of any intersection of any two roads.
- Designed so that vehicles can enter and leave in a forward direction without the need to make more than a three point turn.
- Separated and clearly distinguished from pedestrian access.
- 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 4.1.5.14**

Active frontages, street address, outdoor dining and vehicular entries

- C.37 Shared basements are encouraged to minimise the number of vehicular crossings.
- C.38 A maximum 3 vehicular access points should be provided off the eastern side of Rawson Street. Preferred vehicular access points are identified at Figure 4.1.5.12. Opportunities for amalgamated or shared vehicular entry points are also encouraged along the western side of Rawson Street.
- C.39 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.40 Any site on the western side of Rawson Street, that has two street frontages, is not to be accessed off Rawson Street.
- C.41 Vehicular crossing widths are to comply with AS2890.1.
- C.42 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.43 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.44 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.45 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.46 Provide security access controls to all entrances into private areas, residential lobbies, car parks and internal courtyards and open space.

#### Deep soil zones

- C.47 Deep soil zones shall be provided in accordance with Section 3 of this DCP.
- C.48 Locate basement car parking predominately under the building footprint to maximise opportunities for deep soil areas.
- C.49 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.50 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.51 The design and use of buildings is to promote active uses fronting public streets and places.
- C.52 Landscaping is to reinforce the public realm without secluding areas where surveillance is limited.
- C.53 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.54 Entrances to buildings should be well lit, clear and well defined.

**Car Parking**

- C.55 Car parking is to be provided below ground in basements within the B2 Local Centre and R4 High Density Residential Zones.
- C.56 Car parking for non-residential, multi-unit residential and mixed use developments is to be provided to the rates set out at Table 4.1.5.14. For other forms of development refer to the applicable rates are in Section 3.6.2 - Parking & Vehicular Access of this DCP.
- C.57 In mixed use developments, residential parking should be secure and separated from parking allocated to the retail/commercial components of the development.

**Table 4.1.5.14**  
Parking Rates

Type	Rate
<b>Residential</b>	
Studios, 1, 2 and 3+ bedroom apartments – <u>on land within 800 metres of Epping railway station</u>	Maximum Car Parking Rate per bedroom
	Studio <del>0.5 spaces</del> <u>0.4 spaces</u>
	1 <del>0.75 spaces</del> <u>0.4 spaces</u>
	2 <del>1 spaces</del> <u>0.7 spaces</u>
	3 or more <del>1.5 spaces</del> <u>1.2 spaces</u>
	Car parking can be averaged across the residential component of the development.
Residential visitors – <u>on land within 800 metres of Epping railway station</u>	A minimum of 1 space per <del>40</del> 7 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.

## TOWN AND NEIGHBOURHOOD CENTRES

## Epping Town Centre

Type	Rate
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 parking	<p>Medium and high density residential (including component within mixed use development) –</p> <p>a) Provide secure bicycle parking for residents at a minimum rate of 1 space per dwelling.</p> <p>b) Provide secure bicycle parking for visitors at a minimum rate of 1 space per 10 dwellings.</p> <p>Secure bicycle spaces for residents can be provided individually (per dwelling) or collectively for the use of all residents within a designated area.</p> <p>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. 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 should be designed in accordance with AS 2890.3 Parking Facilities – Bicycle Parking Facilities.</p>
Storage Areas within Car Parking Areas	<p>In medium/high density residential developments, each residential dwelling must have at least 10m<sup>3</sup> of storage space provided. This can be provided within the car parking area only where it can be demonstrated that the storage area does not impede area allocated for car parking.</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>
<b>Retail and commercial</b>	
Retail (including cafés, restaurants and the like) <u>– on land within 800 metres of Epping railway station</u>	<p><del>Minimum of 1 space per 60m<sup>2</sup> of gross floor area, maximum of 1 space per 30m<sup>2</sup> of gross floor area</del></p> <p>Maximum of 1 space per 30m<sup>2</sup> of gross floor area</p>
Commercial (including medical and professional consulting) <u>– on land within 800 metres of Epping railway station</u>	<p><del>Minimum of 1 space per 70m<sup>2</sup> of gross floor area, maximum of 1 space per 50m<sup>2</sup> of gross floor area</del></p> <p>Maximum of 1 space per 50m<sup>2</sup> of gross floor area</p>
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>



## TOWN AND NEIGHBOURHOOD CENTRES

## Epping Town Centre

4.1

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 200m<sup>2</sup> 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 Safer by Design 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 should be designed in accordance with AS 2890.3 Parking Facilities – Bicycle Parking Facilities.</p>
Storage Areas within Car Parking Areas	<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>

**Type General controls:****Rate**

1. 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.
2. Applications that depart from the on-site parking rate specified in Table 4.1.5.15 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.
3. Before granting approval to depart from on-site parking rates specified in Table 4.1.5.15, Council will consider the Car Parking Demand Assessment and any other

## TOWN AND NEIGHBOURHOOD CENTRES

## Epping Town Centre

relevant planning consideration.

4. 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:
  - Parking spaces must be sold separately from apartments;
  - An apartment (strata) lot cannot be 'connected' to a car parking (strata) lot after the developer has sold off the individual lots;
  - 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.
5. 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 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.

## Attachment 5 – Proposed Hornsby DCP Amendments – Car Parking Controls

Table: 1C2.1(d) On site Car Parking Rates (Excluding Development Listed in Table 1C2.1(e) in the Epping Town Centre) – relevant extracts only

Type of development	Minimum Car Parking Requirement	
	Sites < 800m from Railway Station	Sites > 800m from Railway Station
Residential accommodation		
<u>Medium density dwellings</u>		
0-1 Bedroom	0.75 space/ dwelling	1 space/dwelling
2 Bedrooms	1 space/ dwelling	1.25 space/dwelling
3 or more Bedrooms	1.5 spaces/ dwelling	2 spaces/dwelling
Visitors (see Note***)	1 space per 7 dwellings	1 space per 5 dwellings
<del>Medium and</del> High Density Dwellings (including Universal Design Housing)**		
<u>Studio</u>	<u>Maximum 0.4 space/dwelling</u>	
0-1 Bedroom	<del>0.75 space/ dwelling</del> <u>Maximum 0.4 spaces/dwelling</u>	1 space/dwelling
2 Bedrooms	<del>1 space/ dwelling</del> <u>Maximum 0.7 spaces/dwelling</u>	1.25 space/dwelling
3 or more Bedrooms	<del>1.5 spaces/ dwelling</del> <u>Maximum 1.2 spaces/dwelling</u>	2 spaces/dwelling
Visitors (see Note***)	1 space per <del>10 dwellings</del> <u>7 dwellings</u>	1 space per 5 dwellings

Table: 1C.2.1(e) On Site Car Parking Rates (Epping Town Centre Core)

Type of development	Car Parking Requirement
Residential accommodation	
<del>Medium and High Density Dwellings</del> <u>Residential flat buildings on land within 800 metres of Epping town centre</u> (including Universal Design Housing)**	
Studio	<del>0.5 space/ dwelling</del> <u>Maximum 0.4 space/dwelling</u>
1 Bedroom	<del>0.75 space/ dwelling</del> <u>Maximum 0.4 spaces/dwelling</u>
2 Bedrooms	<del>1 space/ dwelling</del> <u>Maximum 0.7 spaces/dwelling</u>
3 or more Bedrooms	<del>1.5 spaces/ dwelling</del> <u>Maximum 1.2 spaces/dwelling</u>
Visitors (see Note***)	Minimum of 1 space per <del>10 dwellings</del> <u>7 dwellings</u>
Commercial premises/health care – on land within 800 metres of Epping railway station	



**Attachment 5 – Proposed Hornsby DCP Amendments – Car Parking Controls**

Business or office premises	<ul style="list-style-type: none"> <li><del>Minimum 1 space per 70m<sup>2</sup></del></li> <li>Maximum 1 space per 50m<sup>2</sup></li> </ul>
Shops	<ul style="list-style-type: none"> <li><del>Minimum 1 space per 60m<sup>2</sup></del></li> <li>Maximum 1 space per 30m<sup>2</sup></li> </ul>
Restaurants or cafes, excluding drive-through take-away restaurants	<ul style="list-style-type: none"> <li><del>Minimum 1 space per 60m<sup>2</sup></del></li> <li>Maximum 1 space per 30m<sup>2</sup></li> </ul>
Accessible parking	<ul style="list-style-type: none"> <li>Minimum of 1-2% of all spaces to be provided as readily accessible spaces, appropriately designed for use by people with disabilities</li> </ul>
Health consulting rooms/medical centres	<ul style="list-style-type: none"> <li><del>Minimum 1 space per 70m<sup>2</sup></del></li> <li>Maximum 1 space per 50m<sup>2</sup></li> </ul>
Other uses	<ul style="list-style-type: none"> <li>As per Table 1C.2.1(c)</li> </ul>
<p><u><b>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:</b></u></p> <ul style="list-style-type: none"> <li><u><b>Parking spaces must be sold separately from apartments;</b></u></li> <li><u><b>An apartment (strata) lot cannot be 'connected' to a car parking (strata) lot after the developer has sold off the individual lots;</b></u></li> <li><u><b>Apartment owners and tenants are excluded from participating in any future Council residential parking permit scheme; and</b></u></li> <li><u><b>Car share car spaces cannot be reallocated as parking spaces for residents or as visitor parking.</b></u></li> </ul>	

**Bicycle Parking (Epping Town Centre Core)**

- ah. 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.
- ai. 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.
- aj. 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.
- ak. 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.**

## Attachment 5 – Proposed Hornsby DCP Amendments – Car Parking Controls

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.

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

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

ak. End-of-trip facilities

For development that is within 800 metres of Epping railway station and includes 300 m<sup>2</sup> 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