Epping Town Centre Study
Tender Brief

Hornsby Shire Council
Section G
Specification

Contract no: T8/2010

Contract for:
Epping Town Centre Study

Enquiries on the contents of this document should be directed to:

The General Manager,
Hornsby Shire Council,
Attention: Manager, Town Planning Services
Mr James Farrington
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Fax: (02) 9847 6996
Email:jfarrington@hornsby.nsw.gov.au
## Section G: Specification

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Part 1: General Requirements

1.1 Aims and Objectives

The aim of the Epping Town Centre Study is to explore the potential for the Epping Town Centre to accommodate increased residential and employment growth to fulfil its role as a Town Centre in the Metropolitan Context and to maximise the benefits arising from State Government infrastructure investment. The Study will inform future planning controls and infrastructure requirements to accommodate this growth and provide certainty for Epping residents and businesses on the future of Epping.

The objectives of the Epping Town Centre Study are to:

- analyse transport issues within the Study area and model transport outcomes, including consideration of public transport capacity, parking provision and pedestrian/cycling opportunities;
- analyse the major issues, development opportunities and constraints for the Study area;
- explore 2 growth scenarios (short term and long term) for the Epping Town Centre and report in terms of number of additional dwellings, employment (commercial) floor space and retail floor space available under each scenario. This should include consideration of development outcomes endorsed by Parramatta City Council, particularly for the short term scenario;
- identify infrastructure (including transport) upgrades required to accommodate each scenario;
- deliver an urban structure plan for each scenario, including the development of planning controls for the Epping Town Centre. The controls should include complementary planning proposals and development control plans (DCPs) for the Hornsby and Parramatta sides of the Centre; and
- identify funding sources for the provision of any proposed works and facilities associated with development, including the viability of a combined state/local infrastructure charge.

1.2 Project Scope

The Epping Town Centre Study is an initiative of the NSW Government to develop joint planning controls for Epping. The draft West Central and North Subregional Strategies identify the Study as a State Government initiative to maximize opportunities arising from investment in rail infrastructure within the region.

The Epping Town Centre Study will enable the future growth potential of Epping to be investigated on a holistic basis and facilitate development required to respond to the need
to rejuvenate the Centre. Once the Study is completed, revised planning controls will be
progressed for each side of the Epping Town Centre.

Both Parramatta City (PCC) and Hornsby Shire Council (HSC) are required to prepare new
comprehensive LEPs in accordance with the Standard Instrument LEP Order 2006 (as
amended). PCC has already prepared draft planning controls for its side of the Epping
Town Centre (including a review of heritage items and conservation areas) to form part of
its draft comprehensive LEP. However, the DOP has required that heritage controls be
defferred and form part of considerations under the Epping Town Centre Study.

Specifically, the controls for the PCC side of Epping in association with potential
development scenarios for the Hornsby side of Epping require traffic and car parking
modelling to identify traffic management issues in and around the Centre to enable
revitalisation of Epping and growth in accordance with its Town Centre role.

HSC is currently in the process of preparing its comprehensive LEP. It is anticipated that
any recommended changes to planning controls arising from the Epping Town Centre
Study for the Hornsby side of the railway line, will be incorporated into Hornsby Council’s
comprehensive LEP.

The preparation of the Study is anticipated to be undertaken over a 12 month period and
will be completed in five steps as follows:

**Step 1: Transport Capacity Analysis and Scoping:**
Public transport analysis, review of the pedestrian/cycling environment, car parking and
traffic modelling. Two scenarios to be scoped based on short term (scenario 1) and long
term growth (scenario 2).

**Step 2: Opportunities and Constraints Analysis:**
Land ownership mapping, employment, economic and residential forecasting.

**Step 3: Development of Retail/Commercial Core:**
Structure Plan for the Town Centre and investigation of a combined state/local
infrastructure charge.

**Step 4: Development of Surrounding Residential Areas within Walkable Catchment:**
Review of controls for the area surrounding the Town Centre and within the walkable
catchment.

**Step 5: Finalisation and Implementation:**
Endorsement by Hornsby and Parramatta Councils and the DOP of revised planning
controls, infrastructure contributions plan and public domain improvement plan. The
involvement of the Consultant in the Study will end with the preparation of the plans for
endorsement by the Councils and the Department for exhibition.

* For the Parramatta side of Epping, the Study only requires a review of existing
  studies.

### 1.3 Outcomes and Outputs

The outputs of the Epping Town Centre Study are:

- **Transport Capacity Analysis and Scoping:** Capacity analysis, traffic modelling
  and car parking analysis which address the traffic congestion and transport
  interchange issues which currently affect the Centre. The Analysis will have regard
for the existing planning studies for Epping prepared on behalf of Parramatta Council and the development scenarios prepared for the Study area.

The Analysis will consider both short term and long term development scenarios for the Study area. The short term scenario for Parramatta will utilise recently adopted controls for Epping. The short term scenario will acknowledge that there may be limited ability to undertake major road works and additional transport infrastructure. However, the Analysis will demonstrate that the progression of the short term scenario complements the progression of any future long term transport solutions.

The focus of the Analysis will be on the short term scenario. The long term scenario will involve a higher level, conceptual analysis including identification of significant improvements to the road network and transport infrastructure (including a ring road or tunnel). This scenario would facilitate maximum growth of the Town Centre and surrounds.

For each scenario, the Analysis will outline the expected transport infrastructure/road changes and indicative costs. Each scenario will be reported in terms of the number of additional dwellings, employment (commercial) floor space and retail floor space required to support the option including with/without the North West Rail Link, the M2 upgrade, the Parramatta Rail Link and Regional Bus Corridors.

Hornsby Council has developed via consultants a highway VISUM Transport Model for the Shire. This model was designed to cover at global level, the impact of private car vehicle trips during the am peak period and is not suitable for traffic modelling and car parking analysis of traffic congestion and transport interchange issues envisaged in Epping Town Centre. A separate model for the study area will need to be developed. The database to sustain this modelling will essentially rely on information provided by the Transport Data Centre and other government agencies. The strategic modelling framework should take into consideration the requirement of a microscopic VISSIM model of ‘Epping Town Centre’. The microscopic model shall be used as a tool for identifying and evaluating options to improve traffic and parking conditions of transport system in Epping Town Centre (includes car, buses, pedestrians and cyclists).

Specific tasks for this step are detailed in Section below in Specification 1.3,

- **Opportunities and Constraints Analysis**: Review of previous studies undertaken on the Centre for background information and identification of key issues affecting the Centre. The analysis will include identification of land capability in relation to identified opportunities and constraints (including land ownership, heritage, topography, urban design, geotechnical, flora and fauna, and building type and condition).

  The analysis will include economic forecasting to determine the feasibility of opportunities for job growth, retailing and the role of Epping in relation to surrounding centres and proposed controls for that part of the Study area contained within Parramatta City. The analysis will also address the economic viability of proposed planning controls.

- **Urban Structure Plan**: In light of the opportunities and constraints analysis, a Structure Plan that identifies the appropriate footprint for development, recommended zonings and height controls, and presents options for improved linkages and connectivity to increase civic amenity. The Plan will review parking capacity for commuter and centre-use parking and identify funding sources for the
provision of any proposed works and facilities associated with anticipated development.

Following determination of the extent of the commercial/mixed use core, the Structure Plan will identify areas capable of supporting increased residential densities within the surrounding walkable catchment.

- **Draft Planning Controls:** Planning controls prepared in accordance with the State Government planning reforms to implement the recommendations of the Urban Structure Plan. The controls will be capable of being incorporated into Hornsby and Parramatta Councils’ Comprehensive LEP and Consolidated DCP. In the case of the PCC side of Epping, this will involve review of the planning controls already prepared and adopted by PCC.

* For the Parramatta side of Epping, the Study only requires a review of existing studies.

### 1.4 Transport Capacity Analysis and Scoping – Specific Tasks

Specific tasks for this Step will include, but shall not be limited to the following:

1. Assessment and documentation of existing traffic and parking conditions in Epping Town Centre;

2. Development of a ‘functional’ transport Model for Epping Town Centre (includes areas in Hornsby Shire and Parramatta LGA) and Environrs;

3. Investigation the local and regional travel demand to Epping (both as a destination and interchange) by mode and trip purpose.

4. Assessment of future traffic and parking conditions of respective development scenarios;

5. Determine and evaluate the potential traffic and parking impacts of the North West Rail Link (NWRL) and Epping to Parramatta Rail Link (EPRL) on traffic conditions in Epping Town Centre;

6. Develop and evaluate options to improve pedestrian, cycle, traffic and parking connections and conditions in Epping Town Centre and recommend a program of work with indicative costs to address identified problems in the short and long term.

7. Identify if and how the existing public transport network could be improved, including the feasibility of additional bus services including cross contract region services to reduce local car commuting.

8. Investigate whether the provision of improved public transport from Epping to Sydney will encourage more people to drive to Epping to catch public transport.

9. Investigate whether the provision of increased residential population in Epping would have any affect on persons driving to Epping to catch public transport.
10. Review the Epping Transport Management and Accessibility Plan prepared by Masson Wilson Twinney (August 2004) and extend the review to include the whole of the Study area.

11. Investigate required parking rates for future retail, commercial and residential development in the town centre. Also consider separate cycle parking and car share parking rates.

1.5 **Study Area**

The Study area is depicted in the Study Area Map contained within Section F.

1.6 **Consultation**

A Government Agencies Group will be established as a reference group for the Consultant and Working Party to consult where necessary. The Group will include representatives from NSW Transport and Infrastructure, RailCorp, Transport Infrastructure Development Corporation and Roads and Traffic Authority. The Government Agencies Group will be consulted when necessary.

It is also proposed that a Stakeholder Reference Group be established incorporating property owners, developers and residents including the Epping Chamber of Commerce and the Epping Civic Trust. The Stakeholder Reference Group, with clear terms of reference and broad representation, will be established to assist in the Study on an as needs basis. Any Reference Group may comprise community, industry, environmental and other interest groups.

The Epping Chamber of Commerce, Epping Civic Trust, developers, major employers and other relevant state agencies will be involved in the consultation phase of the project where appropriate.

In the preparation of the Study, the consultant will undertake an appropriate and justified level of consultation. In responding to the project brief, the consultant must provide details of the proposed consultation methodology necessary to meet the required consultant project outputs.

1.7 **Methodology**

In responding to the project brief, the consultant must provide details of the proposed methodology necessary to meet the required consultant project outputs.

1.8 **Personnel**

The project is to be undertaken by a multi-disciplinary team, capable of addressing the project tasks. The tender is to include the qualifications and relevant experience of each team member proposed to be employed on the project including any sub consultants and the component(s) of the project each team member is to complete with costing indicated. Any similar studies recently undertaken by the consultant are to be detailed.

The Consultant must demonstrate that the major disciplines required for the project are adequately covered. The team member responsible for each of the disciplines is to be nominated.
The curriculum vitae of each member of the consultant team must be provided as an appendix to the tender. The Client must be notified immediately of any changes to the personnel named in the proposal. This will provide a basis for termination of the contact should Council not be satisfied with these changes.

1.9 Timing

It is anticipated that the draft report will be completed within 2 weeks of the final report being submitted to enable Working Party feedback to be provided and incorporated into the final report. The final report will be submitted within 29 weeks of the appointment. The consultant is to prepare a draft timetable indicating the timing of the various project components, community meetings, milestones and meetings with the Working Party Committee.

Consultants must demonstrate that they have the resources available to deliver the various projects components within the required timeframe. Previous clients will be contacted to verify the consultant’s performance.

1.10 Administration

The Study will be overseen by a Working Party coordinated by Hornsby Shire Council.

To effectively manage the project it is important that there are regular discussions and face to face progress meetings in the project timetable and be prepared to provide verbal and written presentations at the meetings. At progress meetings, assessment against the methodology will be used to monitor the project.

The Project Manager is James Farrington. Enquiries concerning the project should be directed to:

Mr James Farrington  
Town Planning Service  
PHONE: (02) 9847 6744  
Fax: (02) 98476999  
Email: JFarrington@Hornsby.nsw.gov.au

1.11 Reports and Data

The successful consultant will have access to the following relevant documents and records at the time of engagement.

<table>
<thead>
<tr>
<th>Document</th>
<th>Authority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hornsby Shire Local Environmental Plan</td>
<td>Hornsby Council</td>
</tr>
<tr>
<td>Hornsby GIS data (shapefile format) for Epping (Hornsby LGA only)</td>
<td>Hornsby Council</td>
</tr>
<tr>
<td>Ku-ring-gai and Hornsby Subregional Employment Study 2009</td>
<td>Hornsby Council</td>
</tr>
<tr>
<td>Business Lands DCP</td>
<td>Hornsby Council</td>
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<tr>
<td>Rosebank Avenue Heritage Review</td>
<td>Hornsby Council</td>
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<tr>
<td>East Epping Conservation Evaluation and Review Study</td>
<td>Hornsby Council</td>
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<tr>
<td>East Epping Heritage Review</td>
<td>Hornsby Council</td>
</tr>
<tr>
<td>Document</td>
<td>Authority</td>
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<tr>
<td>Heritage Review Stage 4</td>
<td>Hornsby Council</td>
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<tr>
<td>Hornsby Shire Housing Strategy</td>
<td>Hornsby Council</td>
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<tr>
<td>Epping Mixed Use Development Trade Area Analysis (for specific DA)</td>
<td>Hornsby Council</td>
</tr>
<tr>
<td>Initial Supply and Demand review / indicative Rental Assessment:</td>
<td>Hornsby Council</td>
</tr>
<tr>
<td>2-3 Pembroke Street and 30-38 Oxford Street, Epping NSW (for specific DA)</td>
<td>Hornsby Council</td>
</tr>
<tr>
<td>Epping Town Centre Social and Economic Analysis</td>
<td>Hornsby Council</td>
</tr>
<tr>
<td>Urban Design Study – Epping</td>
<td>Hornsby Council</td>
</tr>
<tr>
<td>Epping Town Centre Public Domain Framework Plan Epping Commercial Centre Master Plan</td>
<td>Hornsby and Parramatta Councils</td>
</tr>
<tr>
<td>Station Area Transport Management Plan – Epping Transport Interchange</td>
<td>Hornsby Council</td>
</tr>
<tr>
<td>Epping Transport Management and Accessibility Plan – PBA International Australia &amp; Masson Wilson Twiney 2004</td>
<td>Hornsby and Parramatta Councils</td>
</tr>
<tr>
<td>Review of Environmental Factors – Modifications to the Parramatta Rail Link – Proposed Epping Station and Transport Facilities</td>
<td>Hornsby Council</td>
</tr>
<tr>
<td>Epping Chamber of Commerce discussion paper</td>
<td>Hornsby Council</td>
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<tr>
<td>Epping Commercial Centre Masterplan</td>
<td>Hornsby Council</td>
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<tr>
<td>Parking Utilisation Study (Nov 2007)</td>
<td>Hornsby Council</td>
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<tr>
<td>Oxford Street, Epping – Proposed Streetscape Plan</td>
<td>Hornsby Council</td>
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<tr>
<td>Population Profile</td>
<td>Hornsby Council</td>
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<tr>
<td>Hornsby Housing Strategy Planning Proposal</td>
<td>Hornsby Council</td>
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<tr>
<td>Epping TMap (electronic format) by Peter Brett Associates International</td>
<td>Hornsby Council</td>
</tr>
<tr>
<td>Parramatta Local Environmental Plan</td>
<td>Parramatta Council</td>
</tr>
<tr>
<td>Parramatta GIS cadastral and zoning data (shapefile format) for</td>
<td>Parramatta Council</td>
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<tr>
<td>Epping (Parramatta LGA only)</td>
<td>Parramatta Council</td>
</tr>
<tr>
<td>Parramatta Residential Development Strategy</td>
<td>Parramatta Council</td>
</tr>
<tr>
<td>An Assessment of the Heritage Significance of Items in the City of</td>
<td>Parramatta Council</td>
</tr>
<tr>
<td>Parramatta June 2005 by Graham Hall &amp; Partners</td>
<td>Parramatta Council</td>
</tr>
<tr>
<td>Heritage Investigations carried out in Toongabbie and Epping June 2007 by Rod Howard &amp; Associates</td>
<td>Parramatta Council</td>
</tr>
<tr>
<td>Retail Analysis Epping Town Centre June 2009 by MacroPlan Australia Pty Ltd (Internal document only)</td>
<td>Parramatta Council</td>
</tr>
<tr>
<td>Parramatta, Toongabbie and Epping Heritage Studies Review of</td>
<td>Parramatta Council</td>
</tr>
<tr>
<td>Recommendations June 2008 by Government Architects Office</td>
<td>Parramatta Council</td>
</tr>
<tr>
<td>Urban Design Study Epping September 2006 by Allen, Jack &amp; Cottier</td>
<td>Parramatta Council</td>
</tr>
<tr>
<td>Epping Town Centre Social &amp; Economic Analysis April 2006 by SGS</td>
<td>Parramatta Council</td>
</tr>
<tr>
<td>Economics and Planning</td>
<td>Parramatta Council</td>
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<tr>
<td>Assessment of Density Options May 2006 by SGS Economics and Planning</td>
<td>Parramatta Council</td>
</tr>
<tr>
<td>Draft Parramatta Local Environmental Plan 2010</td>
<td>Parramatta Council</td>
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<tr>
<td>Draft Parramatta Development Control Plan 2010</td>
<td>Parramatta Council</td>
</tr>
</tbody>
</table>
1.12 Project Management and Communication

1.12.1 Management

The consultant will report to a joint working party consisting of a nominated Councillor from and relevant officers from Hornsby and Parramatta Councils, and a representative from the Department of Planning (DOP). The purpose of the Working Party is to oversee the project. Working Party meetings would provide the opportunity to obtain progress briefings and discuss issues as required. It is anticipated that the consultant would attend at least 3 working party meetings plus an inception meeting.

The Executive Manager, Planning Division, Hornsby Shire Council (HSC) will be the Project Director. The Manager, Town Planning Services, Hornsby Council will be responsible for overseeing the Study and ensuring that the key milestones of the Study are achieved and the expected outputs are delivered. The Principal Strategic Planner will be responsible for the daily management aspects of the Study and will ensure that the various tasks are achieved and the expected outputs are delivered.

Parramatta City Council (PCC) and the DOP, with HSC will be involved in the critical decision making for the Study on an ongoing basis by representation on the Epping Town Centre Steering Committee. The DOP and PCC will be requested to attend Steering Committee meetings on an as needs basis (eg. the inception of the Study and when key outputs are presented for consideration). The Steering Committee will be an advisory committee and will meet to discuss the progression of key tasks on the Study. The DOP and PCC will also be involved, with HSC in the critical decision making for the Study at the key milestones. The DOP will be delivered a copy of the draft Study Report for endorsement prior to preparation of detailed planning controls to implement the draft Study and exhibition of the Study report and planning controls. The Department will also be forwarded a copy of the adopted Study and detailed planning controls drafted in accordance with the Standard Instrument to meet the Councils' obligations under the Metropolitan Strategy and the North and Central West draft Subregional Strategies for final endorsement.

A Government Agencies Group is proposed to be established as a reference group for the Steering Committee to consult where necessary. The Group would include representatives from NSW Transport and Infrastructure RailCorp and Roads, Transport Infrastructure Development Corporation and Traffic Authority. It is also proposed that a Stakeholder Reference Group be established incorporating property owners, developers and residents including the Epping Chamber of Commerce and the Epping Civic Trust.

Reporting to the perspective Councils will take place throughout the Study to sign off project milestones and endorse submissions to the Department of Planning as outlined in the Project Workplan. This will include update briefings to Councils via relevant committee structures in the respective Councils.
The Study will assist in the preparation of comprehensive LEPs for both the Councils. The Study will be used as a key strategy document for both Councils to support the implementation of the subregional and local planning strategies within Epping Town Centre, to identify employment opportunities and appropriate allocation of land and resources.

1.12.2 Key contacts

The working party will be comprised of at least the following:

<table>
<thead>
<tr>
<th>Member and Position</th>
<th>Project Role</th>
<th>Organisation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scott Philips, Executive Manager, Planning Division</td>
<td>Project Director</td>
<td>Hornsby Shire Council</td>
</tr>
<tr>
<td>James Farrington – Manager, Town Planning Services</td>
<td>Project Manager</td>
<td>Hornsby Shire Council</td>
</tr>
<tr>
<td>Karen Harragon – Principal Strategic Planner</td>
<td>Project Coordinator</td>
<td>Hornsby Shire Council</td>
</tr>
<tr>
<td>Councillor</td>
<td>Project Steering Committee Member</td>
<td>Hornsby Shire Council</td>
</tr>
<tr>
<td>Sue Stewart – Senior Project Officer</td>
<td>Project Steering Committee Member</td>
<td>Parramatta City Council</td>
</tr>
<tr>
<td>Su Cram – Place Manager</td>
<td>Project Steering Committee Member</td>
<td>Parramatta City Council</td>
</tr>
<tr>
<td>Councillor</td>
<td>Project Steering Committee Member</td>
<td>Parramatta City Council</td>
</tr>
<tr>
<td>Mitchell Noble – Planning Officer</td>
<td>Project Steering Member and Liaison Officer</td>
<td>Department of Planning</td>
</tr>
</tbody>
</table>
### 1.13 Project Workplan

<table>
<thead>
<tr>
<th>Description of Tasks and Milestones</th>
<th>Timeframe</th>
<th>Responsibility</th>
<th>Output to be achieved</th>
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</thead>
<tbody>
<tr>
<td>Inception meeting</td>
<td>May 2010</td>
<td>Consultant under supervision of Working Party</td>
<td>Formal instrument of agreement signed.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Inception meeting held.</td>
</tr>
<tr>
<td>Step 1 - Transport Capacity Analysis and Scoping</td>
<td>5 weeks</td>
<td>Consultant under supervision of Working Party</td>
<td>Results of Step 1 prepared as element of the draft Study and distributed to Working Party. Results to be presented at Working Party meeting.</td>
</tr>
<tr>
<td>Step 2 - Opportunities and Constraints Analysis</td>
<td>3 weeks</td>
<td>Consultant under supervision of Working Party</td>
<td>Results of Step 2 prepared as element of the draft Study and distributed to Working Party. Results to be presented at Working Party meeting.</td>
</tr>
<tr>
<td>Reports to Hornsby and Parramatta Councils</td>
<td>4 weeks</td>
<td>HSC and PCC</td>
<td>Project update reports presented to the respective Councils.</td>
</tr>
<tr>
<td>Step 3 – Development of Retail/Commercial Centre</td>
<td>7 weeks concurrent with Step 4</td>
<td>Consultant under supervision of Working Party</td>
<td>Results of Step 3 prepared as element of the draft Study and distributed to Working Party. Results to be presented at Working Party meeting.</td>
</tr>
<tr>
<td>Step 4 – Development of</td>
<td>7 weeks</td>
<td></td>
<td>Results of Step 4</td>
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</tbody>
</table>
### Surrounding Residential Areas within Walkable Catchment

<table>
<thead>
<tr>
<th>Concurrent with Step 3</th>
<th>Prepared as element of the draft Study and distributed to Working Party as Draft Study containing results of Steps 1-4. Results to be presented at Working Party meeting</th>
</tr>
</thead>
</table>

### Update Reports to Hornsby and Parramatta Councils

<table>
<thead>
<tr>
<th>4 weeks</th>
<th>HSC and PCC</th>
<th>Project update reports presented to the respective Councils.</th>
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</thead>
</table>

### Step 5 – Study Finalisation and Draft Controls for Implementation

<table>
<thead>
<tr>
<th>6 weeks</th>
<th>Consultant under supervision of Working Party</th>
<th>Final Report Presented to Working Party</th>
</tr>
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</table>

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Following completion of Step 5 – Study Finalisation and Draft Controls for Implementation, PCC and HSC will report the Epping Town Centre Planning Proposal to Council for progression in accordance with the recommendations of the Study, including endorsement by the Council's and the DOP of infrastructure contributions and public domain improvement plans for public exhibition.

#### 1.14 Reporting Requirements

The final report should address, but not be limited to, all matters set down in the scope of work and project outputs.

The final report is to be on A4 size paper. Two (2) sets of unbound originals are to be provided to the project manager for reproduction purposes together with an electronic copy each on disk CD in Word for Windows format. A further four (4) copies of the report and associated maps are to be provided, two for Parramatta Council, and two to the Department's liaison officer. Where appropriate, mapping should be in line with the Department of Planning’s technical guidelines for LEP mapping.

Two (2) separate hardcopies and one (1) electronic copy of reports should also be provided documenting the transport model and findings of the Transport Capacity Analysis and Scoping. In addition, a copy of the VISUM and VISSIM transport models including any results and data used to develop the transport models shall be handed for future use at no additional cost to the client.

#### 1.15 Project Budget

The Epping Town Centre Study project has a budget not exceeding $225,000 for consultant input, comprised of a Planning Reform Fund contribution of $125,000 from the State Government and a contribution of $100,000 from Hornsby Council.
Part 2: Occupational Health and Safety

The Consultant shall abide with all requirements of the Occupational Health and Safety (OH&S) Act, 1983 and any other Acts, Awards, Regulations that may be relevant.

Under the OH&S Act, the Consultant is totally responsible to ensure for the health, safety and welfare of his employees and others in the vicinity of the works. This shall include all members of the general public.

In accordance with the OH&S Act, 1983, the Consultant shall ensure that:-

- Safe plant and systems of work are provided and maintained,
- Plant and substances are safe for use, storage, handling and transport,
- A safe workplace is provided,
- Adequate facilities for welfare are provided,
- Information, instruction, training and supervision are provided

The Consultant shall report all accidents and incidents to the Client within 24 hours of the incident occurring. Each report shall clearly outline and analyse the causes of the accident or incident and propose ways of avoiding the recurrence of similar problems. The Consultant shall keep an up to date register of all accidents and incidents and keep record of all lost time due to injuries of any kind.

The Consultant shall be responsible for notifications of accidents and/or incidents to the Workcover Authority of NSW.

The Consultant shall provide adequate First Aid facilities which shall comply with the relevant Australian Standard and Occupational Health and Safety Act. The First Aid facilities shall be clearly marked and readily accessible to all staff at all times.

The Client has in place a personal protective equipment policy which the Consultant shall use as a minimum standard. A copy of this is attached as Annexure G/1.
Annexure to Specification

<table>
<thead>
<tr>
<th>Annexure Contents</th>
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<tbody>
<tr>
<td>G/1</td>
</tr>
<tr>
<td>Hornsby Shire Council Personal Protective Equipment Policy</td>
</tr>
</tbody>
</table>
PERSONAL PROTECTIVE EQUIPMENT
Determination OHS02

PREAMBLE

Personal Protective Equipment (PPE) is defined as ‘any item of clothing or device worn to protect an individual from the potential risks to health or safety arising from the work environment, an activity or process’. PPE includes but is not limited to, safety eyewear, hearing protection, respiratory protection, hard hats, gloves, safety footwear, etc.

The purpose of the Personal Protective Equipment Determination is to ensure that all Council employees, contractors working for Council and visitors to Council’s supervised worksites are protected against exposure to occupational hazards through the provision of appropriate PPE.

PPE should be selected as a risk control measure only after other more effective risk control measures have been assessed.

DETERMINATION

- Council will provide PPE that is selected according to the risk assessed, compliance to Australian Standards, employee comfort and fit, quality and cost effectiveness.

- PPE provided for Council employees will be appropriate for the individual and control risk for that person.

- Council will provide PPE in a clean and hygienic condition.

- PPE for Council employees will be supplied and paid for by Council.

- Management will be responsible for informing employees of the Determination and ensuring compliance.

- Council will provide training to all staff required to wear PPE to ensure they understand when PPE is to be used, what PPE is necessary, how to fit PPE correctly, the limitations of the PPE, the proper care, maintenance, useful life and disposal of the PPE.
• Employees will abide by the Determination and must wear PPE as required. Failing to comply with requirements to wear PPE may result in an employee being counselled or disciplined.

• The PPE matrix will outline the mandatory PPE requirements for each job in Council. Review and updating of the matrix will occur where there is a change in work process affecting PPE requirements, at Council’s discretion or every 2 years.

• Management will ensure that contractors and visitors involved in Council business are aware of mandatory PPE requirements as outlined in the PPE Matrix and are compliant with these requirements. Council is not obliged to provide or finance contractors’ PPE.

• The PPE Determination, procedures and matrix will be reviewed every 2 years.

The procedures which are required to implement this Determination are attached and may be changed from time to time by the Manager, Human Resources as required by changes in legislation, regulations and Council processes.

**APPLICABILITY**

1. This determination and procedure applies to all Council employees, contractors working for Council and visitors to Council supervised worksites.

**VARIATION**

1. Council reserves the right to vary or revoke this determination and procedure.

Signed ______________________________________

Date_____/_____/_____

R Ball
General Manager
PROCEDURE

1. Selection of Personal Protective Equipment

1.1 Personal protective equipment (PPE) will be selected by Council according to the hazard/s an employee is exposed to and will be determined by a process of:
   1.1.1 Hazard Identification.
   1.1.2 Risk assessment of hazard/s identified
   1.1.3 Risk control

1.2 This approach will highlight the reason PPE is required, the type of PPE required, and the conditions under which PPE will be used.

1.3 Management in consultation with the Occupational Health and Safety Officer will determine the appropriate type of PPE required based on a hazard assessment approach and in consultation with employees. Management and the Occupational Health and Safety Officer may utilise the services of specialist Occupational Health and Safety Consultants as required to assist in the process of hazard identification, risk assessment and control. Occupational Health and Safety Consultants may include but not limited to:
   1.3.1 Occupational Hygienist
   1.3.2 Acoustic Engineers
   1.3.3 Occupational Physicians

1.4 All PPE selected for Council use must be Australian Standards approved and labelled as such.

1.5 Employees will be given an opportunity to trial new or alternate PPE as part of the PPE selection process. Once appropriate PPE has been selected, based on the above selection criteria, employees may be offered a choice of appropriate PPE to assist with their acceptance and comfort.

2. Personal Protective Equipment Matrix

2.1 Personal protective equipment requirements for jobs and specific tasks are outlined on Council’s PPE matrix. The wearing of PPE as outlined in the matrix will be identified as mandatory or as needed/optional.

2.2 The PPE matrix will be reviewed if there is a change in work processes affecting PPE requirements. An employee/s may request a review through the Occupational Health and Safety Officer or Occupational Health and Safety Committee. Any review of the matrix will be done in consultation with:
2.2.1 OHS Officer
2.2.2 Respective Manager/Technical Officers/Supervisors
2.2.3 OHS Committee
2.2.4 Purchasing Co-ordinator

2.3 The PPE Matrix can be accessed via the intranet under Strategy/Human Resources/OHS – 1) Determination and Procedures – Personal Protective Equipment (PPE). A hard copy/copies of the PPE matrix will be issued to:

2.3.1 Outdoor crews
2.3.1 Childcare centres
2.3.1 Aquatic and Recreational Facilities
2.3.1 Pennant Hills Nursery /Earthwise Cottage
2.3.1 Turf Wicket Curators

3. **Provision of PPE**

3.1 Council will provide and finance all PPE that is required for employee use.

3.2 PPE will be provided/issued,
3.2.1 through Council’s Store or Purchasing Department;
3.2.2 in accordance with the PPE matrix;
3.2.3 for individual use only;
3.2.3 as appropriate for the individual and to control the risks for the individual;
3.2.4 new and unused;
3.2.4 in a clean and hygienic condition;
3.2.5 fully operational, and
3.2.6 Australian Standards compliant with an Australian Standard compliance label.

3.3 Management/Technical Officers/Supervisors will be responsible for ensuring,
3.3.1 new and existing employees are issued PPE as required and are instructed in its use, maintenance and storage;
3.3.2 all employees have facilities to store PPE, and
3.3.3 all employees are wearing PPE as detailed in the PPE matrix.

3.4 Employees must ensure that they,
3.4.1 wear their PPE as instructed;
3.4.2 do not misuse or abuse their PPE;
3.4.3 maintain their PPE as per manufacturers instructions or as per training, and
3.4.4 store their PPE in a clean, dry location away from dust, dirt, wet and chemical exposure.
4. **Purchasing of PPE**

4.1 All PPE will be purchased exclusively through the Purchasing Department. Only PPE that is approved and listed as store issue will be made available to employees. Relevant Managers/Technical Officers/Supervisors must approve all requests for PPE.

4.2 Requests for new/alternate PPE that is not listed as store issue will need to be reviewed by Management in consultation with the Occupational Health and Safety Officer.

5. **Training**

5.1 Managers/Technical Officers/Supervisors are responsible for ensuring that all new and existing employees are provided basic instruction in the use of PPE.

5.2 All new employees will attend an OHS induction course at the commencement of employment. During this induction course employees are introduced to Council’s requirements regarding PPE.

5.3 Specific training sessions for the use of hearing protection, respiratory protection and fall protection will be provided due to the technical nature of the associated hazards and the specialised demands of the related equipment.

5.3 Managers/Technical Officers/Supervisors are responsible for nominating to the OHS Team employees requiring PPE related training.

5.4 PPE related training is co-ordinated by the Learning and Development Team in consultation with Management and the Occupational Health and Safety Team as needed. The Learning and Development Team will maintain training records that detail:

5.4.1 Who attended training
5.4.2 Type of equipment trained to use
5.4.3 Trainer’s name
5.4.4 Content of training
5.4.5 Date of training

6. **References**

6.1 The following Australian Standards are approved as Codes of Practice under section 44 of the Occupational Health & Safety Act 2000

6.1.1 AS/NZS 1270: 2002 – Acoustics – Hearing protectors
6.1.2 AS/NZS 1716: 2003 – Respiratory protective devices

6.2 The following Australian Standards provide guidance on personal protective equipment (PPE):

6.2.1 AS/NZS 1715:2009 Selection, use and maintenance of respiratory protective devices
6.2.2 AS/NZS 1269.3: 2005 Occupational noise management. Part 3. Hearing protector program
6.2.3 AS/NZS 1270: 2002 Acoustics. Hearing protectors
6.2.5  AS/NZS 2210.3: 2009 Occupational Protective Footwear. Specification
6.2.6  AS/NZS 1336: 1997 Recommended practices for occupational eye protection
6.2.7  AS/NZS 1337: 1992 Eye Protectors for Industrial Applications
6.2.8  AS/NZS 1800: 1998 Occupational protective helmets. Selection, care and use
6.2.9  AS/NZS 1801: 1997 Occupational protective helmets
6.2.10 AS/NZS 4602: 1999. High visibility garments
6.2.11 AS/NZS 1906.4: 1997 High visibility material for safety garments
6.2.12 AS/NZS 1891.4: 2000 Industrial fall-arrest systems and devices. Selection, use and maintenance
6.2.13 AS/NZS 2161.1: 2000 Occupational protective gloves. Selection, use and maintenance
Epping Town Centre Study
Planning Proposal Maps

JBA Planning
Cliff and Carlingford Roads, Epping Precinct

**Key Principles Diagram**

**Strategy**
Redevelopment should be predominantly 5 storey residential flat buildings in garden settings, with parking in basements, with two storey townhouses along Kent Street and 6 storeys on the eastern side of Cliff Road and 8 storeys along Ray Road.

**Landscape setting**
Provide broad setbacks along street frontages and locate communal open spaces to retain existing trees that are prominent streetscape features.
Maintain the significant vegetation internally within the blocks and adjoining Kent Street reserve to the north of the precinct.
Surround and screen new buildings with canopy trees and shrubs.
Development needs to take into account flooding and overland flow paths provisions.

**Servicing**
Promote access off local streets, including Cliff Road, Kent Street and Ray Road. If access is not available from local streets, consolidate existing vehicle entrances off Carlingford Road.
Subject to amalgamation, close the end of Hazelwood Place and combine within a development site. Retain pedestrian access from Hazelwood Place to the Reserve to the north.

**Built form**
To reflect the established pattern of detached-dwellings limit the width of new facades that would be visible from any street, and divide the floor space of every new building into well-articulated pavilion forms that are separated by courtyards with canopy trees.
Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.
Design quality of facades should respond to visibility from all street frontages.
Immediately adjoining heritage items and conservation areas: ensure garden setbacks, heights, building forms and design features are compatible with values that are specified by the Hornsby Shire Heritage Inventory.
Employ setbacks and building forms that retain reasonable sunlight and privacy for existing neighbours.
**Strategy**
Redevelopment should be predominantly three storey residential flat buildings.

**Landscape setting**
Provide 6m landscaped setbacks along street frontages and locate communal open spaces to retain existing trees that are prominent streetscape features.
Maintain the significant vegetation internally within the street blocks.
Surround and screen new buildings with canopy trees and shrubs.
Development needs to take into account bushfire prone provisions, flooding and overland flow paths provisions.

**Servicing**
Promote access from Derby Street.

**Built form**
Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.
Design quality of facades should respond to visibility from all street frontages.
Immediately adjoining heritage items and conservation areas: ensure garden setbacks, heights, building forms and design features are compatible with values that are specified by the Hornsby Shire Heritage Inventory.
Essex / Chester Streets, Epping Precinct

**Key Principles Diagram**

**Strategy**
Redevelopment should be predominantly five storey residential flat buildings in garden settings, with parking in basement (fronting Essex Street and near the corner of Essex and Chester Streets) with 2 storey townhouses fronting the eastern portion of Chester Street.

**Landscape setting**
Provide broad setbacks along street frontages (6m for townhouses) and locate communal open spaces to retain existing trees that are prominent streetscape features.
Maintain the significant vegetation internally within the street blocks.
Surround and screen new buildings with canopy trees and shrubs.
Development needs to take into account potential drainage inundation and overland flow paths provisions.

**Servicing**
Promote access from Essex Street where possible.

**Built form**
To reflect the established pattern of detached-dwellings: limit the width of new facades that would be visible from any street, and divide the floorspace of every new building into well-articulated pavilion forms that are separated by courtyards with canopy trees.
Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.
Maximum number of attached townhouses facing the street is six.
Design quality of facades should respond to visibility from all street frontages.
Immediately adjoining heritage items and conservation areas: ensure garden setbacks, heights, building forms and design features are compatible with values that are specified by the Hornsby Shire Heritage Inventory.
Employ setbacks and building forms that retain reasonable sunlight and privacy for existing neighbours.
Essex / Pembroke Streets, Epping Precinct

Key Principles Diagram

**Strategy**
Redevelopment should be predominantly five storey residential flat buildings in garden settings, with parking in basement.

**Landscape setting**
Provide broad setbacks street frontages and locate communal open spaces to retain existing trees that are prominent streetscape features. Maintain the significant vegetation internally within the street blocks. Surround and screen new buildings with canopy trees and shrubs. Development needs to take into account potential drainage inundation and overland flow paths provisions.

**Servicing**
Promote access from local streets, including Pembroke Street, Smith Street and Crandon Road. Reduce driveway access along Essex Street. If access is not available from local streets, consolidate existing vehicle entrances along Epping Road. Accommodate potential intersection upgrade at Essex Street / Epping Road intersection.

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

*Key Principles Diagram*

**Strategy**
Redevelopment fronting Forest Grove should be predominantly 5 storey residential flat buildings in garden settings, with parking in basements. Provide 6 storeys along Epping Road and 2 storey townhouses on the southern side of Maida Road.

**Landscape setting**
Provide broad setbacks along street frontages (6m from townhouses on Maida Road) and locate communal open spaces to retain existing trees that are prominent streetscape features.
Maintain the significant vegetation internally within the street blocks.
Surround and screen new buildings with canopy trees and shrubs.
Development needs to take into account potential drainage inundation and overland flow paths provisions.

**Servicing**
Promote access from Forest Grove and Maida Street.
A publicly accessible accessway is to be provided off Forest Grove to provide alternate access to sites fronting Epping Road and on the former Bowling Club site. If access is not available from the local streets, access from Epping Road should be consolidated.
Provide pedestrian linkage between Forest Grove and Blaxland Road via the accessway and the open space.
Accommodate potential road widening at the western end of Epping Road.

**Built form**
To reflect the established pattern of detached-dwellings:
limit the width of new facades that would be visible from any street, and divide the floor space of every new building into well-articulated pavilion forms that are separated by courtyards with canopy trees.
Siting and design should provide at least two hours sunlight daily for living areas in 70% of new dwellings.
Maximum number of attached townhouses facing the street is six.
Design quality of facades should respond to visibility from all street frontages.
Immediately adjoining heritage items and conservation areas: ensure garden setbacks, heights, building forms and design features are compatible with values that are specified by the Hornsby Shire Heritage Inventory.
Employ setbacks and building forms that retain reasonable sunlight and privacy for existing neighbours.
Draft DCP Provisions for Epping Town Centre Core (Hornsby)
June 2011

Amendments to Hornsby Business Lands Development Control Plan
1) Delete plan at page 6
2) Delete section called Masterplan: Epping Commercial Centre
3) Delete Diagrams 1, 3 and 14 from Appendix A

Hornsby Housing Strategy Development Control Plan 2011
The following sections of the Hornsby Housing Strategy Development Control Plan 2011 apply to the Epping Town Centre:
- Design Quality - SEPP 65
- Site Requirements
- Heights (table to be amended to include heights in Epping Town Centre)
- Setbacks (Setbacks encroachments and Setbacks to heritage items only) - refer to Key Principles Diagrams
- Floor plates and Separation
- Articulation
- Open Space
- Housing Choice
- Landscaping
- Vehicle Access and Parking

Other DCPs
The following DCPs will continue to apply to the Epping Town Centre:
- Access and Mobility
- Community Uses
- Exempt and Complying Development
- Heritage
- Notification and Exhibition
- Outdoor Advertising
- Parking
- Sustainable Water
- Waste Minimisation and Management

The following controls are proposed in addition to the above. Four Key Principles Diagrams have been prepared for the mixed use precincts. These can either be added to the Hornsby Housing Strategy Development Control Plan or a revised Town Centres / Business Lands DCP. It is recommended that as part of the DCP consolidation process, the relevant provisions for the Epping Town Centre be brought together in a single document.

Additional Controls for Taller Buildings
a) Tower buildings are to have a maximum footprint of 700m² GFA (over 4 storeys) with maximum dimensions of 22m x 45m including balconies and articulation. Other architectural features and blade walls are excluded from this dimension.
b) Tower buildings should be oriented east-west with the short face to Cambridge Street.
c) Towers elements should visually connect with the ground level (ie the street, laneway or plaza space). This may be achieved through providing continuity in the vertical articulation of the tower and podium elements.
a) Building separation is to be consistent with the Residential Flat Design Code.
b) The upper level(s) of building(s) should be recessed with all plant incorporated into the overall form of the building.
Beecroft / Ray Road, Epping Mixed Use Precinct

Key Principles Diagram

**Strategy**
Redevelopment should be predominantly high density residential development with mixed use buildings with heights ranging from 8 – 20 storeys steeping up north to south.

**Landscape**
All significant perimeter trees are to be retained. The spaces between buildings are to be landscaped with canopy trees. The watercourse along the north-western boundary is to be revegetated, and naturalised where possible. A minimum 10m landscaped setback is to be provided to the watercourse.

**Servicing**
Vehicle access points are to be consolidated with access via either Beecroft or Ray Road. All vehicle access 246 - 250 Beecroft Road (existing service station site) is to be via Beecroft Road, away from the intersection with Carlingford Road.
Establish landscaped streets with 4-8m setbacks along all non-active frontages.
All residential developments should be serviced by basement car parking.

**Public frontages**
New street trees and footpath embellishments required to Ray Road, Carlingford Road and Beecroft Road.
Provide a small plaza / public domain space along Carlingford Road with active frontages to Carlingford Road extending around to Beecroft Road.
Pedestrian amenity (awnings etc) is to be provided at the corners of Carlingford and Beecroft Roads and Carlingford Road and Ray Roads.
Provide a publicly accessible through site link between Ray Rd and
Ensure that basements and service areas do not interrupt visible activity.

**Built form**
Provide point form tower forms generally aligned in an east west direction.
Provide a 2 storey podium 246 - 250 Beecroft Road with the tower visually connecting with the ground plane.
Buildings on 242 - 244 Beecroft Road with frontage to Ray Road should be no more than 6 storeys in height.
Siting and design of apartment storeys should provide at least 2 hours sunlight daily to living areas in 70% of new dwellings.
Taller buildings should generally be located in accordance with the Key Principles Diagram.
Oxford / Cambridge Streets, Epping Mixed Use Precinct

Key Principles Diagram

**Strategy**
Redevelopment along Oxford Street and Cambridge Streets should be predominantly mixed use developments with building heights from 4-12 storeys. Development should accommodate existing and future community and education facilities.

**Landscape**
All significant perimeter trees are to be retained. The spaces between buildings are to be landscaped with canopy trees. Establish landscaped setbacks along all non-active frontages.

**Servicing**
New vehicle access points to Oxford Street are to be minimised with access from the new through street or Chester Street.
Provide a new east-west through street linking Oxford Street and Cambridge Street as part of any future redevelopment of 41 Oxford Street (existing Cambridge Business Park). The detailed design of the street including the width, direction and intersection treatments are to be determined in consultation with Council and supported by a Traffic Impact Assessment. All residential developments should be serviced by basement car parking.

**Public frontages**
Maximise activity along Oxford and Cambridge Streets (south of the new access road) and both sides of the new east-west access road by siting lower storeys without any setback from the footpaths and accommodating a nearly-continuous mix of shop fronts and building entrances.
Pedestrian amenity (awnings, etc.) to be provided along Oxford Street, Cambridge Streets and the new east-west through road.
Consolidate entries to basements and service areas so not to interrupt visible activity.

**Built form**
Provide a consistent 3-4 storey podium along Oxford Street (south of the new east-west access road) with active ground floor uses.
Point form towers should generally be aligned in an east west direction with frontage to Cambridge Street.
New development should provide an interface with adjoining school and community uses.
Achieve a varied skyline by providing different heights, profiles and roof forms for successive buildings.
Siting and design of apartment storeys should provide at least two hours sunlight daily for living areas in 70% of new dwellings.
Taller buildings should generally be located in accordance with the Key Principles Diagram.
Oxford / Pembroke Streets, Epping Mixed Use Precinct

Key Principles Diagram

**Strategy**
Redevelopment should maintain the existing streetscape character of 3-4 storeys with taller buildings setback from the street.
Development will consistent of mixed use buildings along Oxford and Pembroke Streets and residential flat buildings mid-block.
Redevelopment should accommodate existing community and education facilities and heritage items.

**Landscape**
All significant trees are to be retained.
Landscaped setbacks are to be maintained around the heritage item along Pembroke Street.

**Servicing**
New vehicle access points to Oxford Street are to be minimised with access to basement car parks and retail service areas are to be provided from the new rear laneway and Pembroke Street.
Provide a new publicly accessible street linking Oxford Street and Pembroke Street as part of the redevelopment of the site in order to provide additional street frontage. The detailed design of the street including the width, direction and intersection treatments are to be determined in consultation with Council and supported by a Traffic Impact Assessment.
All residential developments should be serviced by basement car parking.

**Public frontages**
Maximise activity along Oxford and Pembroke Streets by siting lower storeys without any setback from the footpaths and accommodating a continuous mix of shop fronts and building entrances.
Pedestrian amenity (awnings, etc.) to be provided along Oxford Street and Pembroke Street.
Consolidate entries to basements and service areas so not to interrupt visible activity.

**Built form**
Provide a consistent 3-4 storey podium along Oxford Street with active ground floor uses.
Avoid extensive sheer vertical facades by setting development over 4 storeys back from Oxford Street in point form towers generally aligned in an east-west direction.
Maintain heritage curtilage setbacks from St Alban’s Anglican Church, Pembroke Street.
Maintain heritage shop front facades along Oxford Street with infill development behind.
Achieve a varied skyline by providing different heights, profiles and roof forms for successive buildings.
Siting and design of apartment storeys should provide at least two hours sunlight daily for living areas in 70% of new dwellings.
Taller buildings should generally be located in accordance with the Key Principles Diagram.
Langston Place / Pembroke Streets, Epping Mixed Use Precinct

Key Principles Diagram

**Strategy**
Redevelopment should provide a consistent 4-5 storey streetscape along Pembroke Street and the northern part of Langston Place with taller buildings setback from the street edge. South of Epping Road should include mixed use buildings of 8 storeys.

**Landscape**
All significant trees are to be retained.
Provide a landscaped plaza / public domain space adjacent to Chambers Court with active frontages. Publicly accessible pedestrian links are to be provided north-south and east-west, linking Pembroke Street, Epping Road and Langston Place.

**Servicing**
No vehicle access is to be provided from Epping Road. Vehicle access from Langston Place is to be minimised with access preferred from Pembroke Street / Chambers Court. Chambers Court may be relocated to form a contiguous open space and is to be redesigned as a shared space. All residential and major retail developments should be serviced by basement car parking. Street level retail and business premises are to be serviced by kerbside parking.

**Public frontages**
A widened footpath (2m), dedicated to Council is to be provided along Langston Place and Pembroke Street. Pedestrian amenity (awnings, etc.) to be provided along Langston Place, Pembroke Street and at the corner of Epping / Blaxland Roads. Active frontages at ground floor provided to Langston Place, Pembroke Streets and at the corner of Epping / Blaxland Roads.

**Built form**
Provide a consistent 5 storey podium along Pembroke Street and Langston Place with active ground floor uses. Avoid extensive sheer vertical facades by setting development over 5 storeys back from Pembroke Street and Langston Place. Provide a consistent development form along Epping Road, Blaxland Road and Langston Place to address the main street frontage and corner location. Achieve a varied skyline by providing different heights, profiles and roof forms for successive buildings. Siting and design of apartment storeys should provide at least two hours sunlight daily for living areas in 70% of new dwellings. Taller buildings should generally be located in accordance with the Key Principles Diagram.
Epping Town Centre Study
Parramatta Council Draft DCP Controls

JBA Planning
**Desired Future Character**

Development in the Epping Town Centre core will balance pedestrian amenity along the streets, with consistent setbacks and low building heights along Rawson Street. Uses on the ground level along Rawson Street, Carlingford Road and Bridge Street will focus on generating activity and interaction between the proposed use and pedestrians.

The laneways and through-site links will be encouraged to facilitate increased east-west pedestrian links and to deliver access to properties. The number of car entry and exit points along Rawson Street is to be minimised to maximise pedestrian safety and to reinforce the strong pedestrian dominated nature of the street. The redevelopment of the Coles supermarket site should incorporate rear lane access provided from Carlingford Road south of Cliff Road.

Council will continue to investigate a town square at the location of the current Council car park in Rawson Street. Any future town square here will enjoy reasonable levels of sunlight access as well as providing a strong physical and visual connection between the town centre and Boronia Park. Development may occur within the site but be designed in a manner that achieves the objectives outlined below as well as providing for active uses at the interface with the public space which enliven and animate the town square.

Future development will minimise shadow impacts upon Boronia Park. Some small sections of the Park may be subjected to minor levels of overshadowing at the Park’s eastern side.
Objective
In addition to general objectives listed in Section 4.1 of this DCP, specific objective of this precinct is identified below.

O.1 To ensure that new development provides an interface to existing parks, railway station, laneways and streets.

O.2 To provide improved pedestrian links throughout the precinct, particularly from Epping Station to Rawson Street.

O.3 To provide for a vibrant mixed use town centre.

O.4 To ensure that new development respects existing heritage items.

O.5 To main and enhance the retail role of Rawson Street and Beecroft Road

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.

A. Preliminary Building Envelope
a) Ground level build-to lines, setbacks, and footpath widening (2m) and dedication is to be provided in accordance with Figure 1.

b) Where buildings are built to the street alignment, a minimum 2 storey street wall height is required. The street wall height may extend over 3 storeys subject to demonstrating a satisfactory urban design outcome.

b) Setbacks above the street wall height are to comply with the provisions of Table A.

d) In order to provide design flexibility, above the street wall, tower elements are to be setback a minimum weighted average of 8m to Beecroft and Rawson Streets with no part of the building to be setback less than 3m. Where footpath widening is required, the setback is to be taken from the new property line.

e) Towers elements should visually connect with the ground level (ie the street, laneway or plaza space) (see diagram below). This may be achieved through providing continuity in the vertical articulation of the tower and podium elements. Variations to the build-to line and / or to d) above may be permitted, subject to satisfying appropriate solar access and wind conditions at the street level.

f) Tower buildings are to be located to ensure an appropriate level of solar access to the future Town Square on the Rawson Street car park site.

g) Tower buildings are to have a maximum footprint of 700m² GFA (over 4 storeys) with maximum dimensions of 22m x 45m, including balconies and articulation. Other architectural features and blade walls are excluded from this dimension.

h) Tower buildings should be oriented east-west with the short face to Beecroft Road and Rawson Street.

i) Building separation is to be consistent with the Residential Flat Design Code.
Figure 1
<table>
<thead>
<tr>
<th>Parcel</th>
<th>Minimum Setbacks (above street wall)</th>
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</table>
| Parcel A | 3m to Carlingford Road and Rawson Street, except for tower buildings  
3m to Rawson Street Car Park  
10m to western boundary |
| Parcel B | Subject to master planning |
| Parcel C | 3m to Bridge Street and Rawson Street, except for tower buildings  
6m to Rawson Street Car Park |
| Parcel D | 4m to Bridge Street  
4m to Victoria Street |
| Parcel E | Weighted average 8m, min 3m to Beecroft Road, Rawson Street and pedestrian laneways |
| Parcel F | Weighted average 8m, min 3m to Beecroft Road, Rawson Street and pedestrian laneways |
| Parcel G | 3m to Bridge, Beecroft Road and Rawson Street (0m may be permitted at Beecroft / Bridge corner to emphasise corner element) |
| Parcel H | 4m to Bridge and High Street  
4m to southern boundary |
B. Building Design
a) Buildings are to be designed to create streetscapes that are characterised by:
   i. clearly defined edges and corners;
   ii. architectural treatments that are interesting and that relate to the design and human scale of existing buildings; and
   iii. retail and office uses along active street frontages and an option of housing above.

b) Continuous awnings are to be provided to streets edging retail and commercial uses for pedestrian comfort and to retain the pedestrian scale of the built form (Figure 1). New awnings must have the same height as, or the average of, the two adjacent awnings.

c) Building design is to maintain the continuity of uses which contribute to the activity of the street. Breaks and gap in the building alignment which weaken the streetscape are to be avoided.

d) Corner buildings are to be an important feature contributing to the legibility of the centre. Special emphasis is to be given, including consideration of how the building addresses its neighbouring buildings, dual frontages and its turning of the corner, and incorporation of distinctive features.

e) Development is to provide secure access to the residential component of mixed use developments, separate from access to any commercial development, such that there is a clear sense of building address for residents and their visitors.

f) The upper level(s) of building(s) should be recessed with all plant incorporated into the overall form of the building.

E. Parking, Traffic and Access
a) The existing laneways, with the exception of the east-west laneway to the north of the Epping Hotel may be redeveloped and / or built over only if appropriate vehicular access and site servicing arrangements for the development and adjoining developments can be provided in a manner than does not unreasonably conflict with the pedestrian amenity and ground level activation of Rawson Street. The laneways may only be closed if new east-west pedestrian connections and open laneways are provided.

b) Buildings are to incorporate basement car parking. Any development that has frontage to Beecroft Road is to gain vehicular access from Rawson or Bridge Streets (or rear/side laneways), however, pedestrian and vehicular conflict is to be minimised with limited vehicle crossings in Rawson Street.

c) Development on the Coles site, and on the Rawson Street Car park site, should have vehicular access to Carlingford Road, near Cliff Street.

F. Pedestrian Connections and Amenity
a) Active street frontages are to be provided in accordance with Figure 2.

b) Mid block pedestrian connections and pedestrian laneways are to be provided generally as shown at Figure 1. The mid block pedestrian connections are to have direct sight lines, be well lit and be generously proportioned with a clear width of 3-6m and a minimum clear height of 1.5 times the width or 6m, whichever is greater. New pedestrian laneways are to be a minimum of 6m wide, be generally open to the sky and have active retail uses either side.

c) A pedestrian connection that links the existing pedestrian bridge over Beecroft Road with Rawson Street is encouraged.

d) The east-west pedestrian laneway to the north of the Epping Hotel to provide a direct physical and visual connection between Rawson Street, the future Town Square and Boronia Park.

e) Any future redevelopment on the Council car park site for a Town Square should be consistent with the following principles:
   i. locate existing at-grade car parking below ground with no less than the existing 165 car spaces provided;
   ii. investigate the potential for direct vehicular access and egress to Carlingford Road (via the rear of the Coles site);
   iii. provide clear sightlines and pedestrian / cycle links between Rawson Street and Boronia Park;
   iv. incorporate active retail uses at ground level with community, residential and / or commercial uses above;
   v. incorporate a regular shaped public space (approximately 3,000m²) positioned to receive an appropriate level of solar access with opportunities for outdoor eating, meeting places, public art etc; and
   vi. integrate the Town Square with Boronia Forest.

C. Site Amalgamation
a) Site amalgamation is encouraged to realise the development potential along Beecroft Road and Rawson Street. Isolation of sites where significant height limits apply may result in poor built form outcomes.

b) The location of tower buildings, and their required separation distances, are to consider the development potential of adjoining sites and are to ensure the overall development potential of the town centre can be achieved, in particular, within the block bounded by Beecroft Road and Rawson Street.

D. Safety and Security
a) Landscaping is to reinforce the public realm without secluded areas where surveillance is limited.
b) The vehicle and pedestrian movement network is to be clearly delineated, including the location of car parking near building entries, to minimise opportunities for conflict.

c) Pedestrian safety and security within the centre is to be enhanced through building design that enables a high level of passive surveillance to the streets and public areas.

d) Entrances to buildings should be clear, well lit and well defined.