

EPPING PLANNING REVIEW

Consolidated List of Principles - as endorsed at 14/8/2017 Council Meeting

This document consolidates the recommended principles for the Epping Planning Review that were endorsed by Council on 14 August 2017 (and corrected on 14 September 2017).

HERITAGE CHAPTER

Rosebank Avenue HCA

Council Officers **recommend the following principles:**

- a1. That the option of 2 storey 'manor houses' within the following precincts be pursued in response to the current interface issues being experienced by residents. However, as part of this process further work should also be carried out to test the benefits of 3 storey residential flat buildings with all the appropriate DCP controls, for example setbacks, amalgamation patterns to determine whether an alternative approach may be more appropriate.
 - Rosebank Avenue (full length of Rosebank Avenue excluding existing heritage listed items)
 - 1, 3, 3A, 5, 7 and 7A Norfolk Road and 25 Pembroke Street
 - Rose Street Precinct (with the inclusion of 70,72 and 74 Essex Street forming part of this Precinct).
- a2. That the Rosebank Avenue HCA notation in *HLEP 2013* (labelled "C11") be removed entirely.
- b. That the existing heritage items at No.s 9 and 10 Rosebank Avenue remain listed in the LEP Heritage Schedule as heritage items.
- c. That in the case of the entire Rosebank Avenue area, that the relevant DCP controls be amended accordingly, including any amendments to Section 9.3.14 'Rosebank Avenue (Epping) Heritage Conservation Area' section of the Hornsby DCP'.
- d. That despite the increase in residential density proposed, that the above recommendations could proceed ahead of the completion of the Traffic study as they seek to urgently deal with the unintended impacts arising from the new planning controls implemented in 2014 relating to land use interface issues. Furthermore, the potential increase in dwelling numbers resulting from this recommendation is likely to be minimal when compared against the traffic impacts arising from proposals detailed later in this report.

Essex Street HCA

Council Officers **recommend the following principles:**

- a. That the Essex Street HCA notation in *HLEP 2013* (labelled "C10") be removed in full.
- b. That the existing heritage items at No.s 42, 47, 76 and 84 Essex Street remain listed in the LEP Heritage Schedule as heritage items.
- c. That the planning controls for the properties on the western side of the Essex Street HCA area be amended to permit re-development that involves demolition of the existing housing (with the exception of heritage items) to enable development of two storey manor home development, between Epping Road and Maida Road.

- d. That the planning controls for the properties on the eastern side of the Essex Street HCA area remain unchanged and not be amended.
- e. That further urban design work be undertaken to determine the appropriate density, setbacks and other building envelope and controls to guide the development of new manor home development. This analysis will inform new development control plan (DCP) controls including any amendments to Section 9.3.13 'Essex Street (Epping) Heritage Conservation Area of the Hornsby DCP'.
- f. That despite the increase in residential density proposed, that the above recommendations could proceed ahead of the completion of the Traffic study as they seek to urgently deal with the unintended impacts arising from the new planning controls implemented in 2014 relating to land use interface issues. Furthermore, the potential increase in dwelling numbers resulting from this recommendation is likely to be minimal when compared against the traffic impacts arising from proposals detailed later in this report.

Rockleigh Park

Council Officers **recommend the following principles:**

- a. That the component of Rockleigh Park currently zoned R4 be rezoned to the R3 zone so that the entire 33 parcels fall under a single (R3) zone consistent with the recommendations with the Heritage Review and Discussion Paper.
- b. That further urban design analysis be undertaken across all of Rockleigh Park to determine the best building height and density (FSR) controls including amalgamation patterns should the site be amalgamated in the future. This analysis will also inform DCP controls.

1, 3, 3A, 5, 7, and 7A Norfolk Road and 25 Pembroke Street

Council Officers **recommend the following principles:**

- a. That option 2 from the Discussion Paper be applied, which involves:
 - i. Removing the East Epping HCA notation (labelled "C9" in *HLEP 2013*) over the properties at No.s 1, 3 and 3A Norfolk Road and 25 Pembroke Street, and
 - ii. That the option of 2 storey 'manor houses' within the following precincts be pursued in response to the current interface issues being experienced by residents. However, as part of this process further work should also be carried out to test the benefits of 3 storey residential flat buildings with all the appropriate DCP controls, for example setbacks, amalgamation patterns to determine whether an alternative approach may be more appropriate.
 - Rosebank Avenue (full length of Rosebank Avenue excluding existing heritage listed items)
 - 1, 3, 3A, 5, 7 and 7A Norfolk Road and 25 Pembroke Street
 - Rose Street Precinct (with the inclusion of 70,72 and 74 Essex Street forming part of this Precinct)

Note: this may result in a different zone depending on the methodology utilized in the harmonization of the planning controls.

- b. That despite the increase in residential density proposed, that the above recommendations could proceed ahead of the completion of the Traffic Study as they seek to urgently deal with the unintended impacts arising from the new planning controls implemented in 2014 relating to land use interface issues.

Furthermore, the potential increase in dwelling numbers resulting from this recommendation is likely to be minimal when compared against the traffic impacts arising from proposals detailed later in this report.

Rose Street precinct

Council Officers therefore, **recommend the following principles:**

- a. That the option of 2 storey 'manor houses' within the following precincts be pursued in response to the current interface issues being experienced by residents. However, as part of this process further work should also be carried out to test the benefits of 3 storey residential flat buildings with all the appropriate DCP controls, for example setbacks, amalgamation patterns to determine whether an alternative approach may be more appropriate.
 - Rosebank Avenue (full length of Rosebank Avenue excluding existing heritage listed items)
 - 1, 3, 3A, 5, 7 and 7A Norfolk Road and 25 Pembroke Street
 - Rose Street Precinct (with the inclusion of 70,72 and 74 Essex Street forming part of this Precinct).

<p>Note: this may result in a different zone depending on the methodology utilized in the harmonization of the planning controls. But the intended built form outcome will remain the same.</p>
--

- b. That despite the increase in residential density proposed, that the above recommendations could proceed ahead of the completion of the Traffic study as they seek to urgently deal with the unintended impacts arising from the new planning controls implemented in 2014 relating to land use interface issues. Furthermore, the potential increase in dwelling numbers resulting from this recommendation is likely to be minimal when compared against the traffic impacts arising from proposals detailed later in this report.

Hornsby Heritage Review Stage 6

Council Officers therefore **recommend the following principles:**

- a. **That** Council agree to the proposed alterations for the rezoning of 73A Oxford Street, for adding items at 50 Dorset Street, 86 Essex Street and 83 Norfolk Road to the heritage list of Hornsby LEP 2013 and to add the Garden to the heritage listing for 142 – 144 Ray Road.
- b. **That** the proposed alterations in a. above be incorporated in a planning proposal to amend *HLEP 2013* and be referred to the DP&E for a Gateway determination.
- c. **That** Council staff be authorised to make necessary revisions to the heritage inventory information for heritage items, without further reporting to Council.

COMMERCIAL FLOORSPACE CHAPTER

Epping as a Sub District Town Centre in 2036

Council Officers **recommend the following principles:**

- d. That further analysis be undertaken to determine the best LEP mechanism that mandates for a minimum amount of commercial floorspace within suitable locations that delivers a minimum 3 storey podium of commercial floorspace in the LEP and that this apply to all land zoned B2 without having the need to expand the B2 zone (except in the case of the site at 240-244 Beecroft Road – see below).

- e. That any additional residential floorspace and height be investigated and analysed through the Traffic Study to partially recognise the proposed requirement to provide increased commercial floorspace.
- f. That the SGS Economics and Planning's *Epping Commercial Floorspace Study* and Section 8.5.2 of the Epping Planning Review Discussion Paper which demonstrates that there is demand for additional retail and commercial floor space in Epping be used to inform the assessment of future development applications until more formal planning controls are in place.

Role of Government owned Sites

State Government owned sites

Council Officers **recommend the following principles:**

- a. With regards to the site at 240-244 Beecroft Road, that:
 - i. That Council amends the planning controls (as discussed above) to rezone the site back to the B2 zone to ensure an appropriate contribution is made towards commercial floorspace whilst retaining current residential floorspace capacity. This may include concentrating these uses at the southern end of the site.
 - ii. That Council meet with UrbanGrowth NSW to discuss this proposed amendment.
- b. With regards to the Epping Railway Station site, that Council Officers meet with Transport for NSW to discuss the opportunities for the site to deliver commercial development.
- c. That the traffic impacts of both options need to be properly understood before finalising any changes to the planning controls.

Local Government owned sites

Council Officers **recommend the principles:**

- a. From the 'Local of Potential Civic Focal Point' section in the Social Infrastructure Chapter session of this report be applied here; and
- b. That investigation take place on the potential for commercial uses on both sites and that occur in conjunction with the analysis on these sites' social/community role.

Delivering a supermarket on the eastern side of the Town Centre

Having considered the feedback from the Phase 2 consultations, Council Officers **recommend the following principle:**

- a. That the requirement for 3 storey commercial podium (as discussed, above) provide additional floorspace for commercial and retail uses that could assist in potentially delivering a supermarket on the eastern side.

Other Large Floorplate Retail Options

Council Officers **recommend the following principle:**

- a. That the consideration of large floorplate controls be deferred until the preliminary planning proposals can be progressed. See also recommendations in Traffic Chapter, below.

SOCIAL INFRASTRUCTURE CHAPTER

Improving open space provision in Epping to 2036

Assessing where new land should be acquired for open space

Council Officers **recommend the following principles:**

- a. That Council should investigate a series of detailed options to ensure that all its open space needs are met for the growing Epping population.
- b. That community feedback on expanding access to open space parks in Epping be considered as an information input to inform finalisation of Council's Social Infrastructure Strategy and the preparation of an Organised Sporting Asset Assessment Report (OSAAR) which is currently being drafted.

Acquisition of former bowling club site (725 Blaxland Road)

Council Officers **recommend the following principle:**

- a. That Council should seek to progress the planning proposal with Council as the RPA subject to the Traffic Study being completed before FSRs for the site can be finalised. That Council also negotiate with the developer for the provision of public open space in a way that ensures there is a suitable area of open space which is appropriately sized and located.

Note: Refer also to the response to question 11a pertaining to *Consideration of Planning Proposals/Preliminary Planning Proposals*.

Process for acquiring open space.

Council Officers **recommend the following principle:**

- a. That the findings, analysis and feedback from Stage 1 of the Epping Planning Review process relating to the process for acquiring open space be considered as part of the preparation of the final SIS and OSAAR projects

Utilising existing land more effectively

Having considered the feedback from the Phase 2 consultations, Council Officers **recommend the following principle:**

- a. That the responses provided as part of the Phase 2 consultation process for the Epping Planning review relating to landscaping and synthetic surfaces for parks will feed into and inform the finalisation of the Social Infrastructure Strategy and Organised Sporting Asset Assessment Report. The intention is to finalise the SIS by the end of 2017.

Establishing partnerships to make better use of existing facilities

Council Officers **recommend the following principle:**

- a. That the detailed community feedback provided as part of the Phase 2 community engagement process for the Epping Planning Review inform the implementation of the MOU with the DOE.

Civic Focal Point

Council Officers **recommend the following principles:**

- a. That Council utilise its assets at Rawson Street car park and Chambers Court to provide community infrastructure and civic focal points on both sides of the town centre.

- b. That Council seek to develop a community hub (defined above) but on one of the sites and other adjunct uses for the other site.
- c. That there be no net loss of community facility floor space overall in Epping.
- d. That Council seek to increase the utilisation of all of Council's current assets in Epping for the broader community.
- e. That further feasibility testing of Council owned land assets should be undertaken (including additional community consultation) to develop options - including a Community Hub (defined in the Discussion Paper as *a facility incorporating a library and community facility floor space*) and public urban plaza - and potential funding mechanisms for community facilities in Epping.

Dence Park – Epping Aquatic and Leisure Centre

Council Officers **recommend the following principles:**

- a. The feedback obtained from the Phase 2 consultation process be considered and integrated into the exhibition process for the Draft SIS.
- b. A master plan process be undertaken for the entire Dence Park site, giving consideration to the future of options for aquatic and other water related activities for the Epping Aquatic and Leisure Centre, as well as increasing the overall recreation uses of the site and adjoining sensitive bushland.
- c. That the Master Plan for Dence Park be prepared 2018/2019 and include the base assumption of an aquatic facility of 50m.

PUBLIC DOMAIN CHAPTER

Council Officers **recommend the following principle:**

- a. That as part of Stage 2 of the Epping Planning Review, that Council prepare appropriate DCP controls and a public domain plan that deliver through-block links and wider footpaths.

TRAFFIC CHAPTER

Consideration of Planning Proposals/Preliminary Planning Proposal

Council Officers **recommend the following principles:**

- a1. That Council write to the Department of Planning and Environment (DPE) advising that significant progress has been made on the Traffic Study to date, however further work still needs to be carried out and land use scenarios tested before this Study can be completed. Council will also confirm that it seeks to retain Relevant Planning Authority status relating to the Austino Planning on the basis that the planning proposal cannot be finalised until the traffic study is completed and to ensure that the community's concerns and issues are addressed (e.g. open space – refer to 'Acquisition of former of former bowling club site (725 Blaxland Road)' in Social Infrastructure section (ie Response to questions 9b).
- a2. That given the status of the traffic study detailed above, current Preliminary Planning Proposals (Winten Lyon and Oakstand) and any future planning proposals should not be finalised until the Traffic Study is completed.

- b. That following the Local Government elections in early September 2017, that the new Councillors be consulted and briefed on the progress of the Epping Planning Review and the community feedback received with regards to the future redevelopment of the Rawson Street Car Park. This will enable Council officers to engage with the applicants of the 2 Preliminary Planning Proposals (Winten Lyon and Oakstand) to allow these proposals to be further considered.
- c. That other landowners seeking to pursue development uplift will need to pursue this via a formal planning proposal process and not through the Epping Planning Review process.
- d. That the Traffic Study must be completed to ensure that the traffic impacts of proposals seeking development uplift (with the exception of those changes proposed to deal with the unintended impacts of the previous UAP planning process) within Epping can be properly understood prior to any proposal being finalised. Furthermore, unless innovative solutions or initiatives that significantly curb or restrict car ownership/movements are incorporated as part of the development, that proposals seeking uplift will not be able to progress or be further considered given current traffic issues in Epping. Notwithstanding the above, any proposed parking/vehicle management solutions need to be assessed via the Traffic Study in order to determine its impact on the wider road network.

Car Parking Rates

Council Officers **recommend the following principles:**

- a. The car parking rates across the Hornsby and Parramatta DCPs be reviewed to determine appropriate lower parking rates.
- b. That any proposed lower parking rate be tested as part of the traffic modelling in the Epping Traffic Study before changes are finalised.
- c. That further to points a. and b. above, an interim step towards reducing parking rates could be to amend Hornsby DCP parking controls (which have minimum parking rates) to be in line with Parramatta DCP parking controls (which have maximum parking rates).
- d. That Council receive a report at the next Council meeting for the purpose of amending the Hornsby DCP parking rates to ensure consistency with the CoP DCP parking rates.

Commuter Parking Station

Council Officers **recommend the following principle:**

- a. That Council Officers not pursue a policy of providing a commuter car parking facility within the Town Centre.

Policies to manage local parking and access to private motor vehicles

Resident or controlled car parking schemes

Council Officers therefore, **recommend the following principle:**

- a. That Council officers carry out further investigation around the potential implementation of a resident parking scheme in Epping in order to minimise local car ownership and decrease private motor vehicle use.

Car sharing scheme

Council Officers **recommend the following principles:**

- a. That Council introduce a car share scheme in the Epping Town Centre as per the recommendations within the PTC report of 13 June 2017.
- b. That the potential for car share schemes to be provided within a development be further explored and if technically supported, be introduced as new DCP controls as part of Stage 2 of the Epping Planning Review.

Policies to manage local traffic congestion

Council Officers **recommend the following principle:**

- a. That Council trial a “Stop/Go” traffic controller at the pedestrian crossing on Rawson Street adjacent to the Rawson Street car park for a period of 2 months and report on the effectiveness of the trial to Council's PTC and TEAG by the middle of 2018.

**