

ATTACHMENT B

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**DRAFT AMENDMENT: SYDNEY
DEVELOPMENT CONTROL PLAN 2012
DATED AUGUST 2014**

Draft Amendment to Sydney Development Control Plan 2012

Green Square Aquatic Centre and Gunyama Park (Epsom Park), Zetland and Kellick Street, Waterloo.

The following changes are proposed to the Sydney Development Control Plan 2012, shown below with new text shown underlined and deleted text shown as ~~strikethrough~~.

Additional changes post-exhibition are detailed in the following table and shown in underlined blue text in the draft amendment to the DCP. Deleted text is shown as ~~strikethrough~~.

Section or Figure:	Changes made post-exhibition:
Text throughout	Minor corrections to update in accordance with public domain changes agreed through internal review and shown in Figure 5.65 Epsom Park Circulation and Access.
Figure 5.34: Green Square Structure Plan Figure 5.36: Green Square Street Hierarchy and Layout Figure 5.43: Green Square setbacks and public domain improvement Figure 5.39: Green Square Public Open Space	Figures amended to: <ul style="list-style-type: none"> • update changes to street layout, • amend requirement for stormwater detention at Gunyama Park, and • illustrate decreased road dedication (to allow only one-way traffic for a portion of Peters Street) and replacement with an increased area for Mulgu Park.
Principle 1 Built Form Principle 2 Transition of building heights	Graphics amended to illustrate decreased road dedication (to allow only one-way traffic for a portion of Peters Street) and replacement with an increased area for Mulgu Park.
Figures 5.45, 5.46, 5.47, 5.68, 5.69, 5.70, 5.73	Minor amendments to reflect changes to road layout as shown in Figure 5.65 Epsom Park Circulation and Access.
Figures 5.48-5.64 (Sections)	Street sections at Figures 5.48-5.64 amended to exclude building sections for simplicity to convey the information.
Figures 5.50, 5.51, 5.52, 5.53, 5.54, 5.55, 5.63, 5.64 (Sections)	Sections amended to reflect changes to public domain as shown in Figure 5.65 Epsom Park Circulation and Access.
Figure 5.65 Epsom Park Circulation and Access.	Revised diagram including further detail, as follows: <ul style="list-style-type: none"> • A reduction from two lanes to one lane for the eastern section of Peters Street, and the replacement of the second traffic lane with an expanded Mulgu Park. • A reduction in width for the eastern section of Zetland Avenue and extension of the adjacent park southwards into the area currently shown as road reservation. • A minor realignment of Letitia Street to the east to reflect the development application approved by the Land and Environment Court for the Lincon site at 106-116 Epsom Road. • Consequential minor changes to building envelopes in the block bounded by George Julius Avenue, Peters Street, Defries Avenue and Zetland Avenue to reflect the Letitia

	<p>Street realignment.</p> <ul style="list-style-type: none"> • The closure of George Julius Avenue north at its intersection with Zetland Avenue to reduce traffic entering the Zetland Avenue transit corridor to facilitate the movement of public transport. • Additional detail, including new signalised intersections, pedestrian crossings and a potential set-down on George Julius Avenue.
Figure 5.67 Epsom Park Building Height in Storeys	Changes to reflect decreased road dedication (to allow only one-way traffic for a portion of Peters Street) and replacement with an increased area for Mulgu Park.
Figure 5.72 Epsom Park Potential Splay Corners	Figure amended to include potential new splay corners to increase safety and allow for future light rail turning paths.
Figure 5.55 Epsom Park - Transport Corridor (Defries Avenue north of Zetland Avenue)-Short-term Section D.	New diagram showing street section for Defries Avenue Transport Corridor (short-term).

[1] 2. Locality Statements

Amend the section as shown below with new text shown underlined and deleted text shown as ~~strikethrough~~.

Epsom Park



This locality is bound by Kirby Walk to the north, South Dowling Street and Link Road to the east, Epsom Road to the south and Joynton Avenue to the west.

Epsom Park is to be a new neighbourhood with a strong sense of place and public life, where residents enjoy proximity to the City, easy access to the Green Square Town Centre, good transport links, open parklands and recreational opportunities, and specialty retail activities. It is to have a strong urban character and identity built on the quality of the streets, architecture, good public transport, facilities and services.

Like Victoria Park to the north, it is to provide a variety of fine grain permeable built form that offers a range of dwelling types. The buildings are to be at a human scale, and streets will integrate with those in surrounding neighbourhoods to provide permeability and maximising pedestrian movement. The heights of buildings are to respond and enhance the character of the streets, helping to reinforce the character of the neighbourhood. A central park of approximately 15,500 square metres neighbourhood park called Gunyama Park of 15,500sqm will provide space for active sports and, passive recreation. ~~and stormwater detention.~~ It ~~will be~~ is also located adjacent to a new to the proposed Green Square Aquatic Centre that will serve the wider community. Health and Recreation Centre, which includes aquatic and medical facilities.

The development of Epsom Park is to embrace sustainability, with an integrated approach to addressing stormwater management and provide equity of access for pedestrians, cyclists and vehicles.

Principles

- (a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.
- (b) Retain, protect and enhance the grand scale of street trees along Joynton Avenue.
- (c) Encourage a transport interchange with commercial and retail uses community node at the intersection of Zetland Joynton Avenue and Defries Avenue Epsom Road, including buildings of high architectural quality.
- (d) Encourage commercial offices and ~~moderate~~ retail activity in suitable locations, for example car showrooms along Epsom and Link Roads.

- (e) Link Road is to continue its role as an important connector to South Dowling Street.
- (f) ~~Zetland Avenue The East-West Boulevard~~ is to be of a grand scale and provide ample space for generous footpaths ~~s areas~~ to accommodate outdoor dining areas, dedicated bicycle paths, future light rail (or interim bus service), local vehicular access and car parking.
- (g) Buildings along ~~Zetland Avenue the East-West Boulevard~~ are to address the street frontage, defining and contributing to ground level activity associated with retail ~~display~~, café/outdoor seating, and commercial ~~uses. and residential entry/address functions.~~
- (h) The alignment of, and development along ~~Zetland Avenue the East-West Boulevard~~ ~~must is to~~ ensure that views to the Sacred Heart College in Kensington are ~~retained provided.~~
- (i) ~~Introduce Provide an Aquatic a Health and Recreation~~ Centre located between Gunyama Park ~~the central neighbourhood park~~ and Joynton Avenue. ~~as a focus for complementary medical services, such as physiotherapy, and chiropractors in the surrounding area.~~
- (j) Street trees located along the length of ~~Zetland Avenue the East-West Boulevard~~ are to integrate with ~~the character of Gunyama Park the open space~~ to provide a ~~unified green~~ link ~~into~~ the park, and ~~reinforce enhance~~ the landscaped character of the neighbourhood.
- (k) Provide ~~Extend Defries Avenue to provide~~ a crucial link for ~~the Eastern a north south public transport corridor, on either Defries Avenue or George Julius Avenue. Transport Corridor, an important north-south public transport route.~~
- (l) ~~The streetscape for North-south streets should be Hansard Street East and surrounding~~ quiet streets ~~that~~ are ~~to be~~ predominantly low in scale, typically ~~with buildings~~ three to four storeys ~~and be~~ of maisonette and townhouse typologies. Building entries, small front gardens, overlooking windows, and balconies are ~~to be~~ encouraged. ~~, and the prioritisation of pPedestrian~~ and bike access will characterise the street.
- (m) ~~Imagination Innovation~~ in design, drawing on the neighbourhood's attributes and industrial history, most notably the British Motor Company Leyland, is encouraged.
- (n) ~~Interpretation of Sheas Creek catchment through pPublic art and in the public domain is to interpret the neighbourhood's connection with the Sheas Creek catchment. encouraged. to be referenced throughout the neighbourhood.~~

5 Specific Areas

[2] 5.1 Green Square

Amend the tables and maps in this section as shown below with new text shown underlined and deleted text shown as ~~strike through~~. The Maps are annotated with proposed minor changes.

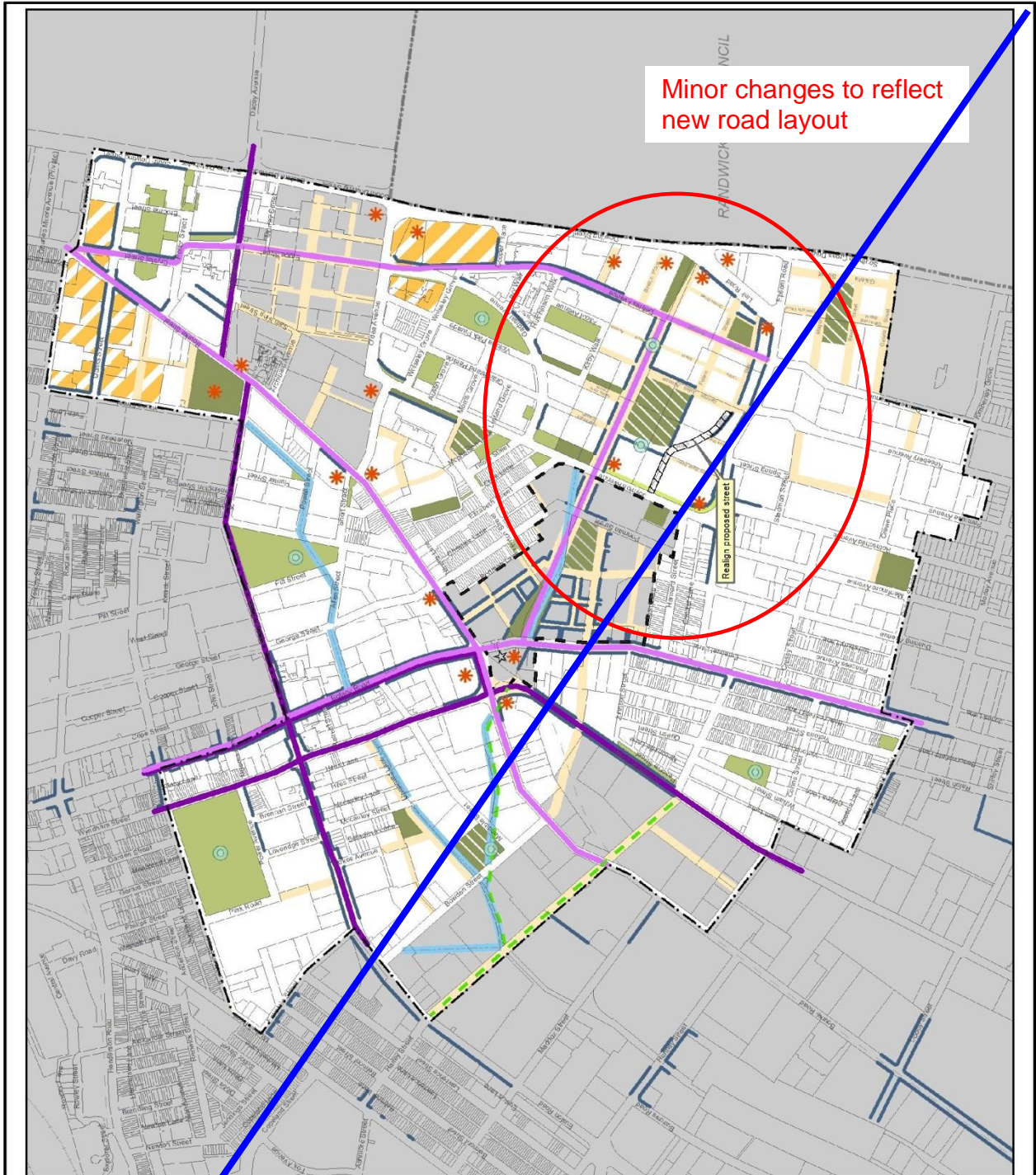
5.1.1 Local infrastructure

Table 5.3 New street types for Green Square

Type	Reservation width	Design considerations
East-West Boulevard Zetland Avenue	Refer to Table 5.7 <u>Figure 5.47 Epsom Park Street Hierarchy</u>	
Transport Corridor	Refer to Table 5.7 <u>Figure 5.47 Epsom Park Street Hierarchy</u>	
Local Street	Total width - Generally 18m-20m; absolute minimum of 13m where one footpath is absorbed into the adjacent open space or a landscape setback. Traffic – 2 travel lanes at 2.75m in each direction. Parking – Parking bays at 2.1m between trees to one or both sides of the street. Footpath – 4.15m minimum to each side of street.	(a) Local access or neighbourhood street with kerbside parking to one or both sides. (b) should include bio-retention swales either centrally located or to the side of the roadway to filter polluted low flow water run off prior to entering the stormwater system.
Local Access Only	Total width - minimum 12m to provide access only to local traffic Traffic - 1 lane at 3.2m Parking – Parking bays at 2.1m between trees to both sides of the street. Footpath - 2.4m minimum to each side of street.	(a) Local access street with one way travel. (b) Landscaping is to be provided along both sides of the street to enhance the pedestrian environment.
Lanes	Refer to Table 5.7 <u>Figure 5.47 Epsom Park Street Hierarchy</u>	
Future Transport Corridor	The development of this key public transport corridor must not be compromised. The reservation, lane, bike and footpath widths have not yet been determined and are subject to additional work.	

Table 5.4 Provisions for open space catchment areas in Green Square

Catchment	Requirements	Guidelines
<p>Area A</p> <p>East Alexandria neighbourhood local park - 10,000 sqm of open space</p>	<p>One park with an area of not less than 5,000 sqm configured for stormwater detention.</p> <p>Other parks to equal the remaining 5,000 sqm are configured in support of main park or water channel open space links.</p>	<p>Each park or piece of open space to be provided as a single contiguous parcel.</p> <p>Required location of major park 5,000 sqm adjoining the water channel, at the confluence of the secondary water channels at Bowden and Mandible Streets.</p> <p>Required location of one other park adjoining Balaclava Lane.</p> <p>Location and configuration of open space is to be determined in response to detailed site planning.</p>
<p>Area B</p> <p>Beaconsfield neighbourhood local park - 5,000 sqm of open space</p>	<p>One park with an area not less than 4,000 sqm, or two parks, with the size of one park no less than 3,000 sqm.</p>	<p>A preferred location for the proposed open space is within the site at 26-58 Rothschild Avenue, Rosebery, or the south-west corner of Epsom Road and Dunning Avenue.</p> <p>Location and configuration of open space is to be determined in response to detailed site planning.</p>
<p>Area C</p> <p>North Rosebery neighbourhood local park - 6,000 sqm</p>	<p>Two parks with one park with an area of not less than 3,000sqm.</p> <p>Other park configured in support of parks and/or pedestrian connections.</p>	<p>Location and configuration of open space is to be determined in response to detailed site planning.</p>
<p>Area D</p> <p>North Rosebery neighbourhood local park - 8,000 sqm</p>	<p>One park with an area not less than 5,000 sqm to be configured for stormwater detention on block south of Epsom Road.</p> <p>Other parks configured in support of parks or water channels and pedestrian connections.</p>	<p>A preferred location for proposed open space is within 87-103 Epsom Road, Rosebery and the western adjoining lot.</p> <p>Location and configuration of open space is to be determined in response to detailed site planning.</p>
<p>Area E</p> <p>Epsom Park neighbourhood district park - 20,000 sqm of open space</p>	<p>One park of approximately 15,500 sqm. to be configured for stormwater detention.</p> <p>Other park configured in support of water channel open space links and pedestrian connections.</p>	<p>Refer to Section 5.3 Epsom Park Neighbourhood for more details on the open space requirements.</p> <p>Open space to include a half-sized sports field and park may contain active recreation facilities consistent with the Council's strategy for the provision of community facilities and Section 94 Contributions Plan.</p>
<p>Area F</p> <p>Lachlan neighbourhood local park - 6,000 sqm of open space</p>	<p>The Lachlan Precinct is deferred from the <i>Sydney LEP 2012</i> and this DCP. The City is currently reviewing the controls for this land and at a later date the <i>Sydney LEP 2012</i> and this DCP will be amended to include new provisions for this precinct.</p> <p>In the interim, the development controls within the South Sydney Development Control Plan 1997: Urban Design-Part G: Special Precinct No.9 Green Square, will continue to apply to this land.</p>	
<p>Area G</p> <p>Danks Street neighbourhood local park - 6,000 sqm of open space</p>	<p>One park with an area not less than 5,000 sqm to be configured for stormwater detention.</p>	<p>The preferred location on southern part of Sydney Water site at 903-921 Bourke Street to provide curtilage to heritage buildings.</p>



Minor changes to reflect new road layout

Sydney Development Control Plan 2012

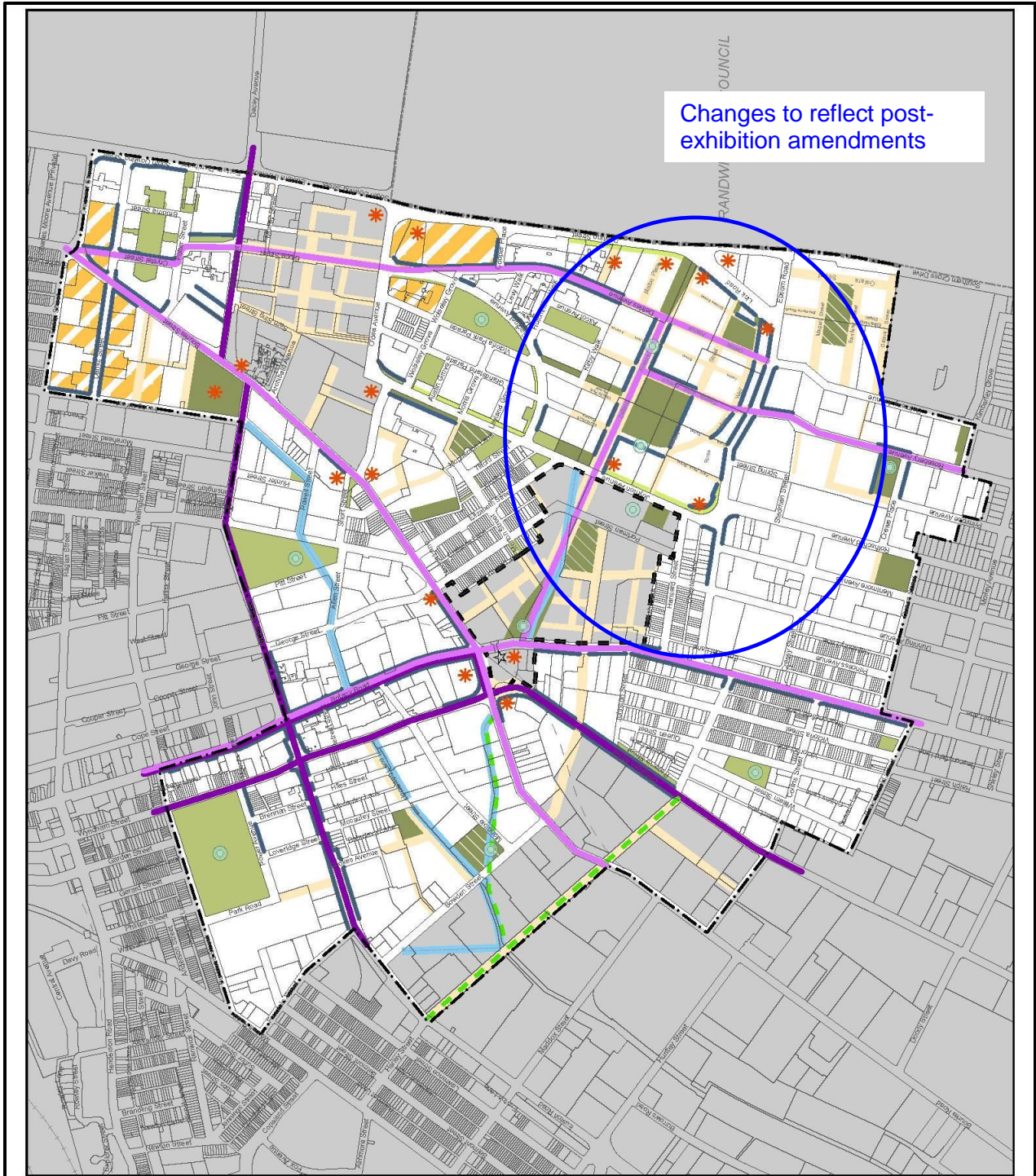
Figure 5.34

Green Square - Structure plan

Legend

	Green Square		Water channel open space link
	Town Centre/Planned Major Centre		Active frontages
	Local Villages		Public transport corridor
	Community nodes		Future public transport corridor
	Highly visible sites		Major road
	Train station		Proposed streets
	Detention open space		Land excluded from this DCP
	Existing open space		Landscape setback 10m
	Required open space		

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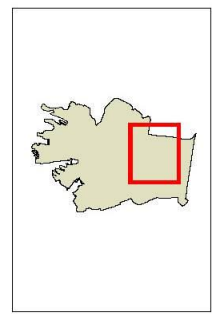
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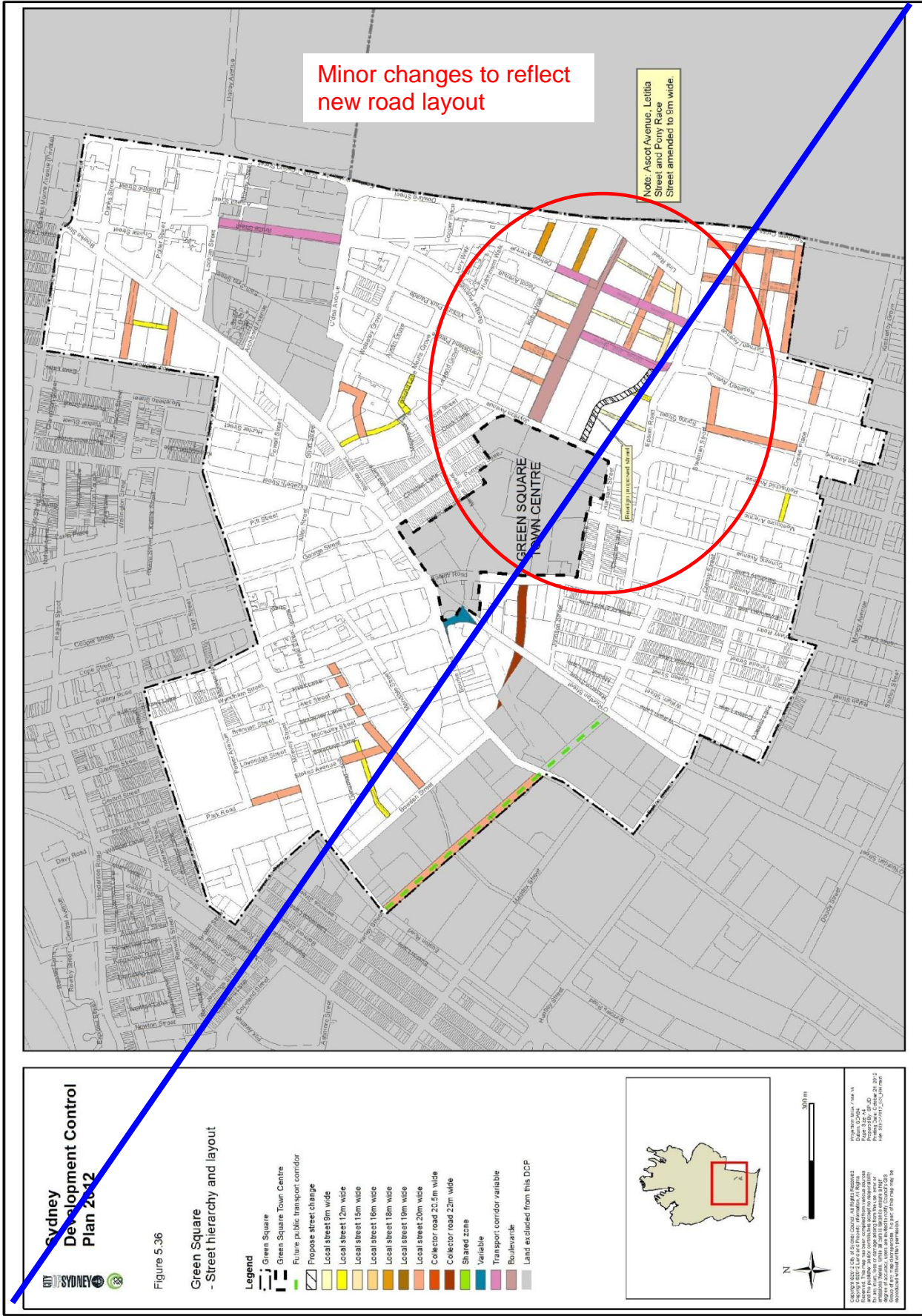
Figure 5.34

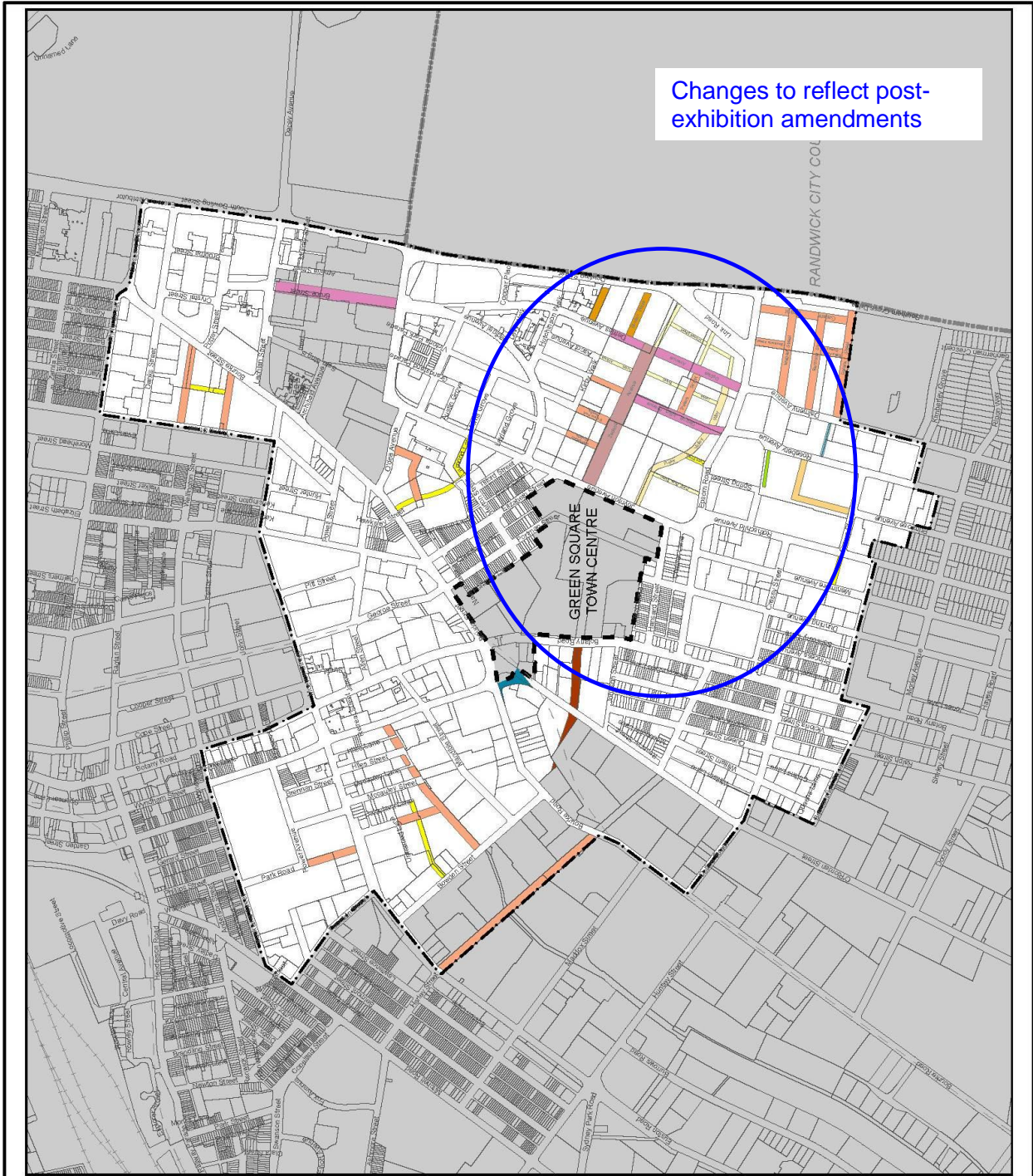
Green Square - Structure plan

- Legend**
- Green Square
 - Green Square Planned
 - Town Centre
 - Major Centre
 - Local Villages
 - Community nodes
 - Highly visible sites
 - Train station
 - Detention open space
 - Existing open space
 - Landscape setback 10m
 - Required open space
 - Water channel open space link
 - Active frontages
 - Public transport corridor
 - Future public transport corridor
 - Major road
 - Proposed streets
 - Land excluded from DCP



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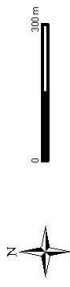
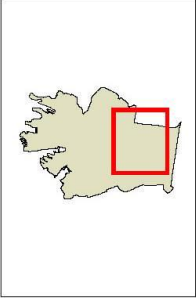
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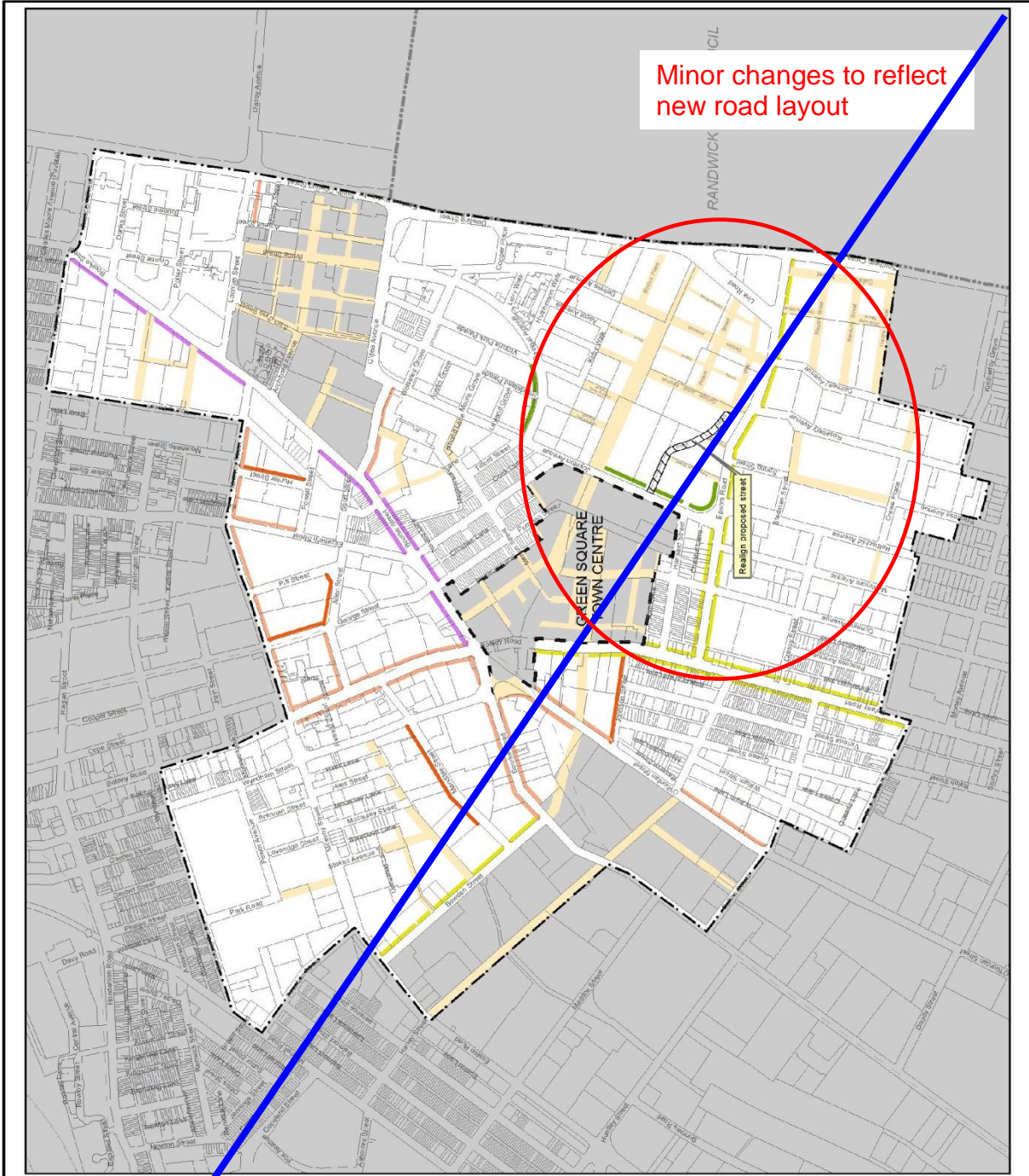
Figure 5.35

Green Square - Street hierarchy and layout

- Legend**
- Green Square
 - Future public transport corridor
 - Local Street, 7m
 - Local street 9m wide
 - Local street 12m wide
 - Local street 15m wide
 - Local street 16m wide
 - Local street 18m wide
 - Local street 19m wide
 - Local street 20m wide
 - Collector road 20.5m wide
 - Collector road 22m wide
 - Shared zone
 - Variable
 - Transport Corridor
 - Boulevards
 - Land excluded from this DCP



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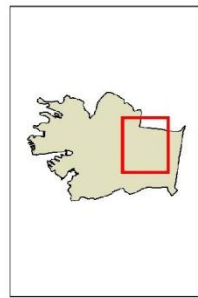
Minor changes to reflect new road layout

Sydney Development Control Plan 2012

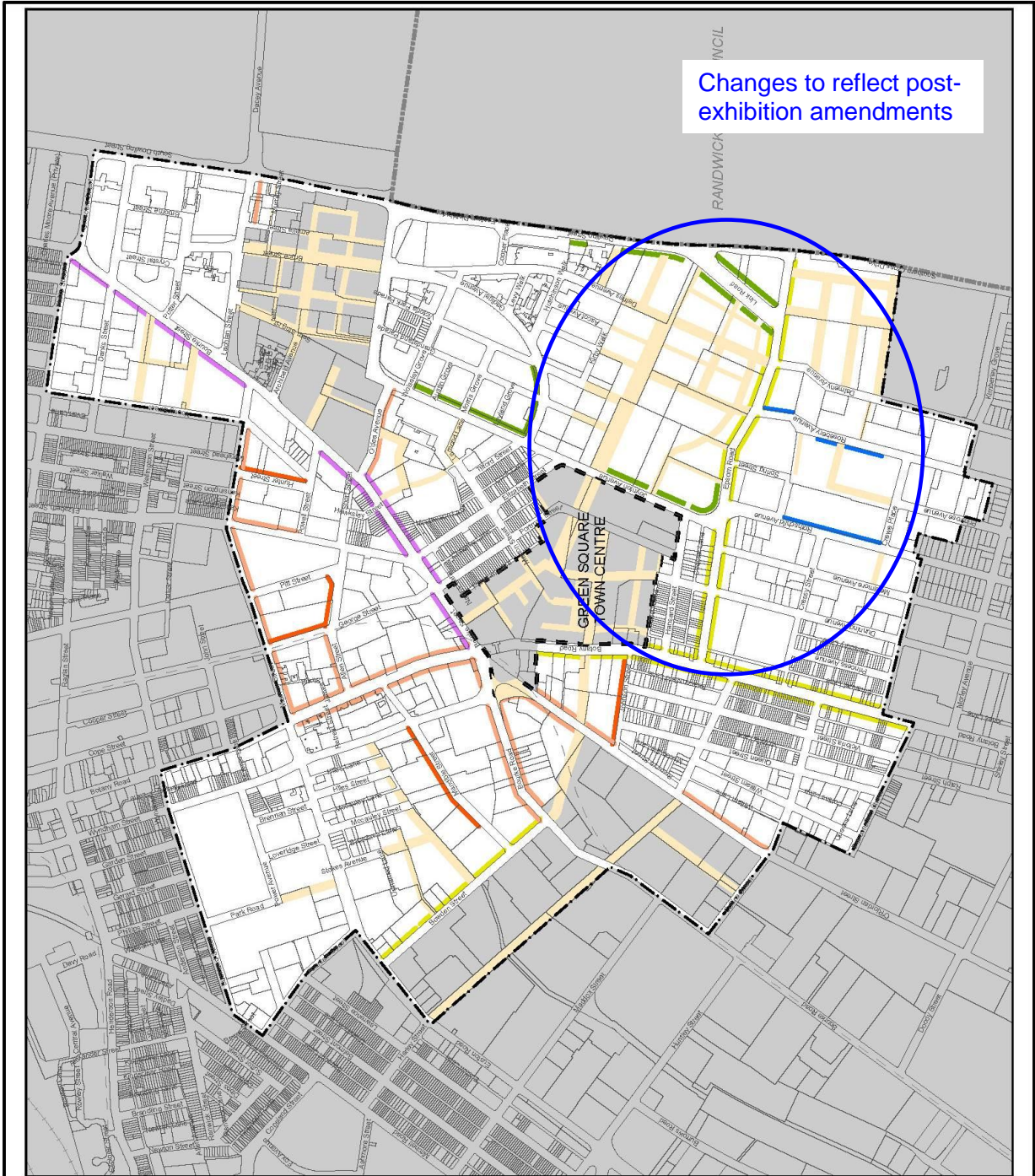
Figure 5.43

Green Square - Setbacks and public domain improvement

- Green Square
- 1.4m Setback
- 3m Setback
- 6.4m Setback
- 2.4m Setback
- 10m Landscape Setback
- Proposed streets
- Shared path
- Propose street change
- Land enclosed from this DCP



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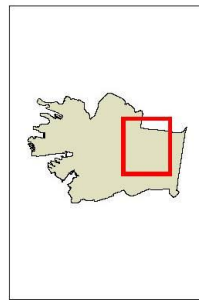


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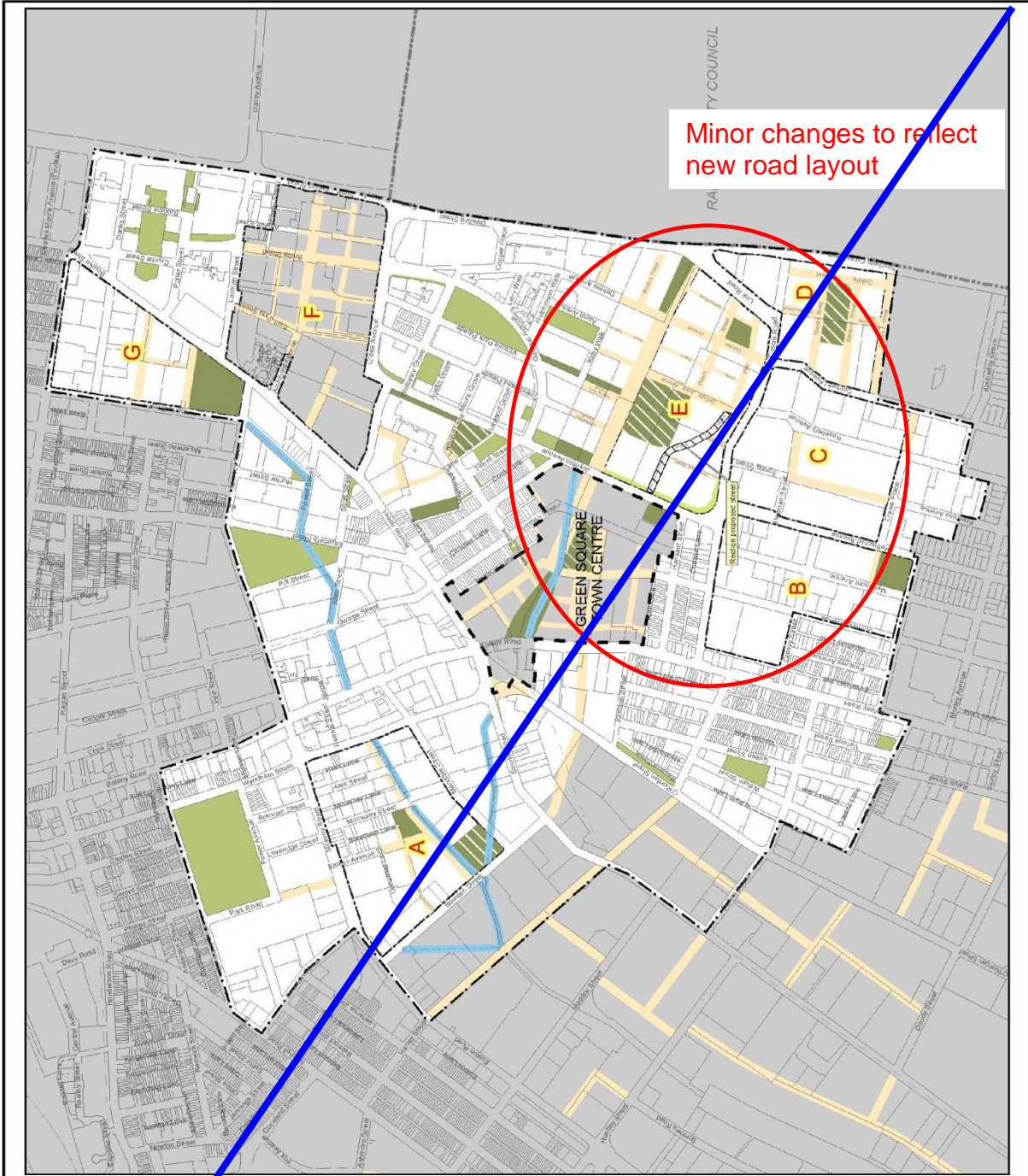
Figure 5.43

**Green Square
- Setbacks and public domain
improvement**

- Legend**
- Green Square
 - 1.4m Setback
 - 2m Setback
 - 3m Setback
 - 4m Setback
 - 6m Setback
 - 10m Landscape Setback
 - Proposed streets
 - Land excluded from this DCP



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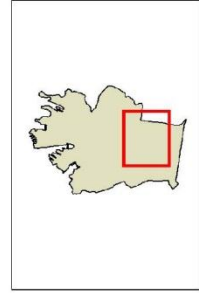


Minor changes to reflect new road layout

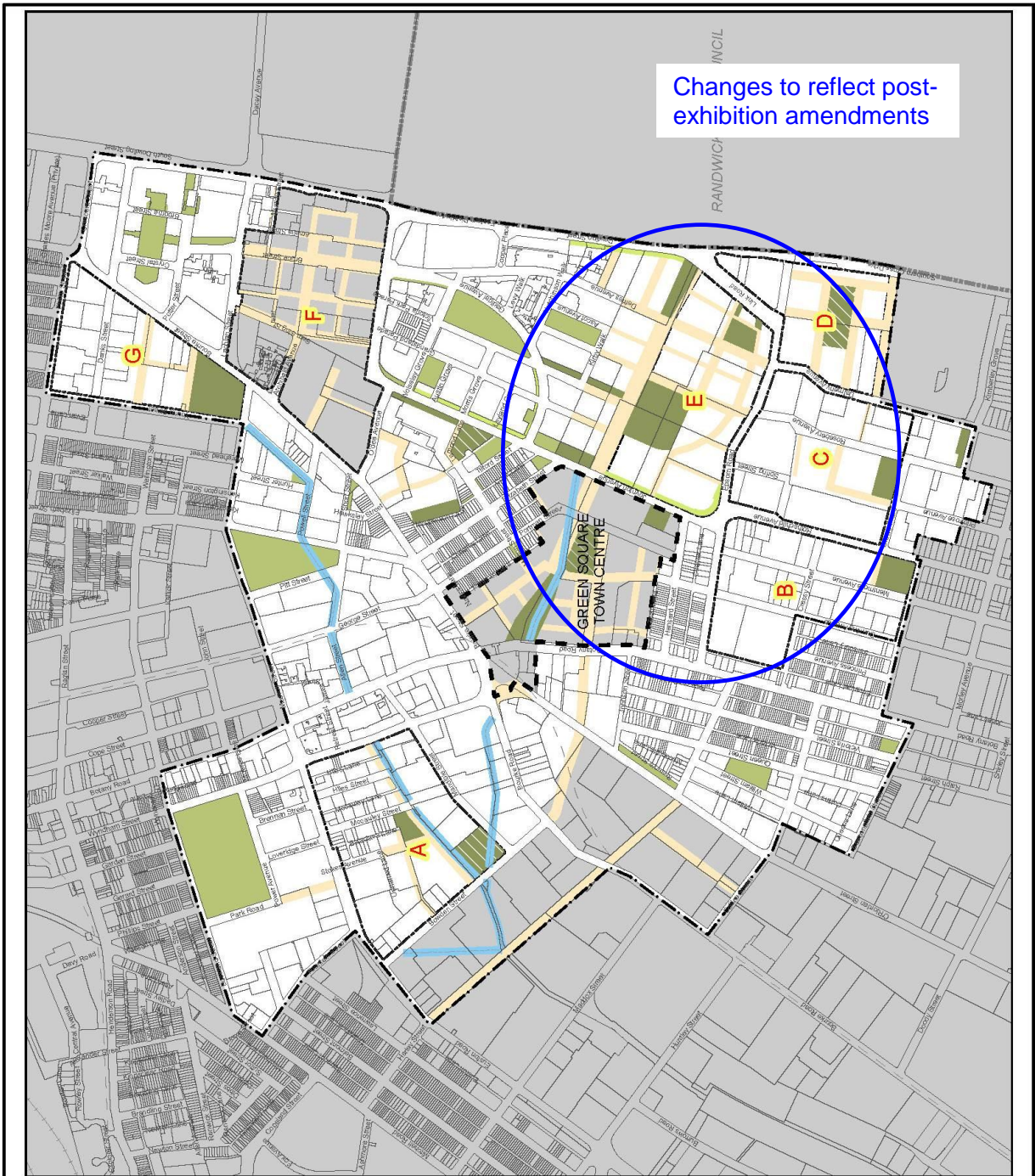
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Figure 5.39
Green Square - Public open space

- Legend**
- Green Square
 - Green Square Town Centre
 - Delineation open space - preferred location
 - Required open space - preferred location
 - Existing open space
 - Landscape setback 10m
 - Water channel open space link
 - Open space catchments areas
 - Proposed streets
 - Shared path
 - Propose street change
 - Land excluded from this DCP



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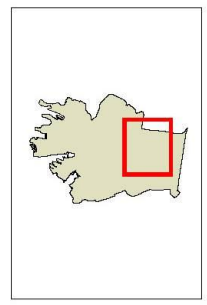
Changes to reflect post-exhibition amendments

Sydney Development Control Plan 2012

Figure 5.39

Green Square - Public open space

- Legend**
- Green Square
 - Green Square Town Centre
 - Detention open space - detention
 - Required open space - preferred location
 - Existing open space
 - Landscape setback 10m
 - Water channel open space link
 - Open space catchments areas
 - Proposed streets
 - Land excluded from this DCP



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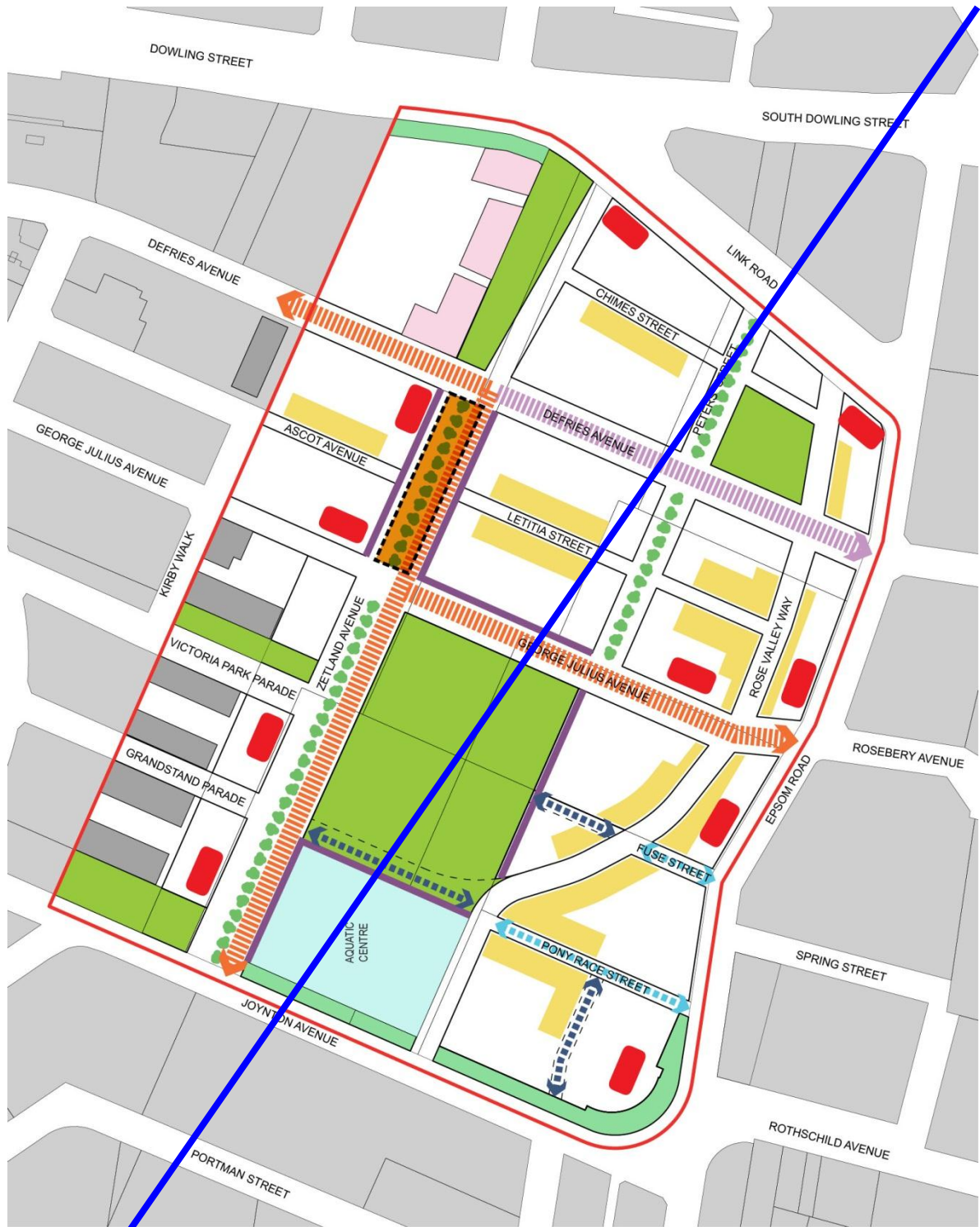
[3] 5.3 Green Square-Epsom Park

Amend the section as shown below with new text shown underlined and deleted text shown as ~~strikethrough~~.

5.3.1 Epsom Park Urban Strategy

Objectives

- (a) Development in Epsom Park should be undertaken in accordance with the following objectives and Figure 5.45 Epsom Park Urban Strategy.
- (b) Future development is to be of the highest quality, and sympathetic to the existing surrounding local character and history of Epsom Park and its former industrial uses. Redevelopment should be coordinated to effectively manage the redevelopment and provide adequate community facilities and services as required.
- (c) Introduce a mix of dwelling types to provide flexibility and choice that reflects the needs of a ~~diverse community.~~ 21st century living.
- (d) Ensure building heights provide a transition to the surrounding areas. Respond to the urban strategy for the Precinct, locating taller buildings on main streets and lower development on small streets.
- (e) Introduce a permeable network of streets that responds to key connections and maximises opportunities for walking and cycling.
- (f) Create an attractive public domain with pedestrian and bike connections. Links to public transport are to be clear and legible, and are to prioritise pedestrians with slow speed traffic lanes. All streets should include tree planting.
- (g) Provide one main park, known as Gunyama Park, for passive and active recreation.
- (h) High quality streetscapes are to be provided throughout Epsom Park. All new streets will provide trees for shade and amenity and incorporate water sensitive urban design where appropriate.
- (i) Create a strong ~~and consistent landscaped~~ character that unites development in Epsom Park by setting back buildings from the public domain and providing native planting ~~that is~~ in accordance with ~~the~~ Council's Landscape Code.
- (j) Introduce an appropriate mix of land uses with commercial/retail uses at ground level on Zetland Avenue and Epsom Road and at the public transport interchange.
- (k) Provide an Aquatic Centre with active frontages to Gunyama Park and Zetland Avenue.



KEY	PREINCT BOUNDARY	ACTIVE EDGE	PEDESTRIAN / CYCLE LINKS	TRANSPORT INTERCHANGE
TALL BUILDINGS	OPEN SPACE	PEDESTRIAN / CYCLE LANE	EXISTING BUILDING	TRANSPORT CORRIDOR
LOW BUILDINGS	LANDSCAPE DEDICATION	FUTURE PROOFED FOR POTENTIAL TRANSPORT	APPROVED STAGE 2 DA	
AQUATIC CENTRE	MEDIAN			

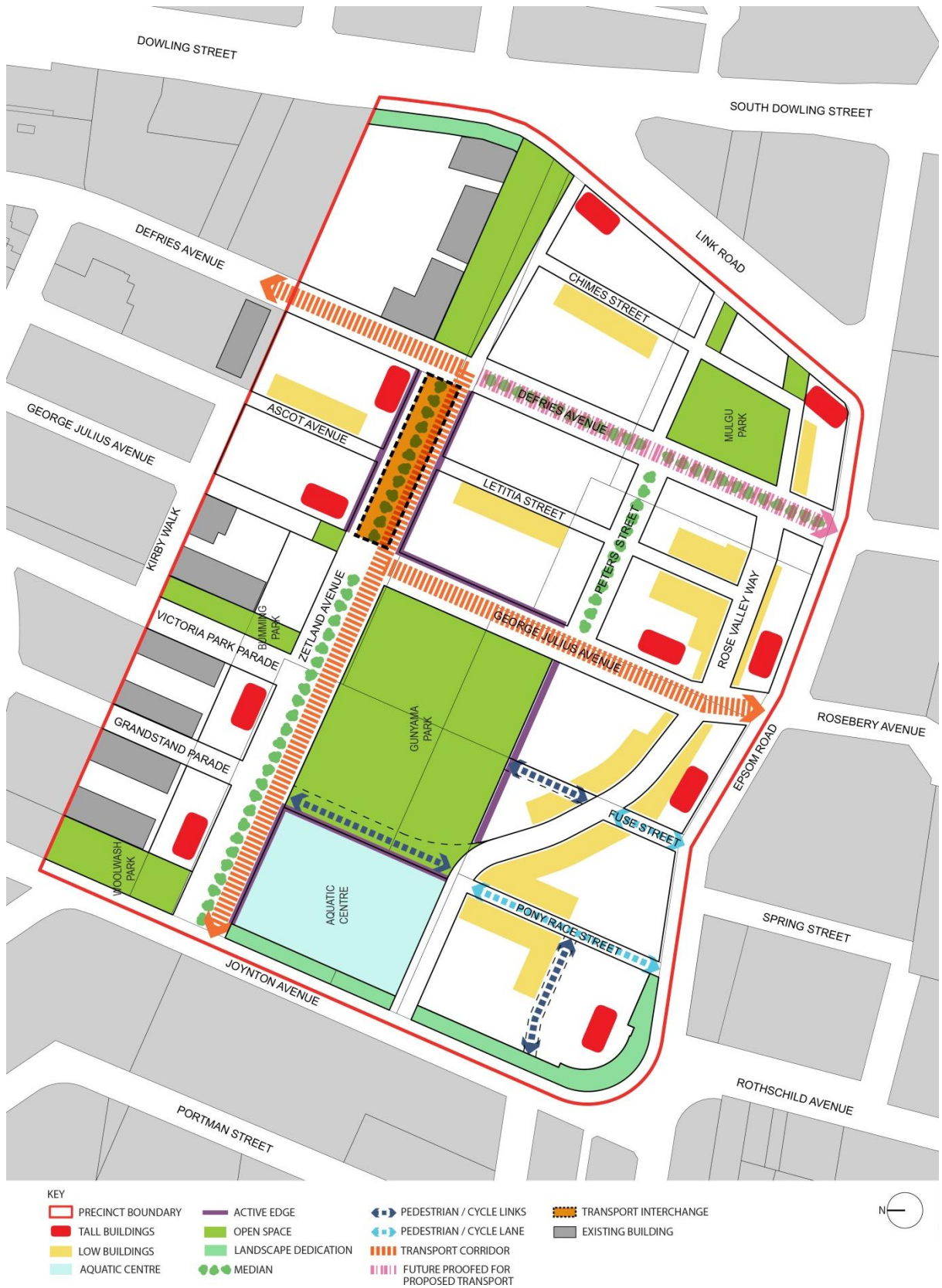


Figure 5.45 Epsom Park Urban Strategy

5.3.2 Urban Design Principles

The following principles inform the have been developed to inform the development of these planning controls. They are the result of an urban design study which has established the appropriate building heights, for the precinct, the preferred development type, and density and the public domain layout.

Principle 1 Transition of Building Heights



- Provide a predominant street wall height of 4-7 storeys along most streets and 8 storeys to Epsom Road and Zetland Avenue.
- All the Upper levels (above 6 and 8 storeys) are to be setback 3m to reduce their visual impact from the street.
- Taller buildings are to be located on primary and main streets, with lower buildings on small streets and lanes.

Principle 2 Land Uses

URBAN DESIGN PRINCIPLES: USES

- NON RESIDENTIAL USES ON GROUND FLOOR
- OPEN SPACE
- LANDSCAPE SETBACK
- ACTIVE EDGES
- TRANSPORT CORRIDOR
- TRANSPORT INTERCHANGE



- Epsom Park will be activated by the presence of the Green Square Aquatic Centre, Gunyama Park, other proposed open spaces and the public transport interchange on Zetland Avenue.
- The Precinct will provide include a mix of land uses with commercial/retail uses at ground level on Zetland Avenue and Epsom Road and at the public transport interchange. Residential uses will predominate on upper storeys and on quieter streets.
- Ensure that appropriate local shops and services (including childcare facilities) are provided to will meet the needs of the new population.

Principle 3 Public Domain



- Provide one main park of approximately 15,500 square metres for active and passive recreation.
- Ensure landscaped setbacks are provided to reduce the perception of scale of buildings at the street level.
- Provide bioswales on key streets, and an unobstructed root zone for tree planting and help with for rainwater infiltration.
- Use landscaping to assist in managing stormwater.

5.3.3 Local infrastructure and public domain

These objectives and provisions within this Section must be read in conjunction with the provisions for streets, lanes and footpaths under Section 3.1.1 within the General Provisions and Section 5.2 Green Square which set out specific provisions for local infrastructure.

Objectives

- Introduce a grand ~~East-West~~ Boulevard, Zetland Avenue, to connect Epsom Park to the Green Square Town Centre.
- ~~Introduce a green open space that terminates the eastern end of Zetland Avenue, the East-West Boulevard.~~
- Introduce a large centralised park, Gunyama Park that accommodates a range of active sports facilities and is linked to the Green Square Aquatic Health and Recreation Centre.
- Introduce a legible and permeable pattern of new streets that responds to key connections within and adjacent to the neighbourhood and that provides pedestrian and cycle priority.

- (e) ~~Contribute to the Manage regional management of stormwater through facilitating a stormwater connection from Link Road through to Joynton Avenue and the Town Centre, by providing detention basins, identifying overland flowpaths~~ and incorporating water sensitive urban design.

Provisions

5.3.3.1 Public open space

The Epsom Park neighbourhood is identified as Catchment Area E 'Epsom Park Neighbourhood' in Figure 5.39 Green Square public open space and Table 5.4 Provisions for open space catchment areas under Section 5.2 Green Square.

- (1) Where required by Council, public open space is to be dedicated to Council ~~introduced~~ in the locations identified on Figure 5.46 Epsom Park Dedications and Easements ~~open space and setbacks~~ and in accordance with the standards set out in Table 5.6 Provision for public open space in Epsom Park.
- ~~(2) Where a planted verge is required by Council (as set out in table 5.7), it is to be consistent with Figure 5.46 Epsom Park open space and setbacks and dedicated to Council.~~
- (3) The landscaping and materials used for open spaces is to respond to the neighbourhood's character, and to relate to the history of the Epsom Park precinct.
- (4) Public open space is to include:
 - (a) sub-surface drip irrigation systems controlled by timers using soil moisture or rainfall sensors;
 - (b) drought tolerant plants and grasses;
 - (c) water retaining media mixed into soil; and
 - (d) tree planting and landscaping elements such as indigenous tree species, interesting sculptural elements and pavement design.
- (5) Ensure that Gunyama Park is designed so that it provides opportunities for passive and active recreation. Gunyama Park is to:
 - (a) be of a high quality design that creates interest, landmark sculptural elements and other appropriate elements, that reference the former historical uses; and
 - (b) use indigenous tree species.
- (6) Ensure that Mulgu Park is a minimum of 2,500 sqm and is of the highest quality, creates interest and adds character to Epsom Park. The design of ~~the~~ Mulgu Park should provide passive recreation space with adequate seating.

Table 5.6: Provisions for public open space in Epsom Park

Type	Requirements	Guidelines
A District Park	One park of approximately 15,500sqm at the centre of the neighbourhood (Gunyama Park), to be configured for stormwater detention.	The park is to: <ul style="list-style-type: none"> (a) provide for deep soil planting; (b) be used for active and passive recreation and a stormwater detention basin; (c) provide a flexible range of active sports pitches; (d) provide some smaller scale passive spaces at the edges; (e) provide a clear link to the Green Square Aquatic Health and Recreation Centre to complement the active sports facilities.
B	One park of 2,500sqm at the south eastern area of the neighbourhood (Mulgu Park).	The park is to: <ul style="list-style-type: none"> (a) provide for deep soil planting; and (b) be used for passive recreation and stormwater detention; and (c) allow for passive recreation.
C	An area of public open space to be provided at the termination of Zetland Avenue the East West Boulevard, east of Defries Avenue.	This space is to: <ul style="list-style-type: none"> (a) provide for deep soil planting; (b) provide a noise and visual buffer to traffic on South Dowling Street; (c) allow for passive recreation; and (d) be flexible in its design to accommodate a range of community based activities, for example performance space, open air theatre and temporary art and sculpture exhibitions.



Example of smaller scale spaces at edges of open space



Figure 5.46 Epsom Park Open Space and Setbacks



- KEY**
- PRECINCT BOUNDARY
 - 1.4 METRE FOOTPATH WIDENING
 - OPEN SPACE
 - LANDSCAPE DEDICATION (10M OR VARIES AS SHOWN)
 - PUBLIC DOMAIN DEDICATION - STREETS AND LANES
 - 9 METRE EASEMENT FOR PUBLIC ACCESS
 - 3 METRE EASEMENT FOR PUBLIC ACCESS (OUTDOOR DINING)





Figure 5.46 Epsom Park: Dedications and easements

5.3.3.2 Street network

- (1) Where required to be provided, new streets are to be introduced and dedicated to Council in the locations identified in Figure 5.47 Epsom Park street hierarchy and layout and designed in accordance with the standards set out in Table 5.7 Epsom Park street typologies and Figure 5.47 Epsom Park street hierarchy and Figures 5.48 to 5.65, 5.64.
- (2) ~~Where required to be provided by Council, s~~Separated cycleways are to be provided along Zetland Avenue the East-West Boulevard and the transport corridor (George Julius Avenue) (Defries Avenue) (refer to Figures 5.47 to 5.64) and designed as part of the public domain and in accordance with the *City of Sydney Cycle Strategy and Action Plan 2007-2017*.
- (3) ~~Introduce a shared cycleway along Local Street Type 3 in accordance with Figure 5.54.~~
- (4) Street closure devices and one way systems identified in Figure 5.47 Epsom Park Street hierarchy and layout are to be provided and must not impede bicycle bike or pedestrian movements.
- (5) Leticia Street, Chimes Street, Ascot Avenue and portions of Peters Street and Rose Valley Way are to be provided as shared zones.
- (6) Pony Race and Fuse Streets are to be provided as pedestrian/cycle ways only, however in the short term traffic will be permitted to align with development staging.

Table 5.7 Epsom Park street typologies

Type	Reservation width	Design considerations
East-West Boulevard Zetland Avenue	<p>Total width of 36m</p> <p>Traffic: 2 lanes at 3.2m each</p> <p>Parking: 2 lanes at 2.1m on the south side</p> <p>Cycleway: 1 two way lane at 3.0 2.8m</p> <p>Footpath: width varies from a max. 10.7m on the southern side and 4.9m to the northern side.</p>	<p>Significant east-west road connecting Epsom Park to the future Green Square Town Centre.</p> <p>Function as a high capacity transport corridor with opportunities for pedestrian and bike links.</p>
Transport Corridor	<p>Width varies between 23m to 25m</p> <p>Traffic: 2 lanes at 3.2m each.</p> <p>Public transport: 2 lanes at 7.4m in total.</p> <p>Parking: 1 lane at 2.1m</p> <p>Cycleway: 1 two way lane at 2.8m</p> <p>Footpath: 3.2m to each side of the street</p>	<p>Configuration of the street reservation may vary depending on the location.</p>

Type	Reservation width	Design considerations
Local Street – Type 1	<p>Total width of 20m</p> <p>Footpath: 3.2 <u>3.4</u>m to each side of the street</p> <p>Parking: 2 lanes at 2.9 <u>2.1</u> m</p> <p>Traffic: 2 travel lanes at 3.2 <u>3.0</u> m</p> <p>Median: 3m bio-swale</p>	<p>Include a centrally located bio-swale to filter polluted low flow water run-off prior to entering the stormwater system.</p>
Local Street – Type 2	<p>Total width of 17.6m</p> <p>Traffic: 2 lanes at 2.9m</p> <p>Footpath: 3.5m on each side of the street</p> <p>Parking: 2 lanes at 2.1m</p>	<p>Local access or neighbourhood street with kerbside parking.</p>
Local Street Type 3	<p>Total width of 15m</p> <p>Traffic: 1 lane at 5.4 <u>5.5</u> m (two traffic lanes and a shared cycleway).</p> <p>Parking: 1 lane at 2.1m on the north side</p> <p>Footpath: 2.5m on each side of the street</p> <p>Planted verge: 2.5m on the south side</p>	<p>Provide a planted verge within the road reservation and to both sides of the street to enhance pedestrian amenity.</p>
Local Street – Type 4	<p>Total width of 12m</p> <p>Planted verge: 1.8m on each side of the street</p> <p>Footpath: 2.4 <u>2.6</u> m on each side of the street</p> <p>Traffic: 1 lane at 3.6 <u>3.2</u> m</p>	<p>Provide a planted verge within the road reservation and to both sides of the street to enhance pedestrian amenity.</p>
Local Street – Type 5	<p>Total width of 9m</p> <p>Traffic: 1 lane at <u>3.2</u> 3.0 m</p> <p>Footpath: 3.0m on eastern one side and 2.8m on western side the other</p>	



Figure 5.47 Epsom Park Street Hierarchy and Layout



KEY					
	PRECINCT BOUNDARY		20 METRES - MAIN STREET		SHARED ZONE
	36 METRES - ZETLAND AVENUE		15 METRES - STREET		SHORT TERM VEHICULAR ACCESS, LONG TERM PEDESTRIAN AND CYCLE ONLY
	23 METRES - TRANSPORT CORRIDOR / PRIMARY STREET		12 METRES - LANE		9 METRES PEDESTRIAN / CYCLE THROUGH SITE LINK
	LOCAL STREET - WIDTH VARIES TO MATCH EXISTING NORTHERN CONDITION		9 METRES - LANE		OPEN SPACE
					LANDSCAPE SETBACK

EPSOM PARK - STREET HIERARCHY OCTOBER 2013



KEY					
	PRECINCT BOUNDARY		20 METRES - MAIN STREET		SHARED ZONE
	36 METRES - ZETLAND AVENUE		15 METRES - STREET		SHORT TERM VEHICULAR ACCESS, LONG TERM PEDESTRIAN AND CYCLE ONLY
	23 METRES - TRANSPORT CORRIDOR / PRIMARY STREET		12 METRES - LANE		9 METRES PEDESTRIAN / CYCLE THROUGH SITE LINK
	LOCAL STREET - WIDTH VARIES TO MATCH EXISTING NORTHERN CONDI-		9 METRES - LANE		OPEN SPACE
					LANDSCAPE SETBACK

Figure 5.47 Epsom Park Street Hierarchy

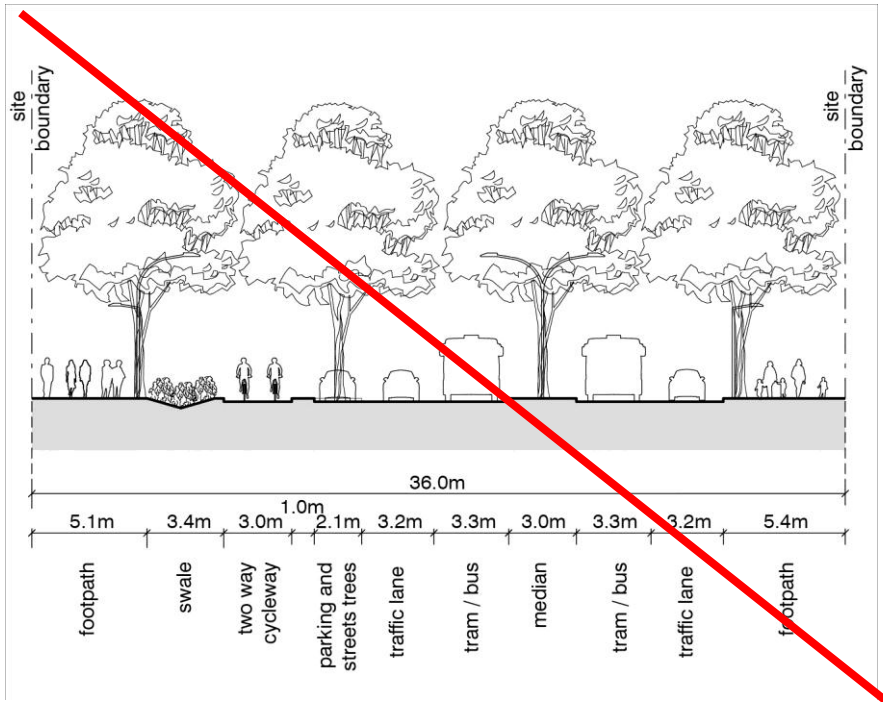


Figure 5.48 East-West Boulevard

Note: Exhibition version showed adjacent buildings in street sections. These have been deleted in the sections for simplicity.

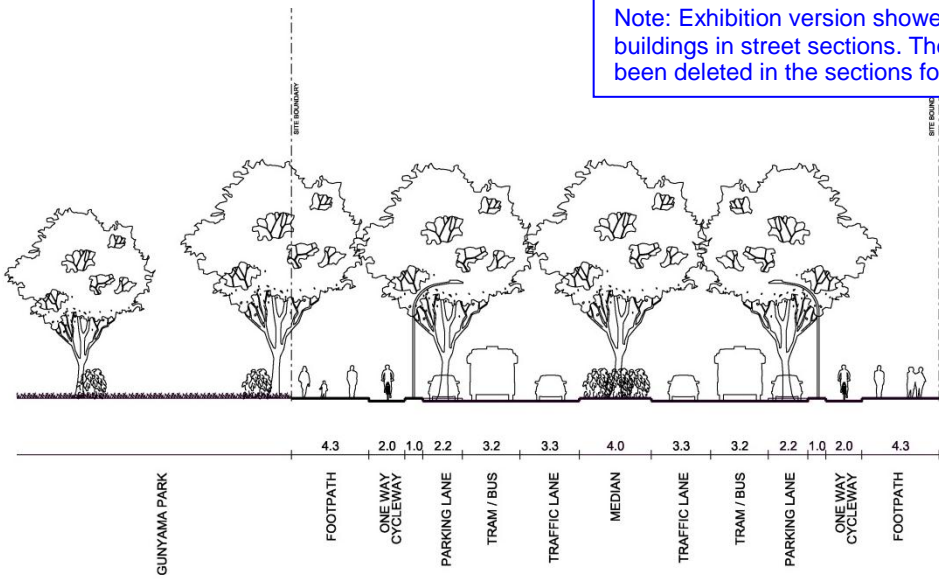


Figure 5.48 Epsom Park - Zetland Avenue (36m) Section A1

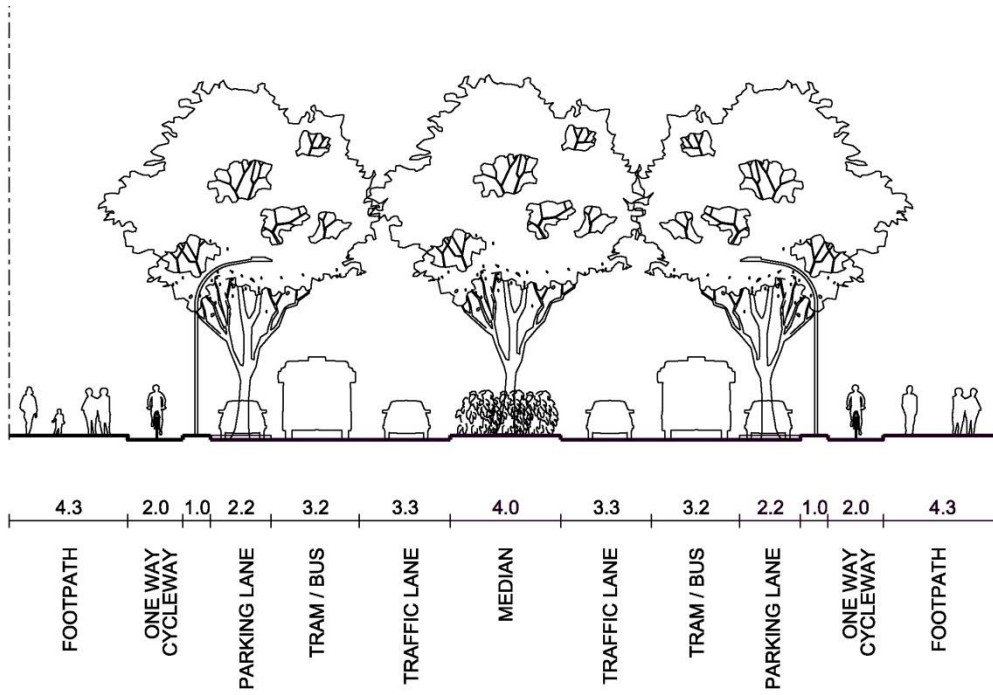


Figure 5.49 Epsom Park- Zetland Avenue (36m) Section A2

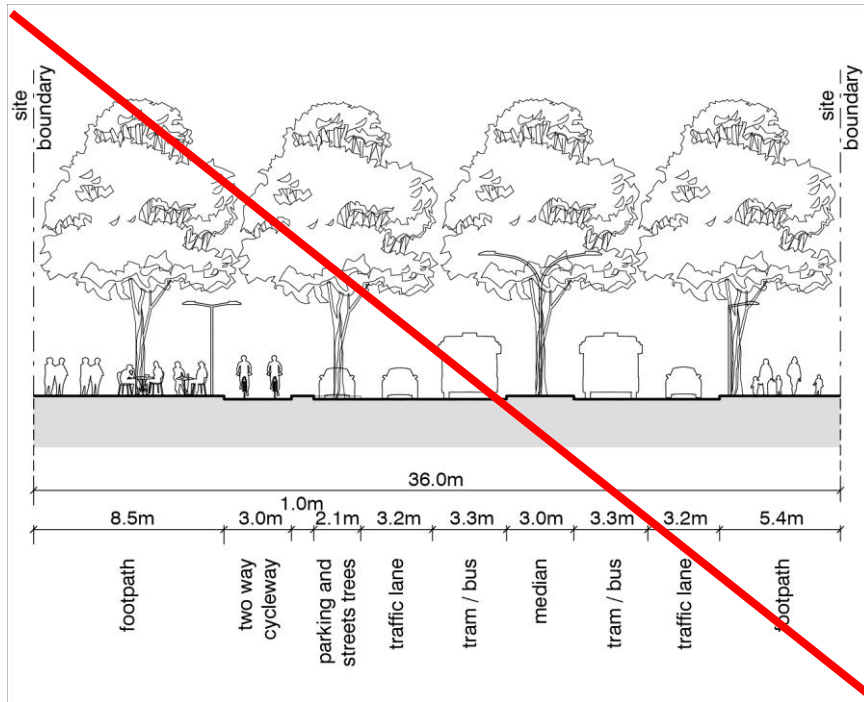


Figure 5.49 East-West Boulevard — adjacent to a nominated active frontage
 (deleted -repetition of Figure 5.48)

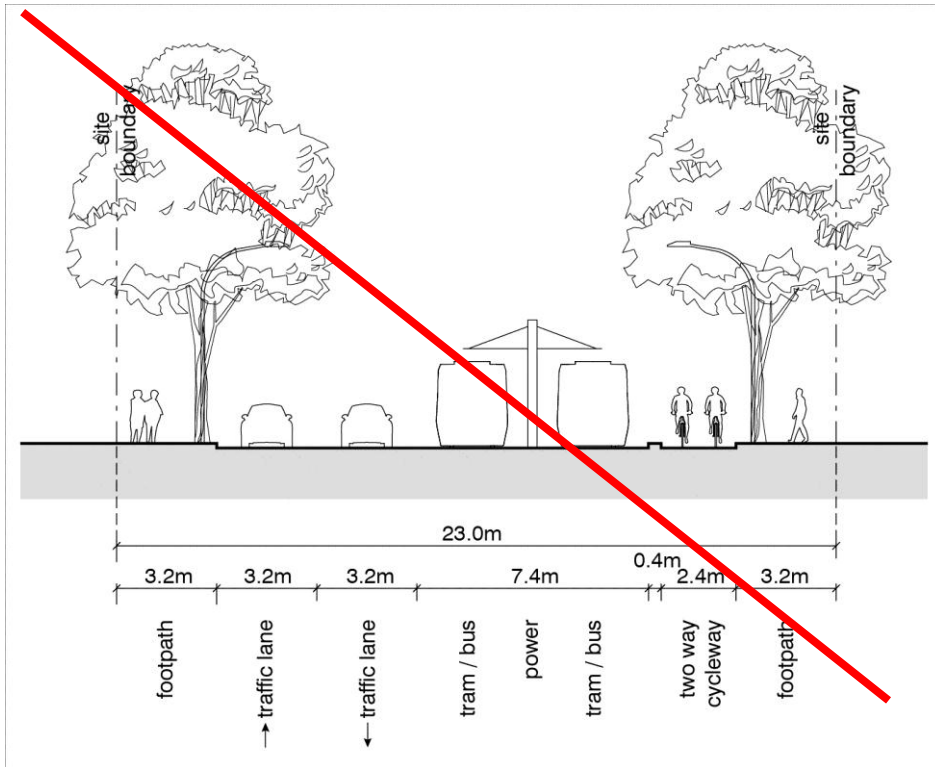


Figure 5.50 Epsom Park – Transport Corridor Section C

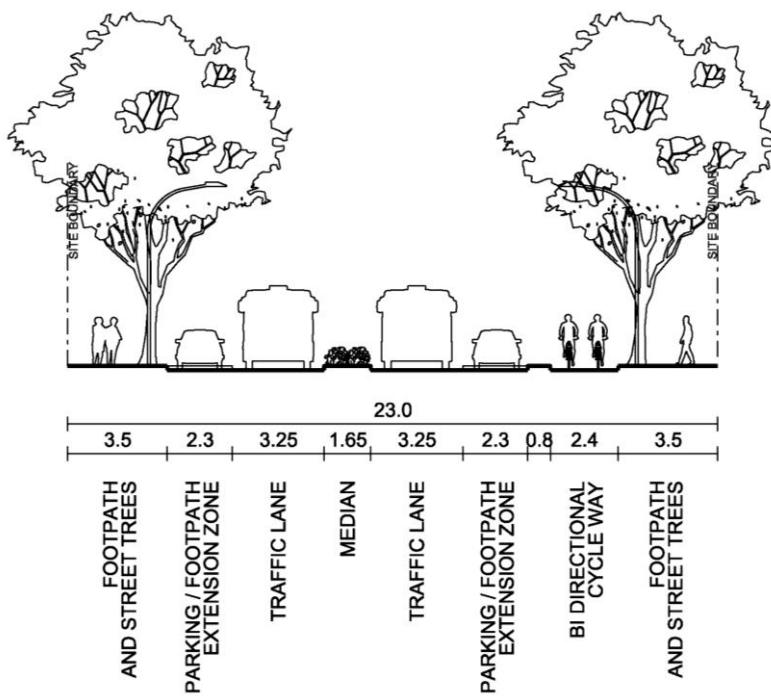


Figure 5.50 Epsom Park - Transport Corridor (George Julius Avenue adjacent to park) Section B1- Short-term

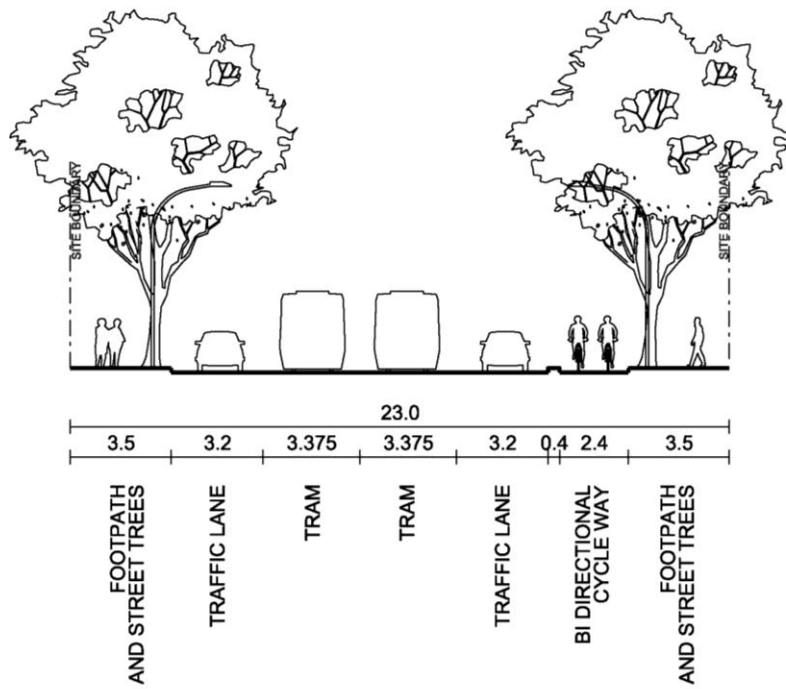


Figure 5.51 Epsom Park - Transport Corridor (George Julius Avenue adjacent to park) Section B1- Long-term

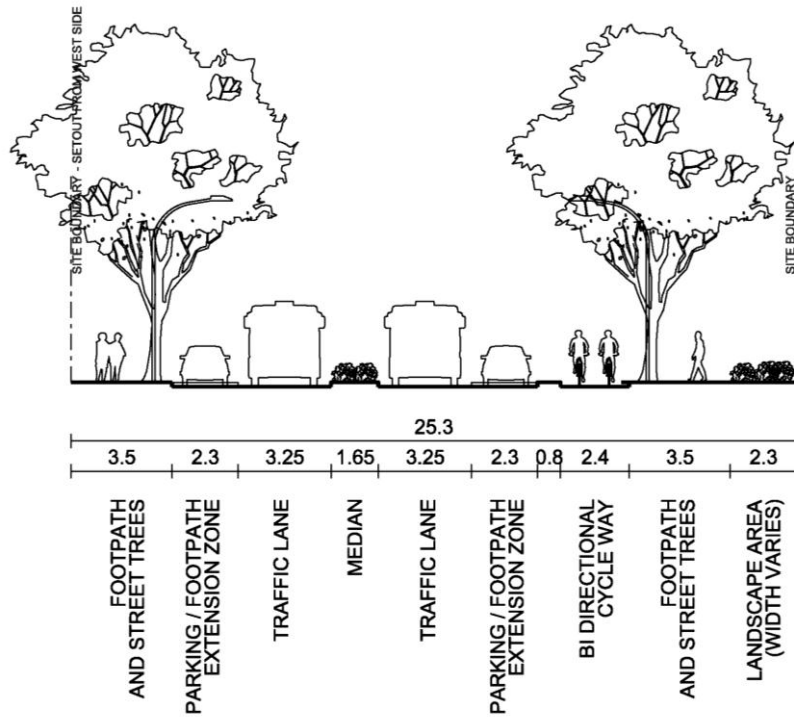


Figure 5.52 Epsom Park - Transport Corridor (George Julius Avenue) Section B2- Short-term

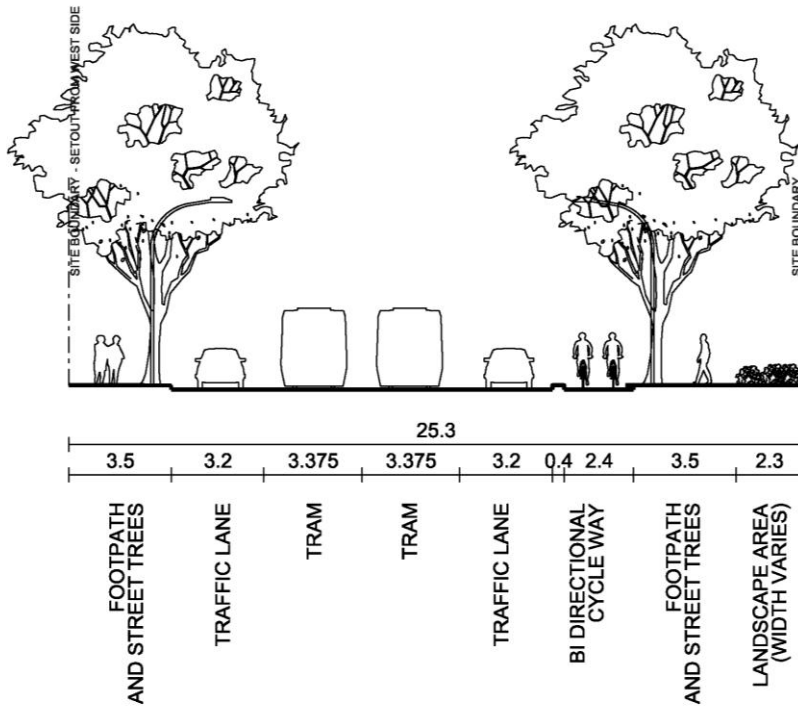


Figure 5.53 Epsom Park - Transport Corridor (George Julius Avenue) Section B2- Long-term

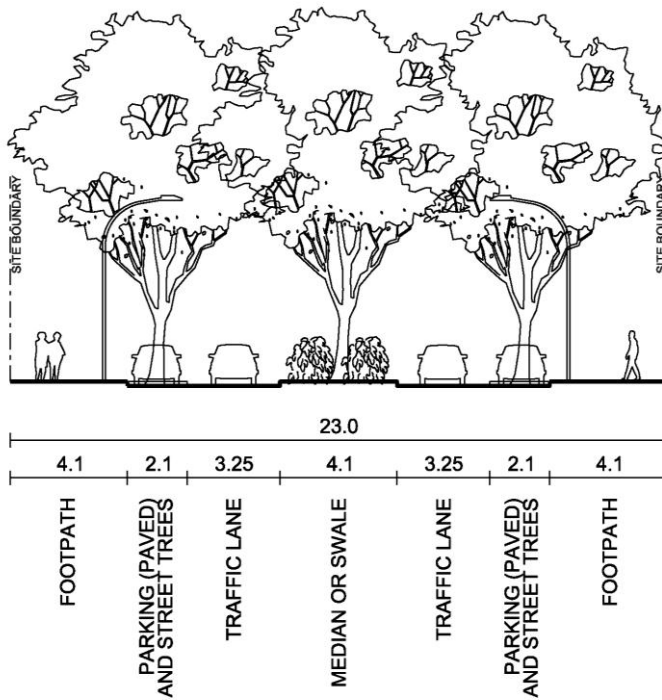


Figure 5.54 Epsom Park - Transport Corridor (Defries Avenue-South of Zetland) Section C

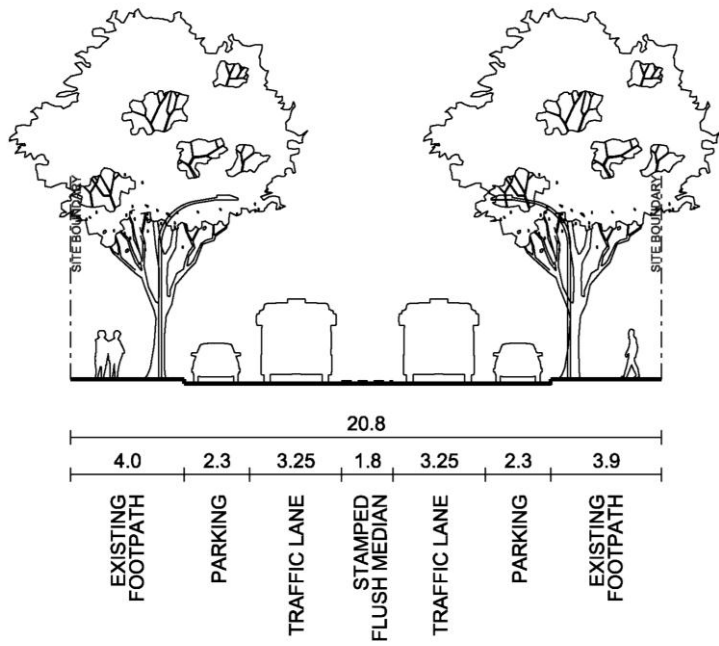


Figure 5.55 Epsom Park - Transport Corridor (Defries Avenue north of Zetland Avenue)- Short-term Section D1

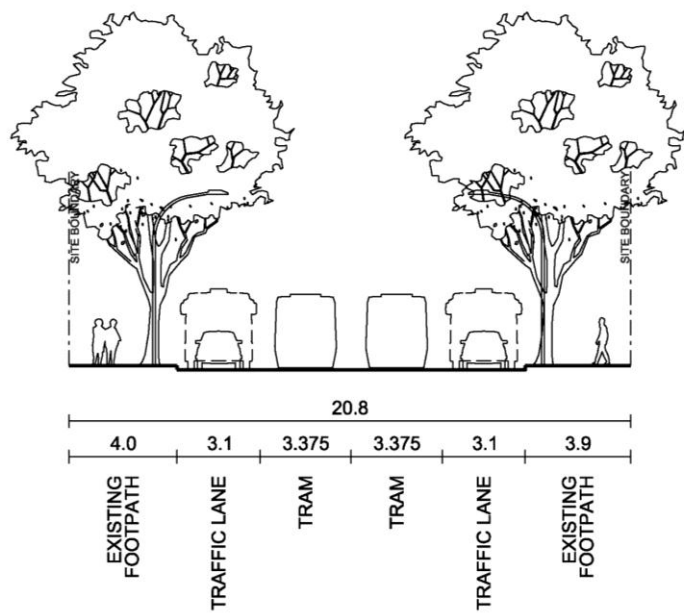


Figure 5.55 Epsom Park - Transport Corridor (Defries Avenue north of Zetland Avenue) Long term Section D2

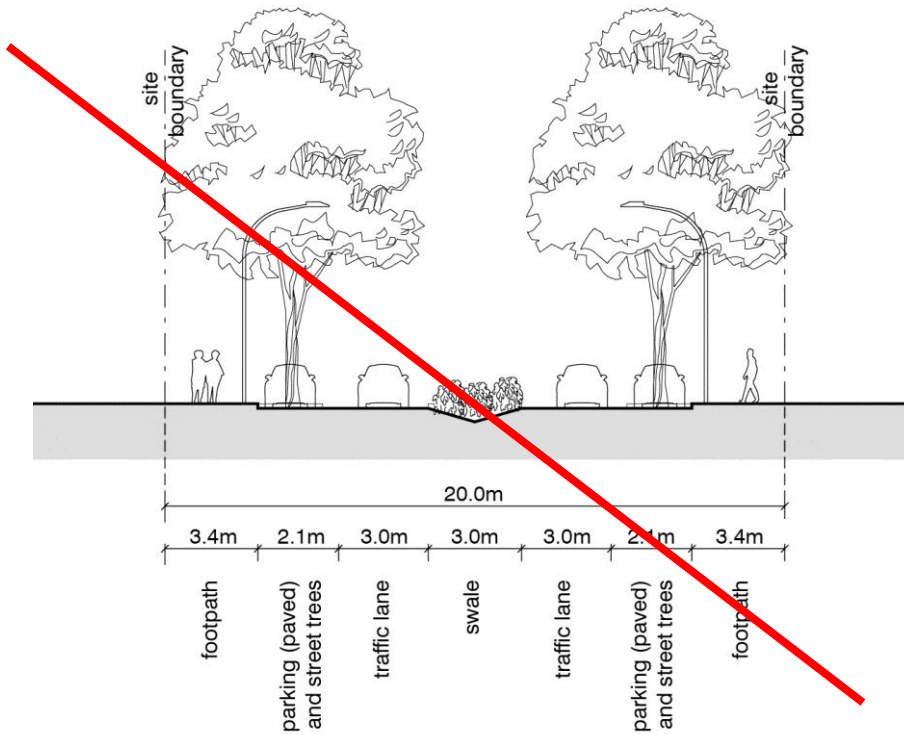


Figure 5.51 Epsom Park – Local Street Type 1

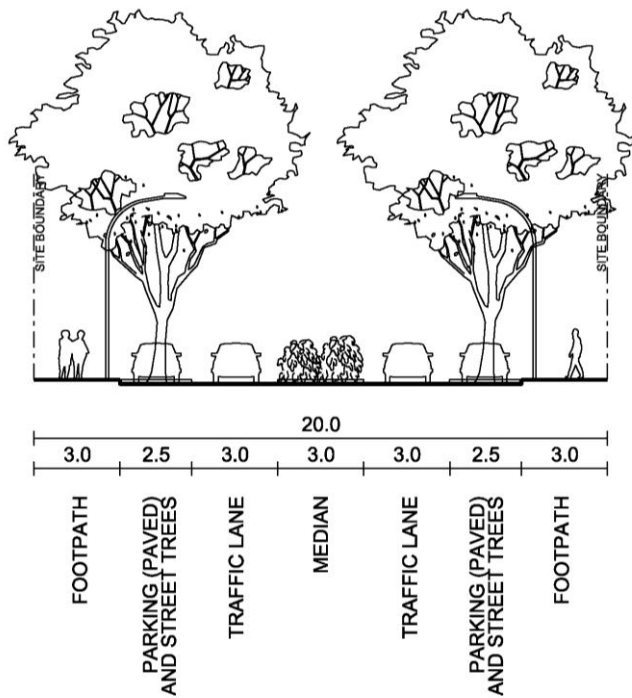


Figure 5.56 Epsom Park – Peters Street Section E