

**Meeting Date:** Tuesday 10 December 2013  
**Location:** Council Chambers, Level 6, Civic Centre, 1 Devlin Street, Ryde  
**Time:** 7.30pm

**ATTACHMENTS FOR COUNCIL MEETING**

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Eastwood Town Centre Master Plan : Master Plan Report DRAFT Revision G

Prepared for the City of Ryde  
November 2013

Gallagher  
Ridenour

In association with Cred Community Planning, Hill PDA and Cardno

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**ITEM 5 (continued)****ATTACHMENT 1****1.0 Introduction** Project Overview

The City of Ryde is targeting the renewal and revitalisation of the City's traditional business centres including the Eastwood Town Centre. To assist in this goal, Council has engaged Gallagher Ridenour in association with Cred Community Planning and Hill PDA to prepare a Master Plan for the Eastwood Town Centre.

The following project aims were established by Council to guide the Eastwood Master Plan process:

- Promote sustainable long term growth in the centre balancing economic, cultural, social and environmental considerations.
- Promote a vibrant mix of land uses.
- Integrate residential, commercial and community land uses to build on and enhance the existing character and community identity of Eastwood.
- Promote accessibility - walking, cycling, and public transport use - and the development of a well-used public domain.
- Support the strong cultural identity that celebrates a rich cultural diversity and promotes unity.
- Create a high quality, safe public domain and urban environment.
- Ensure that infrastructure adequately supports growth.
- Develop practicable, achievable and cost-effective recommendations and actions plans.

**Project Outcomes**

The Master Plan describes a place specific vision for the town centre. It describes the future urban structure, public domain and built form and includes principles and recommendations for its implementation.

The Master Plan will inform Council's planning policies including the Eastwood Town Centre Development Control Plan, which guides future development within the town centre, and Local Environmental Planning, which establishes statutory provisions for land use, building height and floor space ratio.

**Project Methodology**

The Master Plan process commenced with briefing from council and consultation with community groups. After this a detailed analysis of the town centre was undertaken which informed the development of design principles. Options were then developed and tested with the consultant team. Cardno reviewed traffic proposals and Hill PDA provided feasibility modelling and advice on land economics. Further consultations with community groups were undertaken. These comments and subsequent feedback from Council have been consolidated into the Draft Master Plan, which will be publicly exhibited in the following months.

**ITEM 5 (continued)****ATTACHMENT 1****1.0 Introduction** Project Overview

- In parallel with the Master Plan, a cultural analysis of Eastwood was prepared. It addresses how the Eastwood Town Centre can reflect the needs of its current and future community and visitors to the area, support community harmony and celebrate the area's cultural diversity. The cultural analysis:
- Identifies the unique cultural aspects and diversity of the Eastwood community and the Eastwood Town Centre through demographic studies, existing studies and community engagement with a wide range of community and business stakeholders.
- Assesses the existing community and cultural facilities and serviced in the Town Centre and their capacity to meet current and future demand.
- Provides recommended strategies to support community harmony and cultural development through improvements to the Eastwood Town Centre that reflect the aims of the Eastwood Town Centre Master Plan as established by the City of Ryde.

The cultural analysis findings and recommendations are summarised in section 4. The Master Plan process incorporated community engagement with a diverse range of residents, community and social groups from a range of backgrounds.

An economic analysis of the town centre was also prepared in conjunction with the Master Plan. The economic analysis included

- Floors pace demand and market appraisal of retail, commercial and residential floor space within the Eastwood Town Centre;
- Economic input into the formation of draft development scenarios; and
- Testing the viability of proposed planning controls using development feasibility modelling.

The economic analysis findings and recommendations are summarised in appendix 2.

The Master Plan was also informed by the following policies and reports:

- Draft Eastwood Built Form Master Plan (2005)
- Eastwood Transport Management and Access Plan (2008)
- Eastwood Pedestrian Access and Mobility Plan (2009)
- Ryde Bicycle Strategy and Master Plan (2007)
- Eastwood and Terrys Creek Floodplain Risk Management Study and Plan (2009)
- Eastwood Park Master Plan and Plan of Management (2008)
- Rowe Street East Streetscape Master Plan
- Glen Street and Lakeside Road Study and DCP
- Eastwood Park Master Plan and Plan of Management 2008
- Public Domain Implementation Plan, 2001

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**1.0 Introduction** Eastwood Town Centre Study Area



Above: Eastwood Town Centre Study Area

**Structure of this Document**

The Eastwood Town Centre Master Plan Report is structured into 6 parts.

Part 01 -Introduction provides an overview of the project aims. Part 02- Context provides an overview of the planning and policy context as well as the existing social and economic conditions and future demand. Part 03 - Analysis summarises the key attributes of the town centre and Part 04- Consultation outlines community engagement process and responses. Part 05- Master Plan outlines the design principles and town centre master plan structure. In this section there is also a more detailed discussion of key places, and outlines strategies for buildings and public domain improvements. Part 06 Development Options provides detailed information on economic testing. The appendices included detailed information on flooding and specialist consultant reports by Cardno, CRED and Hill PDA.

**Eastwood Town Centre Study Area**

The town centre is bounded by Rutledge Street/First Avenue to the south, Shaftsbury Road to the west; Terry Road, Hillview Road, Eastwood Park and May Street to the north; and Blaxland Road to the east.

A key asset of the town centre is the location of arterial roads and local connector routes which bypass the core and reinforce the boundaries. This configuration supports Rowe Street and the town centre core as pedestrian intensive areas.

The rail line is a significant physical constraint as it bisects the town centre in half. A single road crossing at Rutledge Street and First Avenue, a pedestrian underpass at Rowe Streets; and the railway concourse connects the two halves.

The surrounding local context is largely low scale residential uses.

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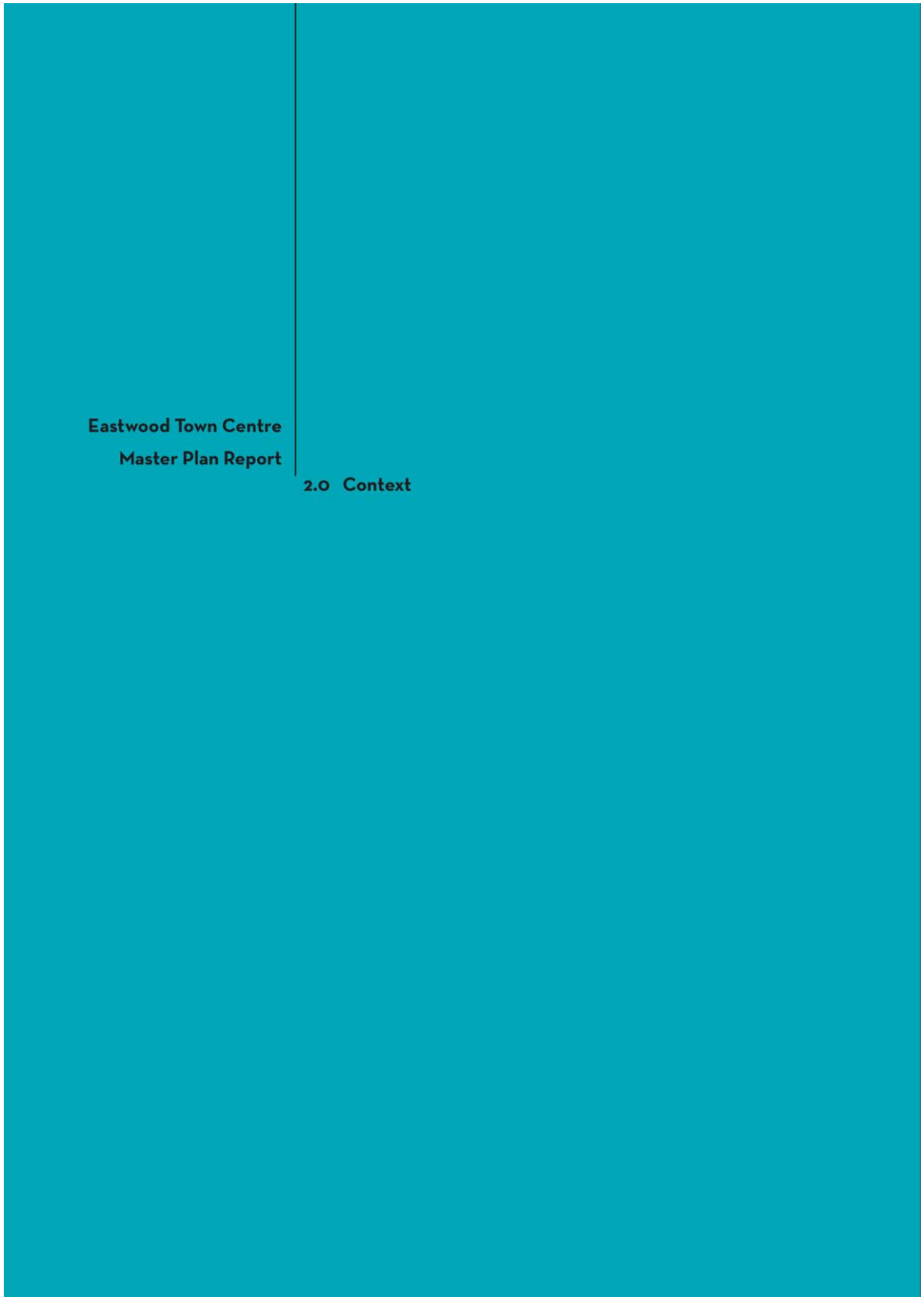
**1.0 Introduction** Master Plan Vision

**Eastwood Town Centre is**

- a peaceful multicultural community
- where children and families are safe
- where everyone is welcome
- where local businesses are supported
- where people can live and work
- where people of different cultures can gather to dance, to exercise, to play and to celebrate
- where visitors come to shop and enjoy food
- with great community spaces to sit together in the shade and chat
- that is easy to walk around in the day and evening
- that is vibrant 7 days a week

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Eastwood Town Centre  
Master Plan Report

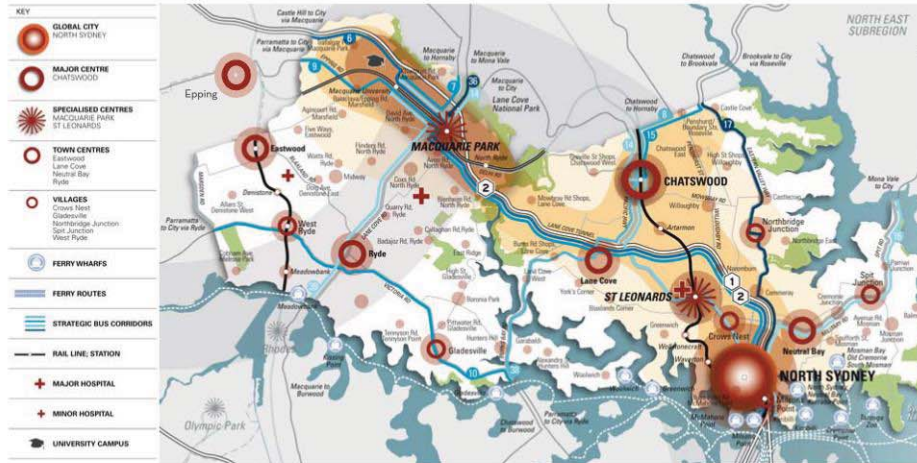
2.0 Context



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**2.0 Context** Planning and Policy



Above: Excerpt from NSW Government Metropolitan Strategy - Figure 1: Centres in the Inner North Sub Region

**State Policies**

The Metropolitan Plan for Sydney 2036 sets the NSW State Government strategic directions that shape the Sydney metropolitan area for the next 25 years. The Plan supports population and job growth; a compact city form focused around a network of centres and corridors; public transport improvements; and the management of natural resource use. The Plan addresses strategic directions for housing, centres and corridors, employment and open space.

An important asset of City of Ryde within the Metropolitan Plan is the Macquarie Park Corridor and Macquarie University, which are identified as key components of the “Global Arc” or global economic corridor, stretching from Sydney Airport to Sydney and North Sydney CBDs to Parramatta CBD. Eastwood is located within 3km of this important strategic arc.

Supporting the metropolitan wide initiative are ten sub-regional strategies. The Draft Inner North Sub-Regional Strategy includes the Eastwood Town Centre. These State government policies identify Eastwood as a town centre. Attributes of a town centre are identified as a centre of approximately 800m radii with one or two supermarkets, community facilities, medical centre, schools, etc. that contain between 4,500 and 9,500 dwelling and is usually a residential origin than employment destination. The policies promote centres that maximise use of transport and to improve opportunities for walking and cycling.



**ITEM 5 (continued)****ATTACHMENT 1****2.0 Context** Planning and Policy**City of Ryde Policies and Statutory Development Controls****City of Ryde Local Planning Study (2010)**

Ryde Council has prepared a Local Planning Study (LPS) which reinforces the Draft Sub-regional Strategy and establishes a set of Strategic Directions to guide more detailed planning as follows:

- Promote and support sustainability in all its forms - economic, social and environmental - so that Ryde's unique cultural, economic and environmental qualities are protected and enhanced for existing and future generations.
- Focus and support growth in Centres through a mix of land uses which provide housing, jobs and services close to public transport.
- Strengthen the unique identity of individual centres and their attractiveness through improvements to the public and private domain.
- Improve access to a range of housing types which meet the needs of present and future residents and contribute to attractive neighbourhoods.
- Continue to protect and enhance the City of Ryde's open space and the natural environment.
- Conserve those places which the community values.
- Stimulate economic growth and local jobs by providing opportunities for a range of businesses and by protecting employment lands.
- Encourage walking, cycling and public transport use by focusing growth in centres, by improving public domain and by enhancing community safety and connectivity in Centres and by improving links between Centres, open space, residential areas and precincts such as schools and Macquarie University.

The LPS recommends a Draft Master Plan be prepared for the Eastwood Town Centre that supports the Council's vision for Eastwood as: to support the vision: "a vibrant local centre well serviced by public transport, providing diverse job opportunities and retail services. It will set a standard for town centre water management."

The Local Planning Study states that employment opportunities in Eastwood will be in local and regional commercial and retail needs. Eastwood is also positioned to benefit from proximity to regional employment destinations Macquarie Park Corridor and Macquarie University.

The LPS also acknowledges parking and traffic congestion in local centres, including Eastwood and recommends improved parking management in centres through parking provisions. Council has recently exhibited a new Parking DCP, which includes minimum and maximum parking rates by building use. It also includes provision for bicycle parking.

Flood management is a major constraint for Eastwood Town Centre and its future capacity for growth. Council has undertaken the Eastwood and Terrys Creek Floodplain Risk Management Study and Plan (2009) and is currently prioritising recommendations for implementation.

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Above: LEP 2010 - Zoning

Above: LEP 2010 - Building Height

Above: LEP 2010 - FSR

**Ryde Local Environmental Plan 2010**

The LEP 2010 includes the current provisions for land use, building height, and floor space for the Eastwood Town Centre. The maps (above) show the current provision. Of note, is the FSR map which shows that there are currently no floor space limitations within the land zoned mixed use in the town centre. Development capacity is controls through building height and supporting development controls within the DCP. The Master Plan will recommend LEP provisions for zoning, building use and FSR.

The Ryde LEP 2011 is currently on exhibition and does not include recommendations from this Master Plan. For the land within Eastwood Town Centre Master Plan, the Draft LEP includes changes to use, FSR and height for the Glen Street and Lakeside Road Master Plan area; removes the heritage listing for the masonic hall on Rowe Street; and rezones flood affected land at 104 Rowe Street to RE1 Public Recreation.

**Eastwood Development Control Plan (DCP) 2010**

The Ryde Development Control Plan 2010 is a compilation of existing DCPs into a comprehensive document. The Eastwood Town Centre DCP (Part 4.1) is an older DCP and has been identified by Council for updating. It guides the future development form of Eastwood.

Major constraints within the existing DCP are:

- Generic development controls, instead of place-based controls which can be linked to specific development outcomes on a development parcel, for example street wall alignment and height, street setbacks, extent of awnings, etc. The town centre include land zoned both B4 Mixed Use and R4 and does not address the different building forms likely within each zone.
- Building form, where the existing DCP includes a height plane 1 which height steps back from the street edge/podium edge. The resulting ziggurat building forms have overly deep lower levels, which result in poor amenity and create buildings, which are unable to comply with State Environmental Planning Policy No 65: Design Quality of Residential Buildings.

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Above: Glen Street and Lakeside Road Study recommended building envelopes, uses and heights.

- Flood risk management, where the existing DCP promotes ground floor shops level with the footpath. The DCP does not establish future maximum flood level in the town centre in response to the flood risk and mitigation works recommended in the Eastwood and Terrys Creek Floodplain Risk Management Study and Plan (2009).

Public domain improvements. The existing DCP provides generic controls for the interface of building with the public domain. It does not identify public spaces and their improvements and the place specific relationship to development parcels.

The Eastwood Town Centre Master Plan will inform revisions to the town centre DCP by describing the future character of Eastwood; by recommending public domain improvements; by outlining future building uses and form and their interface with streets and public spaces, including flood management.

**Eastwood Town Centre - Exhibition Draft DCP No. 39A (2005)**

This Draft DCP is an update on the current DCP above. As a result of the exhibition, the DCP was put on hold while Council conducted more detailed traffic and flood studies. Since this time Council has undertaken the Eastwood and Terrys Creek Floodplain Risk Management Study and Plan (2009) and the Eastwood Town Centre Transport Management and Access Plan (2008). A Draft Master Plan recommended in the LSP will incorporate these studies and inform a revised DCP.

**Glen Street and Lakeside Road Precinct**

The lands to the north of Glen Street and west of Lakeside Road between Glen Street and Hillview Road were the subject of a Master Plan as part of Council's Small Centres Study. The Master Plan recommended changed to land use, FSR and building heights and proposed site specific building envelope controls.

The Glen Street Precinct recommendations are incorporated into the Master Plan and will be included in the revised DCP.

**ITEM 5 (continued)****ATTACHMENT 1****2.0 Context** Community Profile

Historically, the Eastwood area was a traditional Anglo Australian suburb. Over the past 20 years, the community profile has changed to a population of around 50% residents from non-English speaking backgrounds (in 2006) mostly Chinese and Korean. The cultural changes that have occurred have resulted in disharmony between some longer term Anglo residents and the now majority Chinese and Korean community. The current population (2006) is 11,722 projected to increase to 13,357 in 2031. In some areas within the Eastwood Town Centre, up to 70% of the population is Chinese and 12% Korean. The culturally and linguistically Diverse (CALD) population is likely to continue to increase in Eastwood because:

- There is a well-established, vibrant and high profile CALD community living there.
- The area is well connected to good transport, education and employment.

There are existing CALD social and community groups and services. The area has higher proportions of children and young people, increasing numbers of older people, higher numbers of lower income residents, and higher levels of people experiencing housing stress (rental and ownership) than the City of Ryde LGA. The area also has around 20% of people who have poor English skills. The Town Centre is a functional and vibrant place. The Chinese community is very active in community life and there are a number of community and social groups in the area. There are 22 community facilities (community buildings and open spaces) housing a range of services and programs. But these are scattered around the Town Centre and there is no multipurpose community centre that is a focal point for the community and can support community wellbeing, development and harmony.



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**2.0 Context** Economic Context

**Population and Housing**

Key demographic characteristics of Eastwood compared to the City of Ryde as at the 2006 ABS Census include:

- The population of Eastwood and the broader City of Ryde is characterised by a slightly older population than the Sydney SD. The median age of Eastwood and City of Ryde was 37 years in 2006, compared to the Sydney SD at 35 years.
- The two highest age brackets within Eastwood and City of Ryde were those aged 15-29 years (17.6% and 21.8% respectively) and 30-44 years (20.9% and 23.6% respectively). This was comparable to Sydney SD (21.2% and 23.2% respectively).
- The average household size in Eastwood was slightly higher (2.8 persons) than both Sydney SD (2.7 persons) and the City of Ryde (2.5 persons) due to a higher proportion of nuclear families and the nature of existing housing supply.
- Eastwood had a significantly greater proportion of separate houses (63% compared to City of Ryde (56%). However, Eastwood was comparable to Sydney SD (64%). Only 23% of housing stock in Eastwood was recorded as flats/units/apartments, which compared to 28% in the broader City of Ryde. From 2001 to 2006 Eastwood experienced a slight decrease in the number of separate dwellings (1.8% decrease) and marginal increase in smaller dwellings such as townhouses (4.1% increase).
- Eastwood had a slightly higher proportion of residents owning or purchasing their dwellings (68%), in comparison to both Sydney SD (65%) and the City of Ryde (64%). 30% of dwellings in Eastwood were rented, compared to 31% in Sydney SD and 33% in the City of Ryde.
- The City of Ryde had a lower share (68%) of its households living within family groups compared to Eastwood (75%) and Sydney SD (73%). As a result, the broader City of Ryde had a high proportion of lone person households (27% of all households), compared to trends experienced in Eastwood (20%) and Sydney SD (23%).
- Eastwood had higher proportion of its family households (53%) with children than both the City of Ryde (48%) and the Sydney SD (49%). When compared to the 2001 census Eastwood, City of Ryde and Sydney SD each experienced a decline in family households with children. Eastwood experienced a significant decline of 17%, with the City of Ryde experiencing a 15% decline. Sydney SD recorded only a 1% decline. Around a third of all families in Eastwood, City of Ryde and Sydney SD were couples without children.
- The median weekly household income in Eastwood in 2006 was \$1,125 which was marginally lower than the City of Ryde at \$1,158 and Sydney SD at \$1,154.
- Notwithstanding slightly lower incomes, Eastwood had a slightly higher proportion of households earning more than \$1,500 per week (27%) when compared to the City of Ryde (25%) and Sydney SD (25%).

**ITEM 5 (continued)****ATTACHMENT 1****2.0 Context** Economic Context

As of 2006, Eastwood had 5,524 dwellings comprising 13.8% of all dwellings in the City of Ryde (39,998 dwellings). Over the period 2001 to 2006, the population of Eastwood grew at a slightly slower rate (0.5% per annum average growth) than the City of Ryde (0.6%), and significantly lower than Sydney SD (1.3%).

Council's dwelling forecasts to 2031 indicate growth of around 0.63% per annum (average). Most of this growth is to occur in Macquarie Park and Ryde South as indicated in the following table. Council's forecasts anticipate Eastwood will accommodate an additional 850 dwellings by 2031.

**Employment**

Journey to work data as compiled by the NSW Bureau of Transport Statistics (BTS) that utilises ABS Census data, uses employment counts for specific locations to analyse the likes of commercial centres, daytime population, profile of resident workforce, industry trends and method of travel to work.

Based on BTS forecasts Eastwood Town Centre will experience growth of 336 new jobs from 2006 to 2036 representing growth of 11 jobs per annum. Industries expected to see the most growth include:

- Retail Trade - increase by 147 jobs or 29%.
- Education and Training - increase by 97 jobs or 37%.
- Accommodation and Food Services - increase by 79 jobs or 32%.
- Public Administration and Safety - increase by 64 jobs or 36%.
- Health Care and Social Assistance - increase by 50 jobs or 7%.

**Retail and Commercial Demand**

Eastwood Town Centre currently provides some 46,445sqm of retail floorspace of which 15,200sqm (33%) is provided in the Eastwood Shopping Centre and Eastwood Village Square and 31,245sqm (67%) is provided in strip retail. The Eastwood Shopping Centre is anchored by Woolworths whilst Eastwood Village Square is anchored by Franklins.

The prime retail components of Eastwood Town Centre are generally considered to be along Rowe Street and Progress Avenue on the western side of the rail line and both Railway Parade and Rowe Street on the eastern side. The eastern side is characterised by Korean retailers, whilst the western side is dominated by Chinese retailers. The western side benefits from a superior retail offer with restaurants, a Woolworths anchored neighbourhood shopping centre and a Franklins anchored shopping centre. The prime location on the western side is considered to be the Rowe Street mall which leads directly to the train station.

The exact mix of retail space is unknown. A Hill PDA survey in 1997 identified 25% of the retail space to be food retailers including restaurants. This proportion is likely to have increased over the past decade as more Asian supermarkets, speciality foods and restaurants have opened. In addition to retail floorspace, the centre contains some 37,024sqm of commercial floorspace.



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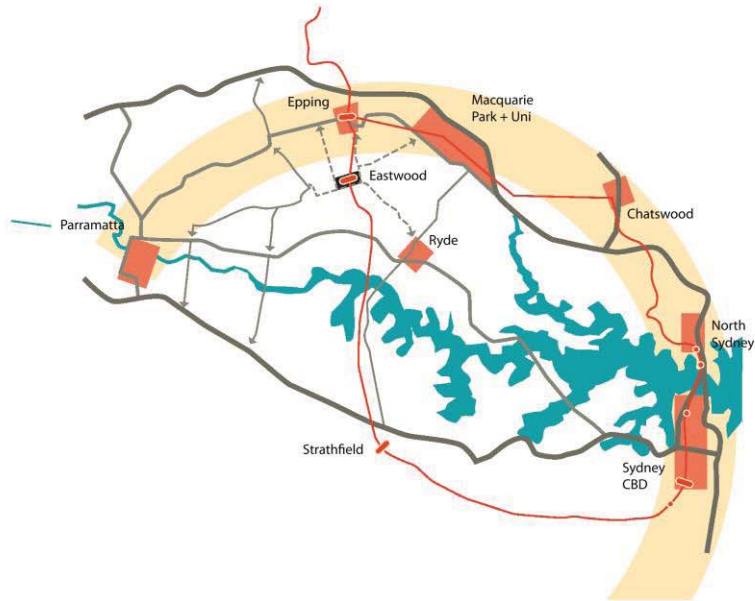
Eastwood Town Centre  
Master Plan Report

3.0 Analysis

**ITEM 5 (continued)**

**ATTACHMENT 1**

**3.0 Analysis** Regional Linkages



Above: Regional linkages showing strategic location of Eastwood Town Centre

The Eastwood Town Centre is located 14 kilometres from the Sydney CBD, 7km from Parramatta CBD, 9 km from the Chatswood CBD and 3 kilometres from Macquarie University and the Macquarie Park Employment Zone, key component of the global economic corridor. The north-west rail line serves Eastwood and links it by express train directly to Strathfield and Sydney CBD to the south and Hornsby to the north.

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**3.0 Analysis** Topography and Landform



Above: Topography and Landform Map



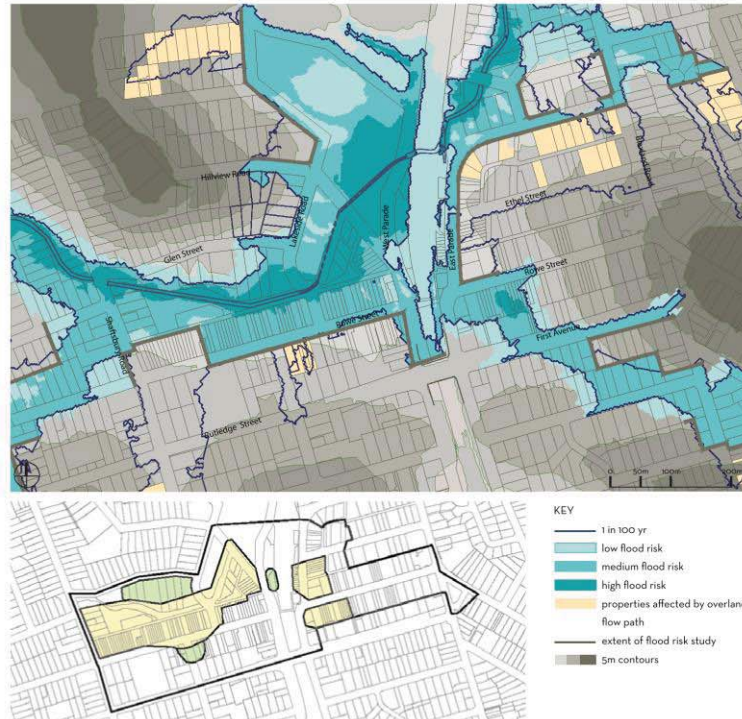
Eastwood is set within the valley along the alignment of Terry’s Creek. The ridges to the north-west, south and east visually contain the town centre within its setting. The top of the hill at Eastwood House on Hillview Lane is at RL 92 and the top of the hill to the east at Blaxland Road is RL 895.

The lowest points within the town centre is RL65 at Eastwood Park. Progress Avenue and along the culvert through Glen Street Reserve are also low points. The rail line is located in the valley, level with Rowe Street and the town centre. The valley setting of the town centre and the alignment of Terry Creek results in the need for flood management within the low lying areas of the town centre.

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**3.0 Analysis** Flooding and Risk



Above: Flood Risk Management Precincts as nominated in the Eastwood and Terrys Creek Flood Plain Risk Management Study and Plan 2009. Top Right: LEP2010 Eastwood Urban Village - development restrictions from flood; yellow is restricted development intensification; green is constrained development intensification

Eastwood and Terrys Creek Floodplain Risk Management Study and Plan (2009) indicate that low lying areas in the town centre are subject to high risk of flooding. The Study's recommendations are intended to replace the Eastwood Urban Village map in the LEP 2010. Existing high risk areas are not suitable for intensification of development without mitigation. The Master Plan is a long term vision for Eastwood and therefore is based on the Council's confirmation that mitigation work will be implemented as recommended in the above study. Until mitigation works are completed the master plan vision cannot be realised.

Refer to Appendix A for more detailed mapping and spot levels.

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**3.0 Analysis** Vehicular Circulation



Above: Vehicular Circulation

- KEY**
- high traffic volume arterial
  - high traffic volume local
  - medium-low traffic volume local
  - potential traffic flow
  - roundabout

Eastwood Town Centre is bounded by key arterial roads (Blaxland Road) and sub arterial roads (First Avenue and Rutledge Street); local roads are located in the heart of the town centre where there are a high numbers of shops and restaurants. There are a number of one way streets in the western portion of the Town centre including Progress Avenue, Hill View Lane and Coolgun Lane. Rowe Street west is partially closed, with one way west bound access from Trelawney Street to Shaftesbury Road.

The TMAP prepared in 2008 found that the intersections within the Town Centre are operating at a satisfactory level under existing control and traffic, with the exception of the intersection of Rutledge Street/West Parade Ramp which has excessive delays for left turning vehicles leaving the town centre.



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**ATTACHMENT 1**

**3.0 Analysis** Parking



Above: Current Parking Capacity excerpt from TMAP 2008 prepared by Cardo  
Below: Glen Street Car Park

- KEY**
- 50 Off street public parking
  - 20 Off street private parking
  - 57 On street public parking



Eastwood Town Centre has a number of on street and off street public parking. The TMAP report prepared by Cardo in 2008 found that there are a total of 957 off-street parking spaces in the town centre with a further 902 on-street spaces. There are high occupancy rates during peak hours at off-street car parks.

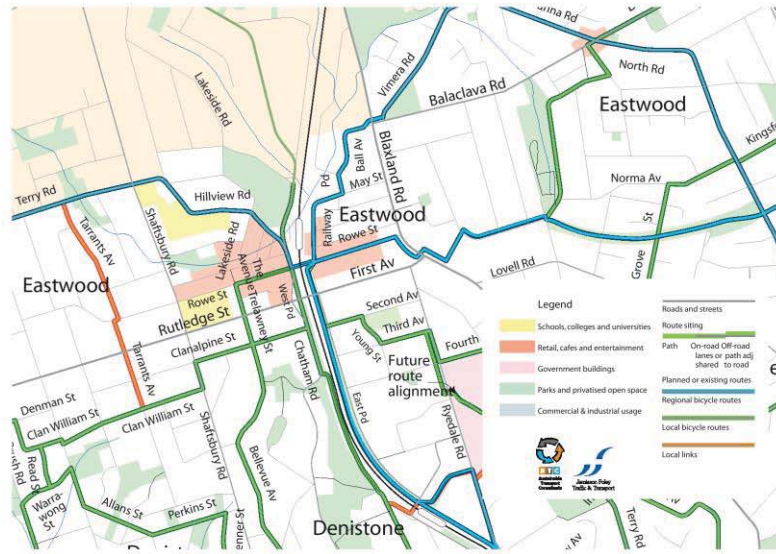
Glen Street Car Park whilst highly use, is inefficient in layout and has poor elevations to surrounding streets and Glen St Park.



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3.0 Analysis Cycleways



Above: Ryde Bicycle Strategy and Master plan (2007)

A number of regional and local cycle routes are identified in the Ryde Bicycle Strategy and Master Plan 2007 through Eastwood Town Centre. The plan proposed regional bike routes on Rowe Street. The TMAP 2009 noted issues with this alignment including steep grades on Rowe Street, and difficult road conditions on Blaxland Road.

Further issues with this proposal include potential conflicts in high pedestrian zones such as Rowe Street Mall and difficulty in navigating pedestrian underpasses. An alternative solution is proposed in the draft master plan. Refer to Section 5.0 Master plan.

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**3.0 Analysis** Pedestrian Movement



Above: Pedestrian counts per hour as sourced from *Pedestrian Access and Mobility Plan 2009* prepared by ARUP.

KEY

	8:30am	Noon	3:50pm
①	200	930	476
②	178	913	666
③	126	477	369
④	441	308	386
⑤	42	316	279
⑥	67	138	82
⑦	264	129	157

The Pedestrian Access and Mobility Plan 2009 prepared by ARUP found the Eastwood has high volumes of pedestrian movement. Concentrated areas of high pedestrian movement were found on the western side of Progress Avenue, on The Avenue at Rowe Street and at the Rail Station. The Plan nominates Rowe Street as a high priority routes with a minimum footpath width of 2.4m. Hill View lane is designated as a medium priority route due to its connection to the Rail Station.

The major constraint to walking and cycling is the rail line which bisects Eastwood Town centre. Crossings are limited to First Avenue or the pedestrian underpass at Rowe Street. The existing pedestrian underpass is accessed indirectly via a ramp with limited views in or out, making it feel unsafe

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**3.0 Analysis** Public Transport



Above: Public Transport Interchange and bus routes

Eastwood is a key transportation interchange for regional rail and bus services. The bus interchange provides services extending from Chatswood west to Parramatta. State Transit operates the vast majority of bus services and there are currently ten routes that operate either to or through Eastwood Town Centre.

Eastwood Railway Station is located on the Northern Line, 21km from Sydney Terminal. It is served by both suburban and interurban services. Suburban service frequency is generally half-hourly throughout the day, with additional services in both directions during peak periods.



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**3.0 Analysis Views**



Above: Views and Key Sites Map

Significant views are afforded on the eastern side of Rowe Street, linking both sides of the rail and to the low lying valley beyond. Views east along Rowe Street are terminated at Blaxland Road, which forms the boundary of the Town centre. This is an important terminating view for the street.

The topographic high point in Eastwood Park provides views across the eastern areas of the Town centre and the Railway Station. In lower lying areas, views from Eastwood Park and West Parade are blocked by Eastwood Library.

The gridded street pattern deforms at the hill to the north and to the east. This results in view corridors which terminate in buildings at the junction of street grids. This occurs at Blaxland Road and Rowe Street and at Lakeside Road, The Avenue and West Parade. Other streets to the north-west terminate in park views at Eastwood Park.

Corner sites located at the junction of East Parade and West Parade at Rutledge Street/ First Avenue are highly visible due to the bridging of the rail and spatial separation between buildings. Corner sites at Trelawney Street and Rutledge Street mark a heavily used entry into the town centre.

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**ATTACHMENT 1**

**3.0 Analysis** Historic Context



Above: 1943 Aerial (Land and Property Information NSW)

- KEY**
- heritage buildings
  - significant buildings
  - rail station
  - street edge along rowe street
  - rowe street view corridor
  - creek line / suburb
  - open space
  - boundary

By 1943 the bone structure of Eastwood is established including key buildings, Eastwood Park's extent and upper oval and croquet court; the subdivision of Glen Street Reserve area; and the general street network. Rowe Street is partially shaped by street edge shops to the west of the rail line. Some shops align with the street to the east of the rail. A building located on the hillside at Blaxland Road terminates the Rowe Street view corridor. Buildings coloured red still exist today and have a heritage status, such as the fire station and a number of shops. Other significant buildings evident in the map, which exist today but are not heritage listed, include the Eastwood School building on the corner of Rowe Street and Shaftsbury Road; and the Eastwood Hotel at Rowe Street and Railway Parade. The rail station has been redeveloped since this photograph.

Eastwood House, built in 1840 by William Rutledge, is located on the hilltop at the bend in Hillview Road in the north of the town centre. It was purchased by Edward Terry, the first Mayor of Ryde in 1863 and the estate was later subdivided in the 1910s. The Eastwood Town Centre and suburb is named after this estate. The house is now part of the Marist College Eastwood. The house is listed on the heritage register and it's curtilage and the conservation area to the north form the northern boundary of the town centre.

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ATTACHMENT 1

3.0 Analysis Historic Context



Top: Rowe Street - View East 1912 showing rise in topography to east and visual continuity across the rail line; Middle left: Eastwood Lake 1912, now Eastwood Park; Middle right: View to Eastwood House 1880 on the hilltop; Bottom left Railway Station 1912.



**ITEM 5 (continued)**

**ATTACHMENT 1**

**3.0 Analysis Existing Public Open Space**



Above: Open Space Map

- KEY**
- green lawns
  - mulch block planting
  - tree canopy in public open space
  - school buildings
  - public open space
  - rows of multi-trunked trees
  - railway
  - 1 Eastwood Park
  - 2 Rowe Street Mall
  - 3 Glen Street Reserve
  - boundary

The town centre contains two Parks; Eastwood Park and Glen Street Reserve, both located on the western side of the town centre. Eastwood Park (3.4 ha) bounded by West Parade, Hillview Road and Wingate Avenue consists of playing fields, croquet courts and Eastwood Library. The Eastwood Park Master Plan proposes additional picnic and play facilities in the far north western corner, adjacent to Wingate Avenue. This is a steep location, and may be difficult to access from the Town centre.

Glen Street Reserve (1.1 ha) is located in the low lying valley in close proximity to the town centre. Existing commercial, community buildings and the Glen Street Car Park back onto the reserve. The reserve contains picnic shelters and a limited provision of play equipment. The reserve is located in a high risk flood zone and is bisected by a stormwater channel.

A key open space in the town centre is the Rowe Street Mall. The mall contains a water feature, a large shade canopy covered in wisteria with seating, Café seating and informal displays of produce from adjoining shops create a vibrant atmosphere.

There are no parks on the eastern side of the town centre. Improvements in pedestrian connections across the rail line would improve resident's access to existing open space.

**ITEM 5 (continued)**

**ATTACHMENT 1**

**3.0 Analysis Existing Public Open Space**



1: View of stand and lower oval at Eastwood Park 2: Storm water channel cuts Glen Street Reserve in half, 3: Eastwood Library located in Eastwood Park, 4: Glen Street Reserve showing blank facades adjacent to the park, 5: Rowe Street Mall - shade under the Wisteria Arch. 6: Rowe Street Fountain,

ITEM 5 (continued)

ATTACHMENT 1

3.0 Analysis Public Space Use



Currently parks within the town centre have limited recreational diversity. Whilst Eastwood Park is well used by cricket, soccer and croquet groups, there are limited opportunities for less structured play. Glen Street Reserve contains children’s play equipment which is low quality and offers limited play variety.

Given the demographic mix, there is potentially high demand for a more diverse range of smaller scale facilities such as table tennis, ping pong, basketball or Tai Chi. Community consultations also noted the desire for more facilities for teenagers and youth as well as more comfortable seats and tables. Additional tables/ seats could be provided for games such as mah jong.



ITEM 5 (continued)

ATTACHMENT 1

3.0 Analysis Public Space Use



1: Tai Chi Classes under the wisteria canopy offer early morning spectacle for passersby 2: Informal displays on the mall provide a vibrant and diverse shopping experience.

Rowe Street Mall is a well-used and popular public space in Eastwood. The mall is the focal point of the town centre, attracting casual users drawn to weekly tai chi classes as well as day to day residents shopping or dining.

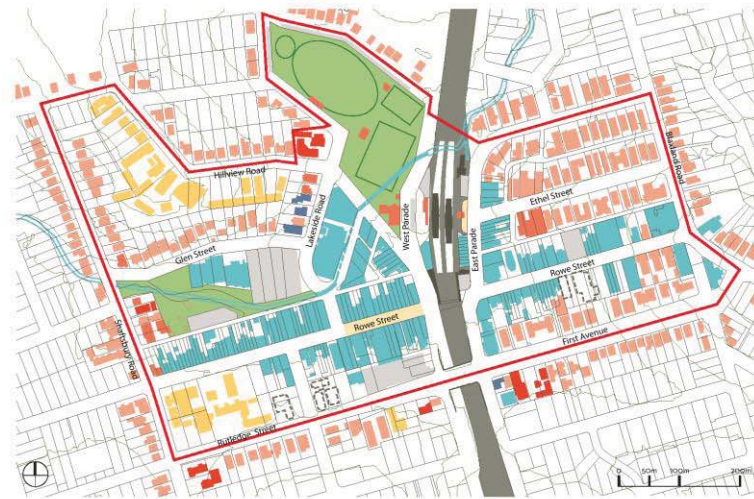
The wisteria canopy is a key landmark, providing shade during summer months as well as a short burst of seasonal colour, when the wisteria is in bloom. Feedback from community groups indicate a desire for more activities centred in the mall, particularly at night. This could include night market, noodle markets and film nights.



**ITEM 5 (continued)**

**ATTACHMENT 1**

**3.0 Analysis Building Use**



Above: Building Uses Map

- KEY**
- retail/commercial/mixed use
  - small office/professional
  - residential
  - community
  - religious
  - education
  - demolished
  - car parking
  - open space
  - rowe st mall/railway forecourt
  - railway
  - boundary

The town centre is defined by a strong 'main street' spine with retail/commercial uses. Eastwood Public School anchors the western end of Rowe Street. Other schools on the hilltop at Hillview Road to the north-west incorporate Eastwood House and have a low scale residential setting. The eastern side of Rowe Street is surrounded by walk-up apartments to the north and to the south along First Avenue. The town centre is generally surrounded by low scale residential neighbourhoods characterised by houses and some walk-ups. A number of churches and community facilities are located around the edges of the town centre and within Eastwood Park. Public parking on eastern side is limited to small on-grade public car parks and on-street parking, while the western side is served by the Glen Street decked car park and private decked parking at Eastwood Shopping Centre.

**ITEM 5 (continued)**

**ATTACHMENT 1**

**3.0 Analysis** Building Edges & Access



Above: Building Edges and Access Map

	awnings		major vehicle access points
	active frontage without awning		car parking
	object buildings		open space
	blank walls		rowe st mall/railway forecourt
	access/service /parking edges		railway
	building facades shaping space		boundary

Rowe Street characterised by street edge shops with awning with a few gaps in the frontage, particularly in east and at Eastwood School. The street wall enhances the visual continuity of Rowe Street across the rail line. Laneways provide service access for the northern side of Rowe Street, Hillview Road and Progress Avenue, which are often dominated by car parking or carpark entries. Residential areas and schools typically have front setbacks with gardens and define a transition from urban to suburban street character. Streets marking the boundaries of the town centre typically have landscaped setbacks, except at the Eastwood Shopping Centre. First Avenue is characterised by a large street reserve with large trees which screens existing buildings. The shopping centres and multi-level carparks result in inactive frontage and often hostile or blank building edges. Low scale building which sit within the landscape or reinforce corners subtly mark special places within the town centre.

**ITEM 5 (continued)**

**ATTACHMENT 1**

**3.0 Analysis Building Form**



Above: Building Height Map

<b>KEY</b>			
	1 storey		on-grade parking
	2 storey		rowe street mall/rail forecourt
	3-4 storey		open space
	5 storey		railway line
	6-8 storey		boundary

The town centre is defined by a predominantly two storey 'main street' spine. The form street edge containment of Rowe Street is strongest in the centre of the town and tapers off the edge. The eastern portion of Rowe Street has a large gap in the centre and transitions to older apartment building which lack street edge activation. Four to five storey buildings at the eastern end break the consistent street wall height. The five storey Aldi development under construction will assist in extending the street edge to the east and reinforce the greater height datum.

The western portion of Rows Street is predominantly 2 storeys with a taller buildings at Eastwood Shopping Centre. The approved DA for the shopping centre includes 5 and 7 storeys along Rowe Street. Low building heights set within the school grounds at Eastwood School break the urban street edge.

The hilltops to the north and to the east visually defines the horizon and containment of the town centre. The eastern side of the town centre includes 3-4 storey walk-up apartments to the north and south of Rowe Street. The town centre is generally surrounded by low scaled residential neighbourhoods.



**ITEM 5 (continued)**

**ATTACHMENT 1**

**3.0 Analysis** Land Ownership Patterns and Constraints



Above: Land Ownership Patterns Map

KEY	
<span style="display:inline-block; width:15px; height:10px; background-color:darkblue; border:1px solid black;"></span> council ownership	<span style="display:inline-block; width:15px; height:10px; background-color:lightpeach; border:1px solid black;"></span> strata titled properties
<span style="display:inline-block; width:15px; height:10px; background-color:lightblue; border:1px solid black;"></span> state ownership	<span style="display:inline-block; width:15px; height:10px; background-color:darkerpeach; border:1px solid black;"></span> small lots (<10m frontage)
<span style="display:inline-block; width:15px; height:10px; background-color:mediumblue; border:1px solid black;"></span> large private landholdings	<span style="display:inline-block; width:15px; height:10px; background-color:orange; border:1px solid black;"></span> recent development
<span style="display:inline-block; width:15px; height:10px; background-color:darkteal; border:1px solid black;"></span> approved DAs	<span style="display:inline-block; width:15px; height:10px; border:1px solid black;"></span> consolidated sites
<span style="display:inline-block; width:15px; height:10px; background-color:lightyellow; border:1px solid black;"></span> schools	<span style="display:inline-block; width:15px; height:10px; background-color:green; border:1px solid black;"></span> eastwood park
<span style="display:inline-block; width:15px; height:10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, hatched 2px, hatched 4px); border:1px solid black;"></span> heritage items	<span style="display:inline-block; width:15px; height:10px; background-color:grey; border:1px solid black;"></span> railway line
<span style="display:inline-block; width:15px; height:10px; background-color:yellow; border:1px solid black;"></span> conservation area	<span style="display:inline-block; width:15px; height:10px; border: 2px solid red;"></span> boundary

Development potential within the town centre is highly constrained or the subject of a DA approval as shown in the above map. Opportunities and constraints are as follows:

- Light yellow coloured lands are designated as school uses.
- Hatched properties are heritage listed and have limited development potential.
- Peach coloured land is also constrained as strata title (light peach) or small lot subdivision (darker peach). This land may have future opportunities through changes in strata title laws and/or amalgamation.
- Purple coloured lands are in government ownership, light by State and dark by Council. Depending on flood impacts, there may be opportunities to consolidate facilities and release development potential on Council land. There are no know plans for changes to State government land.
- Dark blue coloured lands have approved development applications.
- Medium blue coloured lands are relative large sites in single ownership. Some potential in underutilised site (Trelawney Street) but others have existing high value uses (Eastwood Hotel)
- The development potential on north side of Glen Street has recently been increased within Council's DCP.
- Flooding also impacts development potential and will remain factor until flood mitigation measures are implemented.



ITEM 5 (continued)

ATTACHMENT 1

**3.0 Analysis** Design Opportunities



Above: Opportunities Map

In summary, Eastwood Town Centre has a number of physical characteristics that enhance and reinforce it as an attractive town centre. Rowe Street is a vibrant main street with popular mall space that attracts many users throughout the year. First Avenue and Shaftesbury Avenue, the primary arterial streets with high traffic volumes are located on the outer boundaries of the town centre, which facilitate pedestrian movement in Rowe Street. The small tenancies adjoining Rowe Street allow for a large number of diverse shops including specialist food stores. Eastwood Town centre is serviced by public transport infrastructure including rail/ bus; the station and bus stops are located in the heart of the town centre, further increasing pedestrian use.

**Design Opportunities**

The following design opportunities are identified for the Master Plan:

1. Glen Street Reserve + Council Land
  - Consolidated approach to address flooding, community facilities and parking
  - Improve interface of car park to public domain by introducing active retail/commercial uses along street frontages
  - Improve circulation for pedestrians and vehicles

**ITEM 5 (continued)**

**ATTACHMENT 1**

**3.0 Analysis** Design Opportunities and Constraints

2. The Avenue
  - Improve footpath connections to Rowe Street Mall to accommodate high pedestrian volumes
3. Rowe Street Mall
  - Improve opportunities for community gatherings, which may include:
    - Additional seating
    - Upgrade paving
    - Power/ Wifi access
    - Shade
  - Reinforce fine grain shop front pattern of use
  - Maintain solar access to part of the Mall in midwinter
4. East- West Connectivity
  - Explore options for improvements to path alignment
5. Rowe Street East Streetscape
  - Facilitate 'eat street' destination and promote alfresco dining
  - Explore opportunities for wider footpaths and additional shade trees
6. Rowe Street East
  - Explore adaptation of council land (carpark and flood affected lot) for optimum use
  - Reinforce fine grain shop front pattern of use
7. Blaxland Road
  - Extend town centre to address the site which terminates the Rowe Street view corridor.
8. Lakeside Road/Progress Avenue
  - Reinforce use of area as food shopping destination with improved retail tenancies, outdoor market opportunities, and a pedestrian focus.
9. Consolidated Community Facility
  - Explore opportunity for multi use facility in central location.
10. Development Potential
  - Support redevelopment of small sites and amalgamated sites. This may include reviewing car parking rates on sites with constrained access or limited area to accommodate parking and access.
  - Reinforce Rowe Street and the core of the town centre with fine grain retail/commercial uses at lower levels with residential uses above.

**ITEM 5 (continued)**

**ATTACHMENT 1**

**3.0 Analysis** Design Opportunities and Constraints

- Promote greater housing diversity within the town centre.
- Consider future changes to the town centre boundary, which may assist in releasing greater potential for town centre supporting uses and increased residential space, which is currently limited in the town centre by land ownership patterns and economic feasibility.
- Address short and long term development strategies that address flood and land ownership constraints.
- Link development uplift on key sites to public domain improvements.

**Design Constraints**

The following design constraints are identified for the Master Plan:

- Flood impacts limit future redevelopment until mitigation works are completed. Ground floor levels and access are constrained by flood levels. This is particularly challenge for shop front properties and has implications for shop front to footpath transitions; ground floor level ceiling heights; awning heights; and overall building height.
- The railway line severs the town centre into two halves. The eastern portion has constrained access to the west and its many community facilities and open spaces.
- A single vehicular crossing at First Avenue/Rutledge Street over the rail line constrains east west vehicular movement within the town centre and with the surrounding local context.
- Rutledge St and First Avenue is an arterial road with high levels of traffic. This status limits vehicular access to adjoining lots and impacts on amenity (noise, pollutions) of adjacent residential uses.
- The town centre has a predominance of small land parcels with limited redevelopment opportunities due to amalgamation costs. Alternative models to minimum site frontage and site amalgamation could assist in promoting redevelopment.
- Car parking rates further limit capacity of small lots to redevelop. Variations to car parking rates for some lots should be considered, particularly those along Rowe Street.
- Redevelopment of the Glen Street car park for both public parking and other supporting uses is costly to achieve. Redevelopment will limit car parking spaces in the town centre during construction. Options that consider staging should be considered.
- There is a desire to retain existing car parking capacity within the town centre may constrain opportunities for improvements within the public domain.
- Existing DA approvals for the Eastwood Shopping Centre exceeds the current height controls and potentially establishes a precedent for greater height.
- High land values may constrain development potential without significant increases in building height/FSR.
- High voltage power lines along Rutledge Street and the eastern half of Rowe Street impact on development frontage and potential for street tree planting.

**ITEM 5 (continued)**

**ATTACHMENT 1**



**Eastwood Town Centre  
Master Plan Report**

**4.0 Consultation**



## ITEM 5 (continued)

## ATTACHMENT 1

### 4.0 Consultation Community feedback

#### Stage 1: Vision and Needs

Stage 1 Consultation is documented in the Eastwood Town Centre Master Plan Cultural Analysis and Community Engagement report by Cred Community Planning. Community engagement was undertaken in relation to local community and cultural issues, needs and aspiration for the Eastwood Town Centre with a diverse range of uses, visitors, businesses and residents through workshops, face to face interviews, telephone interviews, site visits, online and paper based surveys.

The community engagement highlighted the need for:

- a more modern and tidy town centre that supported locally owned business,
- better and more comfortable seating and more shading,
- more parking spaces and more longer term parking,
- more places to gather, socialise, and exercise and for markets and community activities (indoor and outdoor),
- a multipurpose community centre with a multi-lingual information service and indoor courts, and
- a better connection between the Town Centre on the east and west of the railway line.

Other concerns included:

- parking capacity to support Eastwood as a shopping destination
- traffic, particularly along Rutledge Street and First Avenue partly due to their regional road status
- service access to shops conflicts, for example forklift at Lakeside Road
- conflicts between cars and heavy pedestrian use of cross walk at The Avenue; pedestrian major linkages between Rowe Street Mall/Rowe Street and Progress Avenue shops and Glen Street Car Park
- opportunities for affordable housing and for elderly family member to age in place

#### Stage 2: Design Options

A Reference Group Workshop with community, business and Council representatives was held on 30 November 2011 to provide further input into the Eastwood Town Centre Master Plan Process. The purpose of the workshop was to:

- provide feedback on the outcomes of the consultation to date,
- discuss design principles and design ideas and options for the Town Centre, and
- assist in understanding community priorities for potential Master Plan recommendations.

The following is a summary of the discussion:

**ITEM 5 (continued)**

**ATTACHMENT 1**

**4.0 Consultation** Community feedback

**Built Form**

- Height should be restricted on both sides of the rail line as parking is difficult, streets are full of cars and higher buildings would increase cars on the street.
- How does Eastwood compare to other centres. What is best height economically? It was explained that land economics analysis and feasibility is part of the next stage of the Master Plan process.
- West Ryde has existing 10 storeys towers.
- East side could have more height to promote development and more shops. Could apartment areas change?
- Consider limiting car parking to promote small lots to change.
- Some don't want Eastwood to be like Chatswood. 12 storeys on eastern part of Rowe Street are not supported by a few.
- If we want to attract workers, where do they park?
- Concern that proposed heights are not high enough to promote viable redevelopment, which is desired by some.
- 

**Connectivity**

- Support for expansion of footpaths on The Avenue. One respondent noted that caution needed if closing The Avenue fully as it could impact viability of the Mall and retail activity. It was explained that temporary closures or changes to roads could be used to test impacts before funding is spent on permanent changes.
- Progress Avenue could be an opportunity for pedestrian only. Currently short term parking at Progress Avenue and West Parade is good. Need to balance with delivery and rail access.
- Crossing from Railway Station to Eastwood Park during peak traffic times is an issue. Is a pedestrian light possible?
- One respondent noted concern that if access to Glen Street carpark is not easy (by promoting Glen Street as main accessway) that people will choose to go elsewhere (outside of Eastwood). It was explained that traffic consultant has advised efficiency of movement via Glen Street is better.
- Could Trelawney Street be extended through to Glen Street carpark? This would require land acquisition by Council.
- Increase number of drop off zones for elderly. Current location at Rowe Street and The Avenue. 'Illegal' drop offs at women's rest centre and community centres.
- Signage is needed directing visitors to car parking locations within the town centre.

## ITEM 5 (continued)

## ATTACHMENT 1

### 4.0 Consultation Community feedback

#### Rail Crossing

- Reconfiguration of pedestrian tunnel entries to promote direct sight lines, greater safety, and easy access was strongly supported. Seen to be a cost effective solution.
- Rail crossing issue has been going for a long time and desperately needs addressing.
- Bridging rail line requires involvement of State Rail and this is seen to be a challenge.
- Information board at entries could assist in guiding people around the town centre and to facilities.
- Poor connectivity between sides of rail lines forces car use.

#### Rowe Street - West

- Support for Mall upgrade with seating, lighting and paving.
- Support for concept of a place manager or community group to program space.
- Lighting concepts for the mall could reflect the cultural diversity of Eastwood.
- Activation of Mall at night is desired. Opportunities could include dancing and night time cinema.
- Close part of Rowe Street between Mall and Trelawney to improve pedestrian access.
- Western end of Rowe Street is quiet and businesses struggle to remain open. Suggestions for closing road and improving streetscape and street tree planting.
- Some supportive of idea to use school space during non-school hours for play, seating and shade. This could assist in activating this part of the street. Others concerned that school would lose play space. School needs to be involved.
- Retain fountain but upgrade with different water jets (rising and falling) and possibly music.

#### Rowe Street East

- Street tree planting is supported.
- Support reconfiguring to road reserve to support outdoor dining and tree but concern with car parking loss. Current Concept Plan for streetscape does not include footpath widening.
- Query as to if traffic could be one way fully or only for western end? Council resolution to keep it two ways.
- Consider alternative locations for car parking. For example, can the site that needs to be acquired because of flood impacts be used for parking?
- Opportunities for streetscape elements to link Rowe Street east and west. For

**ITEM 5 (continued)**

**ATTACHMENT 1**

**4.0 Consultation** Community feedback

- example a catenary light structure.
- Some concerned with change of carpark at tunnel entry to open space but others supported open space on eastern side of rail where there is currently none. Council noted that the land is owned by Rail Corp, which would make changing its use difficult.

**Glen Street Reserve**

- Opportunities for increasing parking supported but acknowledged need for more detailed study. Greater support for middle option to add parking levels existing structure and introduce active frontages. This is subject to structural advice on capacity of structure to be adapted.
- Car parking is the biggest problem in Eastwood.
- Opportunity for Glen Street Reserve to become Town Park supported. Note potential for flat area with Astroturf and weather protection for Tai Chi.
- Need for recreation facilities and public toilets.
- Community hub idea supported.



**ITEM 5 (continued)**

**ATTACHMENT 1**



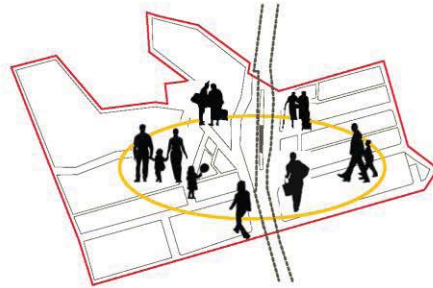
**Eastwood Town Centre  
Master Plan Report**

**5.0 Master Plan**

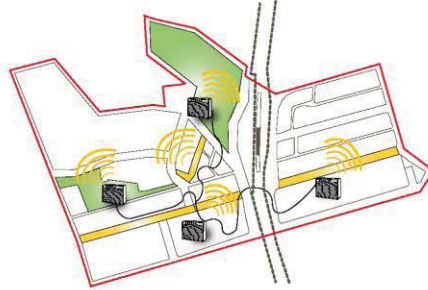
**ITEM 5 (continued)**

**ATTACHMENT 1**

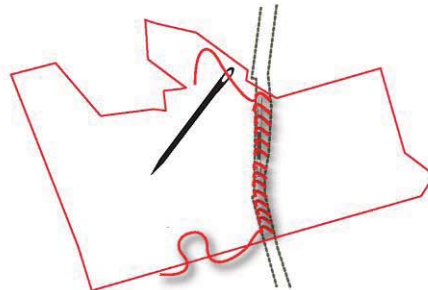
**5.0 Master Plan** Town Centre Strategy - Guiding Principles



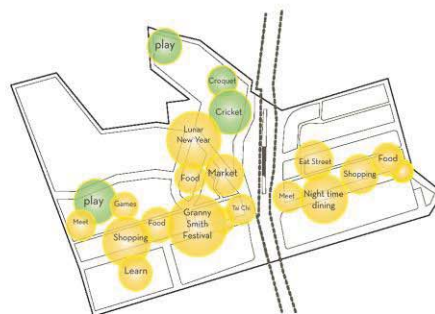
**1** Reinforce Eastwood as a Living Town Centre



**2** Amplify the Heart of the Town



**3** Stitch the Town Centre Together



**4** Celebrate the Cultural Life

**ITEM 5 (continued)****ATTACHMENT 1****5.0 Master Plan** Guiding Principles

Four guiding principles have been developed that capture the opportunities for the town centre. These build on the existing physical character of the town centre, as well as capturing and harnessing the strong cultural identity of Eastwood. These form the basis for the structure of the town centre and inform detail design proposals.

These Guiding Principles for the master plan are:

**1 Reinforce Eastwood as a Living Town Centre**

- Acknowledge and the existing high level of pedestrian activity within the town centre.
- Support the retention of Rowe Street as Eastwood's main street with fine grain retail frontages.
- Promote a mix of uses to support both living and working in the town centre.
- Encourage housing diversity including affordable housing and housing for aging in place.
- Promote greater variety in commercial uses and retail types.
- Support the future liveability of Eastwood by promoting environmental sustainability through water and flood management; through the design of the streets and public spaces; and through the redevelopment, re-use and adaptation of building fabric.

**2 Amplify the Heart of the Town**

- Reinforce Rowe Street and the Mall as the pedestrian core of Eastwood and promote its use during all times of the day and week.
- Promote Glen Street Reserve as the Town Park, incorporating gathering spaces and recreation facilities for all ages.
- Formalise Progress Avenue and its food based retail into a vibrant Lakeside Market precinct.
- Recognise Eastwood Park and the library as key destinations and popular youth spaces within the town centre.

**3 Stitch the Town Centre**

- Emphasise Rowe Street as the main street of Eastwood by accentuating its visual continuity through public domain elements and building form.
- Improve pedestrian connectivity and safety between east and west Rowe Street through more direct access and clear sight lines at the pedestrian tunnel.
- Augment existing pedestrian areas and arcades with footpath widening, through site links, and reduced vehicular conflicts.
- Promote connectivity with regional and local bicycle routes.
- Acknowledge the train and bus interchange as important assets supporting regional linkages, promoting public transport alternatives and reducing car use.

**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Guiding Principles

**4 Celebrate the Cultural Life**

- Acknowledge the importance of Eastwood to a diverse range of cultural groups including the Chinese and Korean communities.
- Support Eastwood as a multi-lingual town centre.
- Promote community places and facilities that address the needs of the diverse range of community groups in Eastwood.
- Recognise the schools as key destination within the town centre and cater for students in community facilities and public spaces
- Promote East Rowe Street as a destination eat street within Sydney.
- Reinforce festival spaces within Eastwood with appropriate public domain designs



**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Town Centre Structure



Above: Town Centre Structure

public parks	town centre edge tree planting	Rowe Street retail spine
Mall and pedestrian core	street trees and landscape	town centre core retail/com
wisteria canopy	setback to residential	landmark development
private open space	town centre residential	heritage items
Rowe Street and Lakeside Road tree planting	community uses/schools	conservation zone
		boundary

The Master Plan structure for the Eastwood Town Centre reinforces Rowe Street as the main retail and activity spine. Street tree planting and streetscape elements unify Rowe Street east and west sides. The Rowe Street Mall and the Wisteria Arch are accentuated as the heart of the town centre.

A strong town centre core is defined by Rowe Street, along Hillview Lane, at Lakeside Road, Glen Street and Progress Avenue, along the rail corridor, and at the Eastwood Shopping Centre and Trelawney Street. Pedestrian activity within the core is prioritised and reinforced by street tree planting, lighting and generous footpaths. Greater pedestrian permeability is provided by through site links and arcades along Rowe Street and Progress Avenue. New mixed use buildings within the core support greater retail diversity, boutique commercial space, live work spaces and housing choice.

Eastwood Park and Glen Street Reserve are important places in the town centre for recreation, play and gathering and are easily accessed. Community facilities are collocated with open spaces and cater to the diverse range of community groups and people.

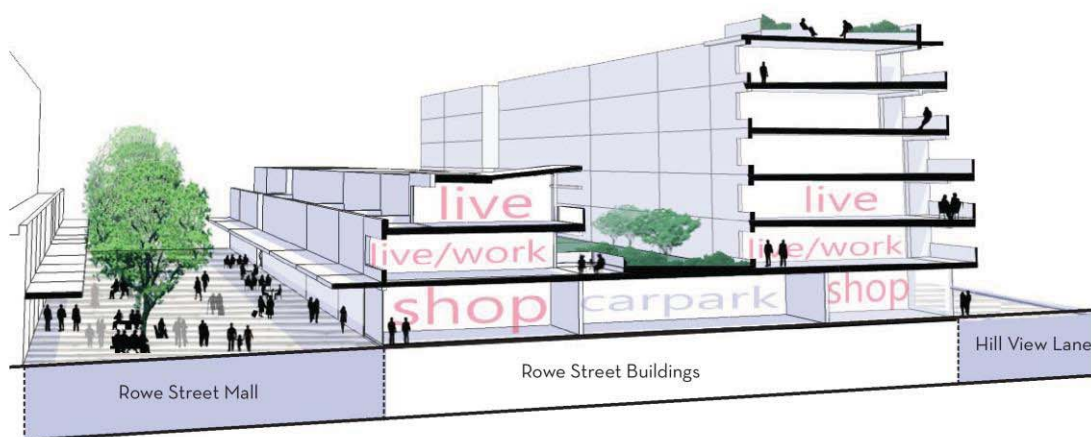
Schools and churches are located around the edges of the town centre core. The core is supported by town centre residential areas characterised by existing and future apartments.

The town centre boundary is clearly defined to the east, south and west by a strong alignment of street tree planting, by higher order vehicular streets and surrounding residential neighbourhoods. Landmark buildings mark key entries into the town centre along First Avenue and Rutledge Street.

**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Town Centre Structure



Above: Interrelationship of town centre core public spaces and future building forms and uses.

**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Connectivity - Option 1



Above: Option 1 proposes modifications to traffic movement to improve pedestrian movement.

■ high traffic volume arterial	■ Pedestrian zone
→ One way - Traffic - proposed	■ Through site links opportunities with future development
↔ Two way traffic	● Roundabout
◆ Shareway	

Two scenarios have been explored that would improve physical connections in the town centre. Improved physical connections enhance pedestrians experience and access to the town centre, improving safety and allowing for more flexible movement. Option two is shorter term scenario; Option one is recommended as it provides greater pedestrian benefits in the town centre core.

**Option 1: Preferred**

The purpose of this option is to improve pedestrian access in high use areas by modifying traffic directions. The Pedestrian Access and Mobility Plan 2009 identified high volumes of pedestrian movement on Progress Avenue and The Avenue. Footpaths through these areas are narrow, and the existing roundabout further reduces footpath space. This option proposes to make The Avenue one-way southbound. This would reduce through vehicular traffic through the high pedestrian activity core, reduce vehicular wait times at the The Avenue pedestrian crossing and promote improved vehicular circulation around the town centre connecting to car parks (Glen Street Car Park). This would allow relocation of the existing roundabout to Hill view Lane/ Lakeside Road. Other components of this proposal are ;

1. Change Rowe Street between Trelawney and The Mall to one way traffic to the south/west; widen footpaths;
2. Change direction of Progress Avenue from one way southbound to one way northbound.
3. Reduce vehicle movements at intersection with Hillview Lane, The Avenue, Lakeside Road and Progress Avenue



ITEM 5 (continued)

ATTACHMENT 1

5.0 Master Plan Connectivity Option 1



Above: Detail plan illustrating option 1, including one way access - southbound on The Avenue, relocation of the roundabout from The Avenue and Hillview lane intersection to Lakeside Road and Glen Street Reserve.



**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Connectivity - Option 2



Above: Option 2 improves existing pedestrian circulation without modifying existing traffic movement.

- KEY**
- high traffic volume arterial
  - Two way traffic
  - - - Shareway
  - Pedestrian zone
  - Through site links opportunities with future development
  - Roundabout

**Option 2**

Option 2 maintains existing current movements in the town centre, and seeks to improve the pedestrian environment by widening existing footpaths where possible. Two way access is retained on The Avenue, with wider footpaths provided by removal of approximately 12 existing on street parking spaces. Other recommendations include;

- Wider footpaths along Rowe Street between Trelawney and The Mall;
- Through site links along the northern side of Rowe Street where sites over 18m metres frontage redevelop; and
- Improved pathways within Glen Street Reserve.

ITEM 5 (continued)

ATTACHMENT 1

5.0 Master Plan Connectivity - Rail Corridor



Below : current pedestrian ramp access to rail underpass Above: Option 1 retains the existing carpark with modifications to vehicular access points.



An opportunity exists to improve access to the pedestrian rail underpass, by slightly reducing the width of West Parade and installing new steps connecting to the ramp. This modification, undertaken in concert with improvements to the tunnel such as painting and light box would improve the safety and amenity of the crossing.

This proposal would;

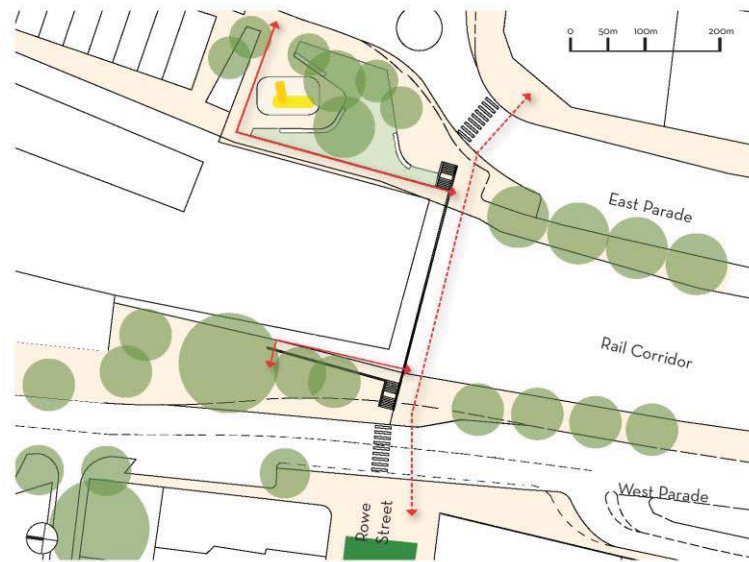
- Provide a more direct connection between Rowe Street east and west.
- Retain the view corridor along Rowe Street across rail line.
- Ensure clear line of site from one side of tunnel to daylight and exit at other side
- Retain ramps for accessibility.

Option 1 retains the existing on grade car park, with modifications to entry points. The car park entry is relocated further north to minimise conflict between pedestrians accessing the crossing and tunnel stairs. This layout include carefully located tree planting to provide shade and visual screening to the carpark, whilst retaining views across the rail line.

**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Connectivity - Rail Corridor



Above: Option 2 Detail plan illustrating opportunity to improve access to the existing rail underpass.

Option 2 removes the existing on grade car park located on East Parade and replaces it with a pocket park, which would provide a small park/ plaza at the termination of Rowe Street. This carpark is owned by State Government and this proposal would require negotiation with this landowner.



**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Connectivity - Cycleways



The Draft Master Plan proposes a cycle connection on First Avenue from Blaxland Road to West Parade. An off street share-way for pedestrians and cyclists can be located in the large verge on the northern side of First Avenue. Care should be taken to protect existing large trees. Access for cyclists can be provided across southern footpath on the rail bridge at East Parade which allows for access to the local/ regional cycleway proposed on West Parade and Clanalpine Street. An additional local route connecting to rail station could be provided on road in Ethel Street.



ITEM 5 (continued)

ATTACHMENT 1

5.0 Master Plan Built Form



Above: Built Form Strategy

KEY

-  street wall interface
-  landscape setback
-  low building heights (1-2st)
-  mid building heights (3-4st)
-  higher building heights (5st)
-  landmark building location (5st)
-  low scale buildings in landscape
-  open space - landscaped
-  open space - paved
-  pedestrian links/shareway
-  boundary

**Built Form Principles**

The built form strategy is guided by the following principles:

- Retain pedestrian scale along Rowe Street with a 2 storey street wall.
- Ensure solar access to southern footpath along Rowe Street and equivalent area at Rowe Street Mall during mid-winter.
- Locate landmark buildings at key sites that reinforce the centre of Eastwood and it's pedestrian core and that visually link the east and the west sides.
  - At Lakeside Road marking both Glen Street Reserve and Lakeside Road/Progress Avenue market precinct.
  - At Rowe Street (east) and Railway Parade marking the east street destination at Rowe Street (east).

**ITEM 5 (continued)**

**ATTACHMENT 1**

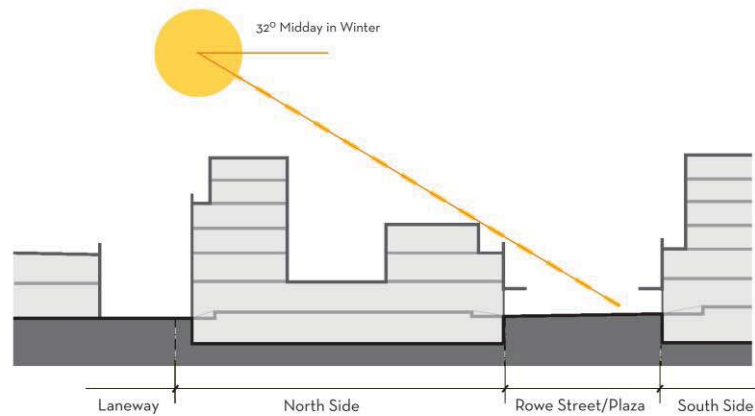
**5.0 Master Plan Built Form**

- Locate landmark buildings that mark town centre entries along Rutledge Street and First Avenue.
  - At Rutledge Street and Trelawney.
  - At Rutledge Street and West Parade.
  - At First Avenue and East Parade.
- Link taller development locations to demonstrable public benefits:
  - At town centre entries along Rutledge Street and First Avenue - generous street setback with significant tree planting and footpath widening along Rutledge Street
  - At Council carpark and Lakeside Road - improved public carpark, active edges to Lakeside Road, pedestrian link to Glen Street Reserve, and public terrace at pedestrian bridge.
  - At Rowe Street (east) and Railway Parade (Eastwood Hotel) - widened footpath with pocket plaza and through site link between Rowe Street and Rowe Lane.
- Ensure solar access to Glen Street Reserve.
- Reinforce topography by establishing existing development along Hillview Road as the high point within the town centre.
- Limit height to the east at Blaxland Road and the most eastern portions of Rowe Street to reinforce the view corridor along Rowe Street and its termination in the hillside. This would also minimise the visual impact of cumulative massing of buildings stepping up the hill when viewed along Rowe Street from the west.
- Define a clear edge to the town centre by locating taller development within a generous landscaped street edge along Rutledge Street, First Avenue and Shaftsbury Road. The Eastwood Shopping Centre is the exception.
- Retain 3 storeys for R4 zoned areas and along First Avenue with existing apartment buildings. Consider increasing heights if strata title laws change and assist making redevelopment of these sites more economically viable.
- Consider increasing heights to the south side of Glen Street as part of a holistic master plan and feasibility study for the Glen Street Reserve, carpark and any future community facilities.
- Consider opportunities for development above the Rowe Street East public carpark. Opportunities may include affordable rental housing by a community housing provider, where Council retains land ownership and the majority of car parking spaces (less a few for vertical cores to development over). See a recent study "Facilitating Affordable Housing Supply in Inner City Sydney" by the Housing Affordability Fund on behalf of the Inner City Mayor's Forum. <http://www.leichhardt.nsw.gov.au/IgnitionSuite/uploads/docs/ITEM%2016%20-%20ATTACHMENT.pdf>

ITEM 5 (continued)

ATTACHMENT 1

5.0 Master Plan Built Form



Above; diagram illustrating built form strategy to retain solar access to Rowe Street and Glen Street Reserve



Above: Built Form Concept - key sites and landmarks opportunities

**ITEM 5 (continued)****ATTACHMENT 1****5.0 Master Plan** Flood and Storm Water Management

The Master Plan is a 15 year vision for the town centre. Therefore Council has directed that the Master Plan be based on implementation of the Eastwood and Terrys Creek Floodplain Risk Management Study and Plan (2009) recommendations. The master plan cannot be fully implemented until flood mitigation works are completed.

The Master Plan is based on the following assumptions:

**Short Term**

- Council has established spot levels within the town centre based on current flood risks. Refer to Appendix A.
- Council's Draft Flood Plain Management DCP includes recommendations for flood affected land. Refer to Appendix A.
- Most controls, such as freeboard, are based on 1/100 year flood.
- Evacuation and car parking requirements are based on the PMF.
- In the short term, development within the High Risk zone (see map Appendix A) should have no intensification of development. Future planning controls need to include a long term vision for the town centre but also clearly state short term limitations.
- Development within Medium and Low Risk zones is possible subject to guidelines within the Draft Flood Plain Management DCP.
- Drainage augmentation works are to be incorporated into Council's Section 94 Contributions Plan.
- Promote best practice stormwater management on private properties.

**Long Term**

- EUV in the Ryde LEP 2010 will be updated to reflect flood mitigation works and reduced flood risk levels.
- Council has advised that the future maximum flood depth within the centre will be less than 300mm.
- Building to be flood proof up to 100 year flood level plus 500m freeboard. Shop front ground floor levels to be footpath level plus 250mm freeboard.
- A Water Sensitive Urban Design strategy could be implemented within the public domain to assist stormwater management in the town centre.



**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Car Parking and Vehicle Access



Above: Parking access within the town centre.

- KEY**
- orange square: small sites with secondary vehicle access from laneway or ROW
  - blue square: sites with constrained vehicle access requiring future laneway /ROW or alternative parking solution
  - yellow square: public car parks
  - solid line: existing ROWs
  - dotted line: new ROWs
  - dashed line: laneway widening
  - red line: boundary

Car parking is highly valued in the town centre by locals and visitors. Eastwood is also a regional transportation interchange and benefits from express train services to Sydney CBD and Hornsby CBD; service to nearby town centres offering of diversity of uses; Macquarie University and the Macquarie Park Employment Zone.

**Parking on Private Land**

Small lot subdivision pattern in Eastwood is a constraint to on-site car parking. To assist in achieving car park requirements, planning policies typically adopt minimum site frontages and/or areas. As land values rise, amalgamation becomes a significant cost and results in increased floor space and therefore height to achieve viable development. The cost of amalgamating small retail frontages, such as those typical to Rowe Street (i.e. 5-6m), into frontage that are viable for multiple levels of underground parking and it's associated ramping (18m plus) can be prohibitively expensive. Alternatively, promoting parking above ground, adds considerably to building heights and can result in blank and inactive building frontages.

There is need to promote redevelopment of small lots within Eastwood. Changing parking rates and development parcel frontage requirements would increase redevelopment opportunities. This would assist with upgrading the building fabric; retaining active frontage along retail streets; and improving the visual character of Eastwood. Linking existing ROW and introducing new ROW would also assist in providing vehicle access to small sites with limited or no access at present.

**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Car Parking and Vehicle Access

In Eastwood there is an opportunity to:

- Adopt reduced parking rates for constrained sites to promote redevelopment/ additions and upgrading of existing shops. Sites that would be appropriate for reduced rates are shown on the above map and include:
  - Sites with frontage under 12m, which have laneway frontage or secondary street frontage for vehicle access. Reduced parking rates would be appropriate as these narrow sites are unable to incorporate ramps and therefore are unable to accommodate multiple underground parking levels.
  - Sites which only have frontage to Rowe Street, where vehicle cross overs and carpark entries are detrimental to maintaining the continuous shop front activation and retail use along the street.
- Promote Section 94 contributions in lieu of on site parking.
- Acknowledge car stackers and turn table access may assist small sites in achieving parking capacity.
- On small sites to promote redevelopment, consider limited loading and service access during designated time frames from Rowe Street, Progress Avenue, Hillview Lane, Coolgun Lane in lieu of on-site loading areas. This could apply to site with less than 400sqm of retail. In lieu of on loading bays, shared loading bays could be established along laneways particularly along Hillview Lane.
- Consider opportunities for car share spaces both within the public domain and within private development.
- If redevelopment of the Glen Street car park becomes feasible, consider renting spaces to owners of properties with limited parking capacity.

**Public Car Parks**

Opportunities to reconfigure and/or incorporate development on existing public car park location could be explored to deliver public benefits, while retaining car parking numbers within the town centre.

1. Hillview Lane Car Park - explore potential to reconfigure as perpendicular parking along the laneway and free up space within reserve for parkland. Refer to Glen Street Reserve section of this Master Plan
2. Glen Street Car Park - refer to car park options in Glen Street Reserve section of this Master Plan
3. Railway Parade - discuss opportunities with State Government to relocate parking and improve pedestrian amenity and connectivity to tunnel
4. Rowe Street East Car Park - consider opportunities for affordable rental housing (public benefit) over the public car park
5. Rowe Street East (Flood Site) - convert to on-grade public car park with new shareway linking First Avenue and Rowe Street
6. Ryedale Road - consider establishing angled parking or 90 degree along the street to increase parking capacity

ITEM 5 (continued)

ATTACHMENT 1

5.0 Master Plan Key Places



Above: Key Places

KEY	
	Rowe Street
	Glen Street Reserve
	Lakeside Market
	Eastwood Park
	Town Centre Edge
	Hillview, Coolgun and Rowe Laneways
	boundary

The Master Plan identifies key places with the town centre and provides more detail principles and design options. Key places are shown in the above map and include:

- Rowe Street - addresses Rowe Street as the 'main street' for Eastwood which is spatially continuous and visually links the east and west. It demonstrates an opportunity for improving pedestrian connectivity across the rail line. It also addresses special attributes of both Rowe Street east and Rowe Street west.
- Hillview, Coolgun and Rowe Laneways - addresses the streetscape and its interface between development along Rowe Street and the Glen Street Reserve and development areas to the north.
- Town Centre Edge - addresses formalising the landscaped edge to the town centre. It also identifies landmark corner development sites.
- Glen Street Reserve - address opportunities for reconfiguring the reserve into a town park with a potential community hub. It also address redevelopment options for the Glen Street public car park.
- Lakeside Market - addresses reconfiguratoin of movement patterns and formalising open spaces and consolidating market uses within the area
- Eastwood Park - addresses opportunities for improving access to and within the park; expanded playground facilities; and library expansion.



**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Key Places - Rowe Street



Above : Rowe Street - View East 1912 Above right: View looking west along Rowe Street with the Wisteria canopy in the distance.

Rowe Street is the commercial heart of Eastwood. It is orientated east west, linking the ridge at Blaxland Road to the low lying valley in the west. The fifteen metre level change is dramatic, and Rowe Street affords creates spectacular views across the rail line to the Mall and the surrounding valley.

Rowe Street was dissected by the rail line in 1886 with a level crossing located at Rowe Street; subsequent developments removed the level crossing and replaced it with a pedestrian underpass. These physical barriers further reinforce the perception of the division between the east and western side. There is an opportunity to “stitch” together the street, through a series of public domain improvements to create a visually consistent place. These proposals are outlined in detail in the following pages. Public domain recommendations for the entire length of Rowe Street. There are also detailed recommendations for specific areas including the Rowe Street Mall and the Pedestrian underpass.



**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Key Places - Rowe Street



Top : Rowe Street -Existing footpath, shop front, awning relationship; Bottom: Traditional shop front buildings.

**Rowe Street Principles**

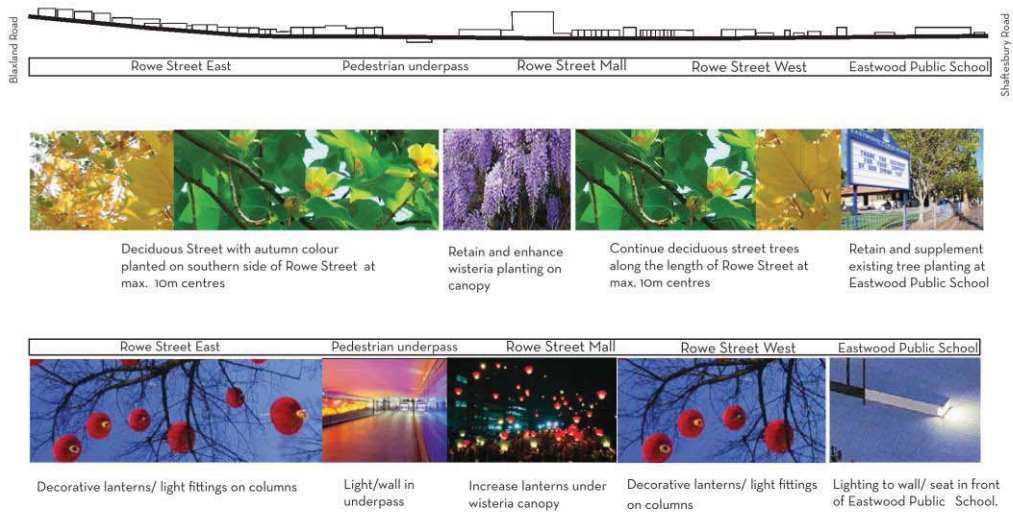
A series of principles have been developed for Rowe Street. These are listed below:

- Reinforce Rowe Street as the main street of Eastwood with continuous active retail/restaurant frontages.
- Retain the Rowe Street view corridor.
- Enhance Rowe Street as a regional destination for multi-cultural cuisine.
- Provide a pleasant streetscape that promotes outdoor dining and shade, while retaining powerlines along the northern footpath.
- Provide places for seating and gathering.
- Promote high quality development on key sites, which have the potential to improve the public realm of the town centre.
- Encourage pedestrian links between Rowe Street and First Avenue and between Rowe Street and Rowe Lane.
- Retain sunlight access to Rowe Street and the Mall.
- Upgrade the Rowe Street Mall to improve its amenity (shade, seating, paving, water feature).
- Respond to high levels of pedestrian demand within the town centre.
- Encourage pedestrian links between Rowe Street and nearby public parks including Eastwood Park and Glen Street Reserve.

**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Key Places - Rowe Street



**Public Domain**

The objective of the draft master plan is to visually and physically unify Rowe Street. These can be achieved through a series of elements.

New street tree planting along the length of Rowe Street in the commercial core would spatially define the street and frame the visual link across the rail corridor. Large-scaled deciduous street tree planting can be accommodated along the southern side of Rowe Street, providing summer shade and autumn colour, whilst allowing for views to the Wisteria canopy in Rowe Street Mall. Existing carriageway dimensions on Rowe Street east are wide, and by reducing the existing lanes to 3m, the existing footpath can be extended by approximately 1.5 metres on the southern side of the street. This footpath extension allows for new tree planting, clear of awnings and overhead power lines. This also provides opportunities for outdoor dining. It is recommended this tree planting is spaced at no greater than 10 metre centres, to create a consistent canopy effect.

New decorative light fixtures are proposed along the length of Rowe Street from Blaxland Road to Shaftesbury Road. These can be incorporated on new multifunctional light poles as well as fixed to the wisteria canopy. Visual clutter such as overhead power lines should be minimised and removed where possible. It is assumed that existing high voltage power cables on the northern footpath will need to be retained. Installation of public domain elements or shade structures should not impede the view linking the east and west sides of Rowe Street.

**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Key Places - Rowe Street



Above : Examples of decorative Lighting fixtures. Examples such as Llanekelly Place ( images 2 and 3 by MWA architects transform existing streets. Light installations such as central station underpass by Merilyn Fairskye ( images 4 and 5 ) transform dark spaces to create memorable spaces for pedestrians.

Rowe Street is the symbolic heart of the town centre, whether people gather to watch, eat and relax. Whilst the street is vibrant and well used during the day, there is an opportunity to transform the experience of Eastwood at night. Decorative light fittings, used along the length of Rowe Street offer an opportunity to unify the two sides of Rowe Street, as well as amplify the dramatic topography and unique spaces, such as the wisteria canopy.

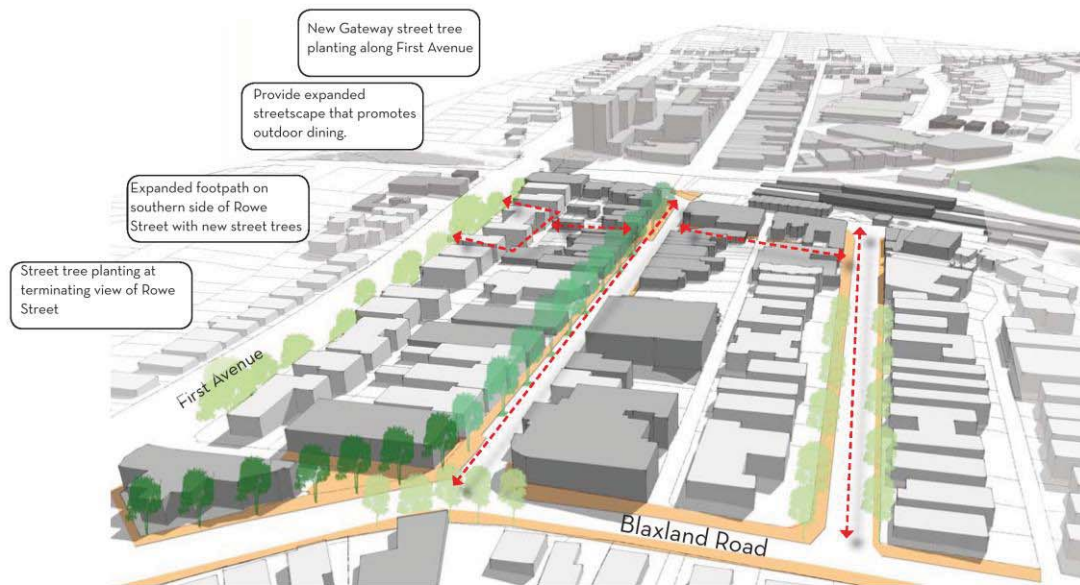
The fixtures could be a consistent, artfully designed element that establishes a rhythm along the length of the street. The most successful examples of these light elements, (such as fixtures at Chinatown and Llanekelly Place in Kings Cross) were developed in close collaboration with artists. Careful consideration of column design and scale and electrical requirements in concert with aesthetic qualities is crucial to the success of these type of lighting installations.



ITEM 5 (continued)

ATTACHMENT 1

5.0 Master Plan Key Places - Rowe Street



Specific recommendations are provided for key areas on Rowe Street and are illustrated in the diagrams above and over the page.

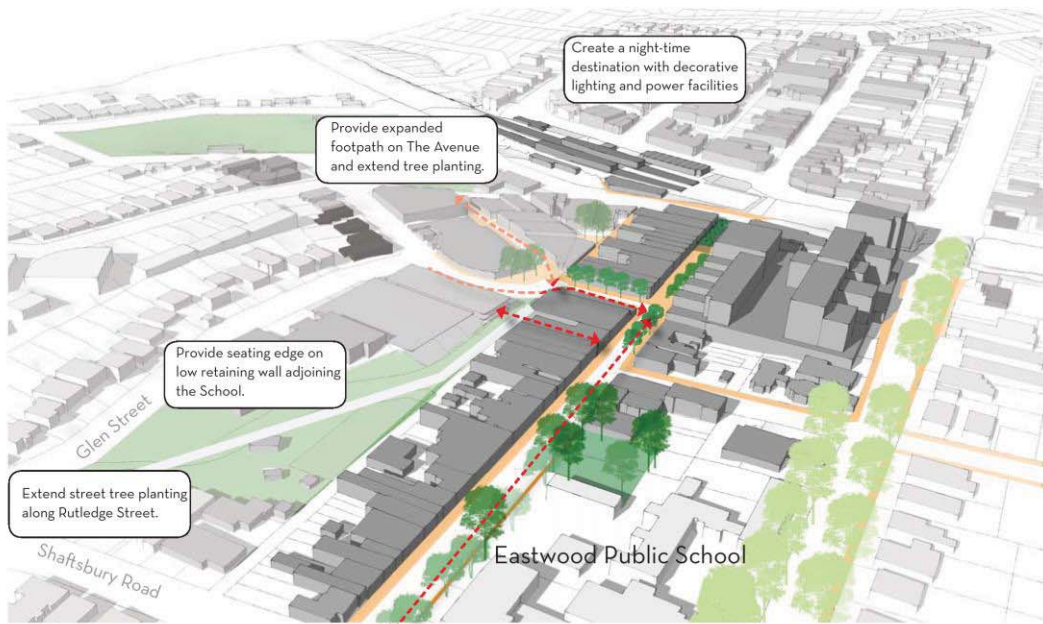
Rowe Street East can be a vibrant 'eat' street on the more evenly graded sections of the street, close to the station. Street trees are particularly important on this steeply graded and highly visible section of the street. These street trees can also be used to terminate the key view on Blaxland Road from Rowe Street.



**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Key Places - Rowe Street

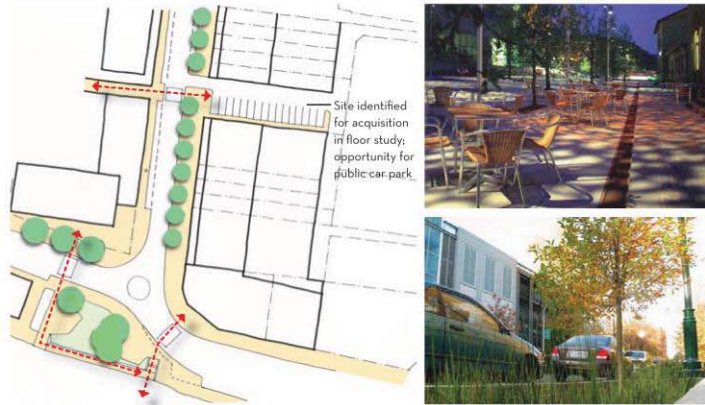


Rowe Street West contains highly visited destinations including Rowe Street Mall. Expanding footpaths on The Avenue and Progress Avenue would significantly enhance the pedestrian environment. Eastwood Public School is located on westernmost point of Rowe Street, and it contains significant trees that contribute shade and amenity to the town centre. There are opportunities to enhance the interface to the school.

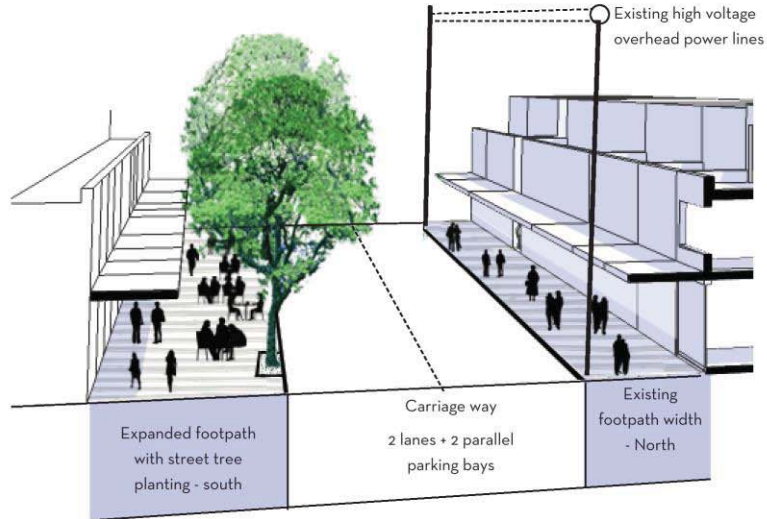
**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Key Places - Rowe Street East



Above right: Diagram of Rowe Street illustrating widened footpath along its length. On the lower section of the street, (approx. 5) parallel parking spaces are removed and footpath expanded to create a cafe zone. Above left; precedent images illustrating the opportunities to create a lively, shaded street with outdoor dining.



Above: Illustrative section illustrating proposal to expand southern footpath and install street tree planting.

**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Key Places - Rowe Street West



Above : Image 1: Decorative Lighting fixtures can transform the experience of a town centre. These could be fixed to the wisteria canopy or incorporated into multi functional poles. 3 phase power outlets can allow for outdoor performance and markets ( image 2 and 3). Interactive water features with jets can be designed to allow for flexible use of public space. (image 4) Generous Seat wall ( image 5)

Rowe Street Mall is a highly visited destination in the town centre. Opportunities exist to upgrade the space to provide a more flexible use of the mall seasonally as well as at night time. Installing 3 phase power outlets discreetly into custom designed furniture allows for use of the space for markets, night time noodle markets, festivals and music performances.

Upgrading pavements and furniture would also improve the amenity; any upgrades should reflect the unique character of Eastwood and not import materials and finishes that are not in keeping with the place. The wisteria canopy is a significant and iconic landmark, that is difficult to replicate. This canopy should be retained and planting carefully managed. Opportunities for fixing decorative night lighting would provide a attractive night time experience.

Eastwood public school has a low retaining wall along its edge. This could be adapted to become a set wall, allowing seating parents, children and local residents.



**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Key Places - Hillview, Coolgun and Rowe Laneways



Above top: Existing Hillview Lane; Above bottom: Vehicular/pedestrian shareway example

Hill View Lane is a well-used pedestrian route connecting Shaftesbury Avenue to The Avenue and Rowe Street. There are also high volumes of pedestrians crossing the lane, using the footbridge adjacent to Glen Street Car Park. The lane also provides rear servicing access for shop fronts along Rowe Street. The lane is 6 metres wide with no footpaths; pedestrians currently walk in the carriageway. The degraded character of Hill View Lane is reinforced by lack of active frontages and “back of house” facilities such as garbage storage.

Implementing a 10km share way zone along the length of Hillview Lane would improve pedestrian safety and enhance connections to and from Rowe Street. Upgrading the streetscape would improve the perception of the lane and encourage dual shop fronts to face the lane. This could include:

- Raised paving thresholds at Shaftesbury Avenue, the Avenue and West Parade
- Improved lighting
- New surfacing treatments. This could be new paving along the length, using a segmental paver. A cost effective alternative may be applying paint treatment to existing surface.
- New fencing along the edge of the stormwater channel.

All lane refurbishments should be developed in concert with improvement plans for Glen Street Reserve.

Coolgun Lane is currently a service lane within a triangular urban block. The outlook for future development is poor. As redevelopment occurs opportunities to incorporate mid-block open space and planting and to activate the lane way with residential lobbies and some retail use could improve the amenity of the lane way.

Rowe Lane includes both service access and residential access. Apartments along the northern side have landscaped setbacks, which screen car park entries. There is a potential to formalise the setback pattern and promote the residential character of Rowe Lane as redevelopment occurs along Rowe Street. Residential entries for future development could address the laneway.

For all three laneways, a 2m setback along the southern side could assist with transitioning between vehicle circulation and future active frontages. Overtime the setback could contribute to widening of the laneway.



ITEM 5 (continued)

ATTACHMENT 1

5.0 Master Plan Key Places - Town Centre Edge



The town centre boundaries, defined by Shaftesbury Road, Blaxland Road and First Avenue are characterised by a landscaped verges and intermittent street tree planting. This could be reinforced by additional street tree planting that provides further emphasis to the town centre. Species should be selected that are of a medium to large scale to provide sufficient scale and shade, reducing temperatures and improving the local microclimate. Species should also, where possible be used to improve air quality and provide habitat for endemic fauna. Scientific research indicates street trees play a key role in filtering air pollutants and reducing local temperatures.

Generous verges along the northern edge of Shaftesbury Road provide sufficient space to plant large scaled deciduous street trees, creating a spectacular seasonal gateway. Appropriate scaled species include *Sapium seiberifrum* (Chinese Tallow Tree) and *Fraxinus pennsylvanica* (Green Ash). On Blaxland Road, where verges are smaller, planting of Tall columnar shaped native species can be planted. Appropriate species include *Flindersia australis* (Crows Ash) and *Elaeocarpus eumundi* (Eumundi Quondong).

On First Avenue, two different conditions exist. Between Blaxland Road and West Parade there is a generous verge on the northern side of the street, which currently contains some plantings of gum trees. Street tree plantings should supplement and reinforce this native character; recommended species include native species such as *Eucalyptus saligna* (Sydney Bluegum) and *Angophora floribunda* (Rough-barked Apple). On the western lengths of the street, from Trelawney to Shaftesbury Road along the perimeter of the school, deciduous specimens used along Shaftesbury Road should be used.

**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Key Places - Glen Street Reserve



**Glen Street Reserve Principles**

- Create a town park that provides a range of gathering, recreation and play opportunities for a range of ages and user groups.
- Integrate storm water and flood management into the design of the park.
- Consider opportunities for a community facility collocated with the park.
- Improve pedestrian circulation within and through the park.
- Promote future development on adjacent properties to create a pleasant interface with the park and to promote overlooking and safety. Ensure solar access to park.
- Improve the appearance of Glen Street Carpark and where possible to promote active uses along its edges.

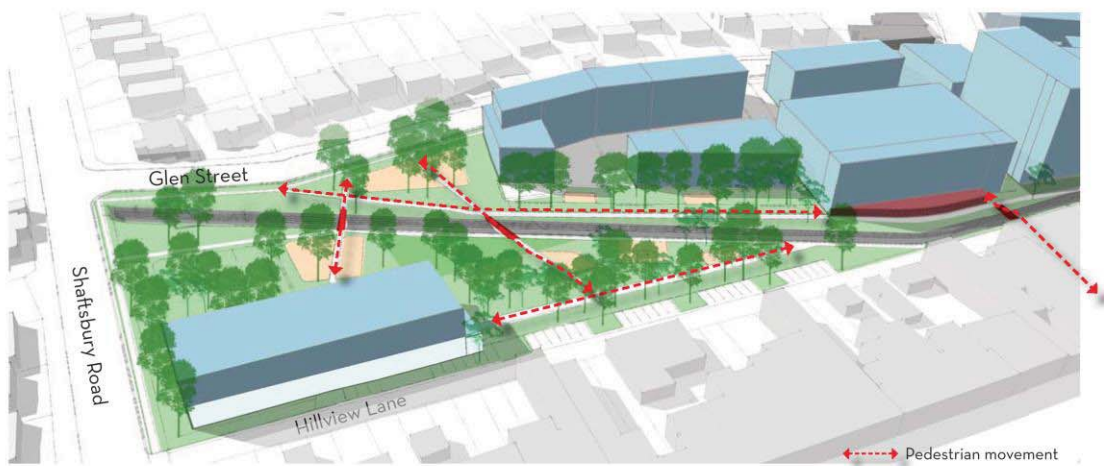
**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Key Places - Glen Street Reserve



Above : Potential site for a future community facility and upgraded park



Above : Aerial diagram illustrating the potential site for a future community facility and upgraded park



ITEM 5 (continued)

ATTACHMENT 1

5.0 Master Plan Key Places - Glen Street Reserve



Above : Precedent images illustrating opportunities to create a multi-purpose park with community facilities, children’s play , basketball courts, table tennis, and open lawn spaces;  
Bottom right: Glass facade of Surry Hills Library by FJMT.

There is opportunity to transform Glen Street Reserve into a vibrant urban park. This could suit recreational and community facilities, not currently provided in the town centre, that build upon the unique community profile of Eastwood. The new park could include:

- New direct paths along the length of the Reserve with upgraded lighting
- Upgrade existing and providing new bridges across the Stormwater channel improving access to all areas of the park
- Unique custom designed play facilities for all ages, connected by distinctive paths and bridges;
- Recreational facilities such as half basketball courts, ping pong courts and table tennis tables;
- A central lawn area for informal gatherings, play and Tai Chi classes
- A range of seating with tables that allow for picnics, gatherings and games.

Although not considered as part of this study there appears to be potential to consolidate existing community facilities located in separate buildings into a single consolidated building that could provide a range of community services, overlooking the Reserve. This could be integrated into the re-design of the Reserve and designed to facilitate views and direct access. The open spaces could be designed to accommodate a central lawn area for community events and informal play as well as acting as additional detention capacity during storm events to support flood mitigation measures.



**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Key Places - Glen Street Reserve



Above left: Existing Carpark Floor Plans; Above Right: Culvert and view to Glen Street Reserve and view to Lakeside Road

**Existing Car Park**

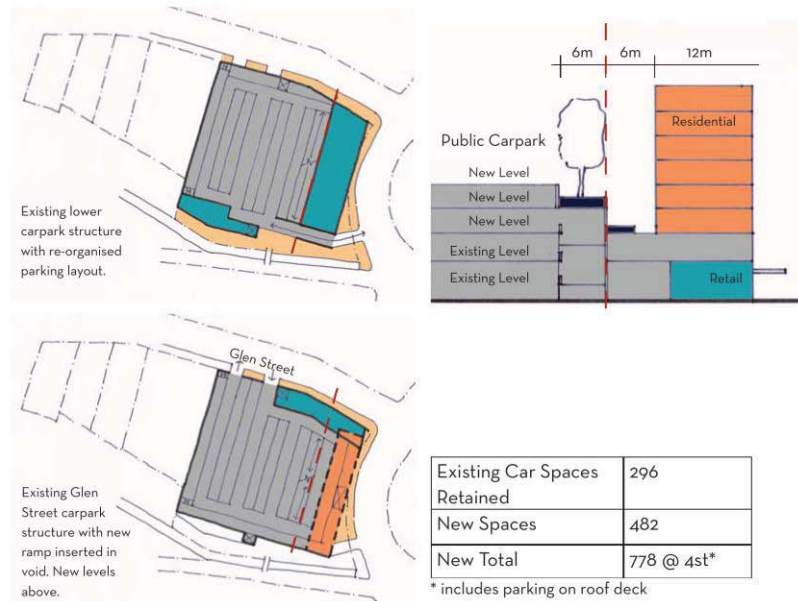
The Glen Street reserve car park is the main public car park within the Eastwood Town Centre and includes approximately 465 car spaces within a decked structure over 2 and a half levels. It is heavily used and important asset for the town centre. The current car park structure is dated and provides a poor interface to the public realm within Eastwood, particularly along Lakeside Road, Glen Street and facing Hillview Lane. Vehicle access to the car park is inefficient with the lower level accessed from Lakeside Road and the upper levels accessed from Glen Street. The lower level and upper levels are not connected internally and rely on streets for circulation. This is exasperated at Lakeside Road where the street is the only connection between car park lanes, which contributes to traffic congestion on the street and compromises pedestrian safety. A major pedestrian entry to the carpark is via a bridge over the Glen Street Reserve culvert to the Eastwood Arcade linking to Rowe Street. While the connection is heavily utilised, the interface between the carpark, the culvert, and back lane characteristics of Hillview Lane are poor.

The Master Plan considers three options to improve the functionality of the car park and/ or its interface within the town centre. It is recommended that the existing height and FSR controls be retained, until further feasibility and long term plans for the site are resolved by Council. All options are not likely to be viable without some funding by Council.

ITEM 5 (continued)

ATTACHMENT 1

5.0 Master Plan Key Places - Glen Street Reserve



Above upper left: Partial redevelopment of ground floor along Lakeside Road and active use at pedestrian bridge; Above lower left: New building forms skinning car park. Above upper right: Section through Lakeside Road to public car park showing new building and consolidated car park.

**Glen Street Car Park - Option 1 Partial Redevelopment (Preferred Option)**

Option 1 is the preferred option. It seeks to improve the frontage of the carpark to Lakeside Road, Glen Street and Hillview Lane; to increase the car parking capacity; and to create some revenue from partial redevelopment, which will contribute to improved parking facilities and a better public domain interface. This option proposes to redevelop the eastern portion of the car park where there is a shift in the structural grid and to create additional levels of car parking.

**Pros**

- Better interface with Lakeside Road and Glen Street with active retail/commercial frontages.
- Improved vehicular circulation within the car park between car park levels with new internal ramp at junction of two structural grids.
- Mixed use building along Lakeside Road screens car park structure.
- Additional car park levels could increase parking capacity to 778 spaces.

**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Key Places - Glen Street Reserve

- Potential for cost to be partially offset by development.
- Potential to improve façade design and appearance of the car park. Public art could be incorporated into façade design.
- Improved pedestrian access at Hillview Lane with potential for formalised pedestrian forecourt at bridge link.
- Potential for new forecourt and retail tenancy at pedestrian bridge link to improve interface with Glen Street Reserve and Hillview Lane.
- Potential to improve façade design and appearance of the car park. Public art could be incorporated into façade design at Hillview Lane.

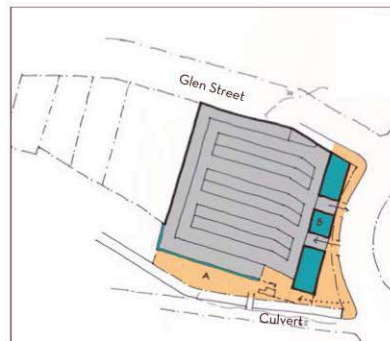
**Cons**

- Structural assessment of the existing structure to accommodate addition levels and partial demolition is needed.
- Feasibility modelling is needed to assess viability of option.
- Impacts functionality of car park in part and possibly as a whole during redevelopment.
- Interface with new mixed use building needs to ensure privacy and amenity for users.
- May require increase in height and FSR.

**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Key Places - Glen Street Reserve



Existing Car Spaces	465
Removed for Terrace	-20
Removed for Retail Edge	-55
<b>New Total</b>	<b>395</b>

Above: Lower level with public terrace and retail uses along Lakeside Road

**Car Park Redevelopment - Option 2 Activation of Lakeside Road**

Option 2 seeks to improve the primary frontage of the car park along Lakeside Road. This is the most dominant frontage and is located within the identified pedestrian core of the town centre. The high floor to floor levels of the ground floor to Lakeside Road could support a lining of retail uses along the street within the existing car park structure.

Pros:

- Better interface with Lakeside Road with active retail frontages, which contribute to the Lakeside Market Precinct.
- Improved vehicular circulation within the car park.
- Potential to improve façade design and appearance of the car park. Public art could be incorporated into façade design.
- Improved pedestrian access at Hillview Lane with potential for formalised pedestrian forecourt at bridge link.
- Least costly options with minimal changes to line marking of car park spaces and introduction of retail tenancies.
- Rental income for Council from retail tenancies.
- Rationalises and minimises entries along Lakeside Road to improve pedestrian safety and increase retail frontage.
- Can be implemented with minimal impact on functionality of car park.
- Most economic option as requires minimal intervention to existing structure.

Cons:

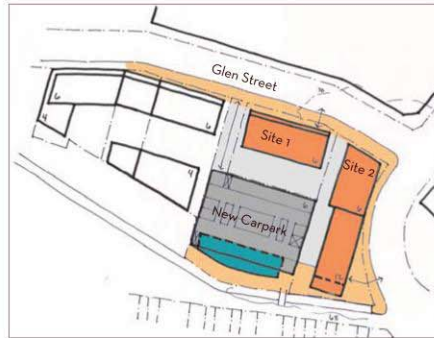
- Loss of 55 spaces at retail edge and 20 spaces at Hillview Lane forecourt.
- Lack of vehicular connection between ground level and upper levels.
- Feasibility study required.



**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Key Place - Glen Street Reserve



Subdivided Site 1	1655 m <sup>2</sup> site Mixed Use 9 storeys 2.8:1
Subdivided Site 2	2540 m <sup>2</sup> site Mixed Use 6 and 9 storeys 2.8:1
New Carpark Site	2973 m <sup>2</sup> site 467 spaces 6 storeys



Above top: Subdivision and redevelopment of car park site; Above bottom: Three dimensional massing of option

**Glen Street Car Park - Option 3 Subdivision and Redevelopment**

Option 3 seeks to maximise the potential for car parking and improve the feasibility through subdivision and redevelopment of the whole car park. This option subdivides smaller development parcels along Glen Street and Lakeside Road for mixed use. A land parcel is retained facing Hillview Lane, which could accommodate a decked car park structure.

**Pros**

- Better interface with Lakeside Road and Glen Street with active retail/commercial frontages and opportunity for some community uses subject to feasibility testing.
- Upgraded car park facility with more efficient layout.
- Subdivision of separate development parcels may assist in feasibility.
- Potential for new forecourt and retail tenancy at pedestrian bridge link to improve interface with Glen Street Reserve and Hillview Lane.
- Potential to improve façade design and appearance of the car park. Public art could be incorporated into façade design at Hillview Lane.

**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Key Place - Glen Street Reserve

**Cons**

- Feasibility modelling is needed to assess viability of options and whether redevelopment parcels will adequately assist in the cost of redeveloping a decked car park structure.
- Loss of car park facility during construction. Short term relocation of some car parking within the Glen Street reserve or Eastwood Park may assist in managing town centre parking during construction.
- Car park capacity is subject to building height. Under the current controls, the car park is limited to 6 storeys, which results in an equivalent number of spaces as the existing car park.
- May require increase in height and FSR.
- Most expensive options. Cost may be between \$25,000 to \$50,000 per car space depending on construction method and parking layout.

**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Key Places - Lakeside Market



**Lakeside Market Principles**

- Reinforce the market uses and characteristics of the precinct.
- Introduce a design element that unifies the precinct and the spaces between blocks.
- Consider opportunities to balance pedestrian access with controlled vehicular access.
- Promote active uses along the Lakeside Road street edge to the Glen Street Carpark.
- Enhance the pedestrian links with Rowe Street Mall along The Avenue.
- Reinforce Progress Avenue as a main pedestrian link to the Eastwood Park and Library.
- Promote pedestrian links between Lakeside Road and Progress Avenue and between Progress Avenue and the Coolgun Lane.
- Integrate stormwater management into Coolgun Lane and adjacent properties.
- Improve the park frontage by promoting mixed-use, residential development facing Eastwood Park.

**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Key Places - Lakeside Market



Opportunities for shade, expanded market uses, outdoor eating and shared space for cars and pedestrians. Above ground car parking with active edges and facade detail.



**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Key Places - Eastwood Park



Above top: Eastwood Park opportunity; Above bottom: Opportunity for outdoor decks and terraces overlooking the park eg. Private house by KAMP Architecture; Building at University of California by Rafael Vinoly Architects. Source: Dezeen.com.

Eastwood Park is a generous park with a range of existing facilities. The recently completed Plan of Management included recommendations to provide additional play spaces, terraces along steep embankments and new facilities such as picnic shelters.

The Plan of Management notes that stormwater and flooding are a significant issue particularly in the lower section of the park. Existing community facilities such as the Eastwood Library are at risk due to its location at a low point in the park. If the facility is to be upgraded, there is an opportunity to relocate it to a location on the western edge of the lower oval on the existing embankment. There would be capacity for expanded library space as well as provide outdoor terraces for seating and outdoor study overlooking the oval. Relocation would also improve views and access into and from the park from West Parade and the interchange.

**ITEM 5 (continued)**

**ATTACHMENT 1**

**5.0 Master Plan** Recommended Priorities

To assist Council the Master Plan recommendations are prioritised as follows with 1 being highest priority:

Recommendation	Priority
Pedestrian tunnel improvements	1
Flood mitigation works as per flood study recommendations	1
Public Domain Plan for Rowe Street and Rowe Street Mall and the town centre core	2
Footpath widening to The Avenue (Refer to Connectivity Option 1)	2
Glen Street Reserve feasibility study including all components: car park redevelopment, flooding, community hub, town park improvements and adjacent development potential	3
New public car park and through site link at Rowe Street East south side	4
Eastwood Park study for library development and playground enhancement	3
Town centre edge tree planting	4
WSUD strategy after implementation of flood study recommendations	4
Town Centre LEP and DCP	1
Traffic study and implementation of pedestrian priority to Rowe Street/The Avenue/Lakeside Road and Progress Avenue. This includes changes to the traffic flow and the relocation of roundabout on Lakeside Road from The Avenue to Glen Street Reserve. (Refer to Connectivity Option 2)	3
Rowe Street east car park opportunity for affordable rental housing	4

**ITEM 5 (continued)**

**ATTACHMENT 1**



**Eastwood Town Centre  
Master Plan Report**

**6.0 Built Form Options**

**ITEM 5 (continued)****ATTACHMENT 1****6.0 Built Form Options****Built Form Options**

The Built Form Strategy within this Master Plan aims to consolidate the town centre along Rowe Street and within the core of the town centre. Building heights spatially define the centre and assist in visually linking the east and west sides of the town centre. Hillview Road marks the high point, which frames the town centre. Landmark buildings are located at key sites to reinforce the centre of Eastwood and to mark entries along Rutledge Street and First Avenue and important destinations within the centre. Building heights are articulated with 2 storey street edges along Rowe Street to reinforce its pedestrian scale. Upper levels are set back to provide solar access to the southern side of Rowe Street and Mall. Properties along First Avenue, Ethel and May remain residential areas within the town centre and are characterised by apartment buildings. Low scale residential neighbourhoods surround the town centre.

Built form options were prepared to assess the opportunities for future urban form and development capacity within the town centre. Options were guided by the Master Plan Principles and Built Form Strategy (refer to page 45-47 and 56-57), economic feasibility modelling (refer to below) and best practice building forms. Three options included:

Preferred Option - Increases some height within the town centre core and at gateway corner sites.

Option 2 - Retains the current LEP heights and refines the building envelopes to better support mixed use building forms.

Option 3 - Increases height above Option 1 within the town centre core and at gateway corner sites and increases some height to town centre residential land adjacent Rowe Street.

For all options the Glen Street and Lakeside Road Master Plan and the Eastwood Shopping Centre approved development application heights are adopted.

The Preferred Option aligns with the Built Form Strategy and assists with spatially distinguishing the centre from the surrounding area and linking the east and west sides. It supports redevelopment of key sites and provides opportunities for smaller sites to be upgraded. Importantly Option 1 acknowledges the importance of Rowe Street and the Mall as a central space within the town centre and retains its pedestrian scale street edge and solar amenity.

While Option 2 retains a lower scale within the centre, the majority of development opportunities are on the western side of the town centre and constrained by flooding. A key finding in the consultation process was to define a connected, whole town centre. This option has limited capacity to achieve this desire. The four storey height along Rowe Street overshadows the street. The lower height in Option 2 combined with better building envelope depths results in less floor space and limited redevelopment potential for these sites. This makes modelling the building form to achieve better solar access and scale unviable.

Options 3 increases development potential both within the town centre core and in adjacent residential town centre sites. Increasing height along the northern side of Rowe Street results in overshadowing parts of the street. However, sunlight is maintained to the Mall and the outdoor eating precinct at Rowe Street east. A major constraint to this option is the strata titled ownership of many of the existing residential apartments, which require amalgamation. This limit their feasibility for redevelopment. Future changes to strata laws may make this option more viable.



**ITEM 5 (continued)****ATTACHMENT 1****6.0 Built Form Options****Economic Feasibility**

Feasibility modelling was prepared for a number of sites within the town centre to determine the viability of development within the town centre and whether additional floor space and height would promote redevelopment.

Site testing considered:

- larger land parcels were in single ownership in comparison to the small lot sizes and frontages typical to the town centre. Larger sites have greater potential to accommodate increased floor space and the corresponding parking requirements
- cost of amalgamation of small lots along Rowe Street
- potential to promote consolidation of single houses adjacent parkland
- existing residential apartment buildings to determine redevelopment threshold. Many are in strata title ownership, which is expensive to consolidate for redevelopment.

Hill PDA prepared a Feasibility Assessment Report for the test sites. The feasibility modelling adopts a residential land value approach, whereby an up front acquisition or purchase price assumption reflects current market value of the site.

The results of feasibility testing for both commercial and residential development options vary significantly. The following general comments are made based on Hill PDA's results:

- The current property market does not support fully commercial development. Whilst a recovery in the market would improve results, Hill PDA is unsure if it would be enough to render such development viable in the short to medium term.
- Basement parking is a significant cost. Reducing car parking allowances and/or exploring other parking options (eg. multi-level above ground parking within built form) should be explored. By way of example, the parking rate for commercial in the City of Ryde is 1 space per 40sqm of GFA. By contrast, the rate in Parramatta City Centre is 1 space per 100sqm of GFA.
- Increasing density (FSR) should improve the feasibility outcomes for all sites. It is important that any increase to FSR considers existing urban design principles and intended outcomes. Due to the complexities of the Town Centre and challenges in site amalgamation, increasing densities may result in sporadic/random high density development within an otherwise less dense centre. The difficulty in site amalgamation means that the majority of smaller sites may never be developed.

While Hill PDA's feasibility testing does not indicate that redevelopment of all sites is economically viable, it is important to consider that it is not a desirable outcome for all sites to be viable for redevelopment in the current market. This would likely result in a sharp increase in development activity leading to oversupply in the short to medium term.

Further, given the current depressed state of the market (particularly commercial) and the cyclical / dynamic nature of the property market, development that is not viable in the current

**ITEM 5 (continued)**

**ATTACHMENT 1**

**6.0 Built Form Options**

market may well be viable in the future.

**Other Assumptions**

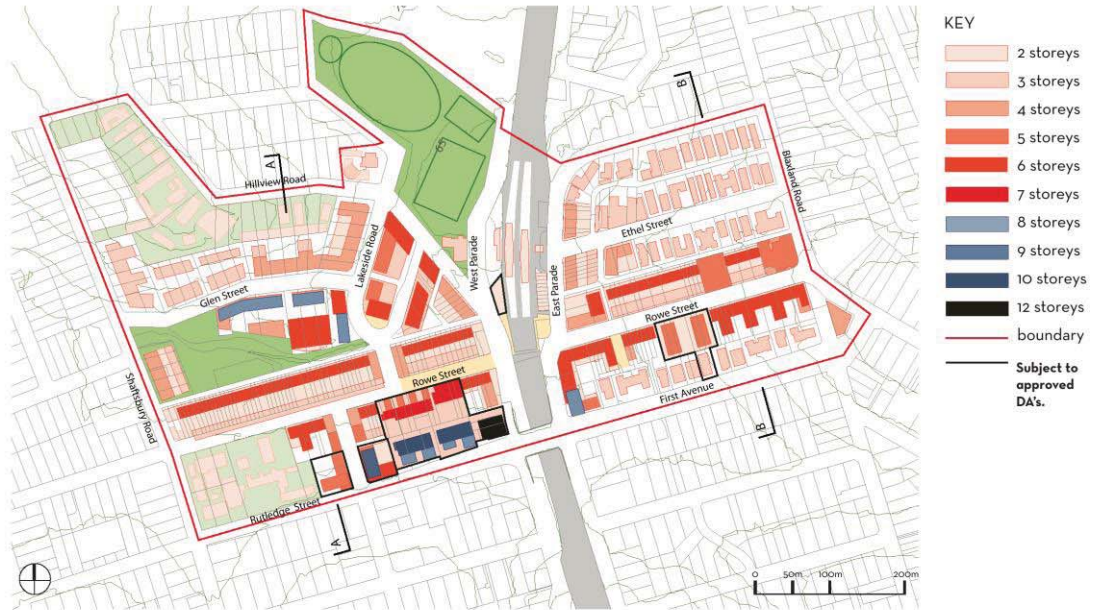
Built form options also considered the following assumptions:

- Proposed building forms in each option seek to promote good design quality and seek to conform with State Environmental Planning Policy No 65 (SEPP65) Design Quality of Residential Flat Development which applies to residential and mixed use buildings. In particular, building depth and building separation guidance was applied to the built form design.
- The uses within the town centre core and along Rowe Street are generally mixed use with retail/commercial at ground or lower levels and residential above. Building envelopes reflect these uses. Larger building envelopes for commercial only uses were not proposed as the economic feasibility questioned their viability within the centre and in relation to large quantities of commercial uses within the Ryde LGA (i.e. Macquarie Park).
- Flood mitigation works are completed as per the flood study recommendations. Sections for each option incorporate additional height at ground floor to accommodate flood levels.

**ITEM 5 (continued)**

**ATTACHMENT 1**

**6.0 Built Form Options: Preferred Option**



Above: Built Form Option 1

**Preferred Option**

The Preferred Option is based on a built form approach which shapes the streets and public spaces of the town centre with street edges buildings. It retains a 2 storey street edge to Rowe Street with additional height set back to facilitate sunlight to the southern side of Rowe Street in mid-winter. This approach also acknowledges the high level of use of Rowe Street and the Rowe Street Mall for pedestrians by defining a human scale to the street edge. Six storey building heights are distributed to the south of Rowe Street and to the north along Hillview Lane/Coolgun Lane and Rowe Lane and at Glen Street Reserve and the Lakeside Road precincts. Taller building forms take advantage of northern aspect. At Hillview Lane and Hillview Road taller buildings also have park outlooks. Landmark sites are identified with 8 storey heights and mark key entries into the town centre along Rutledge Street and First Avenue. Other landmark sites mark the Lakeside Market precinct and reinforce the town centre core.

A key consideration of this option is to enable small lot redevelopment, particularly along Rowe Street, within the Lakeside Precinct and along Railway Parade. Proposed heights and building forms shown in this option could be achieved on narrow existing lots or through site

**ITEM 5 (continued)**

**ATTACHMENT 1**

**6.0 Built Form Options:** Preferred Option

amalgamation. Building forms align with the street edge and have zero side setbacks. This assists in managing piecemeal change from development parcel to development parcel and ensures equity of development between sites. The alternative approach where development is sited down the middle of the lots requires separation distances that force amalgamation and may limit development capacity on adjacent sites or sterilise them.

To assist small lot redevelopment, this option assumes reduced parking rates and service requirements. Refer to Car Parking sections in this Master Plan.

This option retains strata titled residential apartment areas along First Avenue and Ethel Street and May Street under their current height limits. Consideration for future up zoning should be undertaken when strata laws are reformed to enable change of these properties and redevelopment becomes more viable.

This option also retains the current height limits for lots fronting Shaftsbury Road until a more detailed feasibility study of the Glen Street Reserve Precinct is prepared.



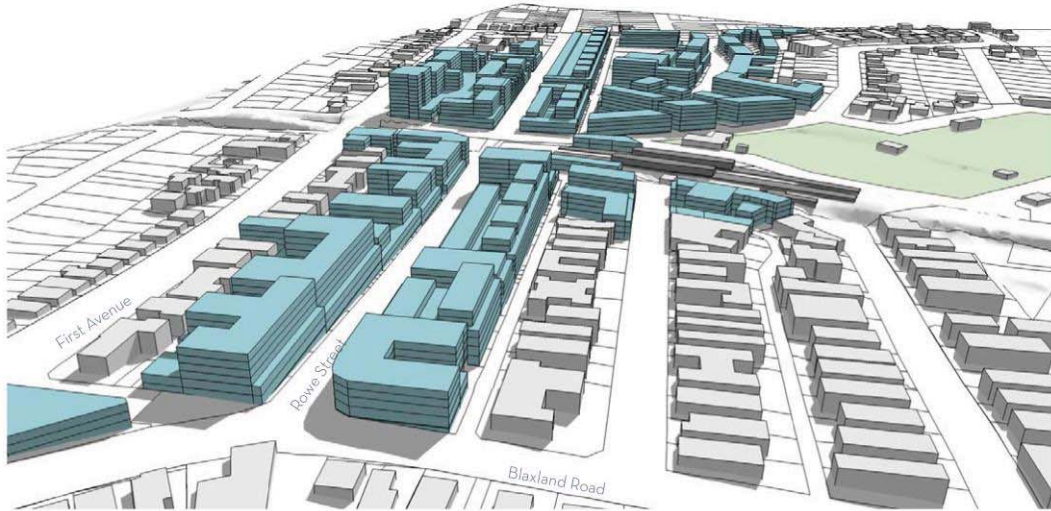
Above: Building forms within the town centre reinforce the street edge and promote active frontages. Along Rowe Street the 2 storey street wall is retained with taller development setback. A range of height respond to the street hierarchy and mark key intersections. Taller street edge buildings face parks where amenity and outlook is greater.



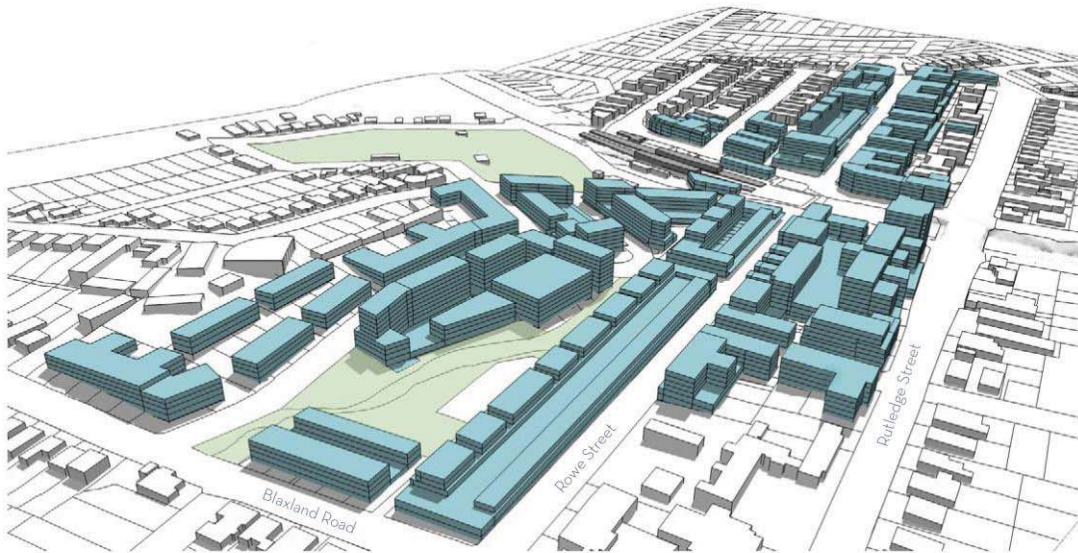
**ITEM 5 (continued)**

**ATTACHMENT 1**

**6.0 Built Form Options:** Preferred Option



Above: Option 1 looking west along Rowe Street



Above: Option 1 looking north-east toward Eastwood Park

**ITEM 5 (continued)**

**ATTACHMENT 1**

**6.0 Built Form Options: Preferred Option**



The following key pros and cons were identified for the Preferred Option:

**Pros**

- Concentrates development within the centre of the town centre and spatially distinguishes it from the surrounding area
- Spatially links the east and west sides with consistent building heights which strongly define the view corridor along Rowe Street
- Provides 2 storey street edge to Rowe Street and Progress Avenue, which reflects human scale within these areas of high pedestrian use
- Supports redevelopment of larger sites in single ownership with increased height, where redevelopment is most feasible
- Provides opportunities for smaller sites to be upgraded by promoting attached building forms to support incremental infill development.
- Recognises Rowe Street and the Mall as a central space within the town centre and retains its pedestrian scale street edge and solar amenity
- Improves way finding by marking key entries or destinations with landmark buildings

**Cons**

- Requires some narrow lots to amalgamate to achieve their full development potential
- Increases height on key sites at Rutledge Street and First Avenue, which may be perceived by residents to the south as a visual impact. Note that most of this height is from existing development approvals

**ITEM 5 (continued)**

**ATTACHMENT 1**



**ITEM 5 (continued)**

**ATTACHMENT 1**

**Appendix A Flood Risk Analysis**



No	PHF Level (m AHD)	100 Year Flood Level (m AHD)	100 Year Flood Depth (Metres)	No	PHF Level (m AHD)	100 Year Flood Level (m AHD)	100 Year Flood Depth (Metres)
1	70.25	69.23	0.97	34	68.88	68.89	0.00
2	70.14	68.68	1.44	35	68.84	68.90	-0.07
3	69.87	68.75	1.12	36	68.84	70.0	-1.16
4	69.05	68.8	0.25	37	68.79	70.0	-1.21
5	69.43	70.0	-1.05	38	68.69	68.87	1.17
6	69.27	67.83	1.44	39	68.64	68.88	0.24
7	69.58	67.44	2.14	40	68.65	70.0	-1.35
8	69.58	68.75	0.83	41	68.6	68.87	0.27
9	69.19	67.28	1.91	42	68.38	69.21	0.83
10	69.23	67.23	2.0	43	72.18	71.94	0.24
11	69.23	67.23	2.0	44	69.75	69.52	0.23
12	70.06	69.53	0.53	45	72.2	71.09	1.11
13	69.19	67.11	2.08	46	72.22	71.53	0.69
14	69.2	67.23	1.97	47	64.02	63.49	0.53
15	69.2	67.23	1.97	48	63.79	63.3	0.49
16	69.71	69.18	0.53	49	63.66	63.23	0.43
17	69.17	67.39	1.78	50	63.74	63	0.74
18	69.17	67.39	1.78	51	63.74	63.68	0.06
19	69.18	67.12	2.06				
20	69.18	67.06	2.12				
21	69.24	68.84	0.4				
22	69.19	67.21	1.98				
23	69.17	67.15	2.02				
24	69.4	67.54	1.86				
25	69.17	68.84	0.33				
26	68.64	68.25	0.39				
27	68.82	69.74	-0.92				
28	68.82	69.83	-1.01				
29	69.03	68.09	0.94				
30	68.85	69.13	-0.28				
31	68.85	69.05	-0.2				
32	68.77	68.82	-0.05				
33	68.99	70.0	-1.01				



**ITEM 5 (continued)**

**ATTACHMENT 1**

**Appendix A Flood Risk Analysis**

**Draft Flood Plan Management DCP Schedule 4 - Eastwood and Terrys Creek**

Planning Consideration	Flood Risk and Overland Flow Practices																					
	Low Flood Risk					Medium Flood Risk				High Flood Risk				Overland Flow								
	Critical Uses & Facilities	Sensitive Uses & Facilities	Residential	Commercial & Industrial	Recreation & Non-Urban	Critical Uses & Facilities	Sensitive Uses & Facilities	Residential	Commercial & Industrial	Recreation & Non-Urban	Critical Uses & Facilities	Sensitive Uses & Facilities	Residential	Commercial & Industrial	Recreation & Non-Urban	Concessional Development						
Floor Level	3	2.67	5.87	1.9	4.7			2.67	5.87	1	4.7			1	4.7	3	3	2.67	5.87	1.9	4.7	
Building Components	2	1	1	1	1			1	1	1	1			1	1	2	2	1 or 3	1 or 3	1 or 3	1 or 3	1 or 3
Structural Soundness	3	2	2	2	2			2	2	2	2			1	1							
Flood Effects	2	2	2	2	2			2	2	2	2			1	1	2	2	2	2	2	2	2
Car Parking & Driveway Access	1.5, 5.8	1.5, 5.8	1.5, 5.8	2.3, 4.8	6.7, 8			1.5, 5.8	1.5, 5.8	2.3, 4.8	6.7, 8			2.5, 4.8	6.7, 8	1 or 3	1 or 3	1 or 3	1 or 3	1 or 3	2.3, 4.8	6.7, 8
Evacuation	2	2	1 or 2	3	2			2	1 or 2	3	2			3	2	2	2					
Management & Design	1, 4, 5	1	1, 2, 3, 5	1, 2, 3, 5	1, 2, 3, 5			1	1, 2, 3, 5	1, 2, 3, 5	1, 2, 3, 5			1, 2, 3, 5	1, 2, 3, 5	1, 4, 5	1, 4, 5	1	1	1, 2, 3, 5	1, 2, 3, 5	1, 2, 3, 5

**General Notes:**

- a** Freeboard equals an additional height of 500mm. In Overland Flow practices, the freeboard is 300mm.
- b** The relevant environmental planning instruments (generally the Local Environmental Plan) identify development permissible with consent in various zones in the LGA. Notwithstanding, constraints specific to individual sites may preclude Council granting consent for certain forms of development on all or part of a site.
- c** Filing of the site, where acceptable to Council, may change the PRP considered to determine the controls applied in the circumstances of individual applications.
- d** Refer to Section 2.2 of the DCP for planning considerations for proposals involving only the erection of a fence. Any fencing that forms part of a proposed development is subject to the relevant flood effects and structural soundness planning considerations of the applicable land use category.
- e** Refer to Section 2.2 of the DCP for special considerations such as for house raising proposals and development of properties identified for voluntary acquisition.
- f** Terms in *italics* are defined in the glossary of this plan and Schedule 2 specifies development types included in each land use category. These development types are generally as defined within Environmental Planning Instruments applying to the LGA.

**Floor Level**

- All floor levels to be no lower than the 20 year flood level plus freeboard unless justified by site specific assessment.
- Habitable floor levels to be no lower than the 100 year flood level plus freeboard.
- Habitable floor levels to be no lower than the PMF level unless justified by a site specific assessment.
- Floor levels to be no lower than the design floor level<sup>1</sup>. Where this is not practical due to compatibility with the height of adjacent buildings, or compatibility with the floor level of existing buildings, or the need for access for persons with disabilities, a lower floor level may be considered. In these circumstances, the floor level is to be as high as practical, and, when undertaking alterations or additions, no lower than the existing floor level.
- The level of habitable floor areas is to be equal to or greater than the 100 year flood level plus freeboard<sup>2</sup>. If this level is not practical for a development in a Business zone, the floor level should be as high as possible.
- Non-habitable floor levels to be equal to or greater than the 100 year flood level plus freeboard<sup>3</sup> where possible, or otherwise no lower than the 20 year flood level plus freeboard unless justified by site specific assessment.
- A restriction is to be placed on the title of the land, pursuant to S 99B of the Conveyancing Act, where the lowest habitable floor area is elevated above finished ground level, confirming that the undercroft area is not to be enclosed, where Council considers this may potentially occur.
- Habitable floor levels to be minimum 500mm above adjacent ground levels.
- Non-habitable floor levels to be minimum 300mm above adjacent ground levels.

**Building Components & Method**

- All structures to have flood compatible building components below the 100 year flood level plus freeboard.
- All structures to have flood compatible building components below the PMF level.
- All structures to have flood compatible building components up to 500mm above adjacent ground levels.

**Structural Soundness**

- Engineer's report to certify that the structure can withstand the forces of floodwater, debris and buoyancy up to and including a 100 year flood plus freeboard, or a PMF if required to satisfy evacuation criteria (see below). In the case of alterations or additions to an existing development, the structure to be certified is that which is proposed to be newly constructed or otherwise required to be of a specified standard to satisfy other controls.
- Applicant to demonstrate that the structure can withstand the forces of floodwater, debris and buoyancy up to and including a 100 year flood plus freeboard, or a PMF if required to satisfy evacuation criteria (see below). An engineer's report may be required.
- Applicant to demonstrate that any structure can withstand the forces of floodwater, debris and buoyancy up to and including a PMF. An engineer's report may be required.

**Flood Effects**

- Engineer's report required to certify that the development will not increase effects elsewhere, having regard to: (i) loss of flood storage; (ii) changes in flood levels and velocities caused by alterations to the conveyance of flood or overland flow waters; and (iii) the cumulative impact of multiple potential developments in the floodplain.
- The flood impact of the development to be considered to ensure that the development will not increase flood effects elsewhere, having regard to: (i) loss of flood storage; (ii) changes in flood levels and velocities caused by alterations to the flood conveyance; and (iii) the cumulative impact of multiple potential developments in the floodplain. An engineer's report may be required.

## ITEM 5 (continued)

## ATTACHMENT 1

### Appendix A Flood Risk Analysis

#### Car Parking and Driveway Access

- 1 The minimum surface level of open car parking spaces or carports shall be as high as practical, and not below: (i) the 20 year flood level plus freeboard; or (ii) the level of the crest of the road at the location where the site has access (whichever is the lower). In the case of garages, the minimum surface level shall be as high as practical, but no lower than the 20 year flood level plus freeboard.
- 2 The minimum surface level of open car parking spaces, carports or garages, shall be as high as practical.
- 3 Garages capable of accommodating more than 3 motor vehicles on land zoned for urban purposes, or enclosed car parking, must be protected from inundation by floods equal to or greater than the 100 year flood.
- 4 The driveway providing access between the road and parking space shall be as high as practical and generally rising in the egress direction.
- 5 Where the level of the driveway providing access between the road and parking space is lower than 0.3m below the 100 year flood, the following condition must be satisfied - the depth of inundation on the driveway during a 100 year flood shall not exceed: (i) the depth at the road; or (ii) the depth at the car parking space. (Refer to Schedule 2). A lesser standard may be accepted for single detached dwelling houses where it can be demonstrated that risk to human life would not be compromised.
- 6 Enclosed car parking and car parking areas accommodating more than 3 vehicles with a floor level below the 20 year flood level plus freeboard or more than 0.6m below the 100 year flood level, shall have adequate warning systems, signage and exits.
- 7 Restraints or vehicle barriers to be provided to prevent floating vehicles leaving a site during a 100 year flood.
- 8 Driveway and parking space levels to be no lower than the design ground/floor levels. Where this is not practical, a lower level may be considered. In these circumstances, the level is to be as high as practical and, when undertaking alterations or additions, no lower than the existing level.
- 9 The minimum surface level of open car parking spaces or carports shall be as high as practical, and not below: (i) the 20 year flood level plus freeboard; or (ii) the level of the crest of the road at the location where the site has access; or (iii) 300mm above adjacent ground level (whichever ever is the lower). In the case of garages, the minimum surface level shall be as high as practical, but no lower than the 20 year flood level plus freeboard or 300mm above adjacent ground level.  
**Note:** a. A flood depth of 0.3m is sufficient to cause a small vehicle to float.  
b. Enclosed car parking is defined in the glossary and typically refers to carports in basements.

#### Evacuation

- 1 Reliable access for pedestrians or vehicles required during a 100 year flood.
- 2 Reliable access for pedestrians or vehicles is required from the building, commencing at a minimum level equal to the lowest habitable floor level to an area of refuge above the FNF level, or a minimum of 20% of the gross floor area of the dwelling to be above the FNF level. In the case of alterations or additions to an existing development, this may require retro-fitting the existing structure if required to support a refuge above the FNF.
- 3 The evacuation requirements of the development are to be considered. An engineers report will be required if in the opinion of Council the evacuation of persons might not be achieved within the effective warning time.

#### Management and Design

- 1 If this application involves subdivision, the applicant is to demonstrate that potential development as a consequence of the subdivision, can be undertaken in accordance with this DCP.
- 2 Site Emergency Response Flood Plan required where floor levels are below the design floor level (except for single dwelling houses).
- 3 Applicant to demonstrate that an area is available to store goods above the 100 year flood level plus freeboard.
- 4 Applicant to demonstrate that an area is available to store goods above the FNF level.
- 5 No storage of materials below the design floor level which may cause pollution or be potentially hazardous during any flood.
- 6 Applicant to demonstrate that an area is available to store goods at least 500mm above adjacent ground level.

**ITEM 5 (continued)**

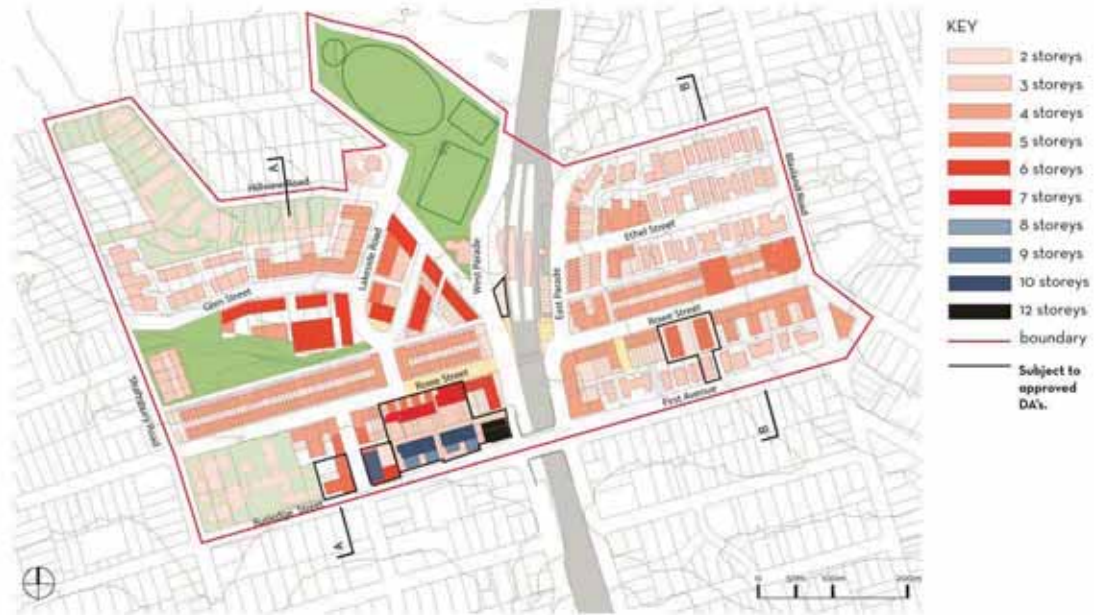
**ATTACHMENT 1**



**ITEM 5 (continued)**

**ATTACHMENT 1**

**6.0 Built Form Options: Option 2**



Above, Built Form Option 2

**Option 2**

Option 2 is based on the existing height control shown in Council's Local Environment Plan (refer to page 11). Metre heights are converted to storey heights for ease of comparison with the other options. A four storey height is proposed for the length of Rowe Street. This height in the form shown will overshadow the footpath along the southern side of Rowe Street and the southern edge of the Rowe Street Mall in mid-winter. Six storey heights are retained around Lakeside Road and Progress Avenue and the southern side of Glen Street. The northern side of Glen Street reflects the outcomes of the Glen Street study and adopts the building envelopes shown in Council's Development Control Plan. The town centre residential areas retain their current 3 storey heights.

Variations to the existing height controls are shown where approved development application have altered the height.



**ITEM 5 (continued)**

**ATTACHMENT 1**

**6.0 Built Form Options: Option 2**



The following key pros and cons were identified for Option 2:

**Pros**

- Provides 2 storey street edge to Rowe Street and Progress Avenue, which reflects human scale within these areas of high pedestrian use.

**Cons**

- Concentrates the majority of development opportunities are on the western side of the town centre with limited potential in the eastern side. This does not address the desire for a holistically defined town centre.
- Locates most of the development opportunities on flood prone land, which cannot be developed until flood mitigation works are undertaken. This limits the development capacity of the town centre in the short term.
- Four storey street edge to Rowe Street will overshadow the street and mall in winter.
- When heights are translated into better building envelope depths, the floor space is reduced which limits the viability for redevelopment on these sites. This is because the 4 storey height does not have the capacity to support modelling the height for solar access. For example moving a storey from Rowe Street frontage to Hillview Lane frontage on sites along the northern side of Rowe Street.

**ITEM 5 (continued)**

**ATTACHMENT 1**

**6.0 Built Form Options: Option 3**



Above: Built Form Option 3

**Option 3**

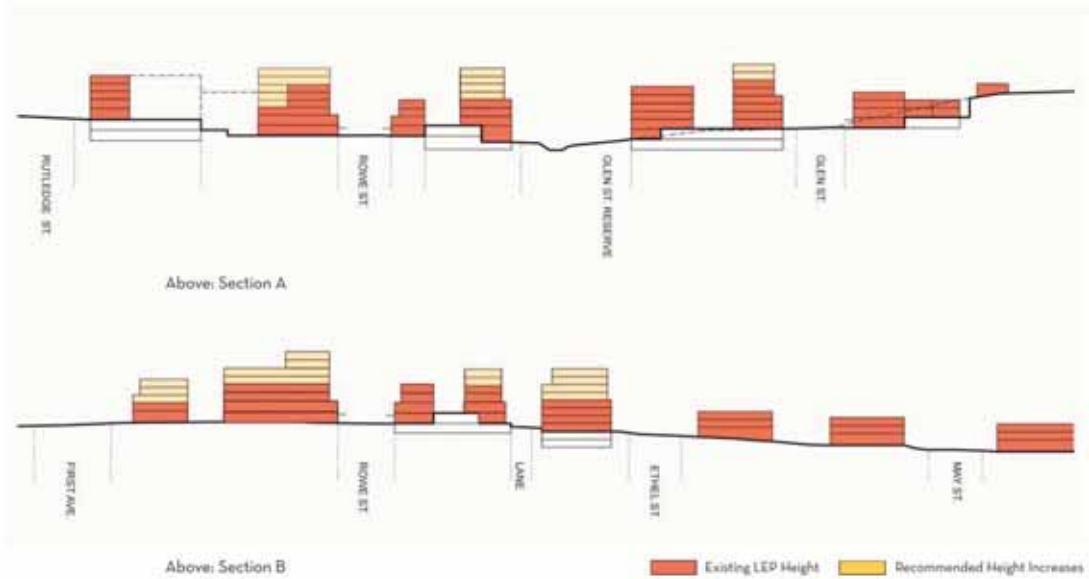
Option 3 is based on Option 1 with some additional increased heights. This option retains the 2/3 storey street wall to Rowe Street but increases heights along the southern side of Rowe Street and along the laneway facing Glen Street Reserve. This option will overshadow Rowe Street in mid-winter at the western end. The Option 1 six storey height along Rowe Street is retained east of The Avenue and at the western end of Rowe Street East to ensure solar access to both the Mall and outdoor dining areas. Heights within the town centre core are generally increased to 8 storeys with some 6 storeys. Small lots are not suited to this intensity and some amalgamation would be required. Landmark sites are increased to 12 storeys to spatially distinguish them within the town centre.

Existing residential apartment lots along Ethel Street and First Avenue are increased to 6 storeys with a 4 storey street edge. Some of these sites may require amalgamation to support increased development capacity and to deliver quality design as per SEPP65. Adequate building separation is difficult to achieve across site boundaries and cumulative impacts of overshadowing would require more analysis.

**ITEM 5 (continued)**

**ATTACHMENT 1**

**6.0 Built Form Options: Option 3**



The following key pros and cons were identified for Option 3:

**Pros**

- Maintains sunlight to the Mall and the outdoor eating precinct at Rowe Street east in winter
- Increases the number properties with redevelopment potential in the town centre
- Retains a transition stepping down in height from the town centre core to lower scale residential areas along the north at Hillview Road/Glen Street and May Street/Ethel Street.
- Provides 2 storey street edge to Rowe Street and Progress Avenue, which reflects human scale within these areas of high pedestrian use.

**Cons**

- Southern side of Rowe Street is overshadowed at the eastern and western ends
- Provides a taller build edge to the town centre edges, which may be perceived by surrounding residents as a negative impact.
- Greater development capacity is likely to require more site amalgamation to accommodate increased separation for privacy and sunlight and increased parking requirements.
- Many of the existing residential apartments are in strata title ownership which requires amalgamation to redevelop and significantly limits their feasibility for redevelopment.

**ITEM 5 (continued)**

**ATTACHMENT 1**

