

## 4.1 EASTWOOD TOWN CENTRE

### Contents

<b>1</b>	<b>Introduction.....</b>	<b>4.1 - 2</b>
1.1	Purpose of this Part.....	4.1 - 2
1.2	Objectives.....	4.1 - 2
1.3	Land affected by this Part.....	4.1 - 2
1.4	Structure of this Part.....	4.1 - 3
<b>2</b>	<b>Guiding Principles.....</b>	<b>4.1 - 4</b>
2.1	Master Plan .....	4.1 - 4
	Planning Principles for Eastwood .....	4.1 - 4
2.2	Eastwood Urban Village – Character Statement .....	4.1 - 6
	Existing Character Statement .....	4.1 - 6
	Future Character Statement .....	4.1 - 7
<b>3</b>	<b>Development Policies .....</b>	<b>4.1 - 8</b>
3.1	Mixed Use Development .....	4.1 - 8
3.2	Stormwater Management .....	4.1 - 9
3.3	Architectural Characteristics.....	4.1 - 10
	Height.....	4.1 - 11
	Setbacks .....	4.1 - 13
	Urban Design/Exterior Finishes .....	4.1 - 13
	Corner Allotments .....	4.1 - 14
3.4	Access & Parking .....	4.1 - 15
	Parking Design and Location.....	4.1 - 15
	Contributions.....	4.1 - 18
	Location of Vehicle Access and Footpath Crossings .....	4.1 - 18
	Design of Vehicle Access .....	4.1 - 19
	Bicycle Facilities.....	4.1 - 20
3.5	Pedestrian Access & Amenity .....	4.1 - 20
	Street Frontage Activities.....	4.1 - 20
	Circulation .....	4.1 - 23
	Street Furniture .....	4.1 - 23
	Landscaping & Trees .....	4.1 - 24
	Awnings and Colonnades .....	4.1 - 25
3.6	Advertising & Signage .....	4.1 - 26
3.7	Environmental Management .....	4.1 - 28
	Sunlight .....	4.1 - 28
	Wind Standards .....	4.1 - 29
	Energy Efficiency of Buildings .....	4.1 - 29
	Vibration and Noise Mitigation .....	4.1 - 30
	Reflectivity.....	4.1 - 31
	External Lighting of Buildings .....	4.1 - 31
	Waste Management.....	4.1 - 32

# **1 Introduction**

## **1.1 Purpose of this Part**

The purpose of this Part is to provide policies relating to the future development of Eastwood. It is one of a series of planning initiatives targeting the renewal and revitalisation of the City's traditional business centres of Eastwood, West Ryde, Top Ryde and Meadowbank. It will see these Centres progressively transformed into "urban villages".

This Part should be read in conjunction with the following documents:

- Ryde Local Environmental Plan No.110
- Eastwood Centre Planning Study and Master Plan

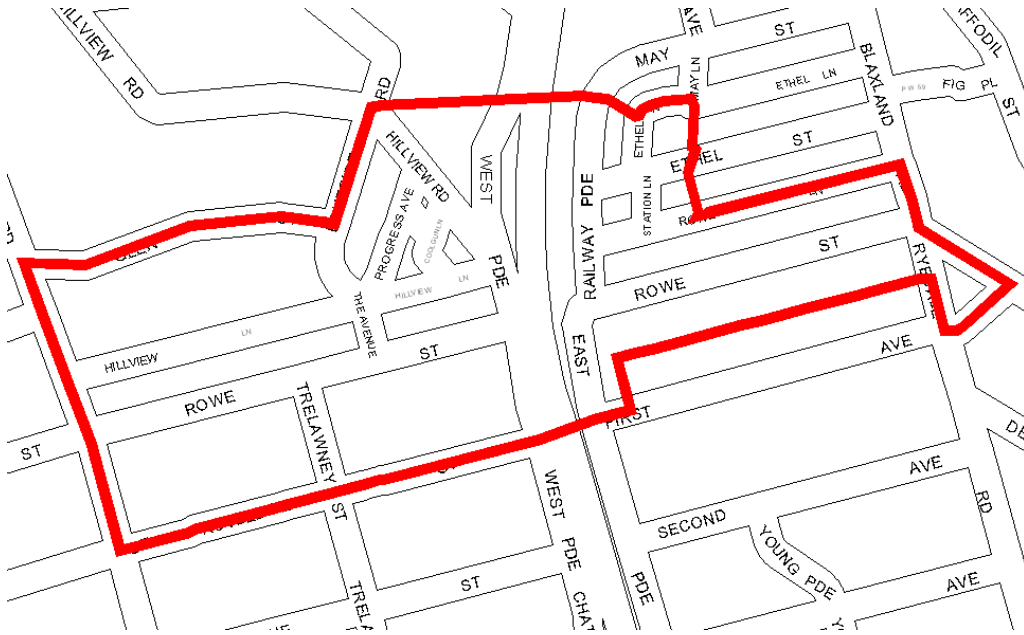
## **1.2 Objectives**

This Part aims to revitalise Eastwood through policies which:

- facilitate the creation of "community convenience retail centres";
- encourage new development or the re-use of existing buildings containing a mix of land uses;
- describe the desired maximum scale and bulk of new buildings;
- improve the appearance of the existing buildings;
- improve pedestrian amenity and develop a sense of community place;
- create a people-friendly place with active street life;
- increase the number of people living within walking distance of public transport services;
- provide for safe and convenient motor vehicle access and parking;
- protect and enhance items of environmental heritage within each centre;
- provide for safe, well used and attractive public spaces; and
- accord with the planning principles, objectives and standards espoused in the Planning Study and Master Plan for each Centre.

## **1.3 Land affected by this Part**

This Part applies to land within the Eastwood Village as identified in Figure 1.



**Figure 1 – Eastwood Urban Village**

## 1.4 Structure of this Part

Section 2 of this Part provides guiding principles for future development and a statement indicating the desired future for Eastwood, to which Council and the community have committed.

Section 3 of this Part contains seven development policy categories:

- Mixed use development
- Stormwater management
- Architectural characteristics
- Access & parking
- Pedestrian access & amenity
- Advertising & signage
- Environmental management

For each development policy there is a strategy that explains what compliance with the development policy seeks to achieve. The policy provides a set of provisions that detail the manner in which compliance may be achieved and any circumstances when Council may consider variations to the provisions.

It is critical that the development policies for Eastwood be considered as a whole to understand the relationships between the various components, which together will achieve the planning objectives for the Centre. For instance height planes and urban design components will collectively guide the bulk, form and scale of development. No single component is necessarily more important or significant than another, they inter-relate to achieve desired planning objectives, any variation to the specific development provisions will therefore be dependant on individual site circumstances (as determined by detailed site analysis at the development application stage) and the underlying planning principles.

## **2 Guiding Principles**

### **2.1 Master Plan**

Council, as part of its commitment to Centre Revitalisation, has embarked on an Urban Villages concept for the City's traditional centres. An Urban Village being a place in a City which has the characteristics of a village and may be defined as an urban precinct located around a public transport interchange, incorporating:

- A mix of land uses;
- Attractive and well used public spaces;
- A safe and convenient pedestrian environment; and
- Urban design elements which promote community pride and identity.

A Master Plan has been completed for Eastwood, which guides the development of the Village through to the year 2020. This Urban Village Plan is based on a set of strategies that have been developed to guide the future growth of the Eastwood. Supporting this Plan is a range of enhancement and infrastructure projects designed to improve the amenity of the area and increase the safety of those using the centre.

In assessing any development application relating to land within any centre, the council must take into consideration the aim of this Part that development should be consistent with the planning principles set out below.

### **Planning Principles for Eastwood**

#### **Regional Role**

- Development should contribute to the status of Eastwood as an important business, employment and residential location.
- Development is to promote a compact working and living environment to maximise the efficient use of resources and infrastructure provision.

#### **Integrated Planning and Development**

- Planning and development is to ensure that social, economic, environmental and urban design issues are considered together and with proper regard for their mutual and cumulative impacts.
- All planning, design and development activities must take account of and effectively respond to the linkages and interfaces between public space and private land.

#### **Public Domain**

- Development is to define and contribute to the public domain so as to create a high quality physical setting for buildings, which is safe and accessible and can be enjoyed by shoppers, residents and workers.

- Development of the public domain is to enhance the integration between individual precincts and their surrounding areas.
- Public space areas will be set aside for public use and enjoyment. Development that enhances the enjoyment of these public spaces, such as kiosks, restaurants, recreation facilities, will be encouraged.
- Car parking facilities should be set back away from the public spaces and should not prejudice pedestrian and cycle use of the public space.
- Public streets and spaces will be created generally in accordance with the Master Plan for Eastwood.

### **Urban Form**

- Urban form is to reflect its location in relation to transport nodes, existing residential and commercial precincts, be architecturally rich and diverse, define and enhance the public domain and allow for mixed uses.
- Building form within specific blocks is to be articulated both in height and mass to provide interest resolve urban design and environmental issues and satisfy other principles in this plan.
- Buildings are to be of high quality and adaptable to a variety of uses over time, to ensure their long life.
- Buildings are to support and be integrated into the public domain network to achieve coherence and purpose.
- The integrity of heritage items and significant landscape elements is to be protected and enhanced.

### **Land Use Mix**

- Development is to provide a variety of housing types and employment-based activities and contribute to the character of the Village.
- Development is to contribute to an integrated mixed use development pattern (both vertical and horizontal) containing a wide range of housing, employment and recreation opportunities.
- Development is to facilitate the increase and diversity of employment opportunities, which are to be compatible with achieving a high quality, mixed shopping, living and working environment.

### **Transport and Access**

- Development is to promote the reduction of motor vehicle dependency and actively encourage the use of public transport, walking and cycling.
- An accessible environment for people with disabilities and mobility difficulties is to be created to ensure access equity.
- The intensity of development is to be in accordance with the capacity of existing and proposed public transport and road systems.
- Parking provision is to acknowledge accessibility by foot, bicycle and public transport.

### **Environmental Performance**

- Development is to create a safe and comfortable environment for shoppers, residents and workers in both the private and public space, by “best practice” design to ensure buildings and spaces achieve maximum environmental performance and minimum resources use.
- Development is to be designed having regard to:
  - Wind effect; reflectivity; noise attenuation; solar access and energy conservation; water conservation and re-use; stormwater management; use of recycled materials; and waste reduction.
- The development of public spaces must contribute to greater bio-diversity, habitat protection and enhancement, and air and water quality.

## **2.2 Eastwood Urban Village – Character Statement**

### **Existing Character Statement**

The Eastwood Commercial Centre is an important retail and commercial centre and transport interchange in the City of Ryde. There has been shopping at Eastwood since the 1880's when the railway was constructed. Growth in trade built up as Eastwood and surrounding suburbs grew in the twentieth century. It is the largest district centre in the surrounding network. Retail and commercial development extends to the east and west bisected by the railway line. It is described as being of 'village character' with development generally 2-3 storeys in height within the Rowe Street precinct with isolated buildings up to 7 storeys in height.

It has a concentration of larger specialised outlets such as hardware and building suppliers and large household goods that means the centre fulfils both a local and regional role. In recent years there has been a growth in food retailing, making it an important retailing category. Retailers of small household goods such as chemists, newsagents, bookstores, offices and professional rooms are also significantly represented.

Eastwood has seen a gradual increase in the quantity of floor space used for business purposes that is having a positive effect on the centre with additional employment and a boost to retail trade.

Residential activities are generally limited to the fringe of the centre with flat buildings occurring on the eastern edge and the remaining areas characterised by single dwellings.

Within the centre there are also parks, childcare centres, schools, fire station, police station, community facilities and churches.

## Future Character Statement

Through a consultation program focused on the development of the Master Plan for Eastwood the community has expressed its expectations for the future of Eastwood.

*In the future, Eastwood will be a place specifically designed for the enjoyment and utility of pedestrians and a place which allows convenient access for people between home, work, shopping and leisure.*

*It will also be a place which has a high level of aesthetic amenity at street level; have safe attractive and convenient public spaces; be a vibrant, viable and profitable commercial centre; and contain an appropriate mix and arrangement of uses, which satisfactorily integrate with existing surrounding activities.*

There are some opportunities for future growth in the centre, which includes residential, retail and commercial uses. Eastwood must avoid competing with the larger regional centres and establish itself as a niche market. Concentrating on making retailing convenient, has been identified as critical to the economic future of Eastwood.

It is likely that the centre will attract office services, with demand likely to come from small to medium sized office firms. To ensure that the village character of the centre is retained, new developments that incorporate office and commercial activities with street activity at ground level should be encouraged.

Residential development will also be encouraged. Shop-top housing should be located within the centre and medium density on the fringe. High rise residential is only considered appropriate where there is existing high rise development and above the rail line.

## 3 Development Policies

### 3.1 Mixed Use Development

Council seeks to encourage development forms and arrangements that contribute to the overall goal of developing its centres as urban villages.

#### Objectives

- Establish a diversity of land uses, services and facilities within the Centre;
- Encourage development which will improve safety and security in public places; and
- Increase the number of persons living close to public transport.

#### Controls

- a) Car parking should be provided at either street level or basement level(s). If parking is provided at street level it should be masked from view from the street by shop frontages or architectural details. A balance however is to be achieved in having some parking clearly visible from the street to emphasise convenience while not creating an unattractive street level environment.
- b) Retail and other more active public uses, such as restaurants/cafes and libraries should be located at or around street level. These uses would tend to attract higher volumes of pedestrian traffic, resulting in a safer environment particularly after dark and would also result in adjacent public areas being better utilised (for example, side street cafes)
- c) The level immediately above street level could accommodate public and commercial uses which may not have the same regularity or intensity of pedestrian traffic as retail uses. Such uses may include professional offices, leisure uses such as gymnasium, cinemas/theatres or uses such as places of worship or meeting rooms. Residential dwellings could also be accommodated on this level.
- d) Upper levels of development could be used for either commercial or residential.
- e) Buildings should be designed to overlook public and communal streets and other public areas to provide casual surveillance.
- f) Private living spaces and communal or public spaces should be clearly identified and defined.
- g) Sufficient lighting is to be provided to all pedestrian ways, building entries, driveways and car parks to ensure a high level of safety and security for residents and visitors at night.
- h) Pedestrian and communal areas to be well lit and designed to minimise opportunities for concealment.
- i) Pedestrian entry to the residential component of mixed use developments should be separated from entry to other land uses in the building/s
- j) The use of outdoor restaurant seating whether on private or public land is a favoured land use in the urban village. Applicants should refer to Council's Footpath Activity Policy.



### Variations

- Nil

## 3.2 Stormwater Management

The quality and quantity of stormwater runoff directly affects the functionality of Eastwood and the Lane Cove River.

Urban inundation can represent a serious impediment to development. The extent of stormwater inundation in Eastwood has widespread potential to impact on the majority of the commercial district.

Ryde Council has adopted the major design stormwater standard as the 100 year Average Recurrence Interval (ARI) event. The major design inundation is to be accommodated by the use of pipe drainage, natural and modified channels, overland flow paths and floodways.

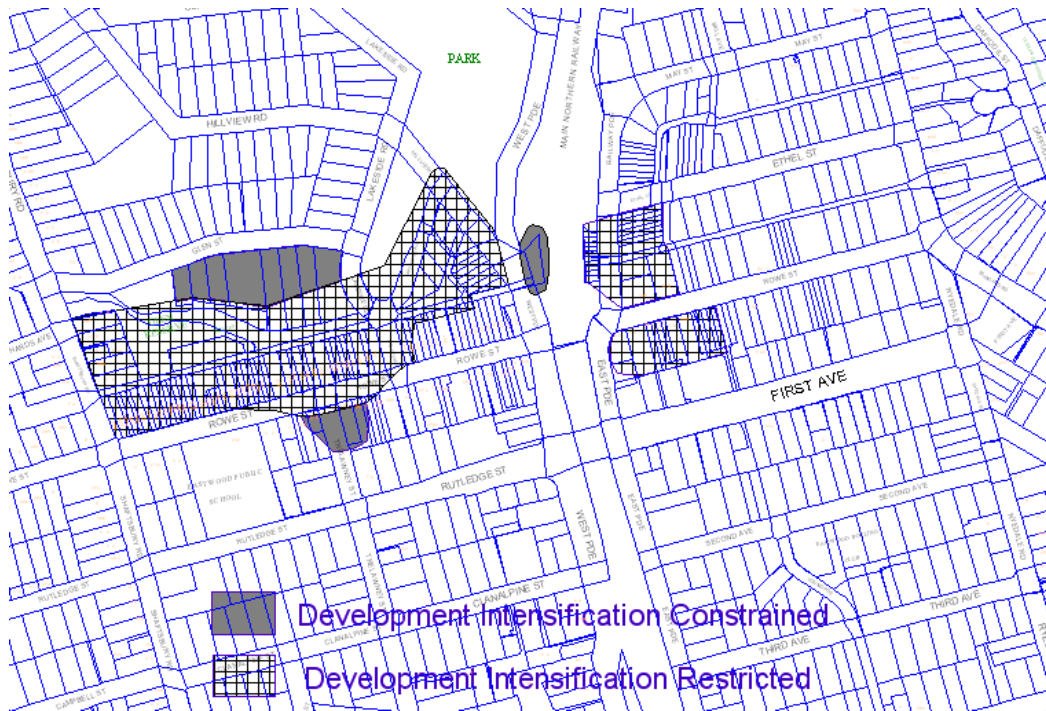
Built structures and public safety is to be protected for stormwater inundation up to the 'major design flood'. For more frequent stormwater inundation nuisance flooding is to be avoided, and channel scour prevented. Other requirements for stormwater drainage include sediment and silt control.

### Objectives

- Minimise and control nuisance stormwater inundation;
- Provide the safe passage of less frequent stormwater inundation events;
- Protect downstream properties from stormwater inundation due to upstream development;
- Maintain acceptable water quality; and
- Maximise land available for urbanisation.

### Controls

- a) If land is identified as "Development Intensification Restricted", consent must not be granted for development that increases the intensity of use of land unless Council is satisfied that the extent of stormwater inundation of the land and the access to the land, does not constitute a hazard to persons or property during the estimated 100 year ARI stormwater inundation event.
- b) If land is identified as "Development Intensification Constrained", consent must not be granted for development that increases the intensity of the use of land unless Council is satisfied that any conditions to which development consent is subject were to be complied with, the extent of stormwater inundation during the 100 year ARI stormwater inundation event would not constitute a hazard or increase an existing hazard to persons or property.



**Figure 2 - Stormwater Development Restrictions**

- c) A stormwater inundation impact assessment or stormwater inundation management strategy is to be submitted for all developments.
- d) Floor levels within any new development should be a minimum of 300mm above the calculated flood level for the 100 year ARI event.
- e) Developments should comply with Council's Stormwater Management Development Control Plan No 41.

### Variations

- Development that is considered to constitute minor modifications or does not intensify the use of the property.

*Note: Further information on risk of flooding and any proposed stormwater infrastructure in the catchment can be obtained from Council's Development Engineers, during normal business hours.*

## 3.3 Architectural Characteristics

Architectural characteristics refer to the individual elements of building design that collectively contribute to the character and appearance of the built environment. The development provisions in this section of this development control plan are intended to encourage high quality design for new buildings, balancing respect for the defining characteristics of the Centre with innovation and creativity. The resulting built form and character of new development should

contribute to an attractive public domain and produce a desirable setting for its intended uses.

## Height

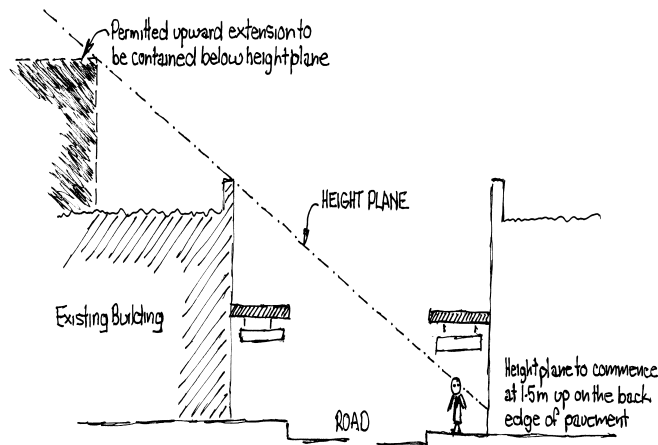
Eastwood contains a “village” character that is, in part, provided by the scale of buildings to the streetscape.

## Objectives

- To ensure that the existing human scale element of the streetscape is retained.

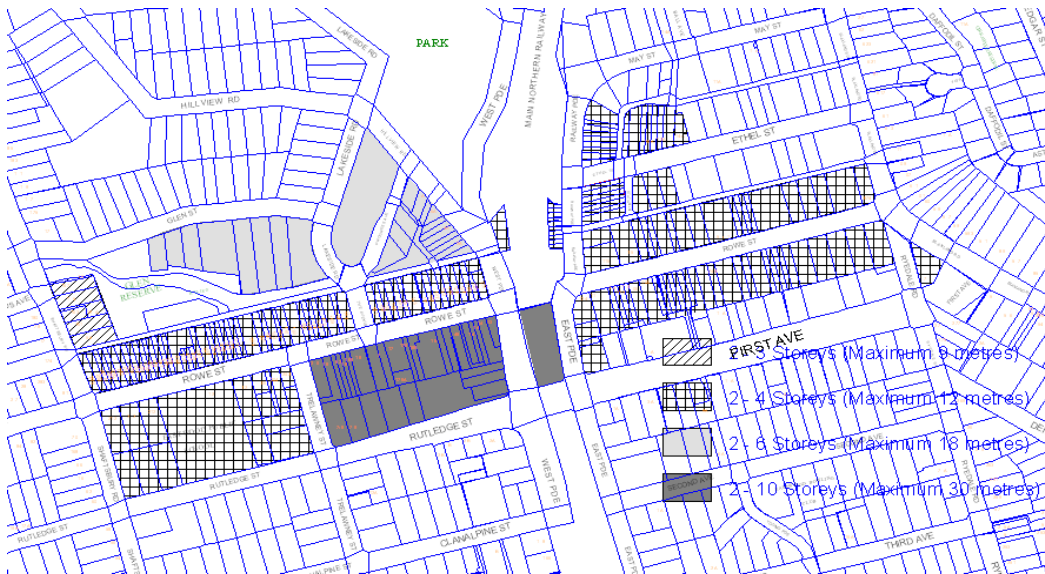
## Controls

- Buildings must comply with the maximum height limit shown on the map marked “Eastwood Urban Village Height Map” (*figure 3*).
- All parapets, fronting retail/pedestrian priority streets (see Section 3.5), shall remain at their existing levels. Vertical extensions to these buildings shall be designed so that they cannot be seen from the opposite side of the street onto which they face (see diagram 1).



**Diagram 1 – Building Height Control Plane**

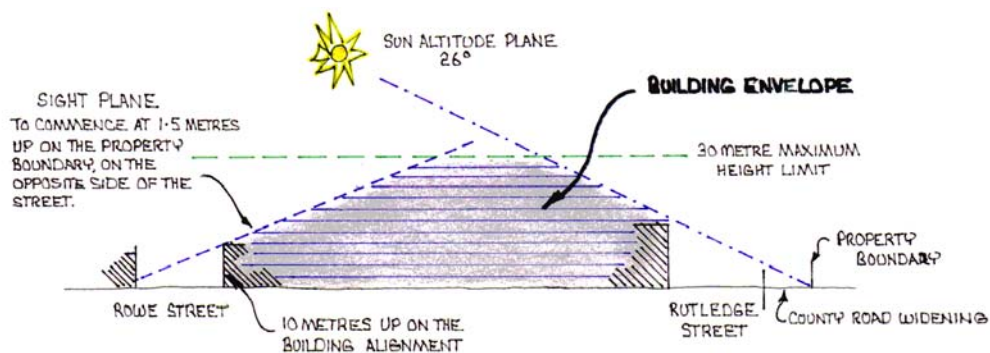
- Except as specified above, development is to be within the envelope of the “sun altitude height plane” being the plane projected at an angle of 26° over a building site measured from the property boundary on the opposite side of the road (see diagram 2).



**Figure 3 - Eastwood Urban Village Height Map**

### Variations

- The council may approve a building which projects above the building height plane where:
  - (i) the non compliance is consistent with the aims, principles and strategies of the Plan;
  - (ii) in the circumstances of the site the strict application of the provision is unnecessary or unreasonable, such as corner allotments or the presence of an intervening structure;
  - (iii) it can be demonstrated that the intention of the control is largely met; or
  - (iv) variation of the control results in an improved design solution for the site taking into consideration the nature of the adjoining development.



**Diagram 2 - Example of the Height Plane Controls**

## Setbacks

The treatment of the first 2 to 3 storeys of a building are considered critical in terms of enhancing the public domain and maintaining the visual order of the streetscape.

### Objectives

- Reinforce the established and accepted streetscape characteristics of Eastwood when considered from the pedestrian perspective.
- Separation of multi storey buildings is desirable above the 2 storey level to prevent a walling or canyon effect to the streetscape and to create spacing between buildings improving daylight, privacy, ventilation and minimising wind tunnel effects.

### Controls

- a) New buildings are to have street frontages built predominantly to the street alignment for the first 2 storeys.
- b) Buildings may be constructed to the side and rear boundaries for the first 2 storeys.
- c) Buildings (including balconies) are to be setback a minimum of 3 metres from all boundaries above the first 2 storeys.

### Variations

- Circumstances where building predominantly to the street alignment may be inappropriate include development where:
  - (i) the site is adjacent to a freestanding heritage building. In this case the setback from the street alignment of the new building should match the setback of the heritage building;
  - (ii) it contributes an appropriate public space at the street frontage; or
  - (iii) it is desirable in terms of the overall design solution for the site as may be the case on corner sites of visual focal points within Eastwood.

## Urban Design/Exterior Finishes

The maintenance and improvement of the public domain is dependent on a consistent approach to the design of new development including the articulation and finish of building exteriors.

### Objectives

- Contribute positively to the streetscape by means of high quality architecture;
- Provide richness of detail and architectural interest especially at visually prominent parts of buildings such as lower storeys and roof tops;

- Present appropriate design responses to nearby development that complement the streetscape;
- Clearly define the adjoining streets, street corners and public spaces and avoid ambiguous external spaces with poor pedestrian amenity and security;
- Maintain a pedestrian scale in the articulation and detailing of the storeys levels of the building; and
- Contribute to a visually interesting skyline.

### **Controls**

- a) Building exteriors are to be designed to avoid extensive expanses of blank glass or solid wall.
- b) Balconies and terraces should be provided, particularly where buildings overlook public spaces.
- c) All new buildings and renovations should incorporate a colour scheme using the colour palette.
- d) Corporate colours shall be limited to advertising signs or structures.
- e) The siting and configuration of buildings should take into account the impact on surrounding development and public spaces in terms of amenity, shadowing and visual privacy.
- f) The tops of buildings are to be designed so that they:
  - Integrate with the design of the building and conceal plant and equipment; and
  - Promote a visually distinctive and interesting skyline.

### **Variations**

- The design and external appearance of a proposed building will largely be considered on a “merits” basis.

### **Corner Allotments**

Developments on corner sites should address the intersection that they front.

### **Objectives**

- Buildings situated on corner allotments provide for visual interest and address the intersections that they front.

### **Controls**

- a) The design of buildings should consider the following:
  - The height of adjacent buildings;
  - Stepping the building up where the building turns the corner;
  - The incorporation of distinctive features to enhance the streetscape, i.e. clocks, flag poles, towers, etc;

- Giving the corner a splayed, concave, convex or square recess treatment such that it signifies the intersection; and
- Design incorporating the removal of clutter such as power poles and advertising signage from around intersections.



*Diagram 3 – Example of Corner Treatment*

#### **Variations**

- Nil

### **3.4 Access & Parking**

The access and parking provisions in this section are intended to limit the amount of parking provided on site related to:

- The capacity of the street system;
- Restricting the amount of on-site parking near the railway station, to ensure advantage is taken of public transport accessibility;
- Discourage parking and vehicle circulation in the parts of the centre where pedestrian activity is highest; and
- Enable development contributions for the shortfall between parking demand and on-site provisions, to be applied to conveniently located public parking areas.

#### **Parking Design and Location**

To provide for a reasonable amount of safe and convenient car parking within the centre.

## Objectives

- Encourage additional on-street parking in appropriate locations.
- Ensure that off-street parking does not interfere with the safety of pedestrians.

## Controls

- a) The creation of additional on-street car parking is encouraged. Opportunities to amplify on-street car parking through reconfiguration of car spaces (i.e. angled parking) should be explored.
- b) Car parking associated with uses other than general retail uses should be located below ground level or should not be visible from the street. Alternatively, car parking can be screened from the street by situating retail uses between the street alignment and the parking area.
- c) In order to minimise vehicular conflict between residents' and delivery and customer vehicles, car parking associated with residential uses should be provided separately from parking for other land uses.
- d) Provision of off-street parking must comply with the following requirements:

- **Residential**

- |      |                        |                              |
|------|------------------------|------------------------------|
| i.   | One bedroom dwelling   | 1 space per dwelling         |
| ii.  | Two bedroom dwelling   | 1.2 spaces per dwelling      |
| iii. | Three bedroom dwelling | 1.6 spaces per dwelling; and |
| iv.  | Visitors               | 1 space per 4 dwellings      |

- **Business**

- Child Care Centres

- 1 space per 2 employees, drop-off/pick-up area to Council satisfaction.

- Clubs

- 1 space per 10m<sup>2</sup> of bars, lounge and dining areas; and
    - 1 space per 10m<sup>2</sup> of auditorium and games rooms.

- Drive-in takeaway food shops

- 1 space per 5m<sup>2</sup> of dining areas with a minimum requirement of 30 spaces per shop.

- Funeral parlours

- 1 space per 2 employees
    - 1 space per 10m<sup>2</sup> of chapels, etc or
    - 1 space per 10 fixed seats

- General retail uses

- 1 space per 25m<sup>2</sup> floor area accessible to the public.
    - 1 space per suite.



Hotel

1 space per 5m<sup>2</sup> of lounge areas, bars and dining areas available to the public.

Motel

1 space per suite

1 space per 10m<sup>2</sup> of dining areas, bar area, etc if such is available to the public

Motor showroom

1 space per 2 employees

1 space per 10 vehicles displayed with a minimum of 3 spaces

Offices

Not more than 1 space per 46m<sup>2</sup> of nett usable floor space

Professional consulting rooms

1 space per doctor or dentist

1 space per 2 employees

1 patient's space per doctor or dentist

Restaurants and reception houses

1 space per 5m<sup>2</sup> of dining areas

Service stations and car repairs

1 space per 2 employees

1 space per service bay, with a minimum of 10 spaces

Squash & Tennis Courts

3 spaces per court

Theatres, Cinemas and the like

1 space per 10m<sup>2</sup> or 1 space per 10 fixed seats

Educational Establishments other than schools

1 space per 2 employees

1 space per 5 students

Hospitals, nursing homes, convalescent homes and institutions

1 space per doctor

*(Note: Based on the total number of doctors likely to be on the premises at any one time)*

1 space per 2 employees

1 space per 4 beds for visitor parking

Places of public worship and places of assembly

1 space per 10m<sup>2</sup> of nett usable floor area or 1 space per 10 fixed seats

Primary and Secondary Schools

1 space per 2 employees

1 space per 10 students over 17 years of age

(Note: All areas relate to nett usable floor area.)

**Variations**

- For restaurants where the property does not have frontage to a main or county road and where the hours of operation are restricted to outside normal business hours, the parking requirement may be reduced, at Council's discretion.

**Contributions**

If the number of car spaces provided on site for any development is less than that required by this plan, then the shortfall may be met by a monetary contribution.

**Objectives**

- Monetary contributions are levied for the number of car parking spaces not provided on site.
- Public parking areas will be provided at strategic location within Eastwood.

**Controls**

- a) Cash contributions are to be paid for the number of parking spaces not provided on site.
- b) Cash contributions shall be paid at the rate set in Council's Section 94 Contributions Plan.

**Variations**

- Nil.

**Location of Vehicle Access and Footpath Crossings**

This element seeks to minimise the effects of vehicle crossings over footpaths that disrupt pedestrian movement, threaten safety and influence the quality of the public domain.

**Objectives**

- Reduce the number of overly wide and high vehicle access points.

### **Controls**

- a) The design and location of vehicle access to developments should minimise:
  - Conflicts between pedestrian and vehicles on footpaths, particularly along pedestrian priority streets; and
  - Visual intrusion and disruption of streetscape continuity.
- b) New vehicle access points are restricted in retail/pedestrian priority streets. Where practicable, vehicle access is to be from lanes and minor streets rather than major pedestrian streets or major arterial roads such as Rutledge Street, First Avenue, or Blaxland Road.
- c) Service vehicle access is to be combined with parking access and limited to a maximum of one access point per building.

### **Variations**

- Nil.

## **Design of Vehicle Access**

Vehicular crossings need to be managed to ensure that they do not detract from the visual harmony of the streetscape.

### **Objectives**

- Minimise the number of vehicular crossing for any development.
- Reinforce the rhythm of the streetscape through the provision of visual interest.

### **Controls**

- a) Wherever practicable, vehicle access is to be a single crossing, perpendicular to the kerb alignment.
- b) Vehicle access ramps parallel to the street frontage will not be permitted.
- c) Active uses or items of visual interest above vehicle access points are required in the horizontal line of sight of pedestrians.
- d) Vehicle entries are to have high quality finishes to walls and ceiling as well as high standard detailing. No service ducts or pips are to be visible from the street.

### **Variations**

- Nil.

## **Bicycle Facilities**

Developments are to encourage walking, cycling and public transport use. Parking provision is to acknowledge accessibility by bicycle and provide adequate trip-end facilities for cyclists.

### **Objectives**

- Provide parking facilities for cyclists at popular journey destinations such as shopping centre, railway station and parks.
- New developments should be required to provide end-of –trip facilities such as cycle racks, U-rails, lockers and shower facilities to encourage people to ride to work, shopping and school.
- Bicycle plan should be prepared by Council, for the establishment of cycle networks, linkages to external networks of open space and improvement of cycle facilities, providing the basis for a capital improvement program.

### **Controls**

- a) New developments in the station interchange area (as defined by the Eastwood Master Plan) should provide parking facilities such as U-rails for bicycle users, to the satisfaction of the Council.
- b) Road improvements, new traffic calming measures such as speed humps and pedestrian refuge islands should be designed and installed so that they can be safely negotiated by cyclists.

## **3.5 Pedestrian Access & Amenity**

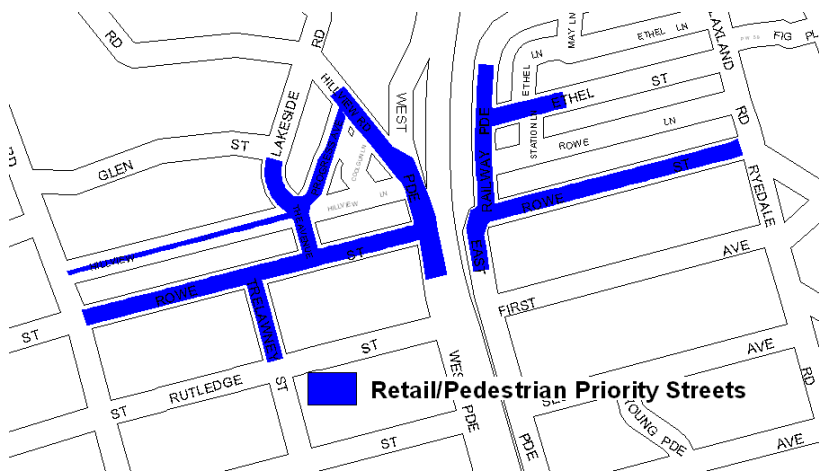
Pedestrian amenity incorporates all those elements of individual developments that affect the quality and character of the public domain. The pedestrian amenity provisions are intended to achieve a high quality of urban design and pedestrian comfort in the public spaces of Eastwood. The pedestrian environment provides people with their primary experience of and interface with the centre. This environment should be safe, functional and accessible to all. It should provide a wide variety of opportunities for social and cultural activities. The pedestrian environment should be characterised by excellence of design, high quality materials and a standard of finish appropriate to a first class standard urban environment. The centre's design and layout should form an integrated pedestrian network providing a choice of routes for pedestrians.

### **Street Frontage Activities**

It is important that the diversity of activities at street level is reinforced so that the attractiveness and liveliness of the public domain of Eastwood is increased.

## Objectives

- Active street frontages are to be provided along all retail/pedestrian priority streets (figure 4.), to maintain contact between the street and the interior of buildings.
- Uses with direct access to the street such as retailing, customer counter services, cafes and restaurants, and other uses that interact with the public are to be located along all retail/pedestrian priority streets.
- In retail streets/pedestrian priority streets, a visually interesting street frontage is important, with attractive building entries, window displays, artworks, well designed architecture, facade modulation, clear glazed windows, and transparent security screens.
- Promotion of streetscape variety and diversity at the pedestrian level.



**Figure 4 - Retail/Pedestrian Priority Streets**

## Controls

- a) Buildings with frontages to retail streets are to contribute to the liveliness and vitality of those streets by:
  - (i) Providing product retailing and/or food/drink outlets within all enclosed shop-fronts,
  - (ii) Allowing for visual interest such as display cases on the external face of fire escapes, service doors and equipment hatches,
  - (iii) Minimising the extent and visual impact of building entrances, office lobbies, foyers, vehicle entrances and other entries not associated with retail and fire escapes, services doors and equipment hatches.
  - (iv) Locating activities that may involve queuing (including automatic banking machines) behind building frontages so that footpaths remain free for pedestrian movement. Queuing space is to be within the building. Recesses in the street alignment for these activities are appropriate.
  - (v) Providing a high standard of finish for shopfronts.

- b) Buildings with frontages to retail/pedestrian priority streets are to contribute to the liveliness and vitality of those streets by providing one or more of the following at ground level:
  - (i) Retailing, food/drink outlets, customer counter services or other activities which provide pedestrian interest
  - (ii) Enclosed shop-fronts with window displays of goods and services within, and/or artworks
  - (iii) Open shopfronts to food outlets and/or interiors with tables and chairs for diners
  - (iv) Indoor queuing space for activities that may involve queuing (including automatic teller machines) so that footpaths remain free for pedestrian movement. Recesses in the street alignment for these activities are appropriate.
  - (v) A high standard of finish for shopfronts.
- c) Buildings with frontages to other streets and lanes are to contribute to the liveliness and vitality of those streets by:
  - (i) Providing visual interest
  - (ii) Providing well designed and attractive entrances, lobbies and commercial uses at ground level
  - (iii) Incorporating, where practicable, either open or enclosed shopfronts with window displays of merchandise or services within, and/or artworks
- d) Ground floor uses are to be at the same level as the footpath. Split level arcades or open retail forecourts at a different level to the footpath are inappropriate because they separate the activities within them from the street.
- e) The ground floor of all development is to be flush with the street footpath for the predominant level of the street frontage and at the main entry to the building.
- f) All street frontage windows at ground level are to have clear glazing
- g) Enclosed shopfronts are preferred to open shopfronts, except for restaurants and cafes.
- h) Dining tables and chairs are generally permissible on the footpath along the street frontage of a site subject to compliance with Council's Footpath Activity Policy
- i) Security grilles are to be fitted only within the shopfront. Such grilles are to be transparent
- j) Recesses for roller doors and fire escapes are to be wide and shallow to provide for personal security. Narrow, deep recesses are to be avoided.
- k) Dining tables and chairs may be permitted on suitably designed spaces at awning level.

### **Variations**

- The treatment of street frontages and provision for street frontage activity will be considered on a "merits" basis taking into account the above provisions and the circumstances of the site and its locality.

## Circulation

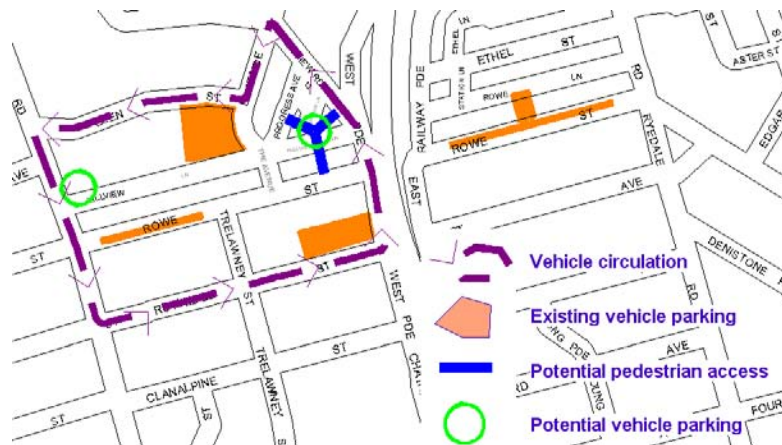
The manner in which vehicles and pedestrians circulate within and around the Centre are important for its future success.

### Objectives

- Pedestrian links should be provided in accordance with the Circulation Strategy (Figure 5.)
- Developments should be designed in a manner which reinforces the Circulation Strategy

### Controls

- Where circulation is provided through a site or within a building serving to connect 2 points, the thoroughfare should function as a shortcut, be continuous and level with pedestrian areas and incorporate an active edge of retail or commercial uses.



**Figure 5 - Circulation Strategy**

- Entry and exit points for vehicles are to be designed in a manner that reinforces the Circulation Strategy.

### Variations

- Nil

## Street Furniture

The purpose is to create visual unity in the design and appearance of public spaces in each centre and to provide comfort and convenience for pedestrians.

**Objective**

- Street furniture includes lighting, seats, bus shelters, benches, litter bins, telephone booths, drinking fountains, street signs, etc, and are to be used to establish an identity for each Centre and define roads, paths and gateways.

**Provisions**

- a) Development which entail the provision of new public spaces (i.e. streets, footpaths, walkways and the like) will need to incorporate new street furniture on the public space. This embellishment will be at the developers cost and the type and amount of embellishment will be negotiated with Council.
- b) Street furniture should be designed and installed in accordance with a theme and provided throughout the centre, particularly in areas with the greatest concentration of and use by pedestrians.
- c) The style, colour and installation methods of street furniture shall be in accordance with Council's specifications.

**Variations**

- Nil

**Landscaping & Trees**

To soften the appearance of buildings and improve the visual quality of the centre

**Objective**

- Create attractive public spaces and walkways

**Provisions**

- a) Development proposals, incorporating landscaped elements, are to be accompanied by a landscape plan.
- b) Where appropriate, developments should incorporate landscaping in the form of planter boxes incorporated into the upper levels of building to soften building form.
- c) Ground level entry areas to upper level dwellings should be well lit and not obstructed by planting in a way that reduces the actual or perceived personal safety and security of residents or pedestrians
- d) Street trees shall be provided in accordance with the Master Plan for the Centre and shall be provided at the developers' cost in conjunction with any new building work involving additional floor space
- e) Street trees at the time of planting shall have a minimum container size of 200 litres, and a minimum height of 3.5m, subject to species availability.
- f) Tree sites in the footpath area shall be 1.2m by 1.2m, filled with an approved gravel and located 200mm from the back of the kerb line.



- g) A tree grate of a type that meets Council's specifications shall protect all trees.
- h) Where a proposal involves redevelopment of a site with a frontage of at least 40m to a public road, the developer shall arrange for electricity and telecommunications utilities to be undergrounded along the entire length of all street frontages. Such utility modifications will be carried out to the satisfaction of the responsible authority (e.g. energyAustralia). This is to improve the visual amenity of the area and allow street trees to grow unimpeded.
- i) Where utility installations are undergrounded in conjunction with new development Council will waive 50% of the total contribution towards public space acquisition and embellishment normally payable under Council's relevant Section 94 Contributions Plan.

### **Variations**

- Nil

### **Awnings and Colonnades**

It is important to provide continuous weather protection on street footpaths, particularly on pedestrian routes and retail frontages.

### **Objectives**

- Provide shelter from the natural elements along pedestrian routes.
- Expand the usability of public spaces.

### **Controls**

- a) Buildings with frontage to any street must incorporate an awning or colonnade along that boundary.
- b) The pavement level of a colonnade or covered walkway shall be at the same level as the footpath to which it is adjacent.
- c) The height of a colonnade, awning or covered way shall not be less than 3 metres or greater than 4.5 metres.
- d) The width of a colonnade, awning or covered way shall not be less than 3 metres.
- e) Any new awnings should:
  - Be continuous for the entire length of the site frontage
  - Be set back from the face of the kerb by 0.6m
  - Have cut-outs of 1m wide by 1m deep to accommodate street trees, where the frontage is proposed to accommodate a street tree in accordance with the master plan or any public domain improvement plan
  - Be weather sealed to the face of the building to which they are attached and to the adjoining awnings

- Have a height clearance above the footpath level of at least 3m or a height consistent with adjacent awnings; and
  - Maintain sufficient clearances from any overhead electricity or telecommunications installations.
- f) Ground level shop fronts may incorporate see-through security grills or translucent barriers to ensure that maximum light is transmitted to footpath areas. Blank roller-shutter type doors will not be permitted

#### **Variations**

- Council may allow other forms of shade or shelter and may not require continuous awning or colonnade if it is impractical or unreasonable in the circumstances.
- A colonnade, awning or covered way which involves different levels to the footpath, or is of different dimensions to those set out above may be approved, providing the basis for the strategy is met.

### **3.6 Advertising & Signage**

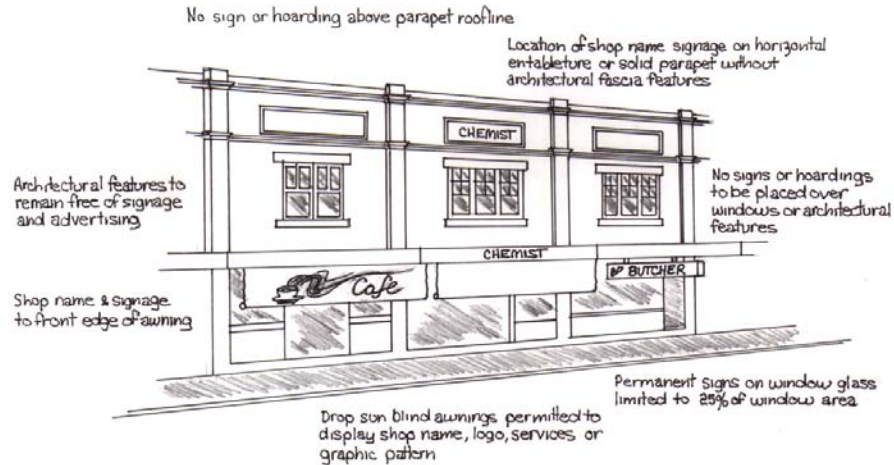
To allow advertising and signage in a manner that enhances the image and visual quality of the centre and which does not contribute to visual clutter or detract from architectural features.

#### **Objectives**

- Reduce visual clutter through the control and co-ordination of signage.
- Reinforce the streetscape and enhance the individual architectural features of buildings.

#### **Controls**

- a) Signage shall relate to the use of the building on which it appears.
- b) Architectural features of the building shall be considered in the design of the advertising sign or structure. Signs shall not obscure decorative forms or mouldings and should observe reasonable separation distance from the lines of windows, doors, parapets, etc.
- c) Signs should be of a size and proportion which complement the scale of the existing façade, as well as surrounding buildings and signs. Care should be taken in the design, size and positioning of signs above awning level.



**Diagram 4 - Location for Signage and Advertising**

- d) Signage and advertisements must comply with the following restrictions and dimensional requirements:

Under-Awning Signs

- Should not exceed
- a) One per five (5) metres of street frontage; and
  - b) 2.4 metres in length and 0.3 metres in height.

Flush Wall Signs

Should not exceed a maximum of five (5) square metres.

Clearance

All signs should maintain a minimum clearance of 2.6 metres above footpaths or above any pedestrian areas.

Multiple Use of Properties

A co-ordinated approach to the sign development on the site should be used by utilising composite signs.

Prohibited Signs

1. Flashing and moving signs;
2. Signs other than identification, business and directional signs;
3. Signs that would adversely affect traffic movement or safety or would interfere with the amenity of the neighbourhood;
4. Signs attached to and above awnings;
5. Illuminated signs on fascia of awnings;
6. Signs not permanently fixed to the site or which obstruct the footpaths or pedestrian area;

7. Pylon signs
8. Roof signs; and
9. Blimps or airborne signs.

#### **Variations**

- Nil.

### **3.7 Environmental Management**

Environmental management includes those aspects of development that have a measurable effect on the physical quality of Eastwood's environment. The environmental management provisions are intended to ensure that principles of ecologically sustainable development are integrated into design and construction of development, particularly in relation to reduced energy usage. They are also intended to lead to improved sun access to publicly accessible spaces and to lower overall levels of wind, noise and reflectivity that will contribute to people's enjoyment of the public domain.

#### **Sunlight**

This section is primarily concerned with sun access to public spaces in Eastwood, including those that are privately owned and sun access to residential developments.

#### **Objectives**

- Sun access during lunchtime hours is highly desirable in all public spaces. Some public spaces, particularly those with sun access, are heavily used throughout the day.
- Use of some public spaces is substantially increased by sun access, so overshadowing effects of development outside the lunchtime period should also be considered.

#### **Controls**

- a) Major public spaces should receive a minimum of 50% sunlight on the ground plane for at least 2 hours between 10am and 2pm on June 21. *(Note: Depending on the nature and use of a particular space, periods outside those specified above may also be required.)*
- b) All new buildings should have an area of roof, with appropriate orientation and pitch that is suitable for the installation of solar collectors and photovoltaic cells.
- c) In new residential developments, windows to north-facing living areas should receive at least 3 hours of sunlight between 9am and 5pm on June 21 over a portion of their surface. North-facing windows to living areas of neighbouring dwellings should not have sunlight reduced to less than the above 3 hours.

- d) All development proposals of 2 storeys or more are to be accompanied by shadow diagrams that are to be submitted with the local development application.

#### **Variations**

- Nil

### **Wind Standards**

Windy conditions can cause discomfort and danger to pedestrians, and downdrafts from buildings can inhibit the growth of street trees. Conversely, moderate breezes that penetrate the streets can enhance pedestrian comfort and disperse vehicle emissions.

#### **Objectives**

- The shapes, location and height of buildings are to be designed to promote public safety and comfort at ground level. The usability of open terraces on buildings also depends on comfortable conditions being achieved.

#### **Controls**

- a) Building design is to minimise adverse wind effects on recreation facilities and open terraces within developments.

#### **Variations**

- Nil

### **Energy Efficiency of Buildings**

The Master Plan calls for ecologically sustainable development (ESD) principles to be taken into account in development within the Eastwood Centre.

#### **Objectives**

- Buildings should optimise their passive and operational energy efficiencies, reduce pollution, include waste minimisation systems and use construction materials from renewable resources.

#### **Controls**

- a) New buildings should be designed to ensure that energy usage is minimised.

## Variations

- Nil

## Vibration and Noise Mitigation

Loud noise and vibration affects the amenity of places. Developments within close proximity to the railway line may be subject to actual or potential impact from vibration.

## Objectives

- New buildings can mitigate the effects of noise by using insulation. In particular, residential buildings, services apartments and the like should be insulated for noise reduction.
- NSW Government's "Environmental Criteria for Road Traffic Noise" can be used as a guide to address the potential road traffic noise on the amenity of the area.
- Loud noise emanating from shops can also detract from otherwise pleasant street environments.
- New developments within 100m of the railway line will be encouraged to consider urban design as a means of mitigating noise and vibration impacts.

## Controls

- a) In respect of proposals for new residential buildings:
  - the building plan, walls, windows, doors and roof are to be designed and detailed to reduce intrusive noise levels.
  - balconies and other external building elements are located, designed and treated to minimise infiltration and reflection of noise onto the façade.
  - dwellings are to be constructed in accordance with:
    - Australian Standard 3671-1989: Acoustics – Road Traffic Noise Intrusion, Building Siting and Construction; and
    - Australian Standard 3671-1987: Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors.
    - Environmental Criteria for Road Traffic Noise (EPA, 1999)
- b) In respect of developments proposed within 100m of the railway line, the following document should be used as a guideline for incorporating measures to mitigate noise and vibration:
  - Rail Related Noise and Vibration: Issues to Consider in Local Environmental Planning – Development Applications and Building Applications (State Rail Publication, 1995)

### **Variations**

- Nil.

### **Reflectivity**

Reflective materials used on the exterior of buildings can result in undesirable glare for pedestrians and potential hazardous glare for motorists. Reflective materials can also impose additional heat load on other buildings.

### **Objectives**

- The excessive use of highly reflective glass is discouraged.
- Buildings with a glazed roof, façade or awning should be designed to minimise hazardous or uncomfortable glare arising from reflected sunlight.

### **Controls**

- a) New buildings and facades should not result in glare that causes discomfort or threatens safety of pedestrians or drivers.
- b) Visible light reflectivity from building materials used on the facades of new buildings should not exceed 18%.

### **Variations**

- Nil.

### **External Lighting of Buildings**

The external lighting of buildings can add to the architectural character of buildings at night and enliven the centre. However, external lighting has an impact on total energy efficiency and can affect residential amenity.

### **Objectives**

- In some cases it is more appropriate to highlight certain architectural features of a building rather than floodlighting whole facades.

### **Controls**

- a) Any external lighting of buildings is to be considered with regard to:
  - (i) The integration of external light fixtures with the architecture of the building (for example, highlighting external features of the building)
  - (ii) The contribution of the visual effects of external lighting to the character of the building, surrounds and skyline
  - (iii) The energy efficiency of the external lighting system
  - (iv) The amenity of residents in the locality.

## Variations

- Nil.

## Waste Management

In the making decisions under this Plan the Council seeks to apply the principles of Ecological Sustainability. Minimising and managing waste is one of the key components that can contribute to the achievement of ecological sustainability.

All waste streams contain many resources that are useful products. Recovering, recycling and using these as secondary resources is a key element in working towards ecologically sustainable development.

Much of the construction and demolition waste can be reduced with good design. A further high percentage can be reused and recycled if the time is taken to source-separate, promote local markets and arrange for transportation.

## Objectives

- To encourage waste minimisation (source separation, reuse and recycling) ensure appropriate storage and collection of waste and achieve good design of facilities.
- To assist in achieving Federal and State Government waste minimisation targets in accordance with regional waste plans.
- Minimise the overall environmental impacts of waste and foster the principles of ecologically sustainable development (ESD).
- Require source separation, design and location standards that complement waste collection and management services offered by Council and the private service providers.
- Encourage building designs and construction techniques which will minimise future waste generation.
- Provide on-going management for waste handling and minimisation in premises.

## Controls

- a) All applications for demolition, building and land development must be accompanied by a Waste Management Plan.

### Residential Buildings

- b) A waste cupboard or other appropriate space is provided within dwellings for temporary storage of recyclables, garbage and compostable material.
- c) In residential developments where individual storage is proposed an accessible and usable waste storage and recycling area is provided.



- d) In circumstances where communal facilities are proposed, the area or room is of sufficient size to store Council's standard bins and is easily accessible from each unit and from Council's usual collection point.
- e) The location and design of facilities does not impact on adjoining premises and the amenity of the dwellings within the development (eg odour, noise).
- f) Adequate space has been provided to enable on-site composting.
- g) Acceptable administrative arrangements for ongoing waste management are determined.
- h) Where special waste materials to be generated (such as medical wastes and household hazardous waste) special arrangements will be required.
- i) Communal on-site waste storage and recycling area or garbage and recycling room must be provided in residential flat buildings and multi-level dwelling occupancy. The area should be capable of accommodating Council's required number of standard waste containers. Where such an area is proposed additional space for the storage of bulky waste such as clean-up materials awaiting removal or recycling should be provided.
- j) Buildings containing more than four storeys shall be provided with a suitable system for the transportation of garbage from each floor level to the garbage and recycling room(s). This may be a garbage chute system. Where such facilities are utilised, space must be provided on each floor for storage of recyclables.

#### Commercial and Retail Premises

- k) The system for waste management is compatible with collection services.
- l) On-site source separation is facilitated.
- m) An appropriately designed and well located waste storage and recycling area and/or garbage and recycling room is provided on-site.
- n) Clear access for staff and collection services is provided.
- o) Facilities are carefully sited, well-designed and do not impact on adjoining premises or the amenity.
- p) There are acceptable administrative arrangements for ongoing waste management.
- q) Every building shall be provided with a waste storage and recycling area designed and constructed to be flexible in size and layout to cater for future changes of use. The size is to be calculated on the basis of waste generation rates and proposed bin sizes.
- r) Where special waste material is to be generated (such as chemicals and other products past their expiry date) special arrangements will be required. Contact should be made with the Council and the EPA.
- s) Where multiple occupancy, such as a series of shops or an office complex is proposed, communal facilities may be appropriate. The waste storage and recycling area shall be designed to enable each separately tenanted or separately occupied area within the building or complex to be provided with a designated and clearly identified space for the housing of sufficient commercial containers to accommodate the quantity of waste and recyclable material generated.
- t) Buildings containing more than three storeys shall be provided with an acceptable method for transporting waste from each level to a garbage and recycling room. This could be a goods lift, a chute system or some

other means of providing direct and convenient internal access. Where such facilities are utilised, space must be provided per floor for temporary storage of waste material and recyclables.

- u) Ongoing management is a significant issue - details are required in the waste management plan.
- v) For offices and commercial premises particular attention should be paid to paper and cardboard recycling with source separation at the waste storage and recycling area or garbage and recycling room.
- w) Special attention should be paid to food scrap generation. Specialised containment should be provided and a regular and frequent collection service arranged to ensure that no impacts result from the activity.
- x) Refrigerated garbage rooms should be provided when large volumes, perishables (such as seafood) and infrequent collection is proposed.
- y) Contact should be made with Sydney Water to obtain their trade waste requirements for the installation of grease arrestors where there is a likelihood of the need to dispose of liquid waste.

#### **Variations**

- Nil