

# **SECTION 4.1**

## **TOWN AND NEIGHBOURHOOD CENTRES**

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### 4.1.11 Telopea Precinct

Residential development in the Telopea Precinct will be in the form of residential flat buildings, multi dwelling housing and shop top housing and will occur on the south-eastern side of the Telopea Railway Station. Public and private housing will blend in character and will have a transition in scale with the highest densities located adjacent to the railway station and Sturt Street and transitioning downward toward the surrounding lower density residential areas. Buildings will be designed to respect the topography of the land. Stands of mature trees that contribute to the quality of the landscape will be protected where possible or replaced in the redevelopment of sites.

The existing retail centre in Evans Road will continue to cater for the daily needs of the local population, with opportunities for additional retail and business uses to be extended along the southern side of Evans Road within the B4 Mixed Use zone. The existing laneway behind the Evans Road retail shops will continue to provide service access to the retail centre and will also become a more active area with buildings addressing this space, encouraging increased pedestrian activity. Existing retail shops along Adderton Road will be retained and extended with opportunities for shop top housing development.

New pedestrian connections will link the main activity spaces in the precinct, including the retail centre, library and community centre, and public open spaces with surrounding residential development. These pedestrian links will improve through block connections, formalise the public and private domain, be well lit, and provide clear sightlines along them. Pedestrian safety will be enhanced by designing buildings that provide casual surveillance of the public domain.

New vehicular connections will increase the legibility and connectivity of the area and encourage housing development to be oriented to create a street edge. Development near the railway station is to provide an address to the station to activate the area and ensure passive surveillance of the space. New laneways adjacent to the railway line will formalise the relationship between residential development and the station.



**Figure 4.1.11.1**  
Telopea Precinct Map

## Objectives

In addition to general objectives listed in Section 4.1 of this DCP, specific objectives of this precinct are identified below.

- O.1 To ensure that that the redevelopment of land for public housing integrates with surrounding development and provides improved pedestrian and vehicular connections and opportunities for additional open space.
- O.2 To ensure that new development responds well to the topography of land.
- O.3 To ensure that new development provides a strong interface to Telopea Railway Station, Sturt Street, Shortland Street and Evans Road.

## Investigation Areas (Master Plan Area)

The focus area for the redevelopment of existing public housing in the Telopea Precinct is shown in Figure 4.1.11.1 as the 'Masterplan Area'. This area will be subject to a detailed masterplan, to be approved by Council or the Department of Planning. Once approved, the masterplan will be incorporated into this DCP. The masterplan will be consistent with: the desired future character statement for the Telopea precinct outlined above; the figures included in this section; and the principles outlined below. Future development will be required to be consistent with the approved masterplan.

The key principles to be addressed in the preparation of the masterplan include:

- a. integration of the layout of buildings, pedestrian and vehicular connections within the masterplan area, and within the precinct.
- b. provision of pedestrian and vehicular connections, as shown in Figure 4.1.11.2.
- c. desired building setbacks as shown in Figure 4.1.11.2.
- d. new buildings to provide an interface to Telopea Railway Station.
- e. design of buildings adjoining through block connections and laneways is to ensure that overlooking of this space occurs to promote safety.
- f. buildings are to be designed to create streetscapes that are characterised by:
  - clearly defined edges and corners,
  - architectural treatments that are interesting, relate well to pedestrian activity at ground floor level and lessen the visual impact of height through articulation and building setbacks to top floors,
  - special emphasis given to the design of corner buildings, including consideration of how the building addresses its neighbouring buildings, dual frontages and its turning of the corner, and
  - incorporation of distinctive features in corner buildings.
- g. identification of likely parcels for redevelopment within the focus area.
- h. determination of floor space ratios.
- i. clearly defined areas of public and private open space.
- j. clear sightlines for pedestrian connections.
- k. orientation of buildings to the street to provide a greater sense of address.
- l. mix of heights for the focus area (N.B - maximum building heights are shown on the LEP height map).
- m. minimum frontage requirements for development in the mixed use zone.

## Design Principles

### Pedestrian Connections and Laneways

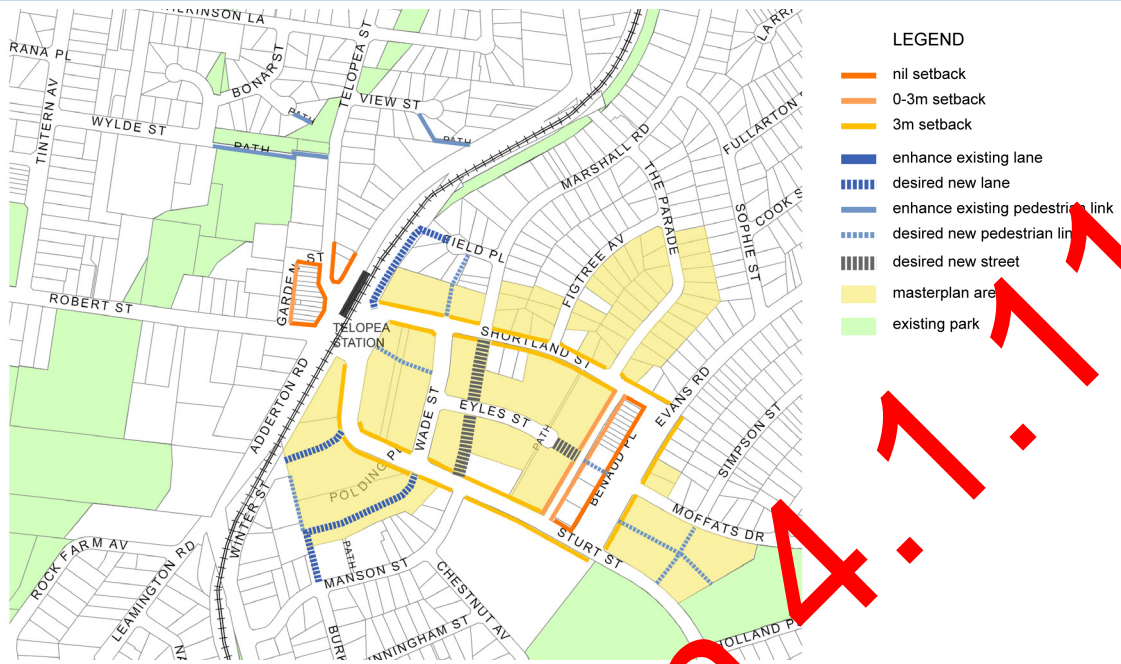
- P.1 New pedestrian connections, roads and laneways should be provided in accordance with Figure 4.1.11.2. Where a development provides for public access connections, a variation to Council's floor space ratio control can be sought in accordance with Principle 1 in Section 4.1 of this DCP.
- P.2 New street links are desirable linking Marshall Road and Mason Street and extending Eyles Street to the existing lane behind the retail shops, providing improved vehicular connections and encouraging residential development to create a street edge. The width of these street links is to match the existing public road.
- P.3 New shared vehicular and pedestrian lanes are to be provided from Field Place to Shortland Street, from Winter Street to Sturt Street; and from Burke Street to Sturt Street to improve the legibility of the precinct, to encourage development to provide an interface to Telopea Railway Station and to encourage residential development to create a street edge. Shared vehicular and pedestrian lanes are to have a minimum width of 6 metres.
- P.4 New pedestrian links are to be provided to improve connectivity between the railway station and the retail centre, and to clearly define the public and private domain.
- P.5 New pedestrian connections are to have a minimum width of 3 metres, being consistent in width for its full length.

### Design Controls

NOTE: Development must comply with the controls set out below and any relevant controls in Parts 2 and 3 of this DCP. Where there is any inconsistency Part 4 will prevail.

### Setbacks

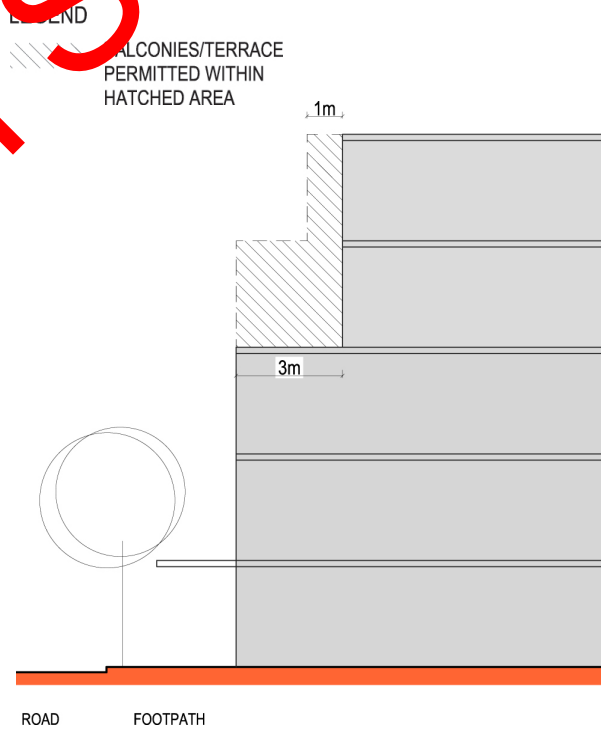
- C.1 Building setbacks are to be in accordance with Figure 4.1.11.2 and any additional controls set out below:**
- a. The nil setback shown along Adderton Road applies to the first 3 storeys of development. Additional storeys shall be setback a minimum of 3 metres from the front boundary as shown in Figure 4.1.11.3.
- Balconies may encroach the upper level setback area as shown on Figure 4.1.11.3 as follows:
- An unroofed terrace area permitted to the 4th storey. Balustrade can extend from building line of storey below.
  - Balconies may extend 1 metre into the setback area for the uppermost storey.
- C.2 Where a nil front setback is shown on Figure 4.1.11.2 development should have a nil side setback where it will not have a detrimental impact upon adjoining development, to achieve a continuous street edge.**
- C.3 Building setbacks to existing and desired laneways should be designed to promote activation of the laneway while still allowing for the servicing needs of development.**



**Figure 4.1.11.2**  
Building Setbacks, Laneways and pedestrian links

**Ground Level Land Uses**

**C.4** Where a nil setback is shown on Figure 4.1.11.2 along Adderton Road in the R4 High Density Residential Zone development with non-residential ground level uses (such as shop top housing) is desired to encourage an active street frontage, extending from the adjoining B1 Neighbourhood Centre Zone.



**Figure 4.1.11.3**  
Upper Level Building setbacks

repeal Section 4.1.11