

OLDER HOUSING STOCK IN TELOPEA



NEW HOUSING IN TELOPEA





# KEY CONSIDERATIONS

In addition to the key drivers for change, a number of existing conditions throughout the site contribute to its immediate redevelopment potential. To ensure its long-term sustainability and vitality, the master planning and consultation process identified and explored Telopea's opportunities, its strengths and areas that need improvement.

## PERMEABILITY AND SAFETY

Concerns over permeability and safety in Telopea are in part caused by physical barriers to movement and poorly defined public and private domain.

The rail line creates an east-west barrier through the centre of the suburb, and the core (between the shops and the station) limits options for north-south movement.

Walking in and around the site is often difficult due to the steep terrain and the lack of footpaths on some streets and quality and maintenance of paths.

The structure, form and relationship of buildings to the street also affect way-finding and perception of safety. There are substantial setbacks of existing apartments from the street, and ownership of the large front 'yards' are not well defined as private or public domain.

Areas adjacent to the rear lane servicing Waratah Shops and the Evans Road toilet blocks have been identified as unsafe. Both lack passive surveillance and activity.

Specific streets including Eyles Street and The Parade, were mentioned by the community as unsafe. Lack of footpaths, street lighting and passive surveillance were given as the main causes. Large building setbacks and lack of public/private domain definition are large contributing factors.

The master plan can improve permeability by providing new connections and improving links throughout the neighbourhood.

Future redevelopment in the neighbourhood can also ensure better definition of the public and private domain and increased surveillance of streets. Other areas identified as unsafe will need specific design solutions including measures to facilitate better surveillance, activation and lighting.



Benaud Lane housing facing rear servicing of shops.



Telopea and rail line barriers to west connection.

Telopea residents like their neighbourhood but want to see improvements in pedestrian movement. Redevelopment should eliminate unsafe environments, provide a better built form, and improve connections to community and retail services.





## INFRASTRUCTURE

The master plan considers the capacity of existing infrastructure, and the ability to upgrade it to accommodate a growing population in Telopea. In particular, the master plan considers roads, public transport, storm water, drainage and utilities infrastructure.

### ROAD ENVIRONMENT

About 84% of Telopea residents travel to work by car to destinations including Sydney CBD (16%), Carlingford (15%), Ryde (14%), and Parramatta (10%). Traffic congestion builds along Pennant Hills Road and Kissing Point Road during peak AM and PM periods. As the frequency of the light rail service vastly improves, car dependency is likely to decrease.

The suburb of Telopea is affected by a large number of vehicle trips that “rat run” between Kissing Point Road and Pennant Hills Road. At present:

- Adderton Road and Evans Road are the vehicular routes that experience the highest AM and PM peak traffic.
- The intersection of Manson Street and Adderton Road, which connects to both Pennant Hills Road and Kissing Point Road, experiences traffic congestion during both AM & PM peak hours.
- The intersection of Manson Street and Sturt Street is busy at AM & PM peak hours due to its proximity to Telopea Public School, Dundas Branch Library and the Dundas Community Centre.
- Sturt Street turning into Evans Road experiences high traffic volumes during AM peak hours.
- The existing traffic, transport and access conditions in Telopea indicate that internal un-signalised intersections are operating well below capacity. The links with the external road network, namely Pennant Hills Road at Evans Road and Kissing Point Road at Sturt Street exhibit queues during the peak periods. These have been observed to be within acceptable and manageable limits.
- Mid-block traffic surveys undertaken for local roads in the precinct indicate a high tendency for through traffic between Pennant Hills Road and Kissing Point Road to rat-run via Evans Road and to some extent Marshall Road. On average, through traffic travels at speeds slightly higher than posted speed limits. There are opportunities to improve the accessibility of a redeveloped core by refining the hierarchy of the road network structure, while introducing local area traffic management.

- Evans Road, parts of Sturt Street and Shortland Street near the station are of sufficient width to allow parallel kerbside parking with a clear traffic lane in each direction. Evans Road continues as the main north south route through the study area, connecting to Pennant Hills Road in the north and Kissing Point Road in the south. The remaining streets within the study area are narrower, slowing traffic and limiting two-way passing when kerbside parking occurs.
- Manson Street and Marshall Road function as collector roads linking Adderton Road to Pennant Hills Road. It will be important for future developments along the roads to provide on-site parking to reduce impacts on key traffic routes.

### PUBLIC TRANSPORT

The frequency of the existing railway service is a significant weakness identified by the community. Currently the rail service connects residents to Carlingford (two minutes travel time) and Clyde (10 minutes travel time). Connections to Parramatta (19 minutes) or Sydney (44 minutes) require interchange at Clyde .

The frequency of service, is relatively poor being longer than half an hour in peak times and generally hourly throughout the day. The interchange at Clyde is not wheelchair accessible, although staff operate stair lifts from 7am to 8pm, Monday to Friday and 7am to 3pm Saturdays, Sundays and public holidays.

The new two-way light rail system with direct route to Parramatta will address, to a large extent, the weaknesses identified by the community.

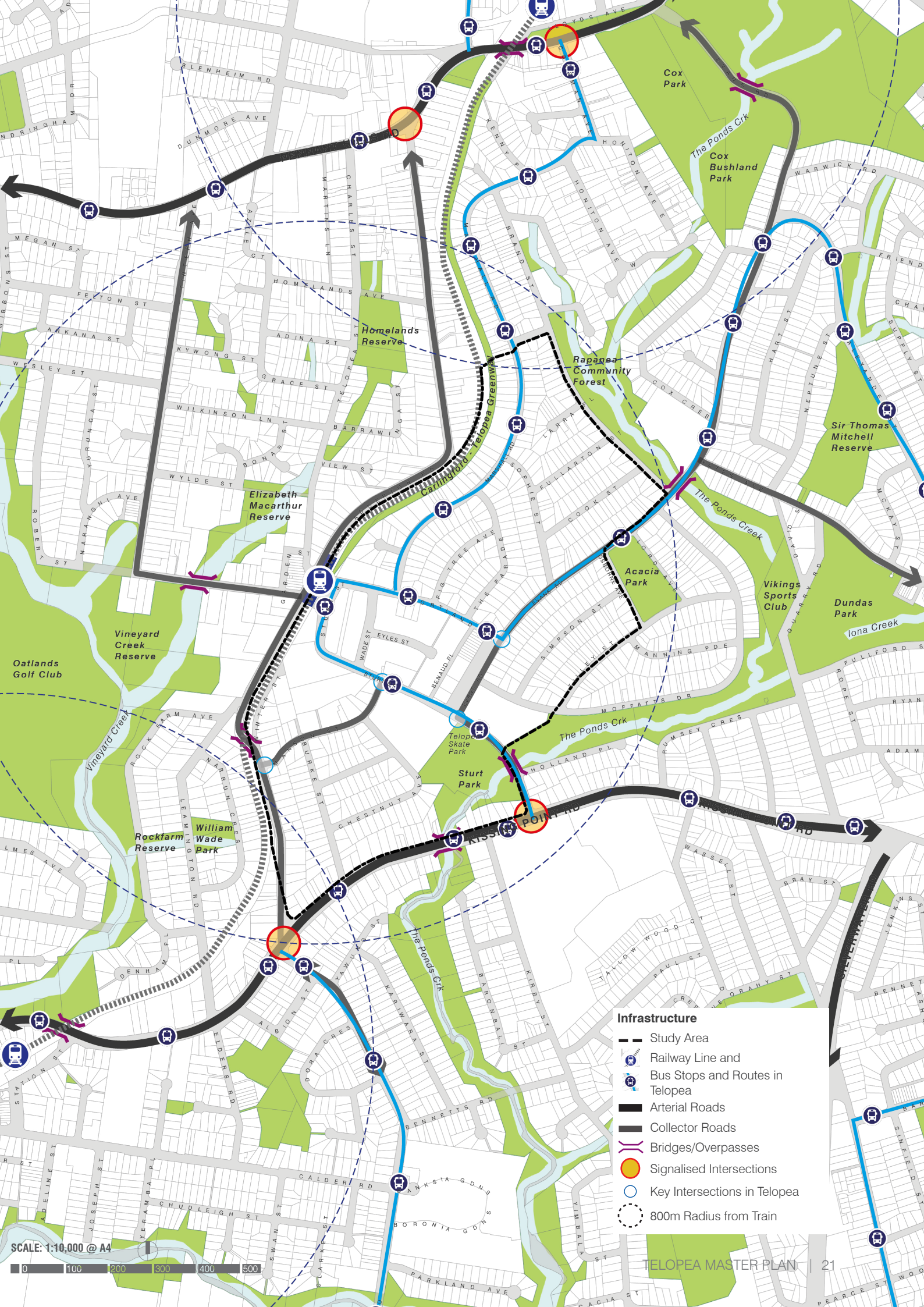
The site is serviced by several bus routes that connect Telopea regionally including the 545 with travel time of 20-25 minutes to Parramatta, 30-35 minutes to Macquarie Centre and 50-55 minutes to Chatswood.

### UTILITY INFRASTRUCTURE

The master planning process has identified the capacity of existing utilities infrastructure to determine the upgrades required to accommodate the growing population of Telopea. Expert advice regarding utilities infrastructure including gas / telco / electricity and sewer / water has informed the master plan outcomes.

Traffic and parking were significant concerns for local residents, together with public transport options and availability.





- Infrastructure**
- Study Area
  - Railway Line and Bus Stops and Routes in Telopea
  - Arterial Roads
  - Collector Roads
  - Bridges/Overpasses
  - Signalled Intersections
  - Key Intersections in Telopea
  - 800m Radius from Train

SCALE: 1:10,000 @ A4





# NATURAL ENVIRONMENT

## TOPOGRAPHY

Telopea lies amidst hilly topography, bordered by north-eastern and north-western ridge lines that slope downwards to the Waratah Shops. Although this creates beautiful views, it is often difficult for people with mobility issues to access local shops, community facilities and the train stop.

- North-south aligned roads, following the dominant ridge, provide relatively easy walks to the facilities in the core. However, once in the core, the journey between Waratah Shops and the future light rail stop requires walking up roads with moderate grades.
  - Key streets with steep slopes for walking include:
    - Sturt Street, between Manson Street and Wade Street.
    - Eyles Street.
    - Shortland Street.
  - The ridge line provides views from the upper parts of Sophie Street, Marshall Road, Manson Street and Sturt Street.
  - The topography can be used as a tool to maximise views.
  - Vistas occurring from outside of the master plan area looking into Telopea are generally restricted due to the height and density of surrounding vegetation.
- Parts of Telopea contain Critically Endangered Ecological Communities (CEEC), Endangered Ecological Communities (EEC) and hollow-bearing trees that provide potential habitats for threatened species. These are mostly within creek corridors or open spaces and/or outside the study area. These will not be developed as part of the master plan. However, there are small stands of Blue Gum High Forest and hollow-bearing trees generally in the rear of private properties to the north east of the study area. These areas are to be retained, protected and improved wherever possible.
  - Given the current treed urban landscape within large parts of Telopea, the City of Parramatta Council (CoP) has identified the northern half of the precinct as an “Urban Landscape Corridor”. This comprises urban vegetation including mature trees that can provide links between core habitat areas. These are often located at the rear or front of lots within the building setback or comprise the street trees themselves. These areas may also contain hollow-bearing trees that have not been mapped.
  - Street trees will be retained and future development will seek to increase the tree canopy by preserving, replacing or planting new trees to maintain the urban landscape corridor concept and minimise the urban heat island effect.

## VEGETATION AND ECOLOGY

Telopea is framed by a vegetation corridor mainly following the creek lines at the bottom of the catchment. Mature trees are located along streets and in clumps on private land. This vegetation is valued by the community and is to be retained.

## FLOODING

Telopea is located in the Ponds Subiaco Creek catchment, which is part of the larger Parramatta River Catchment. There is flood risk at the southern portion of Sturt Park near Kissing Point Road. Most of the proposed development area is outside of the 100 year ARI flood extent. A small number of properties likely to be affected in a 100 year ARI flood are located on Kissing Point Road at the Sturt Road intersection. This combined with limited access options, means the properties are not considered suitable for higher densities.

Mature trees, undulating landscapes and ecological corridors are essential elements valued by the community. They give a sense of place to Telopea and differentiate it from other surrounding neighbourhoods.