

Key for Master Plan

Circulation

- New or Relocated Roads
- Minor Connectors
- Potential Pedestrian Links
- Improve pedestrian/cycle connection
- Potential Intersections Upgrade

Land Use & Built Form

- Mixed Use and Residential
- Core (predominantly 8-12 storeys)
- Transition Area (5-8 storeys)
- Low Rise Apartments (3-4 storeys)
- Townhouse (1-2 storeys)
- New/Upgraded Parks and Greenway

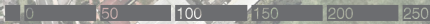
Core Elements

- Taller Marker Buildings (15 - 20 storeys)
- Retail and Services
- Community Facilities
- Indicative Light Rail Stop

New pedestrian/cycle connection can be provided as an extension of either The Parade or Sophie Street



SCALE: 1:5,000 @ A4



SCALE: 1:5,000 @ A4



ACCESS AND MOVEMENT STRATEGY

Residents of Telopea will have greater access to essential services, schools, public transport and open space areas. An important part of the master plan will be to improve connections to existing facilities both within and outside Telopea.

A clear road hierarchy is established to ensure road treatments, traffic calming measures and parking availability responds to the traffic functionality of each street.

PRINCIPLES

This strategy is based on the following key principles:

- Provide better connections for pedestrian, cyclist and vehicles throughout the neighbourhood.
- Improve safety and comfort along key roads.
- Reduce the impact of development on on-street parking.
- Assist with vertical movement between Wade Street and Sturt Street which is the steepest part of the Telopea.
- Improve access to and from the future light rail stop.

LIGHT RAIL AND BUSES

- The proposed light rail stop is central to the growth of Telopea and a key catalyst for redevelopment. The stop, integrated with an active and walkable hub, will become a key arrival point to Telopea.
- The location of the light rail and bus interchange area will be integrated into the walking and driving routes within the precinct to ensure direct accessibility, navigation and way finding for residents and visitors.
- The existing bus stop will be relocated to the north of the proposed light rail stop to facilitate the efficient interchange between buses and the light rail.

NEW CONNECTIONS

New road connections that will improve legibility and permeability to and within Telopea include:

- Wade Street relocated east to connect Marshall Road and Manson Street. This connection will remove the barrier limiting movement north and south of the core, providing improved access to Telopea Public School and community facilities.
- A new road connection between Adderton Road and Sturt Street will allow improved movements of vehicles and buses across the light rail corridor and improved access to community facilities and services for the residents in the western parts of Telopea.
- Eyles Street will be extended to Benaud Lane to improve safety and access through the core. Minor connectors of Eyles Street linking Benaud Lane to Evans Road (eastern extension) and Wade Street to Sturt Street (western extension) will promote a predominately pedestrian environment within these parts of the core area.
- Council and Department of Education to consider providing a new road connecting Sturt Street to Chestnut Avenue as part of any future master plan for the school.

TRAFFIC MANAGEMENT

- Necessary intersections will be upgraded for safety and improved legibility.
- Local area traffic management will occur through speed humps, road constructions and kerbside parking provisions and restrictions.

PEDESTRIAN AND CYCLING ENVIRONMENT

- The precinct will be integrated with the City of Parramatta cycling strategy, providing key cycling links and facilities through and around the study area.
- The Greenway Corridor along on the eastern side of the light rail corridor between Telopea and Carlingford can incorporate a new cycleway connection linking Pennant Hills Road to Kissing Point Road.
- Cycleways are proposed across the Ponds Creek Reserve to link to Dundas Park and Sturt Park to the Light Rail stop and the Greenway Corridor.
- Footpaths will be provided as new development occurs, including upgrades to kerbs to ensure accessible paths of travel.
- Streetscape improvements that include lighting, seating areas and additional planting will be provided in the Core area.
- Provide two new public pedestrian/cycle connections between Marshall Road and the Greenway, extending from existing roads (i.e. Howard Street and The Parade/Sophie Street)

PARKING

- New development will incorporate on-site parking rates that encourage the use of public transport within a 5-minute walking catchment to the future light rail stop.



Access and Movement Strategy Map

LAND USE STRATEGY

The land use strategy for Telopea introduces areas for residential density and street activation anchored by an expanded retail offer.

This will ensure a mixed-use precinct that can generate a sustainable level of activity.

PRINCIPLES

The key principles guiding the land use within Telopea include:

- Maintain the predominately residential land uses.
- Create an active and safe precinct around the light rail with additional retail and community facility uses.
- Provide additional open and public spaces to support the new community and reflect current character areas.

RESIDENTIAL USES

The residential aspect of the land use strategy involves the implementation of a diverse residential offer that will generate approximately 3,500 to 4,500 new dwellings over the next 20 years. This will create opportunities for more people to live close to the light rail stop to maximise convenience, amenity and contribute to village activation and vibrancy.

Government owned land will be redeveloped to provide a mix of private, social and affordable housing. This will facilitate the increase of social and affordable housing in Telopea from 640 to around 1,000 dwellings.

RETAIL

The community and retail core is directly across from the light rail stop to best capture foot traffic and provide convenience to a growing population. The centre opens onto an arrival plaza to engage Telopea residents with the day-to-day events that are hosted there. Seating beneath retained trees allows residents to continue to enjoy the beauty of their neighbourhood and benefit from interactions with the community on the Arrival and Civic plazas.

Retail will continue to be permitted along Benaud Place and existing shops can remain in their current location. Evans Road will grow as a key traffic and pedestrian route. This, along with proximity to Sturt Park, Telopea Public School, bus stops and Kissing Point Road, supports some retention of small shops, cafes or restaurants on the site of the current Waratah shops. If land owners want to renew or redevelop land along Benaud Place/Evans Road, they will not be required to provide retail on the ground level.

OPEN SPACE

Existing open spaces are upgraded and new open spaces are provided, including the arrival plaza co-located with the light rail stop, the civic plaza fronting the community facility building and a new pocket park on Shortland Street.



Land Use Strategy Map

OPEN SPACE STRATEGY

Parks, plazas and streets are one of the primary elements to a good sense of place and an attractive urban environment. An activated, engaging, sustainable environment will be created at Telopea through the creation of a diverse public realm network.

PRINCIPLES

The key principles guiding the design of the public domain and open space include:

- Upgrading existing parks to accommodate additional sporting and passive recreation activities.
- Provide an arrival plaza and park, near the light rail stop to cater for the additional population in this area.
- Retaining mature trees where possible and provide new street trees.
- Improve safety by upgrading streets with footpaths, lighting and seating, the delineation of public and private domain and improved casual surveillance.
- Incorporating WSUD into new streets and promoting permeable surfaces for rain water harvesting.

TREES AND VEGETATION

Throughout the neighbourhood, mature trees along the street will be retained. Opportunities also exist to retain trees in new activated spaces and in development sites. Many of these have already influenced the siting of buildings and sit within rear and front setbacks to be incorporated in future landscaped areas.

PUBLIC SPACES

Telopea currently has great parks and open spaces. With the growing population, however, these parks will be in greater demand. The master plan proposes to improve facilities within existing parks and provide new public plazas and landscaped areas.

Options for active recreation in Telopea are limited but the master plan will facilitate improvements to Sturt Park, Acacia Park and the overall network of footpaths and cycle ways to ensure there is infrastructure to support a healthy and active lifestyle for the future population. The key public spaces include:

- Sturt Park which will be upgraded with a range of passive and active recreation facilities including seating, BBQs, children and young people's play spaces.
- Acacia Park which will be upgraded with BBQs, seating and children's play spaces.
- Ponds Creek Reserve which will be improved with additional pedestrian and cycleway connections linking to Dundas Park.
- A new arrival plaza and pocket park (6,500 sq.m) at the light rail stop to integrate with shops, cafes and restaurants and forming part of a new retail centre. The pavement design will extend across both sides of Sturt Street to reinforce the civic nature of the space.
- A new community facilities plaza (900 sq.m) will be located at Eyles Street and the new Wade Street. The plaza will be the forecourt to the future multi-purpose community centre and also provide access to the lower level of the new retail centre.

The detailed redesign of any existing parks will be undertaken by Council in consultation with the local community.

SAFETY

- Lighting and street seating improvements will be added to footpaths and the Greenway Corridor to increase safety.
- Rest areas will be provided along the footpath of steep streets and in other locations where it makes sense to do so.
- New and replacement footpaths will be required as development occurs in the neighbourhood.

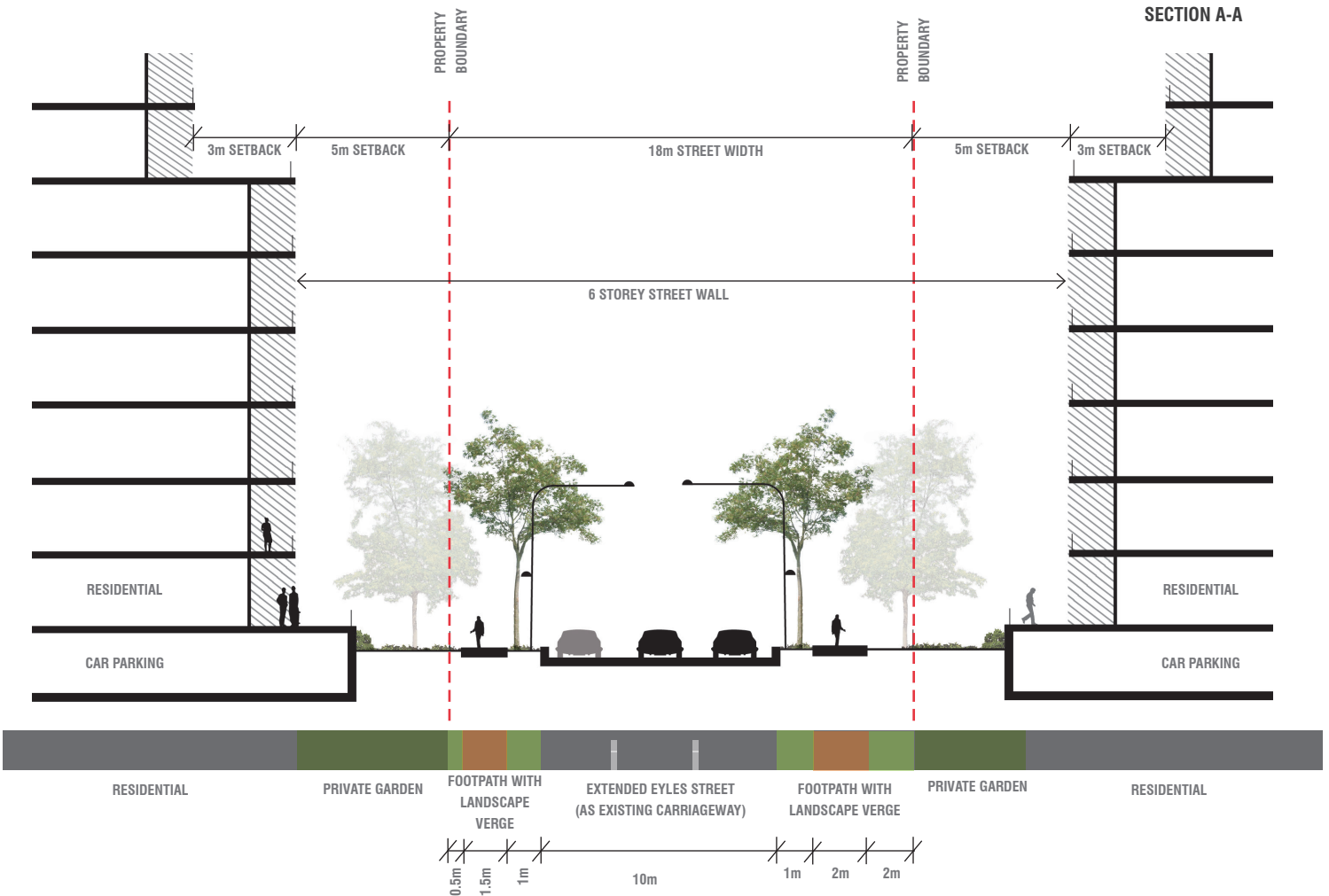
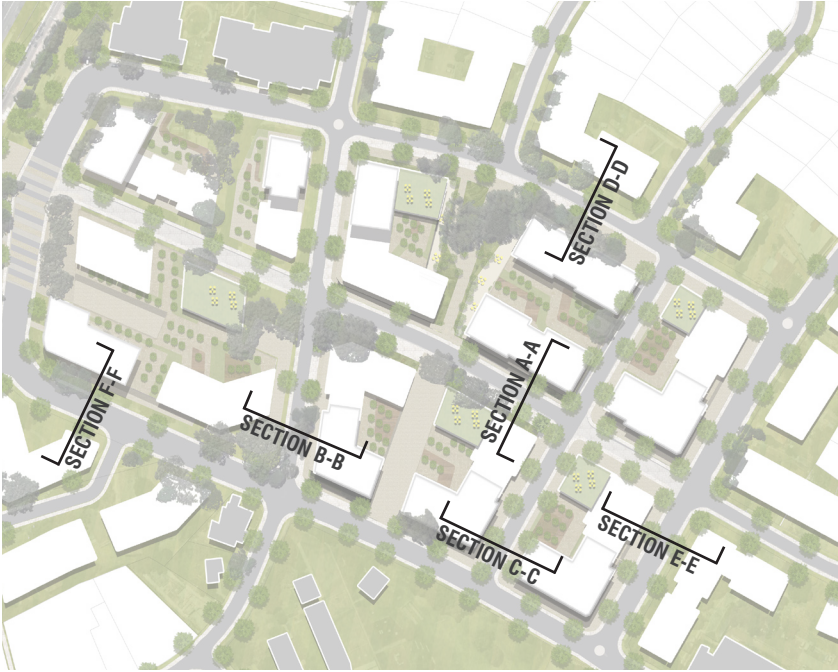
SUSTAINABILITY

- Water Sensitive Urban Design (WSUD) will be incorporated into new streets, including bio-retention swales or tree bays.
- Retain and protect existing riparian corridors through Ponds Creek Reserve, Sturt Park and Rapanea Community Forest.
- Future development will retain, protect and improve critically endangered ecological communities, endangered ecologically communities and hollow bearing trees where possible.

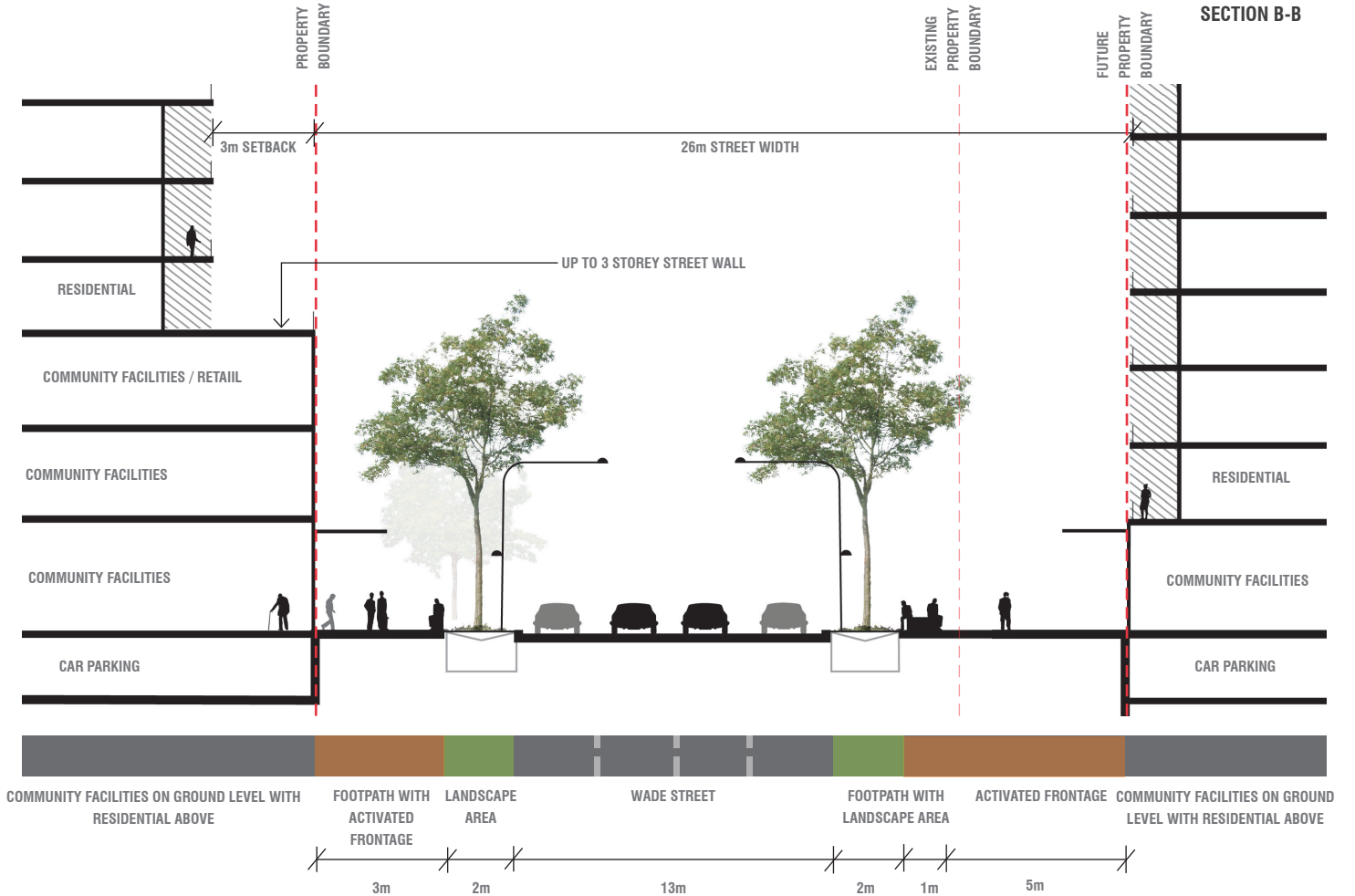


Open Space Strategy Map

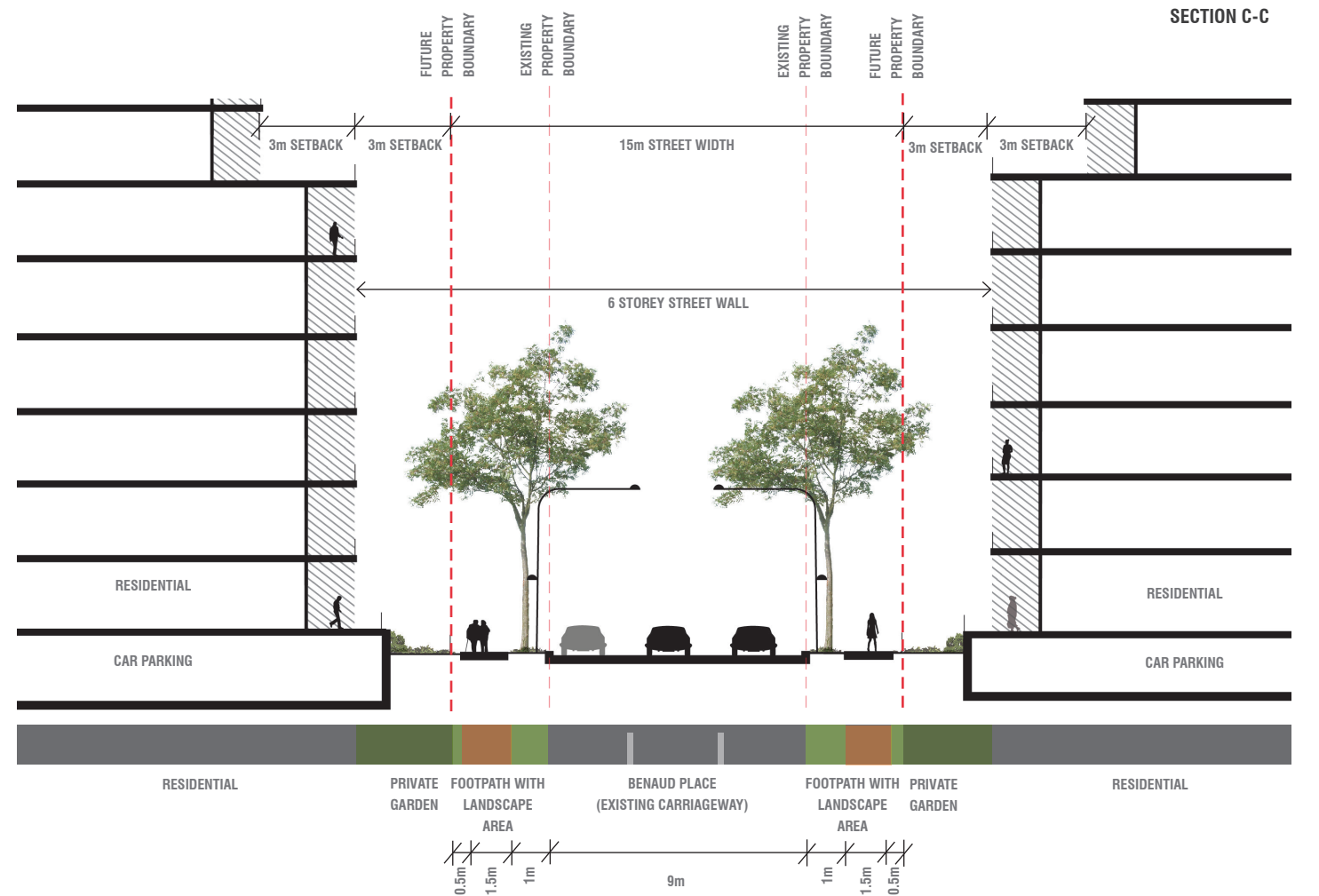
INDICATIVE STREET CROSS SECTIONS



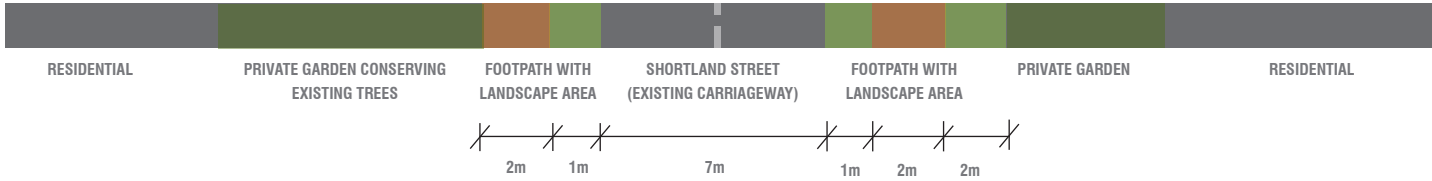
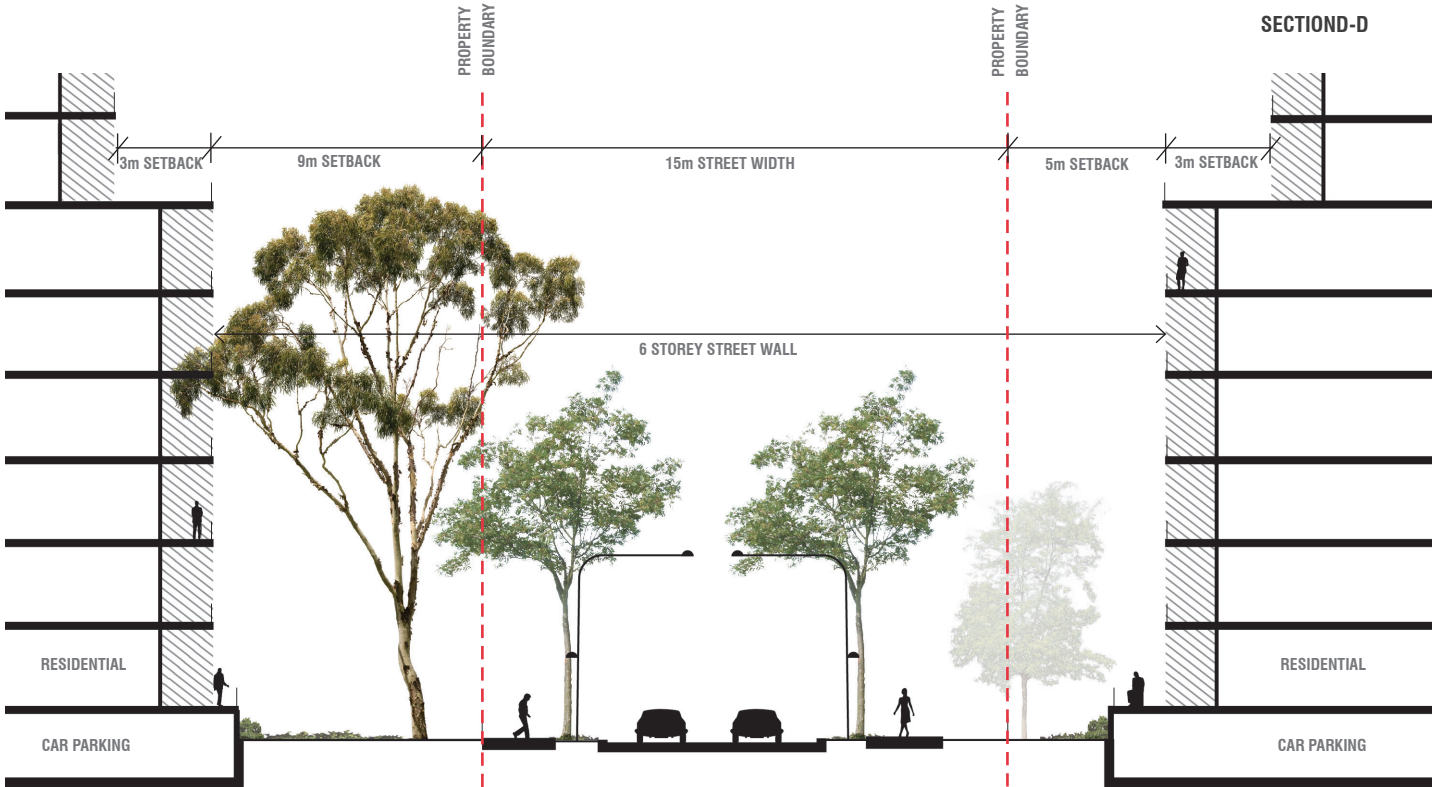
SECTION B-B



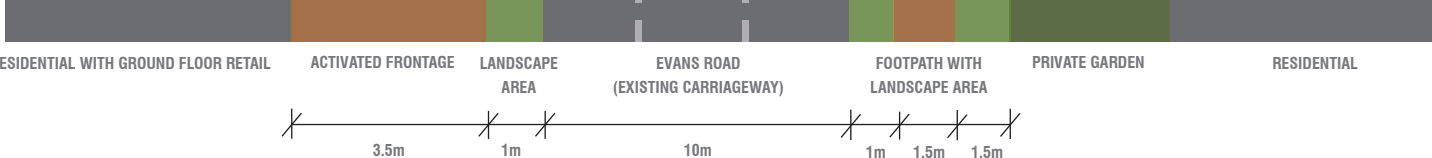
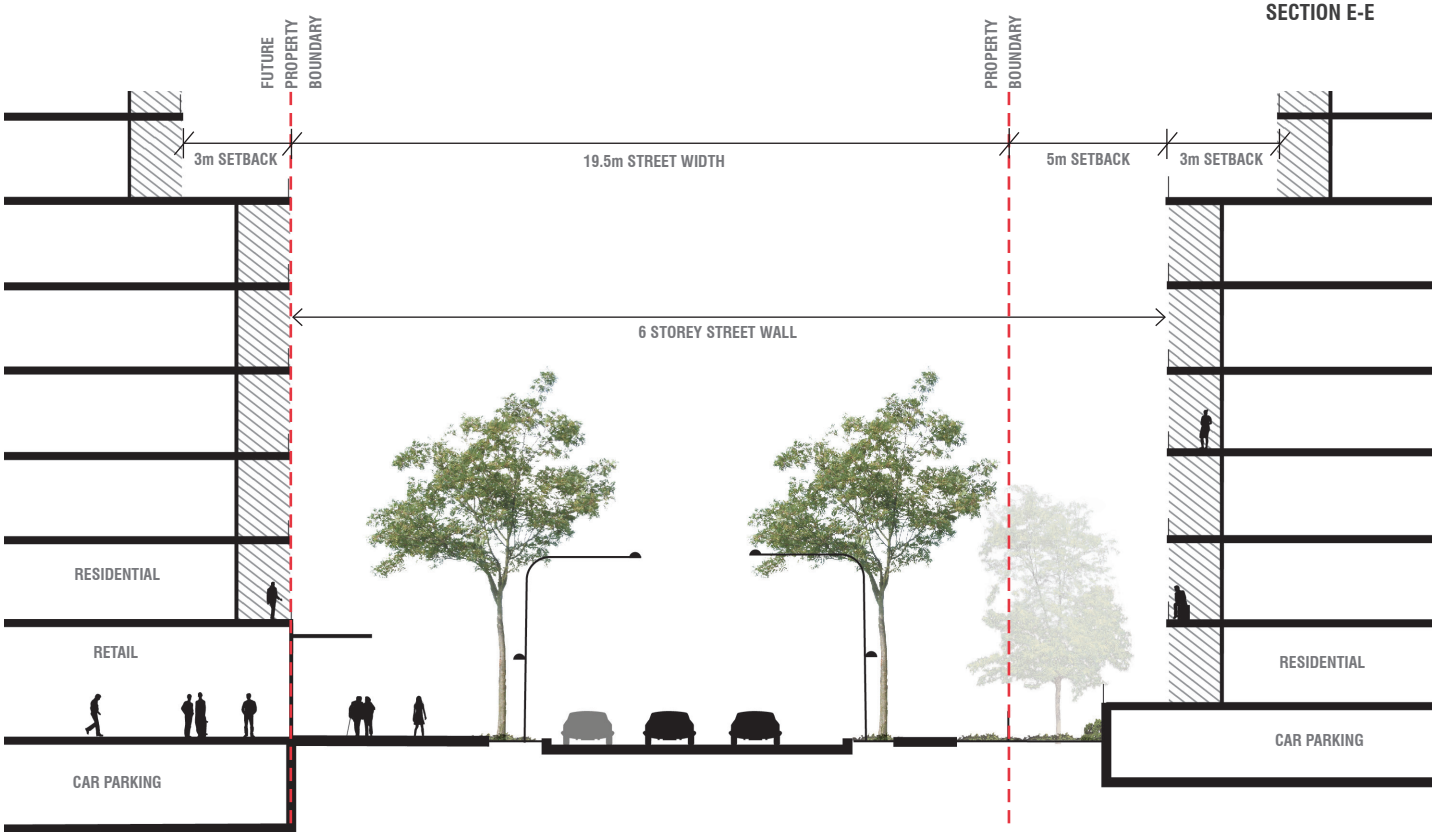
SECTION C-C



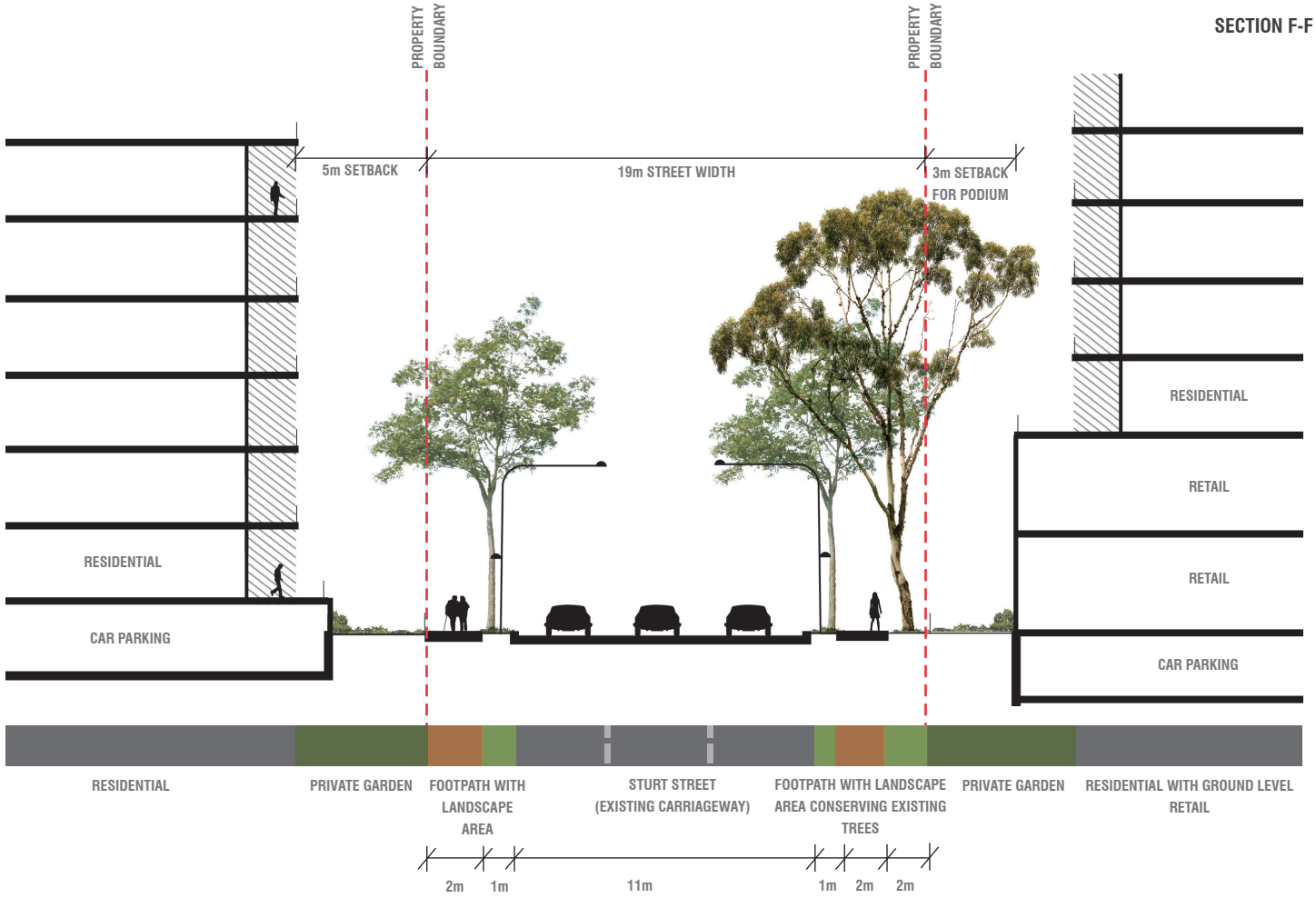
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SECTION E-E



SECTION F-F



SOCIAL INFRASTRUCTURE STRATEGY

Telopea is currently well serviced by community and social infrastructure. However existing facilities are ageing and will need to be expanded to cater for a growing population. The social infrastructure strategy for Telopea enhances existing community facilities and provides new spaces for residents to gather, find support, have their needs met and enjoy a variety of shared interests.

PRINCIPLES

The key principles guiding the delivery of improved social infrastructure in Telopea are:

- Location of facilities in close proximity of the school and the future retail area.
- Co-location of facilities wherever possible in one, two or three multi-purpose buildings and potentially with the school.
- Shared use of facilities wherever possible.
- Flexibility of spaces to respond to changing demographic profiles and needs.
- Ensure ease of access for all.

FUTURE FACILITIES

The increase in population will require the provision of additional and upgraded facilities in Telopea. It is estimated that the facilities will include a new multi-purpose community centre of 3,000 sq.m to replace the Dundas Area Neighbourhood Centre. This facility would be 1,200 sq.m larger than the existing centre could be spread over several levels, and can be located close to the retail area in one or a number of buildings.

The facility would accommodate the following:

- New neighbourhood centre (2,100sq.m) accommodating Dundas Area Neighbourhood Centre (DANC) services (including office space and program rooms), community health services, multi-purpose hall (200 seats) and meeting rooms.
- A new branch library (900sq.m) which more than doubles the size of the existing library.

The total area and multi-level design will allow Council to change and adapt the facility to respond to future detailed designs and meet evolving requirements of a changing and growing population. The multi-purpose community centre will be integrated with the retail centre and new community facilities plaza to allow:

- Ease of movement up and down the sloping topography of the area
- Co-location of parking and loading facilities.

Additional community facilities in Telopea may include:

- New child care centres
- After school care facilities to cater for 25 places
- Community Hall

The additional facilities may be located within Telopea Public School, as it would benefit from the sharing of facilities and equipment. Alternatively, the after school care and child care facility could be co-located off-site in conjunction with other community facilities.

Above podium outdoor open spaces within a mixed used building in the core of the site could be used for community gardens or as playing areas for child care facilities.

Local and non-government organisations such as Hope Connect (including The HuB) will retain their involvement within the community and either choose to maintain services in their existing location or in new upgraded locations.



Community and Social Facilities Strategy Map

BUILT FORM STRATEGY

The master plan aims to improve built form and architectural outcomes, while providing more opportunities for people to live within easy access to the new light rail network.

PRINCIPLES

The key principles of the built form strategy are:

- Place density where there is best access to public transport, retail and community services to maximise convenience and opportunities for activity and surveillance. This corresponds with the area in greatest need of urban renewal.
- The transition area allows for a change in height between the high rise core and the low rise outer areas of Telopea.
- Encourage an urban structure that works with the topography transitioning down in scale as distance increases from the core. This structure and form maximises solar access and retention, and creation of views.
- Locate taller buildings on the ridge line to frame the arrival plaza as a visual marker, and support activation and surveillance.
- Setbacks should balance activation, surveillance and retention of existing trees.
- Create consistent streetscapes where possible.

HEIGHTS AND DENSITY

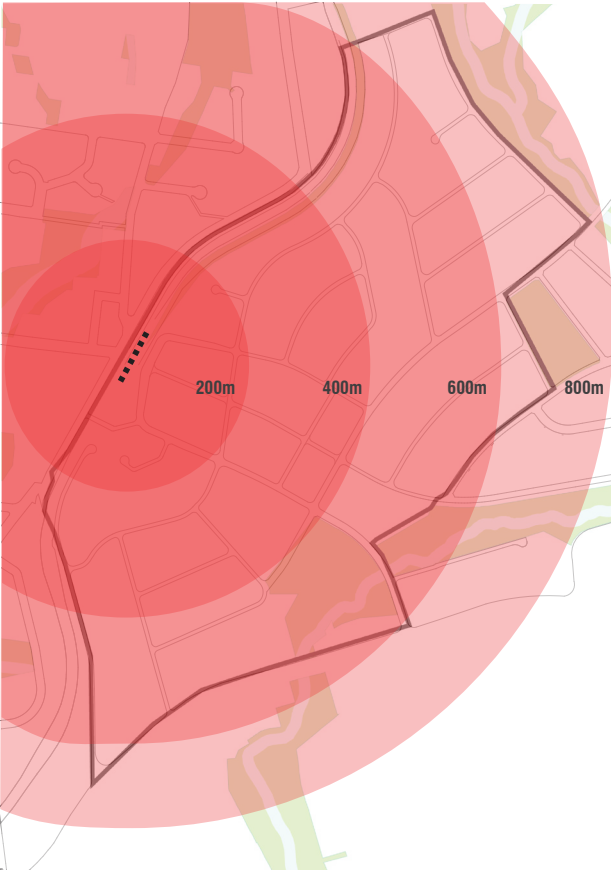
- The core will have taller buildings of between 8 to 12 storeys. Buildings gradually transition down as distance increases from the core.
- A small number of taller buildings (between 15 to 20 storeys) will be placed adjacent to the light rail precinct to frame the arrival plaza and be visual markers to identify the Telopea light rail.
- Medium-rise buildings (5-8 storeys) will be located generally within a 400-500 m walking catchment outside the core.
- Low rise buildings in areas beyond the walking catchment will be redeveloped with terraces or town houses.
- Any future development controls will consider detailed sustainability opportunities to be incorporated in new development.

BUILDING DESIGN

Detailed building designs will not be determined through the master plan but they should incorporate the following:

- Building materials and details that respond to climatic conditions allowing cooling breezes through the summer whilst shaded from the heat of the summer sun.
- Taller forms of 15-20 storeys should be slender in form and evenly dispersed to ensure faster moving shadows and solar access on public domain.
- Buildings overlook and inject life into the streets at the ground and upper levels providing activity and passive surveillance.
- Buildings that are designed efficiently to reduce the impact of and conceal loading and servicing areas.
- Buildings in the core include a podium-level communal open space that provides outdoor privacy for residents.
- Setbacks of 5m to 9m as per Council's current DCP, with the 5m setbacks applied wherever existing mature trees are to be maintained.
- Incorporate controls that manage the transition between different typologies and existing buildings unlikely to be redeveloped.
- Minimise solar impact on public open spaces and internal residential amenity.

The building typologies indicate the distribution of height and building types across Telopea. Key elements of these building typologies are described over the page.



Higher density located within 200m radius of the light rail stop, followed by medium density within a 400m radius



Taller buildings to be located along the ridge line to capture views and orientated to minimise overshadowing impacts



Taller buildings to mark the light rail stop



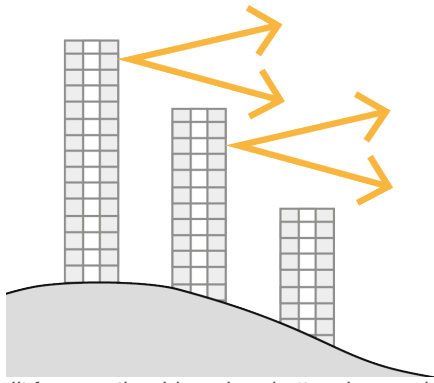
Higher densities located in the core to facilitate renewal of ageing social housing and shops.



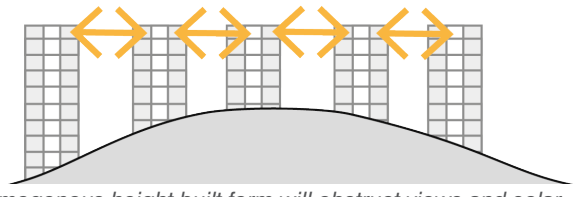
Transition heights to lower density areas and along high amenity open space corridor



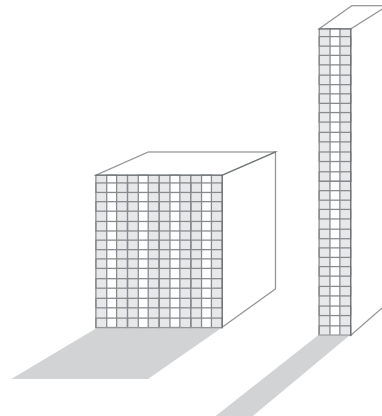
Lower scale development at fringe of study area and to maintain heritage character



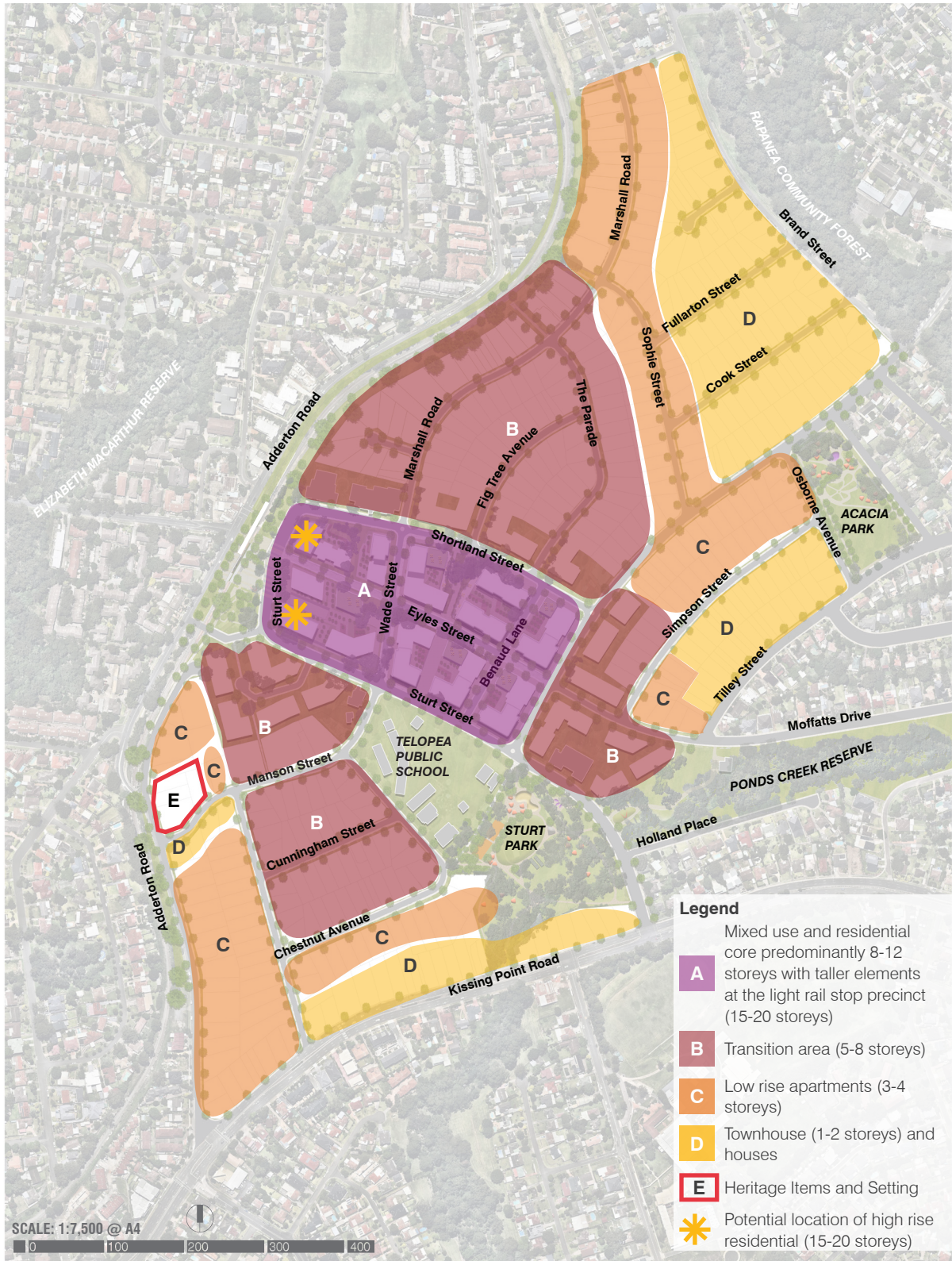
Taller built form on the ridge gives better views, reinforces land form and balances solar access



Homogenous height built form will obstruct views and solar access



Thinner and taller built form casts longer fast moving shadows compared to short but thicker built form



Building Height and Typology Map

MIXED USE AND RESIDENTIAL CORE PREDOMINANTLY 8-12 STOREYS



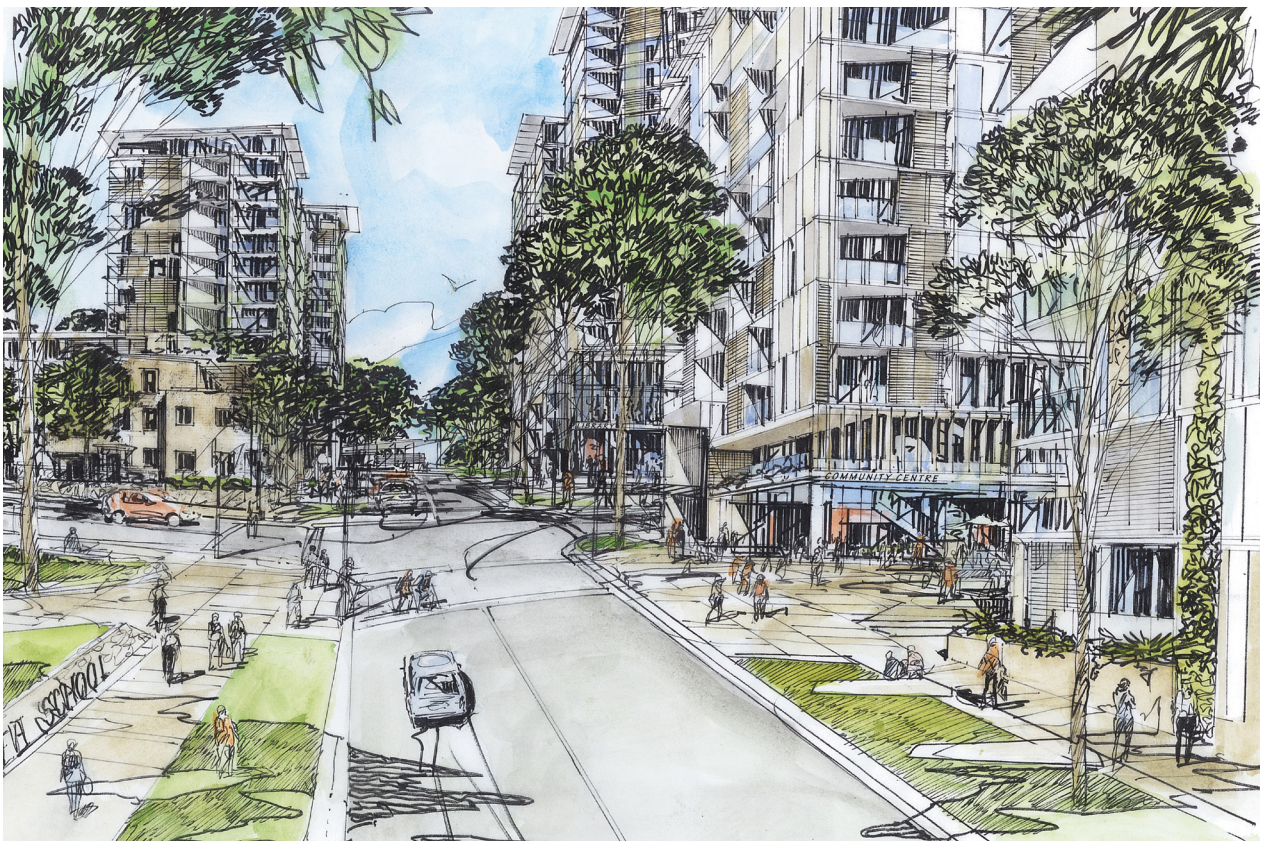
Key Plan shows indicative built form within part of the Mixed Use Core and High Density Housing

The core comprises predominately buildings between 8 to 12 storeys with taller buildings opposite the light rail stop.

Higher densities are promoted in the core to encourage the redevelopment of existing social housing apartment stock and the Waratah Shops.

Key built form parameters include:

- Landscaped podiums and/or rooftops provide additional outdoor amenity.
- New connections and/or publicly accessible podiums integrated with retail and community areas are to provide vertical circulation, via escalators and lifts.
- Where retail or community facilities are not provided, ground floor apartments should front the streets with a private terrace.
- Buildings frame the streets to ensure surveillance by residents to street boundaries.
- Buildings should be setback from the existing street boundaries by 5-9 m along Shortland Street and Sturt Street where existing trees can be retained.
- Buildings are designed to provide solar access to dwellings and new public spaces.
- Access to basement parking or service areas should be located in combined and consolidated entries to minimise impacts on pedestrian routes.
- Upgrades to the street and pedestrian environment should be undertaken concurrently with new development.



Artist Impression of Mixed Use and Residential Core