

TRANSITION AREA (5 - 8 STOREYS)



Key Plan shows indicative built form within part of the Transition Area of Telopea

The residential densities in these areas allow for the redevelopment of old housing stock and the amalgamation of single dwelling lots. The transition area is within a 400 to 600 m walking catchment to the light rail stop and is within close proximity of shops, community facilities and the school.

Key design parameters include:

- Buildings between 5 to 8 storeys.
- 8 storeys building will be located on sites fronting the core area.
- 5 storeys will be located in areas adjoining low rise apartments.
- 5 m setbacks along all streets.
- 3m additional setback for upper storey.
- Buildings fronting the Greenway Corridor should allow where possible for direct access to the corridor from the site.
- Buildings adjacent to the Greenway Corridor should have balconies or terraces overlooking the corridor.
- Access to basement parking or service areas should be located in combined and consolidated entries to minimise impacts on pedestrian routes.
- A new 5 m wide pedestrian link from Marshall Street to the Greenway Corridor could be encouraged with a bonus height of an additional storey on adjacent development after dedication.



Artist Impression of Transition Area

LOW-RISE APARTMENT (3 - 4 STOREYS)



The low-rise apartment area allows buildings up to 4 storeys to be located over 600 m from the light rail stop. This lower building form manages the interface between the transition area (5 to 8 storeys) and areas that will be developed with two storey town houses, duplexes or detached dwellings.

Key design parameters are:

- 5 m front setback.
- 3 m additional front setback for the upper storey.
- Buildings fronting the Greenway Corridor should allow for direct access to the corridor from the site where possible.
- Buildings adjacent to the Greenway Corridor should have balconies or terraces overlooking the corridor.
- Apartment buildings with maximum heights of 3 storeys will be provided on the interface between this area and the 1-2 storey areas along Sophie Street and Marshall Road.

Key Plan shows indicative built form within part of the Low Rise Apartments



Artist Impression of Low Rise Apartments

TOWNHOUSE AND HOUSE (1-2 STOREYS)



The townhouse area, located at the fringe of Telopea, manages the interface with the existing low scale built environment and sensitive land uses - particularly the riparian corridors. Townhouse developments are encouraged in this area.

Key design parameters will:

- Adopt existing controls in the Parramatta DCP for townhouse areas in the Parramatta LGA.

Key Plan shows indicative built form within part of the Townhouses located at the periphery of Telopea



Artist Impression of Townhouses

KEY MASTER PLAN PROJECTS

The following key projects will deliver Telopea's vision, adding a new public space surrounding the light rail stop, a functional town centre with improved facilities and parks. These projects highlight the benefits and improvements that can be achieved through the Telopea Master Plan. They demonstrate how the movement, public domain, social infrastructure, land use and built form strategies integrate to deliver significant change and renewal in Telopea.

A LIGHT RAIL PRECINCT
ARRIVAL PLAZA AND POCKET PARK

B TELOPEA VILLAGE

C STURT PARK

D ACACIA PARK





HOMELANDS RESERVE

IZABETH MACARTHUR RESERVE

RIPANEA COMMUNITY FOREST

Adderton Road

Marshall Road

Brand Street

Fullarton Street

Cook Street

Sophie Street

Marshall Road

Fig Tree Avenue

The Parade

Osborne Avenue

ACACIA PARK

Robert Street

A

Sturt Street

Eyles Street

Wade Street

Shortland Street

B

D

TELOPEA PUBLIC SCHOOL

STURT PARK

PONDS CREEK RESERVE

Moffatts Drive

Adderton Road

Manson Street

C

Cunningham Street

Sturt Park

Holland Place

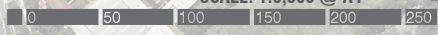
Kissing Point Road

Chestnut Avenue

Burke Street

THE PONDS WALK

SCALE: 1:5,000 @ A4



LIGHT RAIL PRECINCT

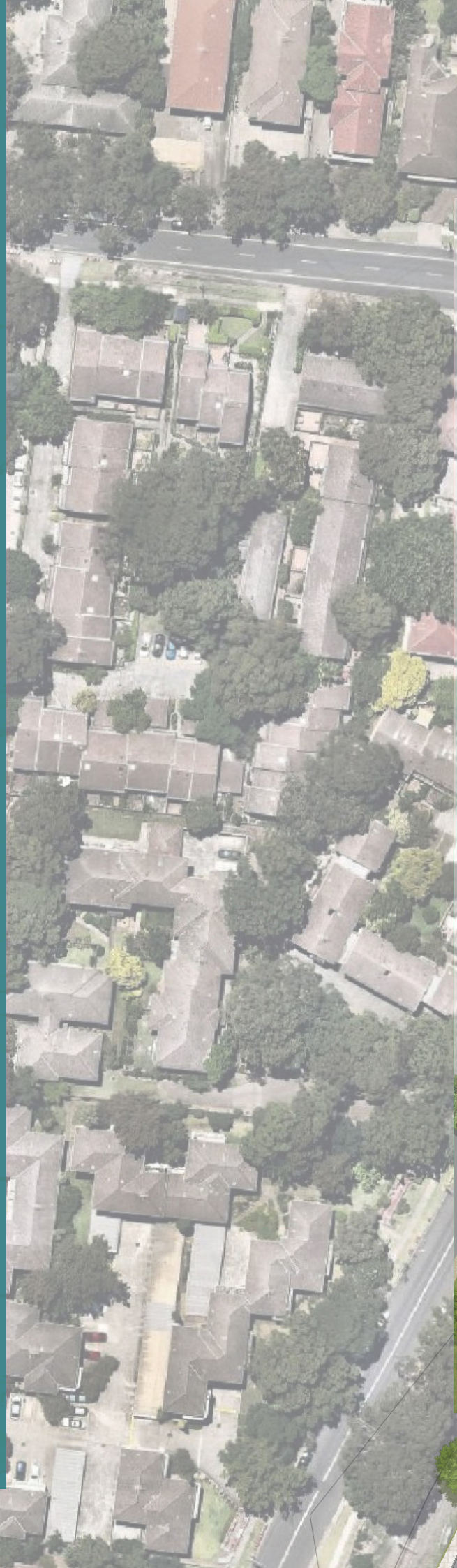
The light rail stop and adjoining plaza will be Telopea's key arrival point. This public space will create a welcoming environment for locals and visitors entering the precinct with activity consistent with its hub location. The design of the main arrival plaza will be a district gateway for Telopea and will be fully integrated with the adjoining light rail precinct.

The arrival experience is supported by the following key design features and built form outcomes including:

- A** LIGHT RAIL STOP (INDICATIVE LOCATION)
- B** ARRIVAL PLAZA AND ADJOINING PARK
- C** BUS INTERCHANGE
- D** TAXI RANK
- E** CYCLING PATH
- F** CYCLE RACKS
- G** MATURE TREE RETENTION
- H** NEW ROAD CROSSING

Built form around the precinct will reflect the node of activity with taller heights. Buildings will overlook the public spaces to ensure safety and activation.

The detailed design of the light rail precinct will continue in consultation with Transport for NSW particularly to ensure full integration of the stop with new public space as part of the master plan.





INDICATIVE LOCATION OF LIGHT RAIL STOP

A

B

C

D

E

F

G

B

G

G

G

G

H

ADDERTON ROAD

WINTER STREET

SHORTLAND ST

STURT ST

EYLES ST

STURT ST

POLDING PL

SCALE: 1:1,000 @ A4





Telopea VILLAGE

Telopea