



Planning &
Environment

Telopea Precinct Proposal (Stage One)

Response to Submissions

Finalisation Report



October 2018

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Executive Summary

The Telopea precinct proposal (Stage 1) is based on a master plan developed by the NSW Land and Housing Corporation (LAHC) in consultation with the City of Parramatta Council, for land on the eastern side of the rail line that leverages the committed Stage 1 Paramatta Light Rail infrastructure to deliver an integrated, vibrant and cohesive community as part of the Communities Plus program.

LAHC's 20-year vision for the redevelopment of the Stage 1 area includes a new town centre with retail and community facilities, new open space and up to 4,500 new homes consisting of a mix of affordable, private and social housing. The social housing allocation (around 1,000 homes) would renew and expand LAHC's social housing stock in Telopea.

The Stage 1 precinct proposal includes:

- Rezoning of land within the master plan area prepared by LAHC in partnership with the City of Parramatta Council, which includes land in LAHC ownership and private sites; and
- Analysis of infrastructure that will be required to support new development in the precinct resulting from the proposed rezoning.

The draft Telopea precinct proposal (Stage 1) including the LAHC master plan, and associated technical studies, were publicly exhibited between 13 October 2017 and 24 November 2017. A total of 45 written submissions were received by the Department during the public exhibition period.

The exhibited proposal also included a Stage 2 area, west of the rail line, identified for future investigation of opportunities for growth. However, further technical investigation has revealed that there are transport capacity issues to be resolved and the Department will not progress any further master planning or rezoning investigations of the Stage 2 area. It has been recommended that any further strategic planning for Stage 2 be led by council as part of its broader review of the *Parramatta Local Environmental Plan 2011*.

This report responds to issues raised in submissions and includes:

- A summary of the number, type and issues raised; and
- Detailed responses to issues raised by the community, organisations, agencies and council.

There was a range of views expressed in community submissions, with a number of land owners and residents supporting the proposal, including those submitters in seeking increases to the exhibited maximum building height and/or floor space ratios. Other submitters raised concerns about the future capacity of the road network and public transport infrastructure, upgrades needed to community facilities, pedestrian and cyclist accessibility and potential heritage impacts.

The City of Parramatta Council provided a detailed submission. Council was largely supportive of the Stage 1 proposal and adopted the masterplan in principle in March 2017. Council raised matters related to discrepancies between the master plan and the proposed rezoning, infrastructure delivery, and details of the Special Infrastructure Contribution (SIC).

Responses to the key issues raised in submissions are presented in this Finalisation Report.

A white line starts from the top left corner, extends diagonally down and to the right, and then curves into a small white circle.

1. Background

1.1. Background

Telopea is identified in the Central City District Plan as a Planned Precinct within the Greater Parramatta Priority Growth Area. The District Plan identifies Telopea as having potential for major mixed-use growth given its strategic location, ageing assets in need of renewal, and high proportion of land in government ownership.

The Premier announced the preferred alignment of Stage 1 of the Parramatta Light Rail in February 2017 that includes a stop in Telopea. The Parramatta Light Rail, along with the opportunity to renew the social housing stock and deliver an integrated community, provides the key catalysts for the revitalisation of Telopea.

The NSW Land and Housing Corporation (LAHC), in consultation with the City of Parramatta Council, prepared a master plan for the LAHC and privately-owned land east of the railway line, known as Stage 1. The master plan includes redevelopment of the existing social housing at Telopea (approximately 640 units) to provide additional social housing and a range of new private dwellings.

The Stage 1 area includes a new town centre with retail and community facilities and up to 4,500 new homes consisting of a mix of affordable, private and social housing. The social housing allocation (around 1,000 homes) would renew and expand LAHC's social housing stock in Telopea under the Communities Plus program. The City of Parramatta Council endorsed the Telopea master plan in principal in March 2017.

The exhibited proposal also included a Stage 2 area, west of the rail line, identified for future investigation of opportunities for growth. The exhibition material did not include any information relating to potential development controls, indicative land uses, infrastructure requirements or growth projections for the Stage 2 area.

However, further technical investigation has revealed that there are transport capacity issues to be resolved and the Department will not progress any further master planning or rezoning investigations of the Stage 2 area.

It has been recommended that any further strategic planning for Stage 2 be led by council as part of its broader review of the *Parramatta Local Environmental Plan 2011* (PLEP 2011).

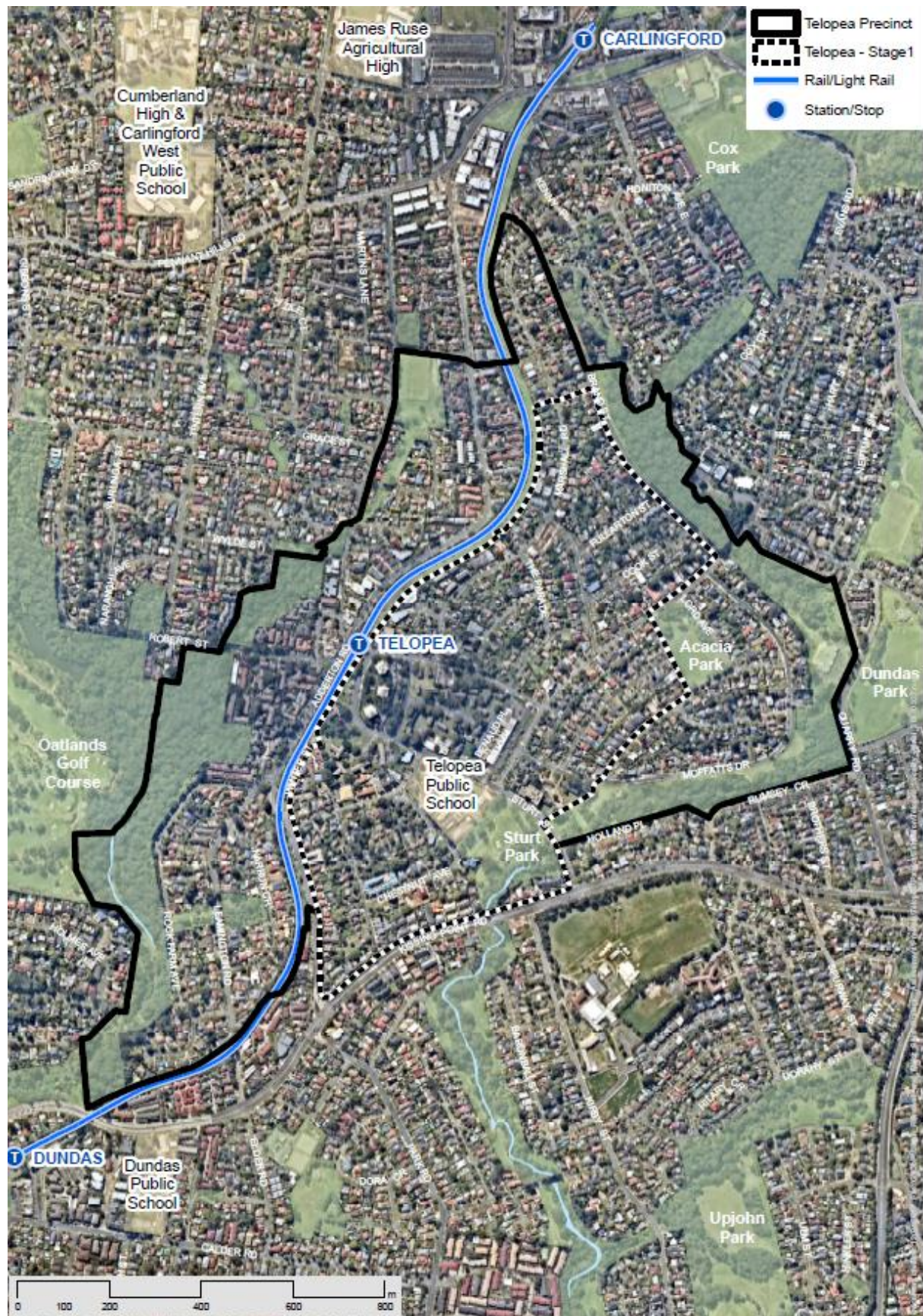


Figure 1: Aerial map of the Telopea precinct showing the Stage 1 boundary (dotted line)



2. Consultation Overview

2.1. Introduction

The Department undertook an extensive program of consultation for the draft Telopea Stage 1 master plan and precinct proposal (the rezoning). The details of the consultation and the outcomes are set out in this report.

2.2. Public exhibition

The draft Telopea Stage 1 precinct proposal, the LAHC master plan and associated technical studies were publicly exhibited between 13 October 2017 and 24 November 2017.

Letters notifying the community of the public exhibition were distributed to 5,850 properties in the precinct and City of Parramatta Council, Heritage Council of NSW, Property NSW, Environmental Protection Authority, Endeavour Energy, Department of Education, Sydney Water, Fire & Rescue NSW, Western Sydney Local Health District, and Office of Environment & Heritage.

The face to face engagement activities held during the exhibition period are set out at Table 1.

Table 1 – Engagement activities

Date	Engagement	Location
25 October 2017	Presentation to local faith-based community group	Telopea Christian Centre
27 October 2017	Community drop-in	Dundas Area Neighbourhood Centre
1 November 2017	Presentation to TRED Community Leaders Group	Wade Towers, Sturt Street
1 November 2017	Presentation to Telopea Connections	Wade Towers, Sturt Street
2 November 2017	Lunch with social housing tenants	Wade Towers, Sturt Street
9 November 2017	Community drop-in	Telopea Christian Centre
13 November 2017	Presentation to community housing providers	Hume Community Housing, Parramatta
14 November 2017	Barbeque with social housing tenants	Wade Towers, Sturt Street
18 November 2017	Community drop-in	Dundas Area Neighbourhood Centre

A dedicated Telopea page was established on the Department's website, and additional hard copies of the exhibition material were made available at council libraries.

2.2.1. Submissions overview

A total of 45 formal submissions were received during the exhibition period. Where individuals or groups made more than one submission, these were collated and considered as a single submission. Submissions were received from community members and organisations, including a petition signed by 86 residents.

Submissions were received from the following:

- 10 submissions were received from government agencies, the City of Parramatta Council and regulatory organisations; and
- 35 submissions were received from community members or organisations. Of the 35 submissions, 16 submissions were from residents/organisations seeking changes to proposed zonings or planning controls to increase the density of residential development on specific sites.

2.2.2. Submission location by area

Of the 35 submissions from community members or organisations, approximately 57% were from residents/organisations within the Telopea area, and about 23% were from residents/organisations within Dundas Valley.

The remainder of the submissions were largely from neighbouring suburbs including Dundas, Carlingford, Ermington and Epping.

2.2.3. Issues raised in submissions

The views represented in the 35 community submissions were varied, although mostly related to the following key matters.

Traffic was the predominant issue with 42% of submissions raising this concern, followed by parking (37%). Concerns about the height and density of new development were raised in about 37% of submissions. Approximately 26% of submissions highlighted the need for community infrastructure to be provided to meet the demands of any new population, including approximately 21% of submissions with concerns relating to loss of open space and vegetation.

Opposition to the planned Parramatta Light Rail was raised in 26% of submissions. Parramatta Light Rail is a Transport for NSW (TfNSW) project and these submissions have been provided to TfNSW and are not addressed in this report.

2.3. Online Survey

2.3.1. Introduction

A survey was developed to seek community feedback on the precinct proposal. The survey was available on the Department's website for the duration of the exhibition period and promoted to the community through:

- Media release
- Social media campaign
- Mailout to 6,000 landowners, including a letterbox drop and direct emails to LAHC and the Department databases

Survey participants were asked to rate, on a sliding scale, how they felt about some aspects of the master plan. Participants also had the opportunity to provide "free form text" comments. "Free form text" comments were also reviewed and where they raised additional issues, they have been addressed.

A total of 19 people responded to the survey during the exhibition period. Not all survey participants answered every question and therefore the number of responses for each question was less than 19. A summary of the survey participants includes:

- Approximately 33% of participants reside in the Telopea area, while about 20% own a property in the area.
- Of the participants that responded to the survey, approximately 74% have not attended any previous community consultation regarding the Telopea precinct.
- Approximately 78% of survey participants indicated that they would like to see the Telopea area revitalised.
- The majority of survey participants were between 45 and 64 years of age, which account for approximately 64%.
- Approximately 40% of survey participants speak English as their first language. The remaining participants speak Cantonese, Mandarin, Korean, Arabic and Spanish as their first language.
- Approximately 62% of survey participants see local infrastructure improvements, such as safety, walking paths/cycleways and playground equipment as important items for potential funding under the Precinct Support Scheme.

2.3.2. Plan for Telopea

Survey participants were asked how much they liked or disliked the key principles outlined in the master plan, including more homes, housing choice, density next to the proposed Parramatta Light Rail stop, improved connections, a new retail hub, open space improvements, revitalisation of the area, and vegetation retention. Over 81% liked the idea of a new retail hub with shops, cafes and services, and about 78% liked the idea to

revitalise the whole of Telopea. Improved connections and better access throughout the precinct attracted a similar number of participants (76%) who like this principle.

Survey participants were then asked if they were planning to or would like to live in Telopea, once works are completed. Approximately 54% of participants answered 'yes' to having an interest in living within this area, an even distribution of participants answered 'no' (23%) and 'not sure' (23%) to living within the completed area.

2.3.3. Open space & community facilities

Survey participants were asked how much they liked the principle of new and upgraded open space and community facilities. Over 64% of participants responded that they strongly support this principle. Furthermore, approximately 67% of survey participants supported the idea of retaining mature trees.

The survey included a question about how the Precinct Support Scheme funding could be used and participants were asked to rank their preference as to what improvements the money should be spent on. During the planning process, feedback from the community suggested that upgrades of Sturt Park and Acacia Park are a priority. The participants could also nominate other potential improvements, with the following identified in the survey as 'extremely important' (note: multiple submissions raised more than one improvement meaning the % figures exceed 100%):

- Improvements to safety, including better lighting and protection in weather (62%);
- More walking paths and cycleways (62%);
- Playground and fitness equipment (31%); and
- Upgrade public toilets (31%).

Other potential community improvements identified in the survey responses included:

- Enhance existing and install new cycleways along the proposed Parramatta Light Rail route;
- Improve traffic mitigation measures;
- Provision of another family waterpark and barbeque facilities; and
- Additional footpaths and street lighting.

2.4. Support for project

Submissions were received in support of the following aspects of the proposal:

- The proposed land use zones and the proposed increase in density;
- Increase in density above the exhibited maximum building heights and/or floor space ratio (FSR), or an expansion of the Stage 1 area;
- A new retail hub with shops, cafes and services around the station, as well as improved connections and better access throughout the precinct; and
- The new road crossing of the rail line between Adderton Road and Sturt Street.



3. Response to community submissions

3.1. Introduction

This section provides a response to the key issues raised in the 35 community submissions received. The response is set out by the key issues raised as follows:

- Increased traffic generation and congestion
- Inadequate car parking
- Inadequate cycle and pedestrian paths and links
- Issues with the proposed Parramatta Light Rail
- Excessive heights and scale of proposed development
- Request to increase zoning/FSR/height
- Impacts on heritage items
- Insufficient open space
- Upgrades required to community infrastructure
- Social impacts

3.2. Traffic impacts

Issues raised

Submissions noted that the proposal would result in a rise in traffic volumes on the existing local road network and would exacerbate existing congested roads.

Concerns were raised in relation to the following:

- Local and adjoining roads are already congested and increasing the density of development in the area would intensify congestion.
- Layout and design of the existing streets is substandard and has resulted in safety and capacity issues. Roads need to be widened to cope with increased traffic and parking.
- There appears to be no money allocated for the upgrade of roads.
- Support for the new road crossing of the rail line between Adderton Road and Sturt Street.
- Comments on the current performance of roads and intersections and suggestions for upgrades including Adderton Road/Leamington Road and Evans Road/Pennant Hills Road intersections, Adderton Road and the bridge over the rail line, linking Winter and Sturt Street, Shortland Street and most other roads in and around the Stage 1 area.

- Provision of double indented bus bays.

Response

The rezoning proposal enables higher density urban development within 800m of the existing Telopea Railway Station and planned Parramatta Light Rail stop to provide homes and jobs in easily accessible locations. This seeks to provide residents with alternative options for travelling to work, shops and services by means other than driving. The precinct is well serviced by public transport, noting:

- Existing train services on the T6 Carlingford Line which links the existing station to the Sydney CBD, western Sydney and North Sydney.
- Stage 1 of the planned Parramatta Light Rail will replace the existing T6 Carlingford Line, providing services approximately every 7.5 minutes in an all-day peak period to the wider region and Parramatta Railway Station. The Light Rail will provide increased services compared with that of the existing T6 Line which provides services every 30 minutes.
- Four bus routes operate within the precinct connecting to Parramatta CBD, Chatswood, Carlingford, Gladesville and a night bus service between Sydney CBD and Carlingford (routes 545, 513, 521 and N61). A review of these bus routes will occur once the light rail commences and it is likely additional bus routes will be investigated.

The Telopea master plan considered current and future transport and traffic issues, supported by a Traffic and Transport Assessment prepared by GTA Consultants. The Department engaged a specialist traffic and transport consultant, Jacobs, to review the findings of the GTA report and undertake a wider traffic study of the precinct.

NSW Roads & Maritime Services (RMS) and Transport for NSW (TfNSW) have been consulted throughout the planning process and provided input on traffic and transport.

Further traffic modelling has been undertaken for the Telopea precinct, on behalf of LAHC, in consultation with TfNSW and RMS. This additional work includes an assessment of the impacts of the Parramatta Light Rail on future mode share, committed network improvements in the wider catchment, and intersection and road network upgrades required to support the proposed growth in Telopea and manage traffic congestion within the master plan area.

The additional traffic and transport modelling and analysis undertaken post exhibition demonstrates that the potential impacts of the proposed rezoning on the transport and traffic networks can be appropriately managed and mitigated through the proposed infrastructure improvements set out in the precinct proposal.

A draft Special Infrastructure Contribution (SIC) is currently under preparation for the Greater Parramatta area and is yet to be publicly exhibited. The Telopea precinct is included in the Greater Parramatta growth area and there is the opportunity to partially fund any regional road network and intersection improvements through the SIC. These identified opportunities for infrastructure funding to support growth in Telopea are being explored through the draft Greater Parramatta SIC.

A satisfactory arrangement clause has been included in the proposed SEPP to ensure new residential development in the precincts contributes towards designated State and regional infrastructure. The satisfactory arrangements clause will only apply as an interim measure until the Greater Parramatta SIC comes into force.

The identified local road improvements can be funded through the City of Parramatta Council's Section 7.11 contribution plan (formally Section 94 contribution plan) which is being developed by council in response to the precinct proposal. Both contribution plans contain thresholds or triggers for the implementation of the road improvements to ensure they are delivered in line with major increases in population.

3.3. Parking

Issues raised

Parking was raised in 37% of submissions in conjunction with traffic impacts. The key concern was that the existing lack of on-street parking to cater for the current demand would be exacerbated by the proposed rezoning. Respondents were particularly concerned with:

- The lack of off-street parking and excessive on-street parking is currently a major issue causing congestion and road safety issues.
- All new developments should have sufficient off-street parking.
- Commuter car parks should be provided for the Telopea light rail station.
- Additional parking needs to be provided to service the upgraded shopping precinct, library and community centre.
- The social housing will require off-street parking.

Response

A draft amendment to the existing on-site parking rates in the City of Parramatta Development Control Plan (DCP) 2011 is proposed for the Telopea precinct. The amendment includes new on-site parking rates, acknowledging opportunities created by the light rail, with varying rates depending on distance to the light rail stop. The parking rates contained in the draft amendment to the DCP and Apartment Design Guide for multi-dwelling residences are presented in Table 2. There is no change to the parking rates in the State Environmental Planning Policy 65 Apartment Design Guide.

Additional parking would need to be provided for any new development for commercial or business use and these rates are also specified in the DCP. The Department consider that these on-site parking rates are adequate to accommodate parking demand, especially given that the proposed rezoning is focussed in an area near an existing railway station and planned light rail stop.

The Apartment Design Guide car parking rates apply to sites that are within 800 metres of a railway station or light rail stop, or on land zoned (and sites within 400 metres of land zoned) B3 Commercial Core or B4 Mixed

Use. The minimum car parking requirements of the Apartment Design Guide and DCP that apply to development will be determined by whichever is lesser.

Table 2 – On-site parking rates

Type of Use	Car parking rate
Draft proposed amendments to Parramatta DCP 2011 (Telopea Precinct)	
<u>Area 1 (within 400m of station)</u>	
Residential Flat	0.6 spaces per studio or 1 bedroom unit
Buildings or	0.9 spaces per 2 bedroom unit
Shop top	
Housing	1.4 spaces per 3 or more bedroom unit
	Plus 1 space per 10 units for visitor parking
<u>Area 2 (all other) – maximum</u>	
Residential Flat	0.6 spaces per studio
Buildings or	1 space per 1 bedroom unit
Shop top	
Housing	1.25 spaces per 2 bedroom unit
	1.5 spaces per 3 or more bedroom units
	Plus 1 space per 7 units for visitor parking
Apartment Design Guide Car Parking Requirements - Guide to Traffic Generating Developments	
High Density	0.6 space per 1 bedroom unit
Residential Flat	0.9 spaces per 2 bedroom unit
Building	1.2 spaces per 3 bedroom unit
	1 space per 5 units (visitor parking)

The high reliance on private vehicles is primarily dependent on the lack of existing public transport in Telopea, with the current T6 Carlingford Railway Line providing infrequent services. The Parramatta Light Rail will create opportunities of mode shift from private vehicle to public transport of approximately 10%, targeted for all trip types in the Telopea road network peak periods. Through the anticipated reduction in private vehicle reliance

and the minimum required car parking rates for new development, it is considered that the proposed car parking in Telopea will be adequate to cater for demand.

The operation and facilities associated with the planned Parramatta Light Rail is the responsibility of Transport for NSW, and these submissions have been shared with Transport for NSW. Furthermore, the majority of the Telopea precinct is within 800m of the light rail stop, allowing residents to walk to the stop rather than driving.

The City of Parramatta Council would be responsible for specifying and approving on-street parking and monitoring demand for parking as development of the precincts occurs. Resident parking schemes are the responsibility of the City of Parramatta Council.

3.4. Pedestrian and cycle connectivity

Issues raised

Many submissions highlighted a need for a new pedestrian and cyclist network, with recommendations provided for possible routes. Specific issues identified in submissions included:

- Request for further information on the shared path along Adderton Road.
- The need for the precinct proposal to cater for/or address cyclists needs.
- Amendment to the existing road pattern to increase accessibility for pedestrians and cyclists to the light rail station.
- Suggested walkways and cycleways along specific streets in the precinct.
- The need for a network of shared accessible pathways across the precinct, particularly in the core area.

Response

The Stage 1 Telopea master plan seeks to improve connections for pedestrians and cyclists through the following initiatives:

- Integration with the City of Parramatta cycling strategy, providing cycling links and facilities through and around the precinct.
- Supporting the new Parramatta Light Rail active transport link, the Greenway, along the eastern side of the light rail corridor between Telopea and Carlingford, linking Pennant Hills Road to Kissing Point Road.
- Proposed cycleways across the Ponds Creek Reserve to link Dundas Park and Sturt Park to the light rail station and the Greenway Corridor.
- Enhancing the existing cycle path network, particularly along Sturt Street and Shortland Street.

- Pedestrian footpaths provided as new development occurs.
- Three new pedestrian and cycle connections between Marshall Road and the Greenway.

Stage 1 of the planned Parramatta Light Rail project will include an active transport link along the eastern side of the light rail line between Carlingford and Parramatta. The link is designed to be a 3.6 metre wide pathway, supporting cycling and pedestrian activity. Cycling facilities including bike racks would be placed at locations along the length of the corridor.

The City of Parramatta released a Bike Plan, dated May 2017, which establishes a vision for cycling across the local government area, including Telopea. The Bike Plan was developed in consultation with the community and local cycle groups and received over 3,000 submissions.

The master plan leverages the Parramatta Light Rail active transport link and Bike Plan vision for Telopea, to create new pedestrian and cycle path connections within Telopea to connect to the wider network. The master plan also supports and enhances the existing cycle path network, particularly along Sturt Street and Shortland Street.

The proposed pedestrian and cycle improvements will be funded through a combination of Section 7.11 contributions and Special Infrastructure Contributions (SIC) (a satisfactory arrangement clause has been included in the proposed SEPP to ensure new residential development in the precincts contributes towards designated State and regional infrastructure. The satisfactory arrangements clause will only apply as an interim measure until the Greater Parramatta SIC comes into force), with the potential for further works to be funded by the Precinct Support Scheme, to encourage active and public transport use by residents in the precinct.

The pedestrian and cyclist routes identified in the master plan are subject to further investigation and consultation to identify needs and refine routes. The City of Parramatta Council would be responsible for these studies and funds from the Precinct Support Scheme or Section 7.11 contributions could be used to fund their development.

Opportunities are also identified where walking and cycling routes can be provided through private development sites, specifically LAHC sites. These will be addressed further in the Draft DCP, being developed in parallel to the master plan, and at development application stage to enable their approval.

3.5. Parramatta Light Rail

Issues raised

The respondents raised concern with the proposed Parramatta Light Rail which will include a stop in the Telopea precinct. Specific issues that were raised include:

- The Parramatta Light Rail should not proceed and instead the heavy rail line should be extended from Carlingford to Epping with a greater frequency of trains.

- The light rail needs to be extended to Epping as soon as possible.
- The light rail won't be built in the time frame promised, nor will the frequency of services promised in the EIS be provided.

Response

The Parramatta Light Rail is a NSW Government major infrastructure project with preferred routes for two (2) stages and the possibility of further expansion. The Stage 1 Environmental Impact Statement (EIS) was placed on public exhibition between 23 August and 23 October 2017. The EIS covers 16 light rail stops from Westmead to Carlingford via Parramatta CBD and Camellia. This stage of the light rail, which will include a stop at Telopea, is expected to open in 2023. The preferred route for Stage 2 is proposed to run north of the Parramatta River through Ermington, Melrose Park and Wentworth Point to Sydney Olympic Park. Planning for Stage 2 is expected to be completed in 2018/2019.

The precinct is located within the T6 Carlingford Line rail corridor. As part of the Parramatta Light Rail project, this line will be upgraded to a dual track light rail line, with a new light rail stop to connect Telopea to the Parramatta CBD, the Westmead Health District and the new Western Sydney Stadium.

The light rail is a key catalyst for the revitalisation of Telopea proposed in the Stage 1 precinct proposal. Increased public transport services will assist in transforming the Stage 1 area, providing access to other key centres including the Parramatta CBD to provide accessible homes and jobs, and will also work to alleviate traffic congestion based on the anticipated mode share shift.

Any change to the light rail route is not a consideration under the Telopea precinct proposal and this Finalisation Report. Transport for NSW will continue to work closely with other state agencies and the Department to coordinate transport planning to review and plan for the needs of customers including residents, workers and industry.

3.6. Increased height and scale of proposed development

Issues raised

A number of submissions considered the proposed building heights and density (expressed in the floor space ratio controls) to be excessive and requested that they be reduced. Key concerns were:

- Too much high-density development is proposed.
- Maximum building heights should be about 50% of the proposed.
- No incentives are required to allow increased height and floor space ratio (FSR) of new development.
- The tallest towers should be lower and moved to the top of Shortland Street.
- The Stage 1 precinct proposal emphasises developer profits and maximises financial returns to land owners before the local community.

- R4 High Density Residential zoning should be allocated for all areas within 800 metres of the light rail station.
- Commercial/retail premises should be specified in at least 50% of all R4 zoned buildings to encourage local employment opportunities and support local business.
- Requests for a decrease in height or down zoning to improve transitions, reducing overshadowing and decrease density.
- Requests for further information on the built form study including testing of the incentives.

Response

The Stage 1 precinct proposal has been designed to introduce a range of built forms and building types to provide housing diversity and improved housing choice, improve housing affordability and the integration of non-residential uses such as community facilities and retail. The tallest buildings (65m/20 storeys) are within the mixed-use core adjacent to the proposed light rail station, transitioning to buildings of 8 to 12 storeys at the edges of the core, and down to (2-3 storeys) on the fringes of the Stage 1 area. The highest buildings are proposed to be in a mixed-use core area bound by Sturt Street, Shortland Street and Benaud Place.

The master plan provides a clear urban structure focused on the light rail station, the core public domain, and facilitates good solar access and views. For example, taller built form is located on the ridge adjacent to the light rail stop to maximise district views, reinforce the topography and balance solar access. Buildings will also be designed to improve safety and connectivity by clearly identifying private and public spaces.

The location of buildings will maximise solar access to residents and minimise overshadowing to adjacent buildings and key public spaces. Taller and slender buildings will ensure faster moving shadows and appropriate solar access to the public domain. The impacts resulting from any future building designed under the proposed controls will also be subject to a merit assessment through the development application process.

The proposed incentive clause in the *Parramatta Local Environmental Plan 2011* (PLEP 2011) will provide for additional height/FSR in certain locations to achieve greater public benefits. For example, an additional 5m is proposed for sites in the town centre closest to the light rail stop where non-residential uses such as retail or community services are provided on the ground floor.

The precinct proposal reinforces the existing Waratah Shops located on Benaud Place by applying a B4 Mixed Use zone to the subject land. The plan also seeks to provide for a new mixed-use retail centre adjoining the new light rail stop which could include a range of retail and community uses such as cafes, day to day shopping and a new community centre within lower floors of new buildings in this area. Employment opportunities for residents are located close by at large commercial and retail centres, such as Parramatta CBD, Macquarie Park, Norwest and Rydalmere.

3.7. Increased zoning, FSR and heights controls

Issues raised

A number of submissions requested that the Department consider changes to the proposed zoning, FSR and/or heights for specific sites. The changes are summarised in Table 3 and generally request an expansion of the precinct boundary, increases to the exhibited FSR and maximum building heights, and a change in proposed zoning. Most of the requested changes relate to small lots that will need to be amalgamated in order to construct residential flat buildings. The majority of the sites are located within the Stage 1 area, with the remaining sites located predominantly in the Stage 2 area identified for future investigation.

Table 3 – Requested changes in zoning, FSR or building height control

Address	Summary of issue	Precinct Proposal Zone	Precinct Proposal Height	Precinct Proposal FSR	Requested Zoning	Requested Height	Requested FSR
7 Osborne Avenue Telopea	Higher density due to proximity to a park and light rail stop	R4	15m	1.1	R4	8 storeys	-
6 Evans Road Telopea	Change in zoning and increase FSR	R4	28m	2.4	B4	-	3
1 Osborne Avenue Telopea	Increased zoning	R3	11m	0.6	R4	-	-
30 Cook Street Telopea	Increased height and FSR	R3/R4	11m	0.6/0.8	R4	15/19m	1.1/1.5
25 Tilley Street Dundas Valley	Increased height and FSR	R3	11m	0.6	R4	15m	1.1
24 – 32, 17, 23 – 25 Cook Street Telopea	Increased zoning, height and FSR	R3	11m	0.6	R4	15m	1.1
32 Cook Street Telopea	Increased zoning and density to match the other	R3	11m	0.6	-	-	-

Address	Summary of issue	Precinct Proposal Zone	Precinct Proposal Height	Precinct Proposal FSR	Requested Zoning	Requested Height	Requested FSR
	parts of the precinct						
26 Cook Street Teloepa	Increased zoning and density to match the other parts of the precinct	R3	11m	0.6	-	-	-
27 Tilley Street Dundas Valley	Increased zoning and density to facilitate growth	R3	11m	0.6	R4	-	-
2 Howard Street Carlingford	Increased zoning to match the surrounding sites	R3	11m	0.6	R4	-	-
111 Marshall Road Carlingford	The submitter is requesting to be included in Stage 1 of the master plan	-	-	-	-	-	-
1-7 Simpson Street, 29-31 Moffatts Drive Dundas Valley	Increased height and FSR	R4	22m	1.5	R4	22m/28m	2/2.4
16 – 18 Shortland Street Teloepa	Area B relating to density incentives be extended to this site	R4	40m	3	R4	45m	-
12 Evans Road Teloepa	Change zoning to B2	R4	28m	2.4	B2	-	-

Response

Numerous responses stated that an increased density could be applied due to the proximity of their sites to the planned light rail station. Although the 800m walking catchment of the light rail station is utilised to establish an area of higher density, some sites within that catchment may not be appropriate for increased density due to a number of varying circumstances. They can include topography which makes the site less accessible from the station, the need to preserve the landscape setting, amenity impacts – such as potential for overshadowing, impact on the road network, built form transitions and view affectation.

It should also be noted that the lower scale development on the fringes of the study area is proposed to maintain the heritage and landscape values of the surrounding reserve areas and ensure an appropriate built form transition to the surrounding low scale area. Refer to Section 3.8 of this report which addresses heritage significance.

The majority of the requests for increased height and FSR did not contain sufficient detail for the Department to assess the requested uplift, and as such, the Department does not support any changes to the exhibited height and FSR controls. Similarly, the extent of the proposed rezoning is considered appropriate for the Stage 1 Telopea precinct, hence no requests to extend the precinct boundaries have been considered.

However, developers and property owners have an opportunity to seek changes to the planning controls through a planning proposal with council. This would ensure that the relevant consent authority is provided with all the required planning documentation and technical assessments (including urban design information) to assess any changes to zoning or increases in height and FSR.

Some submissions stated that it would not be economically viable to develop their sites based on the densities proposed in the Stage 1 master plan. However, the economic viability of individual sites cannot be commented on within the scope of the master plan.

3.8. Heritage

Issues raised

Some respondents raised concerns about the impacts on heritage in the precinct. Key concerns were:

- The existence and significance of the Kishnaghur archaeological site is not recognised in the heritage assessment and needs to be addressed.
- The proposed maximum building heights on land adjacent to the State listed heritage item Redstone (The Winter House) are excessive and would result in impacts that would affect the heritage value of the item. The maximum building heights around Redstone need to be reconsidered to minimise impacts and provide improved transition.
- The proposal to both widen Manson Street and create a major traffic intersection at the junction of Adderton Road and Manson Street must be reconsidered due to the potential impacts on safety as well as potential heritage impacts on Redstone.

Response

The proposal has considered Indigenous and European heritage within the study area. The heritage items identified include:

- Two registered Indigenous sites within the Stage 1 master plan area, and nine Indigenous sites within the vicinity.
- An item of local and State heritage significance within the Stage 1 area, Redstone (The Winter House).
- Three items located within the vicinity, outside of the Stage 1 master plan area: Acacia Park, Kishnaghur archaeological site and Rapanea Community Forest.

The Stage 1 master plan maintains and values the heritage significance of the area by proposing lower scale development in locations of heritage sensitivity. No changes are proposed to the planning controls applicable to Acacia Park, Kishnaghur archaeological site and Rapanea Community Forest. The planning controls applying to sites adjoining these items will provide a respectful height transition to ensure minimal built form impacts on the heritage significance of these areas.

The City of Parramatta Council will be responsible for the assessment of future development applications within the Telopea precinct and there are provisions in the PLEP 2011 that provide further protection for Indigenous and European heritage sites and items in the area. For example, any development applications on land within the vicinity of heritage listed items or Aboriginal objects (including those listed above) will be subject to the provisions of clause 5.10 Heritage Conservation. This clause allows council to require a heritage management document to be prepared to assess the extent to which the carrying out of a proposed development would affect the heritage significance of a heritage item or heritage conservation area. This assessment process will identify and resolve any potential adverse impacts to heritage items of significance.

Furthermore, the draft DCP being prepared by the City of Parramatta Council for Telopea will include heritage objectives and controls to ensure the heritage significance of these items (including Redstone) are maintained.

Redstone

An item of local and State heritage significance, Redstone (The Winter House), a privately owned residential dwelling designed by Walter Burley Griffin is located within the Telopea precinct at 34 Adderton Road.

Submissions were received from the Walter Burley Griffin Society Inc. and the landowner of Redstone outlining concern that the proposed planning controls would adversely affect the heritage value, visual character, context and landscape setting of Redstone. A submission was also received from the NSW Heritage Council recommending that a detailed visual analysis and urban design study be prepared to investigate any potential impact of the proposed changes on Redstone.

The exhibited precinct proposal does not include any changes to the existing low-density controls applying to the site, the two sites to the north (Adderton Road), or the two sites to the east (Manson Street). These sites are proposed to remain zoned R2 Low Density Residential with a maximum building height control of 9m and a floor space ratio control of 0.5:1. Similarly, no changes are proposed to the planning controls applying to the five

adjacent properties to the south across Manson Street. These properties will remain zoned R3 Medium Density Residential with a maximum building height control of 11m and a floor space ratio control of 0.6:1. A gradual transition in building heights is proposed beyond these properties away from the Redstone site.

In response to the submissions received a Visual Impact Analysis (25 July 2018) was prepared by Urbis, on behalf of LAHC, in accordance with the request from the NSW Heritage Council. The Visual Impact Analysis concludes:

- *The degree of visual change to Redstone's garden setting to distant views of the taller elements of the renewal is of a low magnitude given the distance of potential new buildings from the property.*
- *The immediate and distant context is not required to remain unchanged over time to preserve heritage significance.*
- *The degree of impacts reviewed in the analysis shows a low level of potential visual impacts that are assessed to have a minimal impact on heritage significance.*
- *The transition in scale and mass recommended in the proposed controls, in particular the FSR controls recommended for sites surrounding Redstone, has significantly considered Redstone in its future context and this is demonstrated in the shadow diagrams and analysis.*

It is noted that the Heritage Division on the Office of Environment and Heritage reviewed the Visual Impact Analysis and concurs with the findings of the Visual Impact Analysis, noting that any new garden plantings proposed to mitigate visual impacts must be appropriately selected to maintain the heritage significance of Redstone.

Based on the Visual Impact Analysis and additional consultation undertaken with submitters, a post-exhibition change has been made to ensure that the setting of Redstone is further protected, maintained as low scale development and provided appropriate transition. This has been achieved by keeping the existing zoning, building height and floor space ratio controls applicable to the property at 5 Manson Street, Telopea – located three properties to the east of Redstone, on Manson Street. This property will retain the existing planning controls from the PLEP 2011 - R4 High Density Residential zoning (exhibited as no change) with a maximum building height control of 11m (exhibited as 15m) and a floor space ratio control of 0.8:1 (exhibited as 1:1).

The post exhibition change will ensure potential impacts on the heritage significance and landscape setting of Redstone are managed and that a State and local heritage item continues to be protected.

With regard to the concerns relating to road and intersection upgrades at the junction of Adderton Road and Manson Street raised in one submission, the Traffic and Transport Assessment conducted by GTA consultants notes that intersection upgrades would likely be required in the future regardless of any redevelopment of Telopea. LAHC have undertaken further testing and intersection modelling to design the upgrade works to be accommodated within the existing road reserve and they will not require widening of the road or change to kerb lines in front of the Redstone site. Therefore, potential impacts on the curtilage and vegetation of Redstone are considered to be minimal. Appropriate protection measures to mitigate any construction impacts can be included by the City of Parramatta Council as conditions of consent for the works during the approval process.

3.9. Open Space & Vegetation

Issues raised

In summary, submissions expressed the following concerns relating to the provision of open space and potential vegetation removal:

- Additional open space and connections to these areas need to be provided near the high-density development and the light rail station.
- The number of trees removed should be minimised as much as possible to retain the green character of the precinct.
- There will be a net loss of open space and trees.
- Sturt Park should be restored to its original 1977 design.

Response

‘Open space’ includes private and public open space, roof gardens, pedestrian access and dedicated land. Providing new and upgraded public open spaces to meet the needs of the community is a key principle of the master plan. Existing mature trees are planned to be retained, with opportunities to incorporate new landscaping across the precinct.

The master plan, implemented by the precinct proposal, will enhance open space within Telopea through the following key open space initiatives:

- A new 0.65 hectare area of open space at the light rail stop, to be zoned as RE1 Public Open Space. This area will be an extension of the entry plaza at the station, linking the station to the precinct and the surrounding mixed-use area.
- The Precinct Support Scheme, NSW Government funding, has allocated up to \$5 million of additional funds for local infrastructure upgrades in Telopea to support the rezoning. The City of Parramatta Council are responsible for the management of the Precinct Support Scheme funds. Council’s approved project funding includes the preparation of an open space options assessment report to enable the delivery of the preferred open space projects recommended in the report. This approach will provide the opportunity to understand the open space needs in Telopea and confirm the most effective open space solutions for the community.
- The Department’s Open Space and Parklands and Planned Precinct Infrastructure Delivery teams will work with council to help them to understand where the funding is best used and how to use the funding. The Open Space and Parklands team are currently working with council to prepare concept design plans for the embellishment of Sturt and Acacia Parks – two of the projects under investigation
- New pedestrian and cycling connections are proposed throughout the precinct to provide links from the new light rail to key destinations, including existing open space areas, the planned greenway along

the rail corridor, community facilities, the mixed use core area and the Waratah Shops. These will be funded through Council's local contributions plan and may be constructed as part of a larger development – for example, through site connections.

- Development controls will require new housing to provide sufficient private and communal areas of open space for future residents. The amount of open space is determined by council's DCP and the SEPP 65 Apartment Design Guide.
- New landscaping will be incorporated into new developments on podiums, rooftop spaces and within the streetscape. In particular, the precinct proposal incentivises the provision of an open roof top used for communal open space by allowing an increase in building height for this feature (subject to assessment criteria).

3.10. Community Infrastructure

Issues raised

Some submissions expressed the following concerns with regard to existing and proposed community infrastructure:

- Childcare centres, medical facilities, emergency services and other community infrastructure needs to be upgraded to support the planned increase in population.
- Comments on the location of new community facilities.
- Requests to retain existing community facilities such as the community garden, school and other items.

Response

The master plan seeks to renew the precinct through the redevelopment of aged social housing, upgrading existing community facilities, and the provision of new floor space for community facilities within development sites.

The B4 Mixed Use zone, proposed in the core area, allows for a range of uses including community facilities. Further, the precinct proposal encourages the development of new community facilities in the mixed use zone through the following incentives:

- An additional 5 metres in building height if non-residential uses, such as community facilities, are provided on the ground floor.
- The provision of floor space for community facilities can exceed the floor space ratio for the site.

A social infrastructure audit has been undertaken as part of the master planning to identify the community infrastructure needed to service the future population of Telopea. The planning for these needs, such a library

space, childcare, community spaces and community gardens; has been implemented through the precinct proposal.

The additional social infrastructure required can be accommodated in the increased development capacity of sites within the core area. The location of the community facilities within the precinct have been planned to ensure they are accessible, convenient and functional to improve outcomes for the community. The precinct proposal retains the Telopea Public School site, given the current low number of students there is capacity to accommodate the future growth of Telopea.

The services and facilities that will be provided are subject to further social planning by council and LAHC to determine the specific needs of the community and the wider catchment.

Community gardens could be provided within new development sites and be accessible to a range of people. Above podium outdoor spaces are also an opportunity for community gardens or as play areas for child care facilities. These features will be subject to assessment by council as part of future development proposals.

3.11. Social impacts

Issues raised

Key issues raised include:

- Social and affordable housing should not be located in single buildings but should be distributed amongst private dwellings.
- No social housing should be provided at Telopea and all new development should be available to private individuals.
- Further clarification on the rehousing strategy needs to be provided, especially as 80% of the students at the local primary school are tenants of local social housing.
- Affordable and social housing targets need to be established as well as incentives for private developments to provide affordable housing.
- Clarification on whether social and affordable housing will be delivered at the same time as other housing.
- Clarification on the replacement sizes of social housing dwellings.
- Clarification on whether community housing providers will be able purchase land from LAHC.
- The Stage 1 master plan will increase the number of transient renters to the detriment of the permanent residents and social cohesion.
- The increase in permanent local employment opportunities will be minimal.

- The proposed B4 Mixed Use zoning near the light rail station should be changed to B2 Local Centre to ensure that local commercial and retail opportunities are provided.
- The location of any new shopping centre should be the same as the existing shops. No shops should be provided near the light rail station to minimise congestion.

Response

Social & Affordable housing

LAHC are responsible for the accommodation and relocation of their tenants. Concerned residents are advised to contact LAHC with any questions or queries they have regarding this transition. LAHC circulated a media release on 29 March 2018 informing the community that *“all social housing residents currently in Telopea will have the opportunity to return to new social housing, with the redevelopment to be staged over the next 10 to 15 years”*.

LAHC’s Community Plus program takes a new approach to delivering integrated communities and improved social outcomes through non-government and private sector partnerships to redevelop LAHC sites throughout Sydney and regional NSW. LAHC have initiated the planning process at Telopea through the preparation of the master plan and aim to provide high quality affordable and private dwellings in the area. It is estimated that Telopea could deliver up to 4,500 new dwellings by 2036. The increase of social and affordable housing in Telopea will be from 640 to approximately 1,000 dwellings. New private, affordable and social housing in Telopea will be fully integrated, providing a better quality of life and built environment to support a diverse and growing population.

Detailed architectural design and site concepts will provide further details on such features as built form, dwelling sizes, and the number of dwellings proposed. The precinct proposal sets the planning framework for the precinct and the design of individual buildings will be assessed through the development application phase by council.

Location of mixed use zoning

The Telopea precinct proposal includes mixed use, residential and recreational zoning. The new B4 mixed-use zone, where ‘shop top’ housing is permitted, at the light rail stop provides the opportunity to co-locate commercial and retail activity in the lower levels of a building with residential living above. The proposal leverages the proximity of the new light rail to encourage public transport patronage allowing people easier access to homes, jobs and the services they need.

The precinct proposal allows for the existing Waratah shops to remain in the current location on Benaud Place/Evans Road. However, alternate uses are also permitted and will be driven by the market.

3.12. Other matters

Issues raised

Key concerns raised include:

- A more detailed infrastructure plan including a schedule of works, timing and equitable funding arrangements needs to be provided.
- Additional consultation with community housing providers and their tenants is requested on the most appropriate and effective infrastructure upgrades to be funded by the \$5 million Precinct Support Scheme.
- Sustainability targets should be identified in the planning proposal and not deferred.

Response

Infrastructure funding - Regional

An Interim Land Use and Infrastructure Implementation Plan (LUIIP) for the Greater Parramatta Priority Growth Area has been developed by the Department in collaboration with the City of Parramatta Council and the Greater Sydney Commission (GSC). The primary purpose of the interim plan is to develop a land use framework to guide the future redevelopment of the growth area and to identify and plan for the infrastructure required to unlock its potential. Comprising 12 precincts, Telopea is within the Carlingford Corridor.

The LUIIP will be supported by a SIC framework, including a schedule of infrastructure items and costs, not yet publicly exhibited. The draft SIC will identify state and regional infrastructure items that are proposed to be funded through the collection of a development levy on new residential development.

Infrastructure funding - Local

The Telopea precinct proposal will inform the updating of council's Section 7.11 (formally Section 94) contribution plan to provide funding for local infrastructure improvements to support the growth of Telopea. The contribution plan would contain thresholds or triggers for the implementation of the infrastructure requirements to ensure they are delivered in line with major increases in population

Precinct Support Scheme

The Precinct Support Scheme, NSW Government funding, has allocated up to \$5 million of additional funds for local infrastructure upgrades to support the rezoning. Council's approved project for the Precinct Support Scheme funding includes the preparation of an open space options assessment report to enable the delivery of the preferred open space projects recommended in the report. This approach will provide the opportunity to understand the open space needs in Telopea and confirm the most effective open space solutions for the community.

The Department's Open Space and Parklands and Planned Precinct Infrastructure Delivery teams will work with council to help them to understand where the funding is best used and how to use the funding. The Open

Space and Parklands team are currently working with council to prepare concept design plans for the embellishment of Sturt and Acacia Parks – two of the projects under investigation

Sustainability

The City of Parramatta Council's Environmental Sustainability Strategy 2017 applies to the entire local government area and sets out environmental directions and priorities. The Parramatta DCP (Section 3.3) contains LGA wide sustainability controls for thermal comfort, solar access, cross ventilation, water sensitive urban design, water efficiency and waste management to implement council's key priorities.

Council are in the process of drafting a new DCP that will apply to the Stage 1 Telopea master plan area. It is anticipated that the new site specific DCP will also include any additional objectives and provisions relating to environmental sustainability for new development.

Sustainability targets are generally specified in either the DCP or associated technical guidelines and therefore are the responsibility of council to draft, adopt and implement. The Department supports the inclusion of these types of targets in the site specific DCP and associated technical guidelines.

The City of Parramatta Council are responsible for monitoring the sustainability of new development within the master plan area in accordance with the site specific DCP.



4. The City of Parramatta Council submission

4.1. Introduction

The City of Parramatta Council is generally supportive of the precinct proposal and council adopted the LAHC master plan prepared for Telopea in March 2017. The following key issues are raised in council's submission:

- The need to prepare and approve a DCP and Section 7.11 (formally Section 94) contributions framework before the rezoning occurs.
- The Telopea Stage 1 precinct proposal is at the maximum limit of density based on the original master plan.
- Changes to the PLEP 2011 controls are required to address inconsistencies and improve built form outcomes.
- The need to consider Stage 2 building controls, infrastructure requirements and other matters to ensure that the Telopea Stage 1 precinct proposal does not adversely impact future development.
- Infrastructure required for the Stage 1 and Stage 2 area needs to be clearly identified and costed.

4.2. Planning controls

Issues raised

Generally, council supports the land use zones, density, design excellence, and planning controls of the precinct proposal. The following is a summary of council's discussion points:

- A DCP framework needs to be prepared and endorsed by council before any rezoning proceeds.
- There appears to be discrepancies between the rezoning proposal and the Stage 1 master plan. The council in its submission recommended a series of modifications to controls and site layout.
- The proposed building heights and Floor Space Ratio (FSR) are at the upper limit of what was originally proposed and may result in overdevelopment of the Stage 1 master plan area.
- Incentive clauses to support site amalgamations and specific land uses are supported, however clarification is required on their implementation.
- Other proposed amendments to planning controls such minimum lots size and dual occupancy are supported.
- Higher maximum building heights are supported where high-quality roof top communal space is provided, as long as there is no additional overshadowing and other impacts.
- The design excellence clause is supported provided it only applies to the B4 Mixed Use zoning and to buildings greater 55 metres in height and/or buildings with a capital investment of greater than \$100

million. The council does not support awarding bonus FSR and building heights as part of the design excellence process.

- A sustainability strategy should be prepared and implemented for new development in the precinct.

Response

Telopea Development Control Plan

A draft DCP is currently being prepared by the City of Parramatta Council, in consultation with LAHC, and will apply to the Stage 1 Telopea precinct area. To date, the DCP has not been adopted by council and it is anticipated that the rezoning of land may occur prior to the finalisation of the DCP. In this instance, a new clause will be adopted in the PLEP 2011 to ensure development applications for Telopea cannot be determined without a site specific DCP in place. The new clause will ensure that development within the Telopea precinct is to occur in accordance with a site specific DCP.

Planning controls

Council raised concern that there are discrepancies with the FSR and building height controls and included detailed discussion on the core area and transition areas within the master plan.

To address council's concerns, LAHC engaged a consultant to test the planning controls for key sites in the Stage 1 area. The built form testing submitted demonstrated that overall development can achieve the master plan FSR and building height controls. These results were gained using a 70% efficiency rate of Gross Building Envelope to Gross Floor Area (an alternate efficiency rate will change the built form outcome and findings).

The key findings from the testing are listed below:

- The B4 Mixed Use core area adjacent to the new light rail stop plaza achieves an FSR of 3.6:1 and a maximum building height of 64.4 metres.
- The R4 High Density Residential core area between Area A and Area B achieves an FSR of 2.95:1 and a maximum building height of 37.2 metres.
- The B4 Mixed Use core area on Evans Road achieves an FSR of 3.03:1 (including residential and commercial) and a maximum building height of 37.2 metres.
- The R4 High Density Residential transition area along the northern side of Shortland Street achieves an FSR of 2.35:1 and a maximum building height of 24.8 metres.
- Three scenarios in the R4 High Density Residential Area C transition area were tested, with the maximum bonus of 22 metre building height and 2:1 FSR. Two of the scenarios were on land sizes between 2,000sqm and 2,698sqm, indicating that an FSR of 1.9:1 and building height of 22 metres can be achieved. The last scenario was located on a land size of 3,392sqm, demonstrating that an FSR of 2:1 and building height of 22 metres can be achieved.

The proposed controls have been tested, taking into account the steep sloping topography of the precinct, and will ensure a modulation in building design and density with varied building heights across the precinct.

The incentive clauses for site amalgamations and roof top communal space included within the precinct proposal and their implementation are detailed in the new PLEP 2011 provisions which sets out how these are to be applied.

Design Excellence

The PLEP 2011 currently includes Clause 6.12 for Design Excellence applying to land identified in the Parramatta North Urban Renewal Key Sites Map. This clause is to be amended to also apply to the Telopea Stage 1 area, in line with council's submission comments. The amendment requires the consent authority to consider whether a development within the mapped area exhibits design excellence. No bonus height or floor space is proposed as part of the Design Excellence process.

Sustainability

The City of Parramatta Council's Environmental Sustainability Strategy 2017 applies to the entire local government area and sets out environmental directions and priorities. The Parramatta DCP (Section 3.3) contains LGA wide sustainability controls for thermal comfort, solar access, cross ventilation, water sensitive urban design, water efficiency and waste management to implement council's key priorities.

Council are in the process of drafting a new DCP that will apply to the Stage 1 Telopea master plan area. It is anticipated that the new site specific DCP will also include any additional objectives and provisions relating to environmental sustainability for new development.

Sustainability targets are generally specified in either the DCP or associated technical guidelines and therefore are the responsibility of council to draft, adopt and implement. The Department supports the inclusion of these types of targets in the site specific DCP and associated technical guidelines.

4.3. Infrastructure delivery and funding

Issues raised

Council raised the following matters:

- A detailed infrastructure schedule needs to be prepared and costed to support the Section 7.11 (formally Section 94) contributions framework.
- A more detailed traffic assessment which considers road design and intersection upgrades needs to be undertaken to ensure that they can be constructed and funded.
- Local infrastructure requirements for the Stage 2 master plan area and the wider area should be identified, planned and funded.

- The Special Infrastructure Contribution needs to be determined and exhibited prior to rezoning to provide certainty to developers.

Response

Infrastructure planning

An Interim Land Use and Infrastructure Implementation Plan (LUIIP) for the Greater Parramatta Growth Area has been developed by the Department in collaboration with the City of Parramatta Council and Greater Sydney Commission (GSC). The primary purpose of the interim plan is to develop a land use framework to guide the future redevelopment of the growth area and to identify and plan for the infrastructure required to unlock its potential.

Council is responsible for preparing and obtaining approval for their local infrastructure strategy and Section 7.11 contribution plan. The Department will continue to work collaboratively with Council to ensure a comprehensive and appropriate new Section 7.11 contribution plan is developed in a timely manner.

The precinct proposal exhibition included a Utilities Report prepared by Mott McDonald, Flooding and Drainage Report prepared by Mott McDonald, Traffic and Transport Assessment prepared by GTA and a Community and Social Infrastructure Assessment prepared by Urbis, all of which identify infrastructure requirements for the precinct. This information can be used to inform the preparation of council's new contributions plan.

Traffic matters

LAHC have been working with Transport for NSW (TfNSW) and Roads and Maritime Services (RMS) post the exhibition period on traffic and transport matters. LAHC, supported by their traffic consultant, have undertaken significant further work at the request of TfNSW and RMS, including additional AIMSUM and SIDRA modelling.

The precinct proposal, supported by additional traffic modelling, sets out the transport infrastructure upgrades needed to support the future growth of Telopea. The transport infrastructure upgrades that have been identified for the Telopea precinct are based on full development capacity, expected to develop over the next 15-20 years. Any funding sources contain thresholds or triggers for the implementation of the road improvements to ensure they are delivered in line with major increases in population. LAHC will continue to work with TfNSW and RMS on further design detail of the transport infrastructure.

The funding sources for the infrastructure upgrades required to support growth in the Telopea precinct are Council's Section 7.11 (formally Section 94) contribution plan for local infrastructure improvements and the yet to be exhibited SIC framework for regional network improvements.

Stage 2 area

The exhibited proposal also included a Stage 2 area, west of the rail line, identified for future investigation of opportunities for growth. However, further technical investigation has revealed that there are transport capacity issues to be resolved and the Department will not progress any further master planning or rezoning

investigations of the Stage 2 area. It has been recommended that any further strategic planning for Stage 2 be led by council as part of its broader review of the *Parramatta Local Environmental Plan 2011*.

Special Infrastructure Contribution

A draft Special Infrastructure Contribution (SIC) is currently under preparation for the Greater Parramatta area and is yet to be exhibited. The Telopea precinct is included in the Greater Parramatta growth area and there is the opportunity to partially fund any regional road network and intersection improvements through the SIC. These identified opportunities for infrastructure funding to support growth in Telopea are being explored through the draft Greater Parramatta SIC.

A satisfactory arrangement clause has been included in the rezoning instrument to ensure new residential development in the precinct contributes towards designated State and regional infrastructure. The satisfactory arrangements clause will only apply as an interim measure until the Greater Parramatta SIC comes into force.

With the appropriate planning controls in place, a new local contribution plan, a finalised SIC framework and a collaborative approach between developers and council, infrastructure outcomes can be delivered and achieved.

4.4. General

Issues raised

General issues raised by the City of Parramatta Council are listed below:

- Council requested that the specialist reviews of the LAHC Stage 1 master plan and associated studies commissioned by the Department be provided.
- Council supports the Department's role in coordinating the overall Telopea precinct proposal including the identification and provision of necessary infrastructure.
- Potential Stage 2 master plan infrastructure and built form needs to be considered to ensure that the Stage 1 master plan does not comprise or adversely impact future stages.

Response

A response to each issue raised above, is provided below:

- The Department has engaged external specialist consultants to undertake a peer review of the Telopea Stage 1 master plan. The outcomes of the peer review have been shared and discussed with council throughout the process. A copy of this documentation will be forwarded to the City of Parramatta Council.
- The Department notes council's support in coordinating the precinct proposal, the Department will continue to collaborate with council, LAHC, the community and other organisations to achieve a desirable outcome for Telopea.

- The exhibition material for the Telopea precinct also included an area on the western side of the rail line identified as ‘subject to future investigation’ and referred to as Stage 2. The exhibition material did not include any information relating to potential development controls, indicative land uses, infrastructure requirements or growth projections for the Stage 2 area. Given the broader transport constraints identified in the Transport for NSW and RMS review of the Stage 1 precinct proposal, the Department will not progress any further master planning or rezoning investigations of the Stage 2 area. It is recommended that any further strategic planning for Stage 2 be led by council as part of its broader review of the PLEP 2011. The Department will work with council on this approach.



5. Agency submissions

5.1. Introduction

The Department consulted with various government agencies throughout the planning process. The Department also formally consulted nine (9) government agencies during the exhibition period. Submissions received from government agencies have been summarised and are discussed below.

5.2. Sydney Water

Issues raised

Sydney Water made the following comments on the Telopea Stage 1 precinct proposal:

- Water supply; network extensions or amplifications are likely to be required to service the redevelopment areas. This will be assessed at the Section 73 (Sydney Water Act) application stage.
- Wastewater supply; network extensions and amplifications are likely to be required to service the forecast growth in this precinct. This will be assessed at the Section 73 (Sydney Water Act) application stage.
- Recycled water supply; Sydney Water fully supports the mandating of dual reticulation pipes within the planning and DA processes.
- Stormwater management and flooding; relevant development controls around stormwater discharges and increased storage of roof water should be considered in alignment with the Parramatta River Catchment Group.
- Development impact on existing assets; there is a potential risk to existing Sydney Water Assets that will be considered in the Section 73 (Sydney Water Act) application stage.

Response

The above Sydney Water comments are noted and relate to the Development Application process. The City of Parramatta Council are responsible for the assessment of development applications in the Telopea precinct, including the imposition of any Section 73 condition, and the Sydney Water submission is available to council.

5.3. Department of Education

Issues raised

The submission from the Department of Education (DoE) notes that the precinct is likely to generate significant demand for teaching spaces at Telopea Public School. DoE also stated that the school is well located and of sufficient size to support planning and delivery of new teaching spaces and school facilities. DoE have not raised any objections and have expressed interest to work collaboratively with the City of Parramatta Council and LAHC on the next stage of planning for the Telopea Public School.

Response

The Department, the City of Parramatta Council and LAHC will continue to collaborate with DoE in planning for the demand in student spaces at Telopea Public School.

5.4. Environment Protection Authority

Issues raised

The Environment Protection Authority (EPA) raised concern that environmental matters have not been addressed in the Telopea master plan. The EPA recommended the Department consider the following items in the assessment:

- Air quality
- Noise
- Land use conflict
- Water quality
- Waste management

Response

The comments raised by the EPA are primarily dealt with at the development application stage. The master plan, implemented by the precinct proposal, provides land use and infrastructure planning for the precinct. Detailed design and construction of development will take into consideration the above items raised, including an assessment of the potential impacts on the environment.

The site specific DCP to be prepared by the City of Parramatta Council for the Telopea Stage 1 area will include design objectives and standards for development to achieve. The assessment of development applications and conditions of consent for development approvals, to be undertaken by council, will ensure development complies with relevant environmental standards, such as noise, air quality and waste management guidelines.

The City of Parramatta Council's Environmental Sustainability Strategy 2017 applies to the entire local government area and sets out environmental directions and priorities. The Parramatta DCP (Section 3.3) contains LGA wide sustainability controls for thermal comfort, solar access, cross ventilation, water sensitive urban design, water efficiency and waste management to implement council's key priorities.

It is anticipated that the new site specific DCP, council's responsibility to draft, adopt and implement; may also include any additional objectives and provisions relating to environmental sustainability for new development. The Department supports the inclusion of these types of targets in the site specific DCP and associated technical guidelines.

5.5. Property NSW

Issues raised

Property NSW support the Telopea precinct master plan and provide the following comments:

- Property NSW has identified three Government owned sites within Telopea and five sites adjacent to Telopea which may be suitable to achieve governments objectives towards the provision of social infrastructure or housing affordability initiatives. Further assessment of these sites is required before they can be included in the precinct rezoning process.
- The provision of Build to Rent schemes and buildings could be considered in other parts of the precinct (Stage 2).

Response

The Department supports further investigation of government owned sites for alternative land uses to achieve governments objectives, including social infrastructure and housing affordability initiatives.

LAHC's master plan will provide high quality and efficient social, affordable and private dwellings in the Telopea precinct. It is estimated that Telopea could deliver up to 4,500 new dwellings by 2036. The increase of social and affordable housing in Telopea will be from 640 to approximately 1,000 dwellings, thereby supporting Government initiatives.

5.6. Office of Environment and Heritage

Issues raised

The submission of the Office of Environment and Heritage (OEH) raised the following matters regarding ecological communities in Telopea:

- The precinct contains Blue Gum High Forest and Alluvial Woodland which are critically endangered and endangered ecological communities respectively.
- OEH support the Flora and Fauna Assessment Report conclusion that states that it is unlikely that the proposal would have a significant impact on threatened species and ecological communities.
- Assessment of significance (new five-part test) is required at development application stage to assess potential impacts of the development footprint on threatened species and ecological communities.
- The implementation of the recommended mitigation measures in the Flora and Fauna Assessment Report are supported at development assessment stage.

Response

The Department have responded to the matters raised by OEH as follows:

- The Department notes OEH's comments about critically endangered and endangered ecological communities in the Telopea precinct, these are addressed in the Flora and Fauna Assessment Report prepared as part of the master plan.
- The City of Parramatta Council are responsible for the assessment of development applications in the Telopea precinct. The need to undertake a 'five part test' of significance will be determined by council at the development assessment stage.
- Where required, OEH will be provided an opportunity to comment on any future development applications within the Telopea precinct.
- The Flora and Fauna Assessment Report and the OEH submission are available on the Department's website. Council are responsible for incorporating the recommended mitigation measures within the assessment of future development applications where required.

5.7. Heritage Council of NSW

Issues raised

The Heritage Council of NSW provided the following comments in their submission:

- A detailed visual analysis and an urban design study (including a shadow analysis) should be undertaken to investigate any potential impacts on Redstone from increased building heights and other impact due to the draft Telopea Stage 1 Precinct Proposal.
- A review of the current DCP should be undertaken to ensure that the urban design and heritage controls are sufficient to protect Redstone. The submission also notes that a site-specific DCP may be required if current DCP controls do not to afford sufficient protection to Redstone.
- Support of the Heritage and Archaeological Assessment recommendation that any development occurring within the vicinity of Redstone require a site-specific heritage impact statement.

Response

In response to the Heritage Council of NSW comments, a Visual Impact Analysis (25 July 2018) was prepared by Urbis to assess the impacts associated with the implementation of the precinct proposal on Redstone. A shadow analysis was also undertaken to determine the shadows cast by the proposed built form on the Redstone property.

The Visual Impact Assessment was referred to the Office of Environment and Heritage – Heritage Division for review. The Heritage Division response, dated 7 September 2018, agrees that the proposed development

would have a minor, acceptable visual impact on Redstone. The response also notes that any new garden plantings proposed to mitigate visual impacts must be appropriately selected to maintain the heritage significance of Redstone's intact interwar landscape.

Based on the Visual Impact Analysis and additional consultation undertaken with submitters, a post-exhibition change has been made to ensure that the setting of Redstone is further protected, maintained as low scale development and provided appropriate transition. This has been achieved by keeping the existing zoning, building height and floor space ratio controls applicable to the property at 5 Manson Street, Telopea – located three properties to the east of Redstone, on Manson Street. This property will retain the existing planning controls from the Parramatta LEP 2011 - R4 High Density Residential zoning (exhibited as no change) with a maximum building height control of 11m (exhibited as 15m) and a floor space ratio control of 0.8:1 (exhibited as 1:1).

The post exhibition change will ensure potential impacts on the heritage significance and landscape setting of Redstone are managed and that a State and local heritage item continues to be protected.

Development Controls

The City of Parramatta Council are in the process of drafting a DCP, including proposed controls relating to the Redstone site based on the recommendations, to ensure the heritage significance and setting of Redstone and other items are maintained.

A draft of the proposed controls relating to the Redstone heritage item have been provided to the Heritage Division of OEHL for their information and comment. The DCP controls have been drafted to align with the recommendations of the Heritage Council of NSW and the Heritage Division of OEHL and the Department will continue to share comments with council and LAHC.

5.8. Fire & Rescue NSW

Issues raised

Fire and Rescue NSW provided the following comments regarding fire stations in the area:

- The existing fire stations servicing the Telopea area are distant and relatively small. With the proposed increase in population density and the redevelopment of public land in the precinct, there is an opportunity to provide a new appropriately sized fire station to service the area.
- Consultation with LAHC will be made by Fire and Rescue NSW to discuss a new fire station within the Telopea Precinct.

Response

The Department note Fire and Rescue NSW comments relating to existing and future fire station infrastructure in and around the Telopea Precinct. It is recommended that LAHC and the City of Parramatta Council collaborate with Fire and Rescue NSW to discuss the potential for a new fire station within the precinct.

5.9. Western Sydney Local Health District

Issues raised

The NSW Western Sydney Local Health District are supportive of the Telopea Stage 1 Precinct master plan and indicated the following:

- Support for the redevelopment of the Telopea precinct.
- Support for a diverse mix of social, affordable and private dwellings.
- Advise that with the development of the Westmead Health and Education Super Precinct, more housing in the region is required for professional and support staff.
- Support for increased open space, pedestrian and cyclist facilities and other infrastructure to encourage active lifestyles.
- Requests continued consultation on the delivery on health services in community settings.

Response

The Department notes the supportive comments from the Western Sydney Local Health District and that more housing in the region is required for professional and support staff of the Westmead Health and Education Super Precinct. The Department, the City of Parramatta Council and LAHC will continue to collaborate with the Western Sydney Local Health District for planning in the Telopea precinct.

5.10. Endeavour Energy

Issues raised

Endeavour Energy raised no issues regarding the Telopea master plan Stage 1 area and made the following comments:

- Noted the potential demand from new development.
- Unlikely to require regional upgrades to power network.
- Local upgrades to power network and potential small substations are likely to be required.
- Provided information on the location and protection of power assets in the precinct.

Response

The Department notes Endeavour Energy's comments about electricity infrastructure in the Telopea Precinct. The City of Parramatta Council are responsible for the assessment of development applications in the Telopea Precinct, they will consult with Endeavour Energy as required at the development application stage. The Department will provide the City of Parramatta Council with Endeavour Energy's submission so that council are aware of the requirements applicable to future development applications.

