



TELOPEA MASTER PLAN

Community Engagement Summary Report

FEBRUARY 2017



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►►► INTRODUCTION

This report outlines the key points and themes identified during the community and stakeholder engagement program undertaken to inform the Telopea Master Plan.

►►► BACKGROUND

The Telopea Master Plan was prepared by Land and Housing Corporation (LAHC) in partnership with City of Parramatta Council (CoP).

The master plan guides growth and development in Telopea over the next 20 years which will include a mix of new and more social, affordable and private housing. The master plan aims to build on Telopea's key attributes to create a vibrant mixed community anchored by the new Parramatta Light Rail Service. It will be a blueprint of how the area can be transformed to better meet community needs, improve the amenity and infrastructure and provide a financially viable outcome for land owners.

A project team, led by Urbis, was appointed by LAHC to prepare the master plan. Straight Talk and JBA, as part of the project team have led the community engagement throughout the development of the master plan. Consultation was undertaken to ensure the communities views were considered during the master planning process.



STAGE ONE

In March and April 2016 the project team undertook extensive consultation with the community to understand key issues about Telopea and how the master plan could address these issues.

Events were advertised via a letterbox drop, local newspaper advertisements and posts to City of Parramatta Facebook page.

The following workshops, meetings and pop up stalls occurred during the first stage of the consultation program.



DATE	TIME	LOCATION	STAKEHOLDER GROUP	TYPE OF ENGAGEMENT
14 March 2016	2.30pm – 3.30pm	City of Parramatta	Community Housing Providers	Meeting
16 March 2016	2.30pm – 4.30pm	Wade Towers, Telopea	TRED Community Leaders Group	Workshop
17 March 2016	5.30pm – 6.30pm	City of Parramatta	Ward Councillors	Presentation
18 March 2016	11am – 1pm	Dundas Area Neighbourhood Centre	Telopea Connections	Workshop
29 March 2016	5.30pm – 7.30pm	Dundas Area Neighbourhood Centre	Retail business owners	Workshop
31 March 2016	7am – 9am	Telopea Train Station	Commuters and passers by	Pop up stall
	11am – 1pm	Dundas Area Neighbourhood Centre	Retail land owners	Workshop
1 April 2016	3.30pm – 6.30pm	Wade Tower Gardens	LAHC tenants	Barbecue
2 April 2016	10am – 2pm	Waratah Shops	Local residents	Pop up stall
7 April 2016	11.30am – 2.30pm	Community garden, Telopea	LAHC tenants	Barbecue
8 April 2016	6pm – 8pm	Hume Housing, Sturt St	Hume customers	Barbecue

▶▶ STAGE ONE ENGAGEMENT SNAPSHOT



Source: Urbis



▶▶ STAGE ONE

The key issues raised by the community during the first stage of consultation included:

- ▶ **Connectivity:**
Difficulty with moving around the area due to topography.
- ▶ **Traffic and transport:**
Concern about traffic from increased development, as well as the need for more parking in the area.
- ▶ **Retail:**
Feeling that the area is unsafe and there needs to be a greater variety of retail shops. Mixed views on moving the retail precinct to the Light Rail.
- ▶ **Sturt Park:**
Underutilised because there are inadequate facilities and it is unsafe.
- ▶ **Community facilities:**
Strong sentiment that a new community centre is required and that it should be incorporated into the retail hub.
- ▶ **Safety:**
The area is safe during the day, but unsafe at night. Feeling that there is a high level of anti-social behaviour.
- ▶ **Design, height and density:**
Feeling that the area needs more character. There were mixed views on the scale of development, and some concerns that the area will eventually become overdeveloped like Carlingford and Parramatta.

►► STAGE TWO

Following the first stage of the engagement process, a draft master plan was presented to the community in August and September 2016.

The aims of the second stage of engagement were to:

- Explain how issues raised in Stage One have been addressed and included where possible into the master plan.
- Provide opportunities for all stakeholders to participate and offer feedback.
- Ensure tenants understand relocation processes and timeframes.



▶▶ STAGE TWO CONSULTATION ACTIVITIES

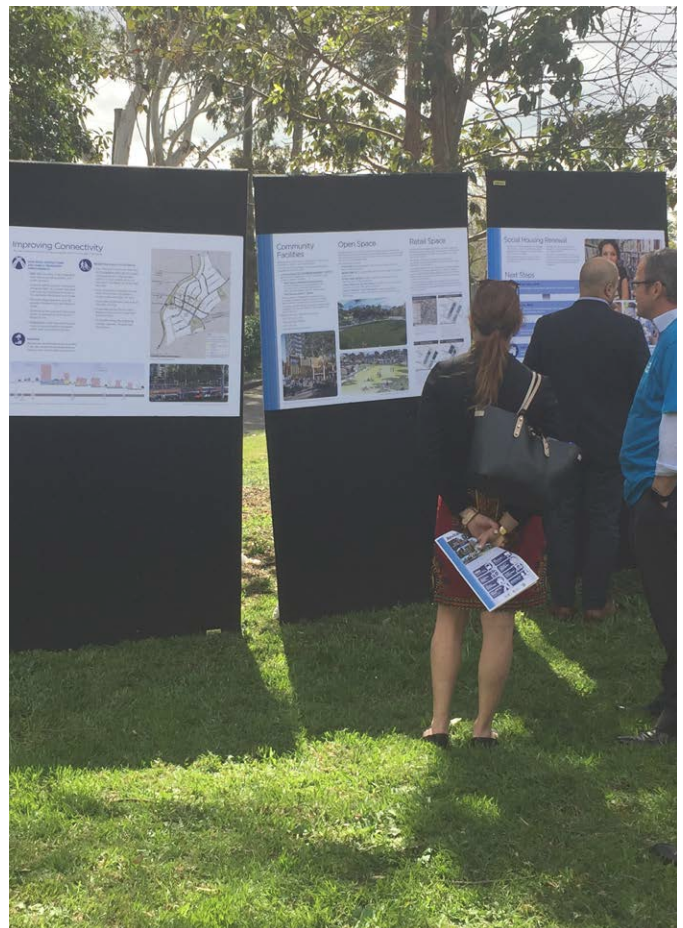
The following workshops, meetings and pop up stalls occurred during the second stage of the consultation program.

DATE	TIME	LOCATION	STAKEHOLDER GROUP	TYPE OF ENGAGEMENT
11 August 2016	2.30pm – 3.30pm	City of Parramatta	Community Housing Providers	Presentation
18 August 2016	2pm – 3.30pm	Dundas Area Neighbourhood Centre	Telopea Connections	
25 August 2016	10.30am – 12pm	Hope Connect	Retail Business and Land Owners	
	2pm – 3.30pm	Wade Towers	TRED Community Leaders Group	
	5pm – 7pm		LAHC tenants	Barbecue
27 August 2016	10am – 2pm	Telopea Public School	Local residents	Pop up stall at Telopea Fair
30 August 2016	6.30pm – 8pm	Dundas Area Neighbourhood Centre	Local residents	Community meeting hosted by Dr Geoff Lee
31 August 2016	11.30am – 12.30pm	Hope Connect	Hope Connect staff	Presentation
2 September 2016	1pm – 3.30pm	Dundas Area Neighbourhood Centre	Local residents	Community meeting hosted by Dr Geoff Lee
7 September 2016	12pm – 2pm	Polding place	LAHC tenants	Barbecue
8 September 2016	6pm – 8pm	Hume Housing, Shortland Street	Hume customers	
10 September 2016	10am – 1pm	Waratah Shops, Benaud Place	Local residents	Pop up stall

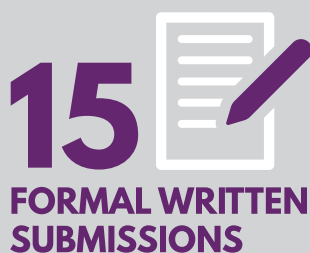
►► PROMOTION OF EVENTS

The consultation events were promoted via:

- Emails to Family and Community Services, CoP and Community Housing Providers
- Letter box drop to LAHC residents
- Letter box drop to private residents
- Letters sent from Dr Geoff Lee's office
- Personally addressed letter to business and land owners
- Post on Parramatta City Council Facebook page on Monday 29 August 2016
- Advertisement in the Parramatta Advertiser on Wednesday 17 August 2016
- Posters around Telopea in LAHC buildings



►► STAGE TWO ENGAGEMENT SNAPSHOT



STAGE TWO FEEDBACK RECEIVED

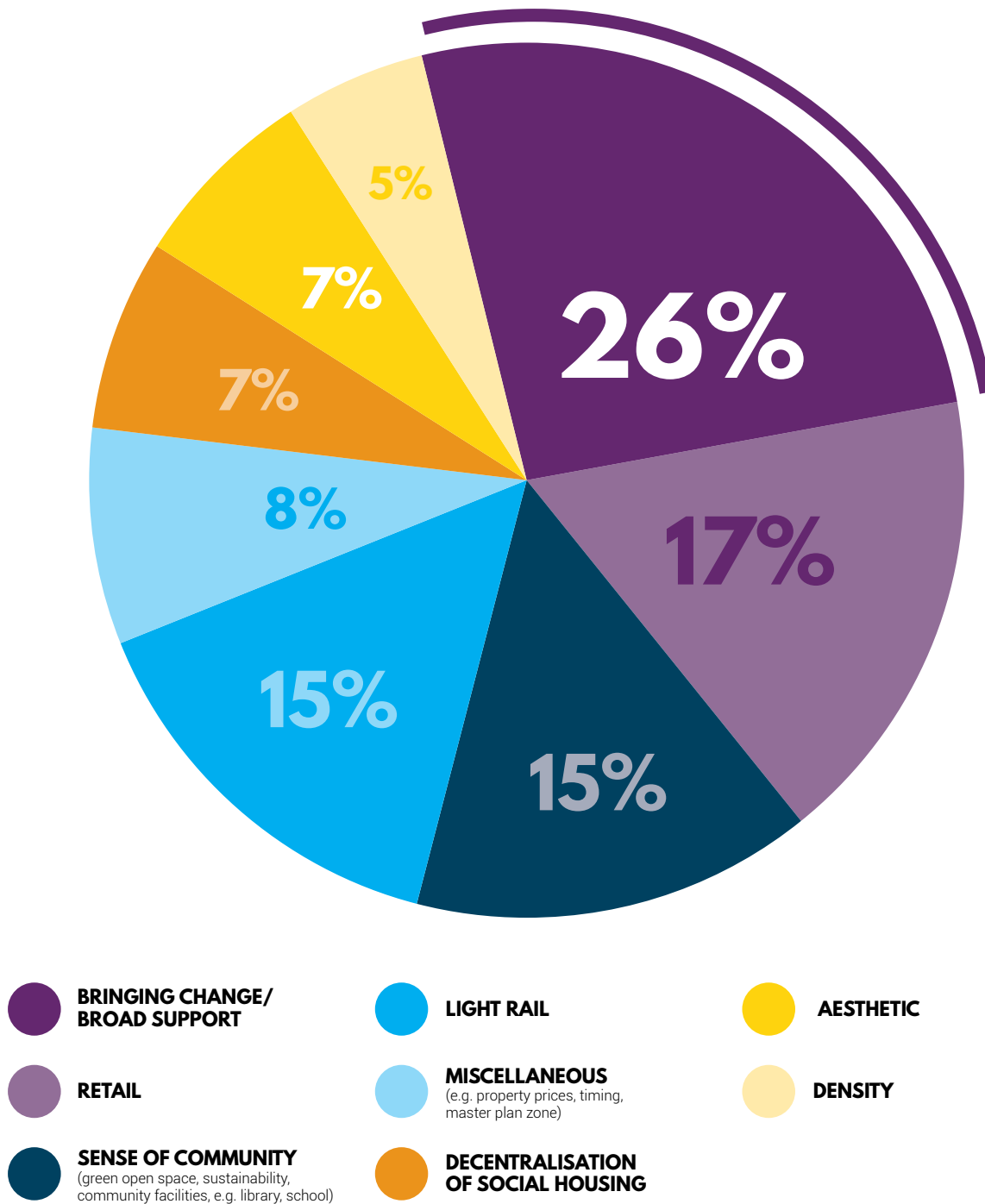
The table below provides a high level summary of the key issues raised throughout Stage Two. Issues have been broadly grouped into the following themes:

ISSUE	COMMENTS
Supportive of master plan	<ul style="list-style-type: none"> Happy to see renewal in Telopea Telopea is run down and in need of renewal Proposed heights are welcome Supportive of new community facilities Excited to see new development in the area Hope to see an increase in numbers at the school Mix of social and private housing will improve morale, culture and self-esteem of social housing residents Consider increasing some heights and density in peripheral area Supportive of 70/30 split Proposed new crossing at Adderton Road will improve connectivity in the area
Traffic	<ul style="list-style-type: none"> Concern about increase in traffic in the area and that roads will not be able to support additional cars because of the narrow width Would like to see traffic lights at Evans Road/Pennant Hills Road intersection
Height	<ul style="list-style-type: none"> Consider the extent of low rise apartment zone within the north-east of the master plan area
Retail	<ul style="list-style-type: none"> Happy to see an upgraded shopping precinct Waratah shops are in need of renewal Would like a large supermarket in Telopea Happy to see shops at the top of the hill near light rail and plaza Would like to see shops remain in the same location
Parking	<ul style="list-style-type: none"> New affordable housing does not have enough parking Concern that this plan will not allow for adequate parking Would like to see commuter parking at light rail stop
Light Rail	<ul style="list-style-type: none"> Supportive of Light Rail Would like to see Light Rail extended to Epping
Overdevelopment	<ul style="list-style-type: none"> Concern that Telopea will turn into Parramatta Concern that wildlife will be disturbed Concern that there will be an oversupply of units in the area
Tenant relocation	<ul style="list-style-type: none"> Concern about relocation process Would like assurance that tenants will be able to return to Telopea Would like to see other estates that have undergone this process, such as Riverwood Concern that pets will not be allowed into new apartments

STAGE TWO FEEDBACK RECEIVED

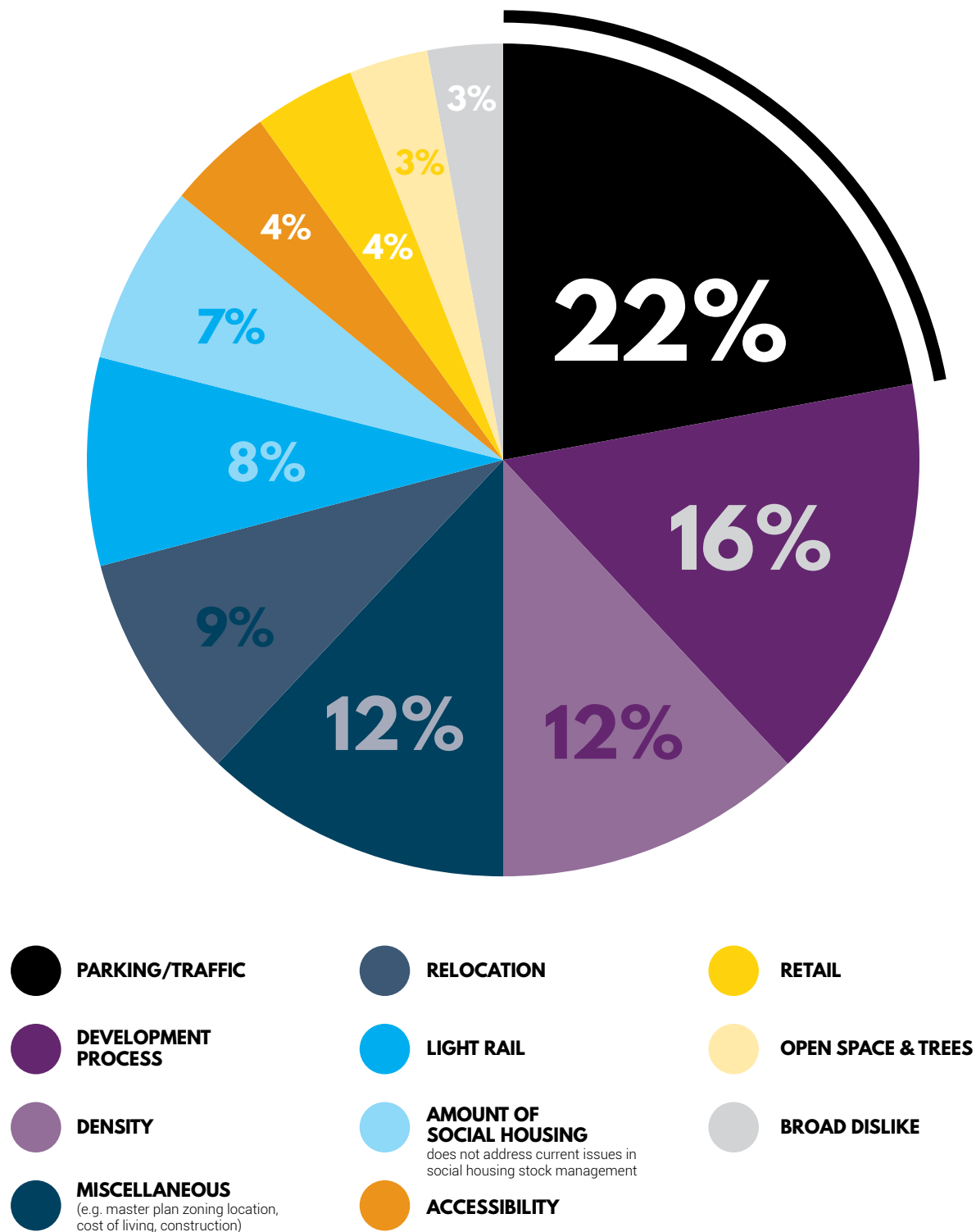
Participants were asked to provide feedback on aspects of the master plan they like and dislike. The graphs below represent the most common themes received throughout the engagement process.

WHAT DO YOU LIKE ABOUT THE MASTER PLAN?



STAGE TWO FEEDBACK RECEIVED

WHAT DO YOU DISLIKE ABOUT THE MASTER PLAN?



CONCLUSION

This report provides a succinct consolidated summary of the key points and themes identified throughout the stakeholder and community engagement process to inform the preparation of a master plan for Telopea.

Consultation activities included meetings and workshops with key stakeholders, barbeques with LAHC tenants, pop up stalls in various locations and community meetings hosted by Dr Geoff Lee.

STAGE ONE

Stage one revealed that although there was broad consensus that Telopea is run down and needs renewal, there were some mixed views about how to achieve renewal in the area and a limited understanding, or acceptance, of the development drivers needed to facilitate private investment and bring about positive change.

Generally, local residents (both public and private) were supportive of relocating the retail to another part of the site, whereas business and landowners were somewhat fearful of the retail centre moving.

There was some scepticism from both public and private residents about the State Government's commitment to developing the master plan and Parramatta Light Rail.

All feedback identified was provided to Urbis who used it to help develop the draft master plan.

STAGE TWO

The draft master plan was presented to the community in August and September 2016. There was general consensus that the plan

would bring much needed change to Telopea.

There was strong support for the proposed mix of social and private housing; however a small number of private residents expressed concern in the increase in social housing.

The majority of residents were pleased to see the new community facilities integrated with the retail precinct.

The proposed locations for the taller buildings were supported, as was the location of the new retail precinct. However, a number of residents were concerned by the increase in traffic to the area and the apprehension that there would not be enough parking spaces to cater for an increase in residential development.

Many private residents would like to see the proposed heights increased, particularly the three to four storey low rise apartment zone.

Although the proposed Light Rail stop was welcomed, the majority of residents expressed concern and disappointment that the route will not extend to Epping.

Again, there was some mistrust from both social and private residents that the master plan will actually be delivered.

The number one issue raised by tenants was the relocation process and whether tenants would be able to return to Telopea. A number of tenants said they did not want to leave, and would rather be relocated into a newly built home in Telopea.

All feedback received at the workshops, meetings, pop up stalls, email address and project office has been provided to Urbis and LAHC for consideration into the final master plan.



NEXT STEPS

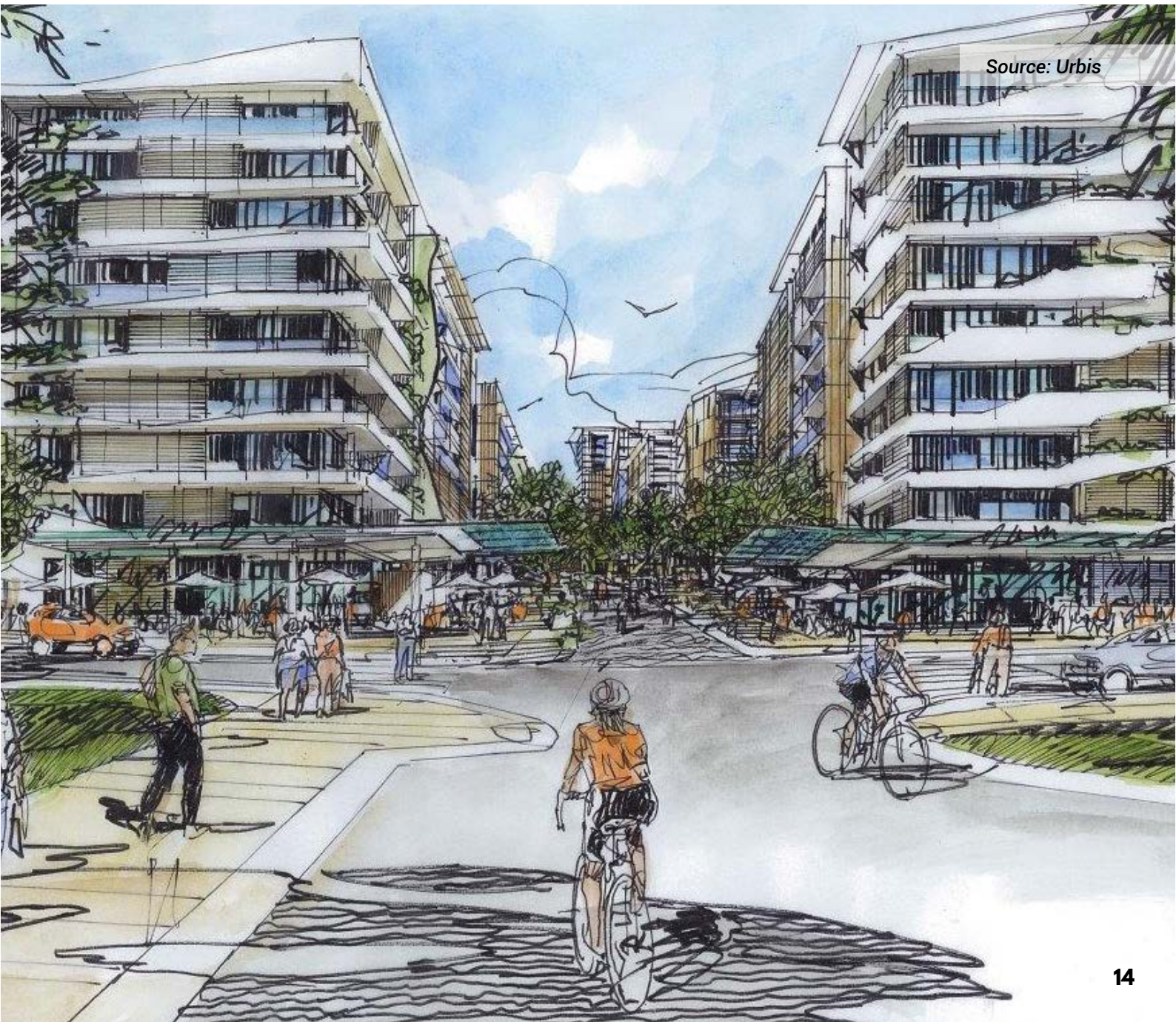
The master plan will be finalised by the end of 2016. Following this, a rezoning process will occur. There will be plenty of further opportunities for the community and stakeholders to be involved and provide feedback. Relocations of social housing tenants will not occur before late 2017.

Prior to completion, the master plan will be evaluated by an independent Expert Review

Panel. Following this, it will be finalised by the end of 2016 and will include feedback received by the community, stakeholders and the Expert Review Panel.

Following this, the rezoning process will occur. There will be many opportunities for the community and stakeholders to be involved and provide further feedback.

Relocations of social housing tenants will not occur before late 2017.



Source: Urbis



APPENDIX A

Community Feedback and Project Team Responses

Communities Plus Response to Submissions

Telopea

February 2017

Introduction

The draft Telopea Master Plan was made available to the public in August 2016. A number of community events were held during an engagement period over August – September 2016. The following table summarises the key issues raised and the project team responses to fifteen formal submissions received following these events.

Five additional submissions were received after the engagement period, between October and December 2016. These submissions generally reflected comments in the earlier submissions and although not summarised below all submissions were provided to and considered by the project team in finalising the master plan.

Issue	Summarised Comments	Project Team Response
Building height and zoning	Would like to see the area around Field Place rezoned to achieve a more homogenous building height.	The area around Field Place is included in the Transition Area with a building height of 5-8 storeys. The principles diagram for the Transition Area in the draft master plan (which indicated the potential location of specific heights) showed development along Field Place as predominantly 6 storeys with 8 storeys where the buildings front Marshall Road. This reflected a principle of 8 storeys permitted on the key corners within the Transition Area.
	Concerned that the five to eight storey transition area would negatively impact on surrounding residents' solar access, amenity and privacy	<p>Following a review of the Transition Area principles, the master plan has been revised to limit 8 storeys to only those sites directly opposite the core (i.e. fronting Sturt Street, Shortland Street and Evans Road). This results in a better height transition down as distance increases from the light rail stop.</p> <p>The balance of the Transition Area is 6 storeys with 5 storeys located in areas adjoining the Low Rise Apartment Area. This approach ensures there is a further transition of building heights to minimise impacts on neighbours.</p> <p>Any future zoning and building height control will be consistently applied across all sites within Field Place, with design principles to manage impacts of building height and density on streetscapes and adjoining development.</p>
	Would like to see a shift in placement of the boundary of the transition zone to occur at Sophie Street rather than the land fronting Sophie Street.	The location and transition between the Low Rise Apartment area and Townhouse area has been reviewed in detail as a result of submissions received. The Background Report includes the potential options considered to confirm an appropriate zoning boundary along Sophie Street.
	Suggestion to extend the proposed Low Rise Apartment zone to include properties fronting Larra Place and Brand Street.	<p>The recommended zoning boundary of the Low Rise Apartment area along Sophie Street retains the land on both sides of Sophie Street. This is considered suitable for the following reasons:</p> <ul style="list-style-type: none"> • It generally corresponds with the existing zoning boundaries • It generally provides a consistent street frontage along Evans, Sophie and Marshall Streets • It applies to sites with a frontage within 800m walking distance from the Telopea light rail stop • It allows for building heights to step down between the Transition area and the Townhouse area, and • It does not apply to sites predominantly north of Townhouse areas (and therefore manages potential solar impact on lower density sites). <p>To minimise impact between the proposed Low Rise Apartment Area and the proposed Townhouse Area, the maximum building height to the north-east of Sophie Street and east of Marshall Road will be 3 storeys. This equates</p>
	Support for single zones on street blocks, rather splitting the zones across street blocks.	
	Suggestions to ensure a greater separation of zones between The Parade and Sophie Street.	

		<p>to 11m under the Parramatta LEP which is the same maximum height as currently permitted in this area.</p> <p>Future planning controls to ensure the amenity (eg. solar access, privacy) of adjoining lower density properties is maintained include setback and landscaping provisions.</p>
	Would like to see greater development opportunities near Acacia Park, particularly next to Osborne Avenue.	<p>The master plan shows development along Osborne Avenue as a mix of Low Rise Apartments (between Evans Road and Simpson Street) and Townhouses (between Simpson Street and Tilley Street).</p> <p>The detailed planning controls (including zoning) will be developed as part of the next phase of work. However, based on the existing zoning framework under the Parramatta LEP 2011, the Low Rise Apartment area would likely to translated to R4 and the Townhouse area as R3.</p> <p>The proposed densities are considered suitable in this location due to the distance from the future light rail stop, shops and services.</p>
	Would like to see the properties on Evans Road between Sophie Street and Osborne Avenue to be changed from Townhouses to Low Rise Apartments to match the proposed zones on the opposite side of Evans Road.	<p>As outlined above, the project team has considered the extent of the Low Rise Apartment area in detail. It was recommended to limit the Low Rise Apartment Area to those sites fronting Sophie Street only and the balance of the blocks between Sophie Street and Brand Street as suitable for Townhouses.</p> <p>Although extending the Low Rise Apartment Area houses on Evans Road between Sophie Street and Osborne Avenue would create a consistent street frontage, it would potentially create negative amenity impacts (eg. privacy and overshadowing) on properties to the rear fronting Cook Street.</p> <p>The master plan proposes to increase density across these blocks from existing houses to allow for townhouses. This is an appropriate response due to the walking distance of these sites to the light rail stop (around 800m).</p> <p>To minimise impact of the proposed Low Rise Apartment Area on the adjoining properties along Evans Road, the maximum building height to the north-east of Sophie Street and east of Marshall Road will be 3 storeys. This equates to 11m under the Parramatta LEP which is the same maximum height as is currently permitted.</p>
	Suggestion to ensure the heights at Waratah Shops is limited to eight storeys.	<p>The master plan shows the building heights of the Waratah Shops as 8-12 storeys, as is consistent with the majority of the core area.</p> <p>The density proposed for the Waratah Shops will ensure future buildings will be a range of heights from 8 to 12 storeys and not all buildings will be 12 storeys.</p> <p>The proposed building height and density aims to</p>

		encourage the amalgamation of existing land ownership along the Waratah Shops which will facilitate good design and building outcomes.
	Concern that the development proposed along Polding Place (particularly the tower building) would affect the heritage significance of the Walter Burley Griffin designed home on Manson Street.	<p>The Telopea Master Plan has been amended to remove the tower building from the Polding Place precinct and limit the building height to 8 storeys. This is to ensure adequate solar access can be achieved to the existing and future buildings within and adjoining this precinct.</p> <p>The master plan adopts a curtilage around the Walter Burley Griffin house that exceeds the identified State Heritage listing curtilage and affords a greater level of protection for the item's immediate setting and grounds.</p> <p>The Walter Burley Griffin house is a single storey residential dwelling, intended to be viewed and appreciated primarily in its immediate context. It is not located within a particularly open or generous visual setting. It is therefore considered that up to 8 storeys within the Polding Place precinct is located a sufficient distance from the heritage item and will not result in any adverse visual impacts to the items visual curtilage or setting.</p>
Traffic and Parking	Concern about traffic impacts due to an increase in development in the area. Belief that the existing road network is already at capacity.	Expert traffic advice has been sought to inform the potential capacity for Telopea to grow. The advice indicates the road network can accommodate the proposed growth, with upgrades to some intersections.
	Adderton Road, Winter and Manson Streets are already busy, particularly on the weekend. More development will mean more cars in the area.	<p>The upgrades include:</p> <ul style="list-style-type: none"> • Signalising the intersections of: <ul style="list-style-type: none"> – Adderton Road and the new rail crossing – Sturt and Manson Streets – Adderton Road and Manson Street • Upgrades to the intersections of: <ul style="list-style-type: none"> – Shortland Street and Evans Road – Sturt and Manson Streets – Adderton Road and Manson Street <p>These intersection upgrades have been incorporated into the master plan.</p> <p>The traffic advice also indicates upgrades required to the external intersections along Pennant Hills Road and Kissing Point Road which will manage the impacts of the incoming population at Telopea.</p> <p>A detailed traffic report identifying the required works to upgrade the local and regional road network to accommodate the incoming population will be prepared to inform the rezoning process.</p>
	Concern that there will not be enough private and commercial parking to accommodate all new development.	GTA, traffic and transport experts, has provided advice regarding suitable parking rates to adopt in Telopea. They have recommended a minimum and maximum rate for areas further than 400m from the light rail stop and a set rate (being the minimum rate required by RMS) for land

		<p>within 400m of the light rail.</p> <p>Private dwellings in the non-core sites beyond 400m walk to the light rail stop –maximum car parking rates based on Council's existing DCP at 1 space for a 1 bed, 1 space for a 2 bed and 1.5 spaces for a 3 bed and 1 per 4 dwellings visitor car parking. The minimum rate is the RMS rates called up by the ADG and SEPP 65 (see below).</p> <p>Private dwellings within 400m of the light rail stop – are to be provided at the RMS rates called up by the ADG and SEPP 65, with the exception of visitor parking at 1 per 10 dwellings.</p> <p>Affordable and social housing components of the development will be as per the Affordable Rental Housing SEPP.</p> <p>These rates aim to strike a balance between the need to encourage public transport by reduced rates and the community concern regarding lack of parking in developments resulting in more on street car parking in streets, many of which are narrow.</p> <p>The recommended parking rates will be adopted in future DCP controls.</p>
	Existing parking issues between Evans Road and Kissing Point Road is already problematic. The master plan will only increase traffic.	<p>Existing parking conditions along Evans Road near Kissing Point Road are exacerbated by the limited parking available at the recent development on Evans Road.</p> <p>New residential parking rates are recommended as part of the master plan and will be considered for adoption in the future DCP controls.</p>
	Ensure there are safe pick up/drop zones around Telopea Public School.	<p>Telopea Public School has three existing road frontages which provide pick up/drop off zones for students. These areas will continue to provide safe pick up/drop off areas in the future.</p> <p>The master plan identifies a new signalised intersection at the corner of Manson and Sturt Streets which aims to ensure a safe crossing point for students walking to school from the northern and western areas of Telopea. The existing pedestrian crossing over Sturt Street (near Benaud Place) will be retained.</p>
	<p>Concern that the relocation of social housing buildings from Wade Street would create a 'rat run' around the area.</p> <p>Suggested relocation of Wade Street contradicts the purported aims of the Dundas Valley project.</p> <p>Wade Street should not be relocated to link Marshall Road</p>	<p>The relocation of Wade Street will improve traffic and pedestrian connectivity through the core of Telopea, reducing the dog-leg currently required to link Marshall Road and Manson Street. The relocation will provide a direct path of travel for local road users, improve safety with clear lines of sight through the core and better connect services and facilities with the residential areas to the north and south of the core.</p> <p>Road hierarchy and local traffic calming measures are</p>

	and Manson Street.	recommended (eg. intersection treatments and kerb extensions) to ensure the travel path along Manson Street and Marshall Road does not become a rat-run.
	Pleased to see a new crossing of Adderton Road at Sturt Street. However, with this new crossing, the link between Marshall Road and Manson Street is not needed.	
	Shortland Street should be widened to match Sturt Street.	<p>Road widths and the road hierarchy within Telopea have been considered in detail. The road hierarchy acknowledges the role of Shortland Street as a collector road within Telopea which is similar to the role of Sturt Street. Shortland Street is narrower than Sturt Street and there can be issues with passing traffic and parked cars due to the road width.</p> <p>However, due to the existing development and land ownership pattern along Shortland Street, it would be difficult to widen the road.</p> <p>The traffic impacts caused by the width of some roads in Telopea are acknowledged by the master planning team. To resolve the impacts of narrow roads, it is recommended that on-street parking restrictions are introduced to ensure adequate travel lanes are provided on collector streets.</p> <p>The recommended on-street parking strategy is adopted, based on the carriageway widths of:</p> <ul style="list-style-type: none"> • Less than 8 metre wide street – no on-street parking • 8-10.5m wide street – parking on one side only • More than 10.5 wide street – parking on both sides. <p>These restrictions would increase the available carriageway along Shortland Street and improve traffic flows and safety. The suitability of these recommendations will be further considered as part of the rezoning process when a detailed traffic and transport study is prepared.</p>
	Consider closing Winter Street where it meets Adderton Road	Winter Street currently provides sole access to a number of properties and cannot be closed.
	Winter Street should be extended to Sturt Street (with two way entry/exit points).	<p>Due to the angle of Winter Street from Adderton Road, and the proximity of Winter Street to the existing rail bridge, additional traffic movements along Winter Street should not be encouraged. An extension to Sturt Street would encourage additional movements as it would create a new through link to the core.</p> <p>The proposed rail crossing that will link Sturt Street to Adderton Road will create a better link than extending Winter Street as it will achieve an additional crossing over the rail line (rather than relying only on the Adderton Road Bridge) and the crossing will be signalised to all traffic and rail movements.</p>
	Consider converting Eyles Street to a pedestrian walkway.	The project team has considered in detail the role and function of Eyles Street, including the potential extension between Evans Road and Sturt Street.

		<p>The primary function of Eyles Street will be as a pedestrian connection, but in some places it will also provide vehicular access to future developments (particularly between Wade Street and Benaud Lane). The extension of Eyles Street between Benaud Lane and Evans Road is likely to be for pedestrian access, given the topography of the site.</p> <p>The Background Report identifies a number of options to treat the Eyles Street extension between Wade Street and Sturt Street. At minimum, it is to be delivered as a pedestrian link, but a road connection may be suitable to provide traffic access to adjoining development and better activate the pedestrian link (making it safer for all residents). These options will be identified in the future DCP controls and will need to be addressed as part of any future development application.</p>
	Include a 2 metre wide pathway next to the new vehicle crossing at Sturt Street/Adderton Road.	The new rail crossing between Sturt Street and Adderton Road will include a pedestrian pathway on each side of the new road. The width of the pathway will be consistent with Parramatta DCP controls.
	Include a new pedestrian crossing at Shortland Street near The Parade/Marshall Road	<p>The intersection of Marshall Road and Shortland Street will be upgraded with the relocation of Wade Street. A roundabout will be implemented which will improve pedestrian crossing facilities and safety.</p> <p>The requirement for a supplementary pedestrian crossing will be considered as part of any future detailed traffic and transport study for the rezoning and subsequent development application processes.</p>
	Consider installing two double bus-bays on Shortland Street and Evans Road	The Parramatta Light Rail project will include a detailed study of existing and proposed bus facilities in and around light rail stops. The master planning team will provide this feedback to the Parramatta Light Rail team for consideration in this future study.
Retail	Suggestion to ensure a supermarket is retained on Evans Road as it is a main thoroughfare through Telopea.	<p>The proposed mixed use area along Evans Road will allow for the existing supermarket to remain, or a new supermarket to be provided. However, it will not be required, and future development along Evans Road could be predominantly for residential uses.</p> <p>The existing development and land ownership pattern would make it difficult for a full line supermarket to be provided along Evans Road.</p> <p>It is important to encourage retail, including a supermarket, opposite the light rail for the following reasons:</p> <ul style="list-style-type: none"> • Activation of the area around light rail stop, • Ability to integrate retail and community facilities, enabling multi-attraction stops and shared parking, • Ability to provide escalators within the retail and community facilities to help commuters walk up and down the hill to the light rail, • The retail can better service both sides of the train

		<p>lines, and</p> <p>More shops and services can be accommodated opposite the light rail compared to the Evans Road frontage, which means it will be able to better cater to the future population.</p>
	Would like to see the Three Sisters area remain residential.	<p>The master plan identifies the site of the Three Sisters (29-33 Sturt Street) as a mixed use site with retail and community facilities on the lower levels with residential above.</p> <p>The retail and community facilities in this location are important outcomes of the master plan, including:</p> <ul style="list-style-type: none"> • Activation of the area around the light rail stop, • Ability to integrate retail and community facilities, enabling multi-attraction stops and shared parking, • Ability to provide escalators within the retail and community facilities to help commuters walk up and down the hill to the light rail. <p>Retail services in this location will also better service both sides of the train lines.</p>
	Concern about the cost and maintenance of travelators in the retail area. Instead of travelators, consider a free community bus that helps residents move about the neighbourhood.	<p>Due to the topography of the site, the future retail area opposite the light rail will need to incorporate travelators, escalators and/or lifts to access all levels (including car parking). These travelators, escalators and/or lifts can benefit both shoppers, people using the community facilities and commuters moving up and down the hill to the light rail.</p> <p>Any retail area opposite the light rail stop will be privately owned with all maintenance costs to be the responsibility of the future land owner, as is typical for any small suburban shopping centre.</p> <p>Public buses that travel through Telopea will continue to provide local transport options.</p>
	Would like to see new restaurants at the Waratah Shops.	The mixed use zoning proposed for the Waratah Shops will allow for new restaurants.
	Would like to see the encouragement of evening activities such as an eatery precinct near the light rail stop which could embrace the multicultural nature of the area.	The mixed use zoning proposed for the site opposite the light rail stop will cater for restaurants and cafes. Restaurants and cafes, along with other retail uses which will be encouraged in the retail plaza directly opposite the light rail stop, will help to activate the light rail precinct.
Telopea Public School	Concern that Telopea Public School has insufficient capacity to support an increase in the number of enrolments.	<p>The existing Telopea Public School facilities are highly underutilised, with only 60 students enrolled in 2016.</p> <p>Land and Housing Corporation has consulted with the Department of Education regarding future school requirements to support the master plan. The Department of Education has advised the existing school site is large enough to support the likely future population and acknowledges that as the population grows, additional</p>

Telopea

	Consider demolishing and rebuilding Telopea Public School.	<p>school facilities will likely be required.</p> <p>The project team has met with Department of Education a number of times regarding the Telopea Public School's integral role in the renewal of Telopea. The master plan, and future planning controls, will allow the school to renew and respond to growing and evolving population in Telopea.</p>
	Consideration of relocating the school to the top of the hill.	<p>As part of the master planning process, the team considered opportunities to move the Telopea Public School. The master planning team concluded the existing school site as the best location for a primary school in Telopea for the following reasons:</p> <ul style="list-style-type: none"> • It is of sufficient size (2ha) for future purposes, there are few other sites in single ownership of sufficient size to accommodate a primary school • It adjoins a large park which will be improved as part of the renewal process and could be used by school children • The existing school site is well integrated with the town centre, adjoining existing and future community and retail facilities • The relocation of Wade Street to extend from Manson Street will create a new intersection at Sturt Street (at the northern corner of the school). This corner will become a key activity node within Telopea with direct access to community facilities (including a library), school and retail • The location of the existing school site near community facilities opens up the opportunity for co-location of some community facilities (eg. hall space) • The site has three road frontages, with numerous entry, surveillance and drop off points. <p>Developing the site opposite the light rail for a primary school would not achieve the activation benefits of retail as proposed by the master plan, nor would it facilitate the accessibility benefits achieved by the travelators, escalators and/or lifts that could be provided as part of a retail centre.</p>
Community	Concern about the proportion and influence of 'anti-social' residents and would like to see a variety of residents move into the area.	<p>The existing social housing equates to approximately 50% of existing dwellings in Telopea. The redevelopment of existing social housing for a mix of social, affordable and private dwellings will reduce the social housing concentration down to a maximum of 30% on Government owned land (with no social housing provided within new development on privately owned land).</p> <p>The balance of dwellings will be privately owned or occupied by affordable housing residents, increasing variety of residents in Telopea.</p>
	Would like to see a decrease in the number of social housing dwellings.	<p>The NSW Government's social housing policy utilises the redevelopment of existing social housing to facilitate the delivery of new and improved social housing dwellings, integrated with private and affordable housing.</p>

		<p>With improved public transport, shops and community facilities, Telopea will become a highly suitable location for all residents including social housing residents to live. Social housing residents will be able to directly access services at Parramatta CBD, Western Sydney University and Westmead Hospital via light rail.</p> <p>The redevelopment of concentrated social housing within Telopea will reduce concentration of NSW Government owned land from 100% social housing down to a maximum of 30% social housing. This will provide the opportunity for more social housing in Telopea (from 640 dwellings up to around 1,000 social housing dwellings) in a more integrated environment.</p>
	Would like to ensure that social diversity remains in Telopea.	The delivery of integrated social, affordable and private housing in Telopea will ensure the area remains a socially diverse community.
	Would like to see more social and affordable homes built in Telopea.	The redevelopment of NSW Government owned land in Telopea will facilitate the delivery of around 1,000 social housing dwellings and increased affordable housing dwellings. This represents an increase of around 340 social housing dwellings plus additional affordable housing dwellings.
	Would like to see open green spaces linked throughout the area	<p>A key objective of the Telopea Master Plan is the improved access and usability of the parks in Telopea. Residents of Telopea have great access to parks yet due to their location and lack of connections for pedestrians and cyclists, they are often underutilised.</p> <p>The master plan proposes a new park adjacent to a new public plaza next to the light rail stop and future retail precinct. The master plan also incorporates additional pedestrian and cycling pathways, improved lighting, seating and other facilities to better connect and encourage greater use of the existing and future parks and public spaces.</p>
	Consider including a community garden/communal green roof spaces/vertical gardens near the light rail stop.	The future planning controls will encourage the delivery of community/communal gardens and green roofs throughout Telopea, including the podium space near the light rail stop.
	Would like to see a new community facility such as a recreational field at the location of the existing school site to encourage local sports teams.	<p>The master plan has been informed by social infrastructure advice which identifies the demand for additional community facilities in Telopea. Additional sporting facilities have been identified and the future design of Sturt Park will take into account future demand for recreational facilities.</p> <p>There may be opportunities for shared community facilities to be provided on the existing Telopea Public School site which can be accessed by members of the public outside school hours.</p>
	Would like to understand how the rehousing strategy will be undertaken.	The relocation of social housing residents in Telopea will be undertaken in a staged manner, with the first relocations occurring late-2017. Relocations will occur over a 10-15

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		<p>year period.</p> <p>Many residents will not need to move for a number of years. When residents are relocated, they will be allocated a FACS Relocations Coordinator who will meet with each resident to discuss where they would like to move (if it needs to be outside Telopea) and dwellings specific requirements (eg. proximity to services, number of bedrooms). FACS will pay for any moving costs and will compensate residents for any approved improvements they have made to their home.</p> <p>The master plan aims to increase social housing from 640 existing dwellings up to around 1,000 new dwellings. This increase, and the staged process, will allow many residents to stay, by being relocated from their existing dwellings into a newly constructed social housing dwelling in Telopea. The increase of social housing will also enable more social housing residents to benefit from the services, amenity and accessibility in Telopea.</p>
	Ensure aged care and educational facilities will be included in the master plan.	The master plan envisages the retention and renewal of Telopea Public School to continue to service the local community. Aged care facilities can be delivered in the residential areas and will be facilitated through the future planning controls for the precinct.
	Would like to see a new town centre developed as part of the plan.	The master plan incorporates a new retail centre opposite the light rail stop.
Miscellaneous	Would like to see fire safety plans established and given to all local residents.	Noted. Fire safety of individual buildings will be addressed the development application and strata subdivision processes.
	Would like to see security features on all new buildings and public areas.	Noted. The security features of new buildings will be taken into account during the detailed design and assessment phase as part of the Development Application process.
	Supportive of redevelopment of old social housing buildings.	Noted.
	Concern the master plan provides insufficient detail. Would like to see a more comprehensive, better structured and in-depth master plan which would encourage a more transparent process.	<p>The master plan is the first stage of the rezoning and renewal process. The master plan outlines the vision for the area for the purposes of engaging with the local community and other stakeholders.</p> <p>The next stage of the process will include the rezoning documentation which will include detailed and comprehensive specialist reports to support and assess any future rezoning proposal.</p>
	Concern about aircraft issues regarding tall buildings on ridgelines and edge of Cumberland Basin in Dundas and Telopea. Question as to whether ATSB and CASA authorities have been consulted with during the master plan process.	Due to the distance from surrounding airports, Telopea is not an area constrained by building height for aircraft as confirmed by the Sydney and Bankstown Airport maps have been referenced – Obstacle Limitation Surfaces, PANS0-OPS, Aircraft Noise Exposure Forecast and Navigational Aids Protection Surfaces.

	Would like to see partnerships with other services and facilities in the wider region such as Western Sydney University and TAFE.	<p>The master plan outlines the future vision for the buildings, public space and community services in Telopea.</p> <p>During the future stages of the renewal process, FACS will consider the role of regional facilities in helping social housing residents participate in educational opportunities to promote independence. Partnerships with Western Sydney University and TAFE will be considered as part of this process.</p>
	Would like to see that accessibility measures are available 24/7.	<p>The majority of Telopea will be publicly available and accessible at all hours, including all public spaces, pathways, pedestrian connections and resting places.</p> <p>It is recommended that any future lifts or escalators that provide vertical movement for residents between Wade Street and the light rail stop (that are within privately owned land) are accessible to the public during the operating hours of the light rail. This may mean access will not be available during the very late hours of the night/early hours of the morning. This is considered reasonable for safety and maintenance of the lifts/escalators. The required operational and access hours of such facilities are to be addressed in the future DCP controls.</p>
	Would like clarification about the likelihood of solar panels on all buildings.	Noted. The sustainability initiatives of new buildings in Telopea will be in accordance with the existing controls in the Parramatta Development Control Plan 2011. This will be taken into account during the detailed design and assessment phase as part of the Development Application process.
	Consider changing the name of the suburb to Dundas Valley	<p>The master plan does not envisage any changes to the existing suburb name or boundary between Telopea and Dundas Valley.</p> <p>Any changes to suburb boundaries would need to be approved by the Geographical Names Board of NSW and require community consultation and acceptance of a proposal.</p>