



# Submission

## Teloopa Precinct Proposal

1-7 Simpson Street and  
29-31 Moffatts Drive, Teloopa

23 NOVEMBER 2017



## QUALITY ASSURANCE

**PROJECT:** Submission Telopea Precinct Plan

**ADDRESS:** 1-7 Simpson Street and 29-31 Moffatts Drive, Telopea

**COUNCIL:** City of Parramatta

**AUTHOR:** Think Planners Pty Ltd

Date	Purpose of Issue	Rev	Reviewed	Authorised
16 Nov 2017	Draft Issue for Internal Review	Draft	SF	AB
23 Nov 2017	Final Issue	Final	SF	AB

# CONTENTS

<b><u>EXECUTIVE SUMMARY</u></b>	<b><u>4</u></b>
<b><u>SITE AND LOCALITY DESCRIPTION</u></b>	<b><u>5</u></b>
SUBJECT SITE	5
LOCALITY	9
<b><u>CURRENT PLANNING CONTROLS</u></b>	<b><u>10</u></b>
ZONING	10
BUILDING HEIGHT	11
FLOOR SPACE RATIO	12
<b><u>PROPOSED PLANNING CONTROLS</u></b>	<b><u>13</u></b>
<b><u>DISCUSSION AND VISION</u></b>	<b><u>16</u></b>
LOCATION	16
URBAN DESIGN	16
<b><u>RECOMMENDATIONS AND CONCLUSION</u></b>	<b><u>18</u></b>

## EXECUTIVE SUMMARY

This submission is prepared by Think Planners relating to land at 1-7 Simpson Street and 29-31 Moffatts Drive, Telopea. This submission highlights that the subject land forms an integral part of the high density residential precinct within the Telopea and should be allocated the same development and density potential as the adjoining land.

The subject land is within an 800m radius of Telopea train station which is mooted as a future light rail station to be serviced every 7 minutes by a metro train during the peak periods. The site is located less than 100m from local retail shopping and commercial conveniences.

The preferred urban design outcome for this land is to use Simpson Street as the logical divide between the higher density residential development permitted to the north and the medium density development to the east and north of the site. Therefore, the Telopea Precinct Proposal must be revised to incorporate more appropriate development controls that are more suitable in consideration of the site context and to enable the orderly and economic development of this land.

It is requested that the Telopea Precinct Proposal be revised to provide more suitable planning controls as set out in the box below.

### **The recommendations of this submission are:**

- **The proposed maximum building height for land at 1-7 Simpson Street Telopea should be updated to 22m with a maximum permitted floor space ratio of 2:1.**
- **The proposed maximum building height for 29-31 Moffatts Drive Telopea should be updated to 28m with a maximum permitted floor space ratio of 2.4:1.**

The amendments provide a cohesive plan enabling high density residential development that will facilitate an appropriate scale of urban renewal.

## SITE AND LOCALITY DESCRIPTION

### SUBJECT SITE

The subject land is formed by the 4 existing residential properties at 1, 3, 5 and 7 Simpson Street along with 29 and 31 Moffatts Drive, Telopea. The land at Simpson Street is located on the western side of the road and the land addressed to Moffatts Drive is located on the northern side of this road. The subject land is located with the Stage 1 of the Telopea Precinct as identified by the Department of Planning and Environment.

The land is located within 800m of Telopea train station and less than 100m from the local shopping centre which is on Benaud Place, just to the west of the site.

The subject site is legally known as the following:

- Lot 425 DP 36692 (1 Simpson Street)
- Lot 424 DP 36692 (3 Simpson Street)
- Lot 423 DP 36692 (5 Simpson Street)
- Lot 422 DP 36692 (7 Simpson Street)

and

- Lot 381 DP 36692 (29 Moffatts)
- Lot 380 DP 36692 (31 Moffatts).

The subject site subject is approximately 3,860m<sup>2</sup> in total area with approximately 95m frontage to Simpson Street and 41m frontage to Moffatts Drive. At present there are 6 residential allotments and each lot contains a dwelling along with ancillary outbuildings.

The aerial photographs provided at Figures 1, 2 & 3 show the subject site and the immediate context.





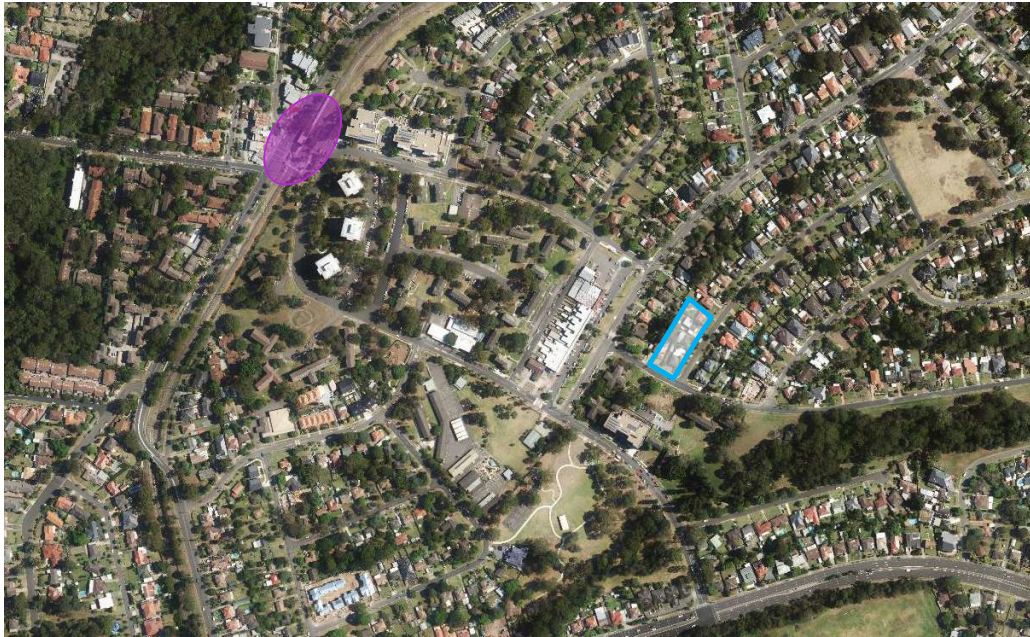
Figure 1: Aerial photograph of the subject land (Source: Sixmaps 2017).



 Site



Figure 2: Aerial photograph of the subject land showing the broader context (Source: Sixmaps 2017).



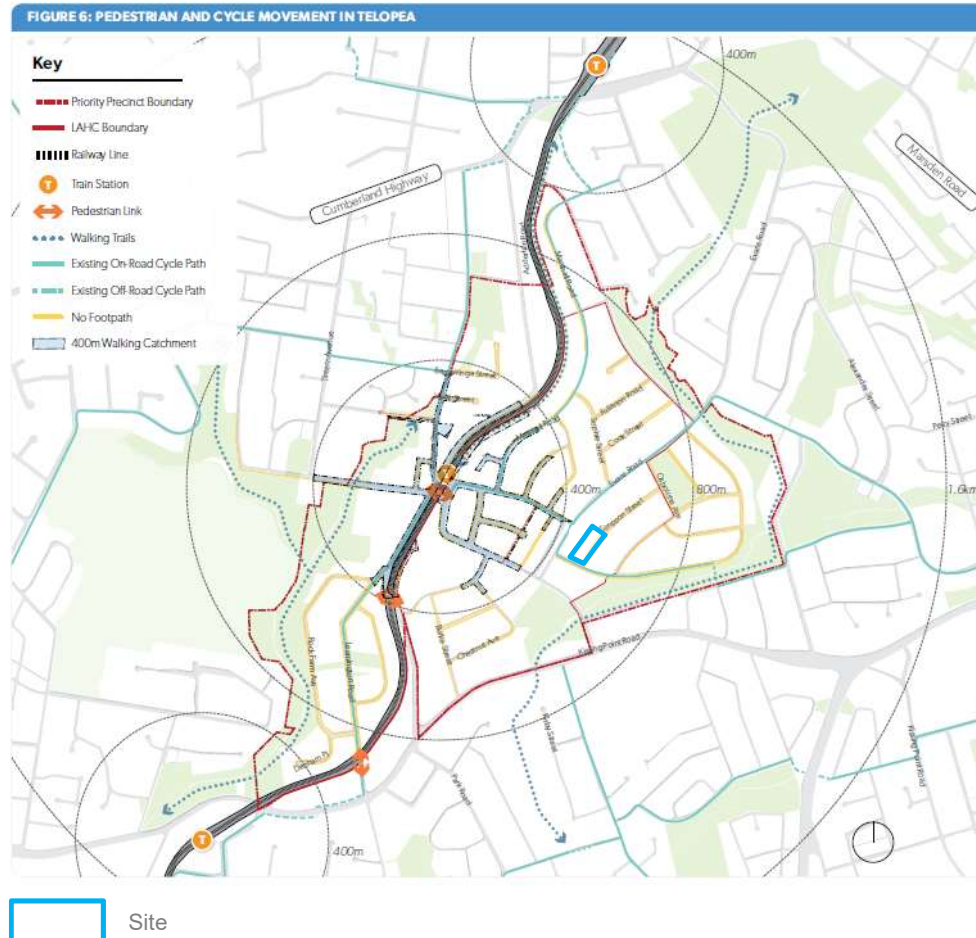
Site



Teloepa Station



Figure 3: Extract from the Telopea Precinct Proposal showing 400m and 800m radius from Telopea station





## LOCALITY

The immediate locality is characterised by an eclectic mix of older style residential dwellings and residential flat development. The site is located less than 800m from the Telopea train station and less than 100m from the local shopping centre. The site is ideal to deliver high density residential development as reflected by the current and proposed land use zone.

This location is well serviced by schools, tertiary institutions, community services, recreational and sporting facilities and an established local shopping centre. Furthermore, the locality has excellent connectivity with access to several key arterial road networks including Victoria Road and regular public transport services.

Telopea is located within Parramatta Council and is just 4km to the north-east of the Parramatta CBD, the Central City.

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.

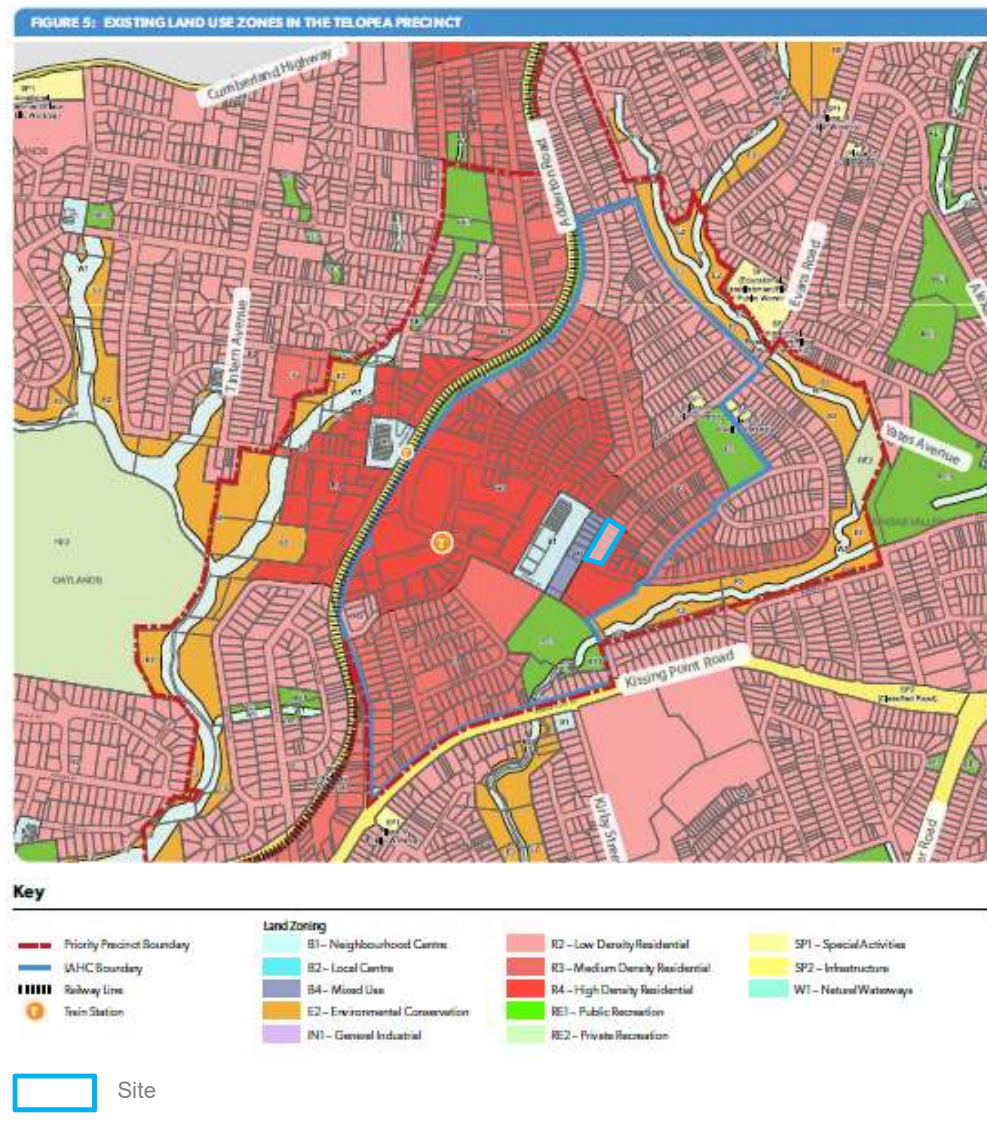


## CURRENT PLANNING CONTROLS

### ZONING

The land is currently zoned R4 High Density Residential under Parramatta LEP 2011 as illustrated in Figure 4 below.

Figure 4: Extract showing Parramatta LEP 2011 Land Zoning Map

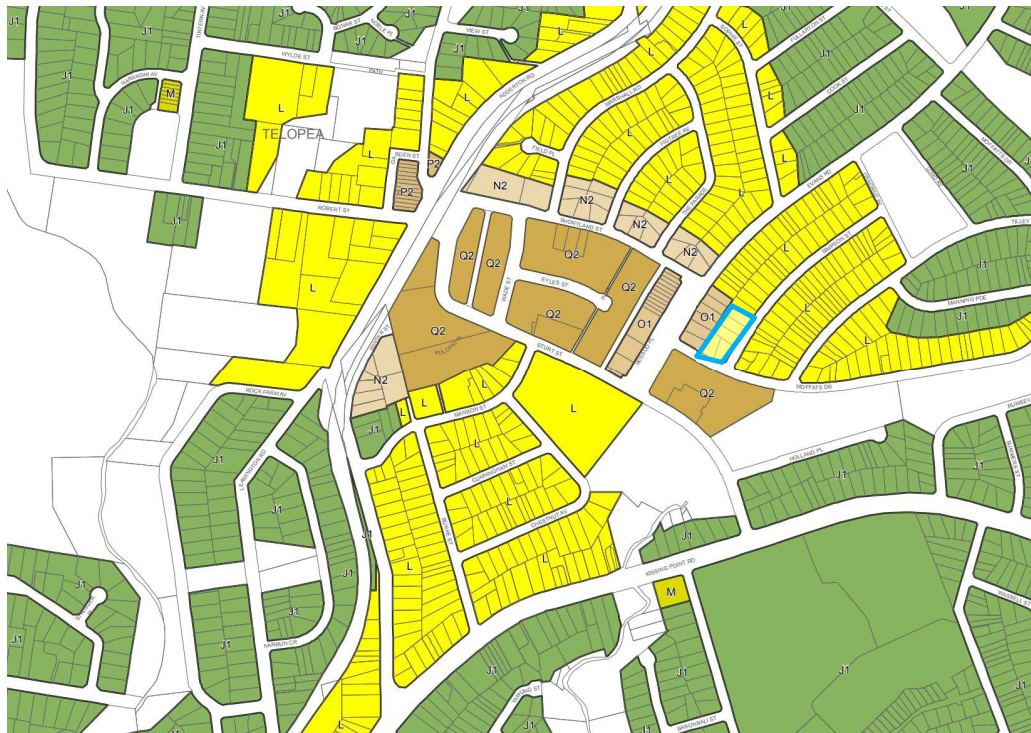




## BUILDING HEIGHT

The Height of Buildings Map for the Parramatta LEP 2011 indicates that the maximum building height permitted on the subject site is 11m as shown in the figure below. Noting that land to the north-west has a maximum building height of 15m under the current controls.

Figure 5: Extract from Parramatta LEP 2011 Height of Buildings Map Sheet 014



### Maximum Building Height (RL)

Heights shown on map in RL (m)

- RL 11
- RL 14

### Maximum Building Height (m)

E	6	Y1	52
G	7	Y2	54
J1	9	AA1	60
J2	9.2	AA2	66
J3	9.5	AA3	72
K	10	AB1	80
L	11	AB2	90
M	12	AG1	102
N1	13	AC2	118
N2	14	AC3	120
O1	15	AD1	130
O2	16	AD2	136
P1	17	AE	150
P2	18	AG	200
Q1	19	Area 1	Refer to table in Clause 4.3 (2A)
Q2	20	Area 2	Refer to Clause 7.4
R	21		
S	24		



## FLOOR SPACE RATIO

The maximum floor space ratio (FSR) under the Parramatta LEP 2011 indicates that the FSR permitted on the subject site is 0.8:1 as shown in the figure below. Noting that land to the north-west has a maximum FSR of 2:1 under the current controls.

Figure 6: Extract from Parramatta LEP 2011 Maximum FSR Map Sheet 014



### Parramatta Local Environmental Plan 2011

#### Floor Space Ratio Map - Sheet FSR\_014

##### Maximum Floor Space ratio (n:1)

A 0.33	Z 5.0
B 0.4	AA1 6.0
D 0.5	AA2 6.4
F 0.6	AA3 6.5
H 0.7	AB 7.2
J 0.8	AC 8
K 0.89	AE1 10
N 1.0	AE2 10.2
O 1.1	AG 12
P 1.2	AI 19
R 1.4	Refer to Clause 4.4 (ZA)



## PROPOSED PLANNING CONTROLS

The Telopea Precinct Proposal sits within the Greater Parramatta Priority Growth Area (PGA) which is developed by the Department of Planning and Environment in collaboration with the City of Parramatta and the Greater Sydney Commission. The Interim Land Use and Infrastructure Implementation Plan (LUIIP) nominates Telopea as a priority precinct located within the Carlingford Corridor.

The subject land is proposed to retain the current zoning of R4 High Density Residential but with an uplift of maximum building height of 19m and a maximum FSR of 1.5:1 as depicted in Figures 7 and 8 overleaf.



Figure 7: Extract Telopea Precinct Proposal showing the subject land and the proposed maximum building height

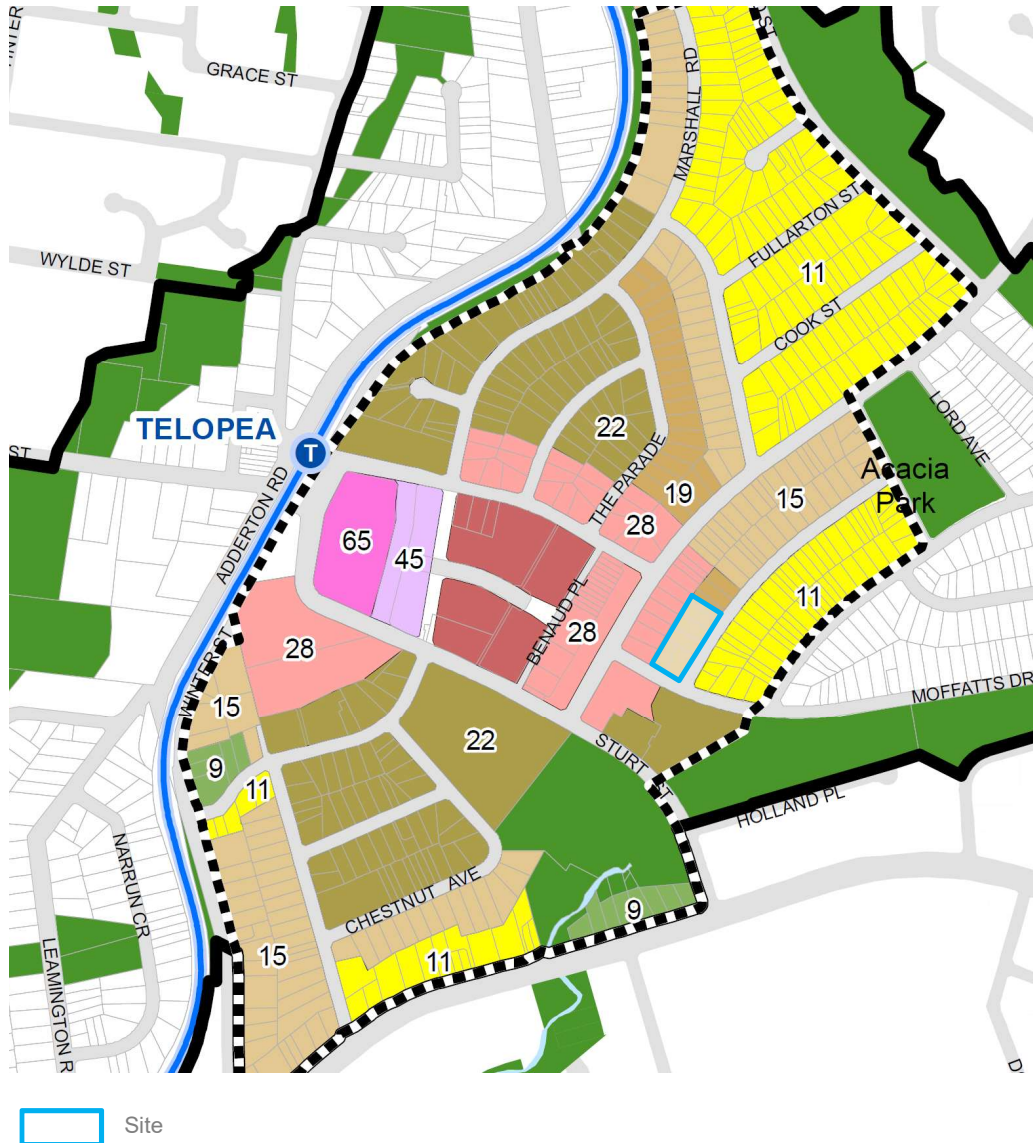




Figure 8: Extract Telopea Precinct Proposal showing the land and the proposed FSR controls



## DISCUSSION AND VISION

### LOCATION

Telopea is located within the T6 Carlingford Line rail corridor. Under 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.

It is anticipated that the light rail project will include a stop at Telopea which is expected to be opened in 2023. The existing train station and proposed new light rail will bring significant benefits to Telopea which are presented in the Precinct Proposal. The land subject to this submission is clearly located within an 800m radius of the station or a 10-minute walk which positions the land ideally for higher density development based on the premise of transport orientated development.

It appears illogical that land within the 800m radius of the train station has not been allocated the same or similar density permissions as land to the north-west. There are parcels of land that are further or equidistant from Telopea train station, to the west of the site, that are permitted higher FSR and building heights.

The focus of the vision set down in the Telopea Precinct Proposal and the current wave of district planning is on the creation of a set of 30-minute cities. This vision is driven by the need to stimulate economic activity closer to where people live or where they can reasonably access within 30 minutes from home. Again, the subject land is ideally located within 800m distance of Telopea train station which will then connect residents back to Parramatta CBD which is to become the Central City of Sydney. The site will also be within cycling distance of the Parramatta CBD.

By enabling the appropriate building height and density on the subject land this will assist in the wider aim to reduce car dependency and the need for car parking within Telopea, due to the excellent public transport connections.

By permitting additional density on this land will assist with delivery additional dwelling supply within Telopea to assist with reducing pressure on housing prices.

### URBAN DESIGN

Changes in planning controls including height and FSR at a mid-block point, i.e. along back fences, often leads to contention when dealing with development applications. Traditionally and currently, planning and urban design logic is for transition in character and planning controls to occur at street boundaries / block edges. However, for this site the proposed density drops along the back fences from 2.4:1 down to 1.5:1.

This notable change in permitted density will result in future development of the subject land being dwarfed and overshadowed. There will also be significant privacy issues



that will impact on the subject land. Permitting additional building height and density will provide the flexibility to facilitate an acceptable development outcome.

The proposed boundary between the higher density of development should be informed by the existing road pattern and natural features including the emerging development patterns. A more natural change in density and height controls should occur at the street, not mid-way through a block of land. This will ensure a better urban design outcome can be achieved.

The current mid-block boundary seems illogical and likely to result in a poor outcome for the precinct, the subject land should clearly have been included in the building height and FSR uplift that is aligned with land to the west with Simpson Street forming the natural boundary.

Perhaps the clearest indication of the inappropriate FSR and Height designation for the subject site is the mismatch with the way in which FSR and Height is proposed for the land on the southern side of Moffatts Drive. As illustrated in the extract below, the transition is for a 2.4:1 FSR to a 2:1 FSR on the south side of Moffatts Drive, directly opposite the subject site. This submission advocates for a similar treatment in transition on the northern side of Moffatts Drive, as shown on the amended and suggested planning controls on the extract below.

The land to the south benefits from a higher FSR and appropriate building height at the corner of that development block where the outcome will be to create a strong building form at the corner and appropriate transition at Simpson Street.



## RECOMMENDATIONS AND CONCLUSION

It is requested that the Telopea Precinct Proposal be revised to provide more suitable planning controls in consideration of the site context as detailed in this submission. Updating the planning controls as requested will enable the orderly economic development of the subject site consistent with the desired future character for this precinct.

**In summary the recommendations are:**

- **The proposed maximum building height for land at 1-7 Simpson Street Telopea should be updated to 22m with a maximum permitted floor space ratio of 2:1.**
- **The proposed maximum building height for 29-31 Moffatts Drive Telopea should be updated to 28m with a maximum permitted floor space ratio of 2.4:1.**

The subject site is located less than 100m from the local shopping centre at Benaud Place and 800m from Telopea train station. The proposed controls outlined above provide the opportunity for the development and future further activation of this site within a transport orientated development context. The amendments provide a cohesive plan enabling high density residential development that will facilitate an appropriate scale of urban renewal.