

**ITEM-3 OUTCOME OF EXHIBITION OF FIVE DOCK TOWN CENTRE
URBAN DESIGN STUDY**

Department Planning and Environment

Author Initials: MF

EXECUTIVE SUMMARY

The Five Dock Town Centre Urban Design Study is a 20 year plan that provides options and strategies to deliver improvements over the short to long term.

Renewal of the Five Dock Town Centre presents an opportunity to make a positive contribution to the City's FuturesPlan20 vision through the delivery of an attractive village centre and public space. It will secure an improved public domain, a more connected street network and additional development opportunities, whilst maintaining the friendly village feel of Five Dock.

The Five Dock Town Centre Urban Design Study was placed on public exhibition over December 2013 and January 2014. In response to the exhibition, thirty one (31) submissions in total were received, from businesses, landowners and residents living in and adjacent to the centre. The submissions are summarised at Attachment 1 to this report.

Submissions expressed general support for the draft Study, however, raised matters relating to potential for a second supermarket to be established, impacts on existing residents, streetscape improvements and development capacity.

The Study establishes building envelope controls as well as providing significant improvements to the public domain. This will support redevelopment in the centre and provide greater certainty for development proponents, Council and the local community. The recommendations of the Study strike an appropriate balance between incentivising development and securing precinct infrastructure within acceptable amenity and environmental impacts.

It is recommended that the Study be adopted as the way forward for the Five Dock Town Centre and that a Planning Proposal be submitted to the Department of Planning and Infrastructure for a Gateway determination.

STRATEGIC CONNECTION

This report supports FuturesPlan20 Outcome area:

We will enhance our local shopping centres, community spaces and residential streets and the infrastructure required to service them.

This report also relates to the Canada Bay Local Planning Strategy, the Canada Bay Local Environmental Plan 2013, the Canada Bay Development Control Plan and the Five Dock Town Centre Strategy.

REPORT

Background

The Five Dock Town Centre Urban Design Study was completed in late 2013 and comprises a **Background Report** that documents the process and studies undertaken to inform the recommendations and a **Recommendations Report** that contains the overall aspiration and future direction for the centre. Key recommendations include:

- a new Town Square;
- an expanded Fred Kelly Place;
- a welcoming Northern Gateway;
- green & tree lined Streetscapes;
- improved pedestrian network, including a new Five Dock School link;
- enhanced east west cycle connection;
- consolidated, efficient parking;
- new controls to facilitate quality new development; and
- an expanded B4 Mixed Use zone

Public Exhibition

The exhibition of the Five Dock Town Centre Urban Design Study followed an extensive engagement process with the Five Dock community as part of the preparation of the study.

The exhibition occurred from 1 December 2013 to 31 January 2014 and involved the following community engagement activities:

- direct letters to landowners affected by rezoning and land acquisition, inviting them to meet with Council staff and discuss the implications for their land. Council officers met with ten (10) separate property owners to explain the background to the study, the recommendations in relation to their property and the process moving forward;
- letters to land owners in and around the Five Dock Town Centre;
- e-newsletter to all interested persons who contributed to the Study;
- a community meeting to present the recommendations of the Study to residents and other interested stakeholders. The presentation was attended by approximately 70 residents and business owners; and
- the Study and Background Report placed on the City of Canada Bay website.

Council received thirty one (31) submissions.

A summary of submissions with comments in response to each submission is provided as Attachment 1 to this report. A brief summary of the key issues raised in submissions is also provided below.

Second retail anchor

Ten (10) submissions were received with regard to the potential for a new supermarket to be established within the Five Dock town centre. The primary issues raised relate to traffic and potential impacts on the viability of established businesses.

The Study recommends that the Waterview Street car park be redeveloped with a retail anchor on the ground floor and residential above. No recommendation has been made about

the retail anchor, however, it is included in the Study as an element that would assist in revitalising the town centre.

The study does not propose to rezone land to facilitate a new supermarket in Five Dock. Commercial premises and retail premises (which include supermarkets) are already permissible uses within the existing B4 Mixed Use zone under the Canada Bay Local Environmental Plan 2013.

Submissions raised concern with regard to the impact that a new supermarket would have on established retailers. Land use planning systems should be flexible enough to accommodate growth and to provide for new investment thus allowing competition between existing and new entrants. There should not be any advantage or protection provided from competition to existing businesses and the potential financial impacts of a development proposal on an existing business should be not be considered in any assessment or provide grounds for an objection.

Traffic is an important consideration that was raised in submissions and further analysis would be undertaken as part of the assessment of a future development application.

It is worth noting that there is currently no application for a supermarket under consideration by Council. Should a development application be received for a supermarket, residents and landowners would be notified and consulted prior to any decision being made.

Property Acquisition

Submissions were received from the owners of 1 East Street and 2 West Street, Five Dock with regard to the potential acquisition of their property. Concerns raised relate to the need for the school link, the potential emotional and financial impact on the owners and anxiety caused about the timing of future acquisition.

The Study recommends the creation of a new public lane/pedestrian link to create a direct connection between the Five Dock Public School and Great North Road, linking the school more closely with the town centre. The new link will also align with the extended Fred Kelly Place, the new town square and the proposed new connection through to Waterview Street. Ultimately, a new east west link will be available through the centre of Five Dock that will facilitate improved connectivity and access.

The properties known as 2 West Street, Five Dock (Lot 12 Sec 2 DP 7680) and 1 East Street, Five Dock (Lot 1 Sec DP 7680) have been identified as the preferred location to enable the delivery of the school link. The land would be acquired in accordance with Council's Land Acquisition & Closed Road Disposal Policy.

A lane with a width of up to six (6) metres will be necessary to deliver a shared pedestrian/cycle path and associated space for landscaping, lighting or public art. Any residue in excess of the requirement to deliver the school link and may be sold at a future date.

Whilst the concerns of the owners are acknowledged, the proposed link is an important component of the study that will provide community benefits that will enable the centre to grow in an integrated and planned way into the future.

The concerns of the land owner with regard to the timing of the acquisition are appreciated and it is reasonable that steps be taken to minimise the impacts arising from the acquisition process. Whilst the delivery of the new school link is identified in the Study as an initiative to be delivered in the long term, this report recommends that the acquisition process for 1 East Street and 2 West Street, Five Dock be expedited.

Planning Controls

Existing controls for development in Five Dock Town Centre permit three (3) storey buildings with potential for an attic within the central part of a site. The Study recommends that the centre's height limit be increased to five (5) storeys.

Four (4) submissions received suggested that Council should investigate increasing floor space ratio or height standards further than proposed, whilst four (4) submissions suggested that the proposed new planning controls had gone too far and requested that further restrictions on development should be imposed.

Following a review of submissions, the recommendations of the Five Dock Town Centre strategy have been incorporated into the draft Development Control Plan (DCP) for the majority of sites. The draft DCP includes provisions to guide development in Five Dock so that new buildings appropriately respond to the urban design and public domain objectives.

In addition to the recommendation of the study, there is considered to be scope to provide flexibility for large sites where a site specific response is likely to generate a better outcome. A draft clause has been prepared for inclusion in the Planning Proposal that would permit a floor space ratio of 3.0:1 and a height of 27 metres (8 storeys) on sites with an area over 1,500m² and a frontage of 20 metres. The clause also requires development to ensure consideration is given to matters such as bulk, character and amenity impacts. The bonus floor space and height would be possible on the majority of land within the centre, but would not apply to certain land that was identified as being a maximum of 3 to 4 storeys due to impact upon established dwelling houses. This amendment would provide an incentive for the amalgamation of land and ensure significant redevelopment makes a positive contribution to the centre.

The recommended building envelopes are considered to strike the right balance between encouraging development and facilitating good design whilst also ensuring that impact upon amenity of the surrounding homes is not unreasonably compromised.

Public Domain Improvements

Various submissions raised suggestions as to how the public spaces within the town centre could be improved. In general, there was broad support for public domain improvements contained within the Study.

FINANCIAL IMPACT

High level costings using Rawlinsons Australian Construction Handbook have been prepared. These costings estimate that civil works will cost \$6,000,000 if Council proceeds with the new Kings Road car park and \$1,952,984 for the balance of work (Northern Gateway, Great North Road (north), Rodd Road, new pedestrian link to East Street, Henry Street, Barnstaple Road, Second Avenue, Fred Kelly Place (northern extension), New Town Square, School

link, Garfield Street, First Avenue, Kings Road, Ramsay Road and Fairlight Street. This totals an estimate of \$7,952,984.

All works are subject to the completion of detailed designs and costings by a quantity surveyor.

The acquisition of land is in addition to these costs. Land identified for future acquisition includes:

- 155 Great North Road, Five Dock (Westpac Bank);
- 1 East Street, Five Dock
- 2 West Street, Five Dock
- 106 Great North Road, Five Dock (currently occupied by the former Subway sandwich shop and the Post Shop).

The following strategy is proposed to fund the initiatives in the study:

1. Waterview Street car park may be sold (entirely or in part) as a development site. Opportunity may exist for Council to participate in a joint venture with adjoining landowners. These matters will be investigated further as part of the preparation of a Property Strategy.
2. A multi-level car park on Kings Road will be considered as one option to provide car parking in the centre. Other opportunities may exist to provide car parking other than this location, however the general presumption will be that there will be no reduction in overall parking provision. Funds to pay for the car park may be obtained from a loan or income from the sale of existing assets.
3. Five Dock is an important town centre in the City of Canada Bay and there is a strong nexus between development in and around the centre and improvements that would benefit the community at large. Five Dock will experience future growth and new developments will pay development contributions for community infrastructure.

The Canada Bay Development Contribution Plan will be amended to include cost of constructing works in the public domain and costs associated with the acquisition of land.

Development Contributions received from redevelopment of 186 Great North Road (former Five Dock Bowling Club site) will contribute to works identified in the Strategy. Contributions expected from this redevelopment equate to \$2,045,920.

Next steps

The following quick wins are proposed in the immediate short term:

- tree planting and streetscape improvements at the northern end of the centre (subject to Roads and Maritime Services approval);
- new public toilet in Fred Kelly Place; and
- new play equipment in Fred Kelly Place.

To implement the planning related recommendations of the Study, a Planning Proposal and associated Development Control Plan (DCP) have been prepared. These planning documents will facilitate improved design outcomes for the Five Dock town centre and contain important provisions to rezone land and guide the assessment of future development applications.

It is recommended that the Planning Proposal, draft Development Control Plan and draft s94 Development Contributions Plan be placed on public exhibition in accordance with the Environmental Planning and Assessment Regulations.

Following completion of the exhibition period, a further report will be provided to Council advising of the outcome and any further action to be taken.

In order for the recommendation of the study to be successfully implemented, an internal working group has been established. The working group will also be responsible for the preparation of public domain plans, detailed costing and for determining a timeline for the delivery of works on Council land.

RECOMMENDATION

1. THAT Council adopt the Five Dock Town Centre Urban Design Study.
2. THAT Council endorse the Planning Proposal for the Five Dock Town Centre and that this Planning Proposal be submitted to the Department of Planning and Infrastructure for a Gateway Determination.
3. THAT should the Planning Proposal proceed through Gateway, that it be placed on public exhibition, together with the draft Development Control Plan and draft Canada Bay s94 Development Contributions Plan.
4. THAT Council commence negotiations with the owners of 1 East Street and 2 West Street in respect of the acquisition of 1 East Street and 2 West Street as a matter of priority and report back to Council on the outcome of the process.
5. THAT delegation be granted to the General Manager to negotiate the purchase of 1 East Street and 2 West Street, Five Dock to deliver the new school link and the residue of the land (in excess of that required to deliver the lane) be sold in the future.

Attachments:

1. Summary of submissions
2. Five Dock Town Centre Urban Design Study Background Report
3. Five Dock Town Centre Urban Design Study
4. Planning Proposal – Five Dock Town Centre
5. Draft Development Control Plan
6. Draft Development Contributions Plan

Note: Attachments 2 – 6 will be circulated separately from the agenda. A copy of all attachments will be available for viewing on Council’s website and at the Canada Bay Civic Centre, Drummoyne.

Five Dock Urban Design Study – Summary of Submissions

No.	Submitter	Issues Raised	Response
1	Dan Castagna G10/4-12 Garfield Street Five Dock NSW 2046	<p>1. Visual amenity – The proposed rezoning and building envelopes on the current Five Dock police station site and properties adjoining West Street will severely limit visual amenity of my home. Current views to Hen and Chicken Bay to the north and district views to the West will be completely obstructed by any new development in excess of two storeys.</p> <p>2. Privacy – the location of the proposed rezoning and the height of the proposed building envelope will mean adjoining new developments will overlook my balcony and apartment windows eliminating the privacy of my home and surrounding Pendium apartments.</p> <p>3. Overshadowing – the height of the proposed building envelope of adjoining properties will severely restrict natural lighting and sunlight to my apartment from the north and west.</p> <p>4. The objectives of the Five Dock Town Centre Strategy can still be met by limiting development to current commercial/mixed use zones fronting Great North Road – Broader investment and improvements in service offering can be stimulated by redeveloping and upgrading aged buildings (to the proposed improved heights) in the already extensive commercial mixed use zones along Great North Road. The rezoning of properties adjoining West Street therefore is not necessary to achieve the Five Dock Strategy.</p>	<p>1. Certain land between East and West Streets is proposed to be rezoned to B4 Mixed Use to facilitate a new pedestrian connection between Five Dock Public School and the centre and to enable land to be redeveloped for the purpose of residential flat buildings or shop top housing. This development is proposed to be a maximum of three to four storeys.</p> <p>The maintenance of views to the west for the subject property would require development to be limited to approximately two storeys. The properties identified for rezoning on East and West Street are ideally located for an increase in density and will benefit from the proposed upgrade to the public domain in the centre.</p> <p>Whilst the aspect of some low level apartments in the Pendium building at 4-12 Garfield Street will be affected, it is not considered to be reasonable to limit development surrounding the building to maintain the status quo.</p> <p>The Five Dock Police Station site currently has a height of 15.0 metres and is proposed to increase to 16.0 metres. This primary purpose of this increase is to ensure better quality (and higher) ground to floor ceiling heights.</p> <p>Views currently enjoyed to the west would be compromised by future development on the Police station site. On the basis that development is possible on this site under the current controls, any additional impact is considered to be negligible.</p> <p>2. New development will be required to be designed so as to ensure that the privacy of adjoining properties is considered. This matter will be addressed as part of a future development application.</p> <p>3. New development will be required to consider adequate sunlight access to adjoining properties.</p> <p>As the houses at 1 East Street and 2 West Street are proposed to be acquired and demolished to accommodate a new pedestrian connection, there will be a separation of approximately 10-12 metres between any new developments</p>

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No.	Submitter	Issues Raised	Response
			<p>to the north west of the Pendium apartments.</p> <p>This separation will help to facilitate sunlight access to the Pendium apartments as will the topography which slopes down to the north and the proposed maximum building height of three to four storeys.</p> <p>In addition, any new development will be required to comply with the NSW Flat Design Code, which requires new development to limit impact on adjoining properties, including daylight access and prove so by submitting overshadowing analysis as part of the Development Application.</p> <p>4. The Five Dock Urban Design Study proposes various initiatives to improve the centre over the short to long term. This includes opportunities for the centre to grow over time. For this reason, the study proposes to extend the B4 Mixed Use zone surrounding the central core of the centre, including certain land between East and West Street. This area benefits from the proposed investment and upgrade to the public domain and is ideally located near the 'heart' of the centre.</p> <p>The proposed three (3) to four (4) storey scale will provide an appropriate transition between the low density dwellings to the south and west and the adjoining Pendium apartments.</p>
2	Sheldon Chapman T04, 4-12 Garfield Street Five Dock NSW 2046	<p>1. As a resident of The Pendium Apartment (Five Dock Square), I am deeply concerned over the suggestion to allow for a 6 storey development to be placed near the extended Five Dock Square (behind the current post office). A 6 storey development would block existing city views and result in a decline in property value. A 4 storey development would ensure views are maintained.</p> <p>2. Otherwise supportive of plan.</p>	<p>1. It is acknowledged that views to the east from the upper levels of the Pendium Building will be affected.</p> <p>A new building envelope is recommended that facilitates better amenity for residents and improved architectural outcomes. This envelope would permit five (5) storeys across the majority of the centre.</p> <p>In addition to the recommendations of the Study, it is recommended that flexibility be permitted where a site specific response is likely to generate a better outcome. A draft clause has been prepared that would permit a floor space ratio of 3.0:1 and a height of 27 metres (8 storeys) on sites with an area over 1,500m². The draft clause also requires consideration to be given to the sharing of view</p>

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			<p>corridors.</p> <p>Further consultation on the draft clause will occur when the Planning Proposal is placed on public exhibition.</p>
3	Milestone on behalf of Dosto Pty Ltd (Supabarn) PO Box 288 Leichhardt NSW 2040	<p>1. Hill PDA undertook an analysis of the proposed rezoning of the property at 186 Great North Road, Five Dock (known as the former RSL bowling club site) which concludes that another full line supermarket would have significant impacts on the existing (Supabarn) supermarket in Five Dock and varying impacts in surrounding areas. The Five Dock trade catchment area is insufficient to support a second full line supermarket in the Five Dock Town Centre.</p> <p>2. We also note that Hill PDA consults and provides advice extensively to Woolworths Limited and there is no disclosure within the Hill PDA report or on Council's website of that apparent conflict of interest.</p> <p>3. Supabarn Supermarket is the Five Dock Town Centre Retail Anchor.</p> <p>4. In light of the previous economic analysis undertaken by Hill PDA regarding the impact of a new full line supermarket in the Five Dock Town Centre and given there is no tangible change in circumstances we do not object to a small format retail use such as an ALDI Store, IGA or similar small format supermarket (up to 1,500m² Gross Floor Area) operating within the Five Dock Centre within the new mixed use complex as envisaged within the Five Dock Urban Design Study to complement the proposed new public square on the Great North Road.</p>	<p>1. Action CR-05-2 of the Five Dock Urban Design Study refers to a retail anchor on the ground floor of a future mixed use building. This anchor may not necessarily have to be in the form of a supermarket. Attracting a retail anchor would activate the new town square and create synergies (dumbbell effect) with the existing supermarket at Fred Kelly Place.</p> <p>The Five Dock Town Centre Urban Design Study does not propose to rezone land to specifically facilitate a new supermarket in Five Dock. Commercial premises and retail premises (which include supermarkets) are already permissible uses within the existing B4 Mixed Use zone under the Canada Bay Local Environmental Plan 2013.</p> <p>2. See above.</p> <p>3. Noted.</p> <p>4. Land and Environment Court judgements have clearly stated that economic competition between competing businesses is not a relevant planning consideration. Consideration may only be given to such matters where a proposed development will impact on the extent and adequacy of facilities and services available to the local community. An example may be where a development is proposed outside of an established centre that would undermine the entire offering provided by the established centre (such as post offices, banks, community uses, etc.) thereby impacting upon the facilities available to an entire community.</p> <p>In this regard, it is generally accepted that land-use planning systems should be flexible enough to accommodate growth and to provide for new investment and allowing for competition between existing and new entrants.</p> <p>There should not be any advantage or protection provided to existing businesses and the potential financial impacts of a</p>

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			development proposal on an existing business should not be considered in any assessment nor provide grounds for an objection.
4	Baptist Care P.O Box 7626 Baulkham Hills 2153	1. We operate a social housing program from 8 Kings Road, Known as Kitty Doyle. It includes a number of NRAS houses. We currently have residential tenants in both 10 and 12 Kings Road. It is not our intention to sell either of the residential blocks, however excluding no. 12 from the rezoning limits our longer term options for the potential to rebuild social housing on the broader site.	1. Should the rezoning proceed it is recommended that No. 12 Kings Road be included in land to be rezoned to B4 Mixed Use as part of the Planning Proposal.
5	Silvana Cassisi 41 Waterview St Five Dock	1. The study should include properties along the western side of Waterview Street, between Second Avenue and Barnstaple Road. This would improve the urban design outcomes delivered by the Study.	1. The study proposes to extend the B4 Mixed Use zone surrounding the central core of the centre. These areas would benefit most greatly from the proposed investment and upgrade to the public domain. The core of the Five Dock Town Centre occurs around a natural ridge within the centre and the area north and east of Second Avenue and Waterview Street is considered to lie outside this core. Waterview Street north of Second Avenue has a predominantly low rise residential character with a few constrained sites on the western side including a heritage building and existing strata development. Rezoning land outside this central core to additional land B4 Mixed Use would have fewer benefits and is therefore not recommended.
6	Robert King 7A Garfield St, Five Dock	1. If the plan is approved, can I please assume that until such time as the property is developed and used as a business, council rates and services etc. would remain on a residential basis?	1. Council rates reflect the use of the property and do not necessarily change following rezoning. When the property is rezoned and used for commercial premises, business rates would be applied.
7	Rita Di Mento 39 Pine Ave, Five Dock	1. Great idea to green the main street. Extending the trees all of the way to Abbotsford would create unified feel to	1. The focus of the study is to improve the Five Dock Town Centre. In the future, opportunities may exist to extend

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		the area and create a boulevard effect.	public domain improvements outside the centre.
		2. Small night time craft markets in Fred Kelly Place might encourage increased night time activity in the centre.	2. Noted. The new town square will provide sufficient area for a range of activities including events (such as markets) as well as public art, seating, street tree planting and children's play.
		3. A more uniform look to the shops might create a more inviting environment to shoppers and businesses.	3. The Five Dock Town Centre Strategy prepared by Hill PDA in 2012 identified various options to improve the appearance of shopfronts. These include:
		4. Clean the footpaths by removing the shabby brown paint and implement black tar with coloured borders.	a. Undertake an audit of building exteriors which are in most need of upgrading;
		5. Subways frontage is spray painted and needs to be cleaned up to create a better cafe/restaurant dining experience.	b. Provide advice to building owners on the benefits of upgrading and maintaining their buildings and how it can be done cost effectively; and
		6. No right turn into King Street during peak times to keep traffic flowing. A pedestrian barrier is needed to stop people crossing the Kings Street corner to get to the RSL.	c. Establish a regular maintenance program for exteriors.
		7. The RSL should assist in payment of a car park.	4. The study recommends the development of a "hard" design palette/catalogue for paving to guide future public domain improvement works. The suggested treatment has been used in other centres in Canada Bay such as Drummoyne and Waremba and would be a cost effective treatment to be used in Five Dock. Further consideration will be given to this matter during the preparation of the design guidelines.
		8. Green wall and art is a great idea.	5. The land currently occupied by Subway and the Post shop has been identified as the location for a new town square. Ultimately, the Subway building would be demolished to facilitate the construction of the new public space.
		9. Insert some simple but colourful footpath art, such as in Concord West, to colour the footpath.	6. Noted. This matter has been referred to Council's traffic engineer for consideration and will require further investigation when the new car parking is being designed and constructed.
		10. Storey Park is neglected and could be revitalised by turning it into a fenced dog park.	7. Noted.
		11. Increased lighting near the Supabarn car park entry/exit would improve visibility and safety.	8. Noted.
		12. Narrowing footpaths may provide opportunities for additional parking.	9. The Study recommends public art in specific locations such as the new town square, in laneways and at the new northern gateway. Additional opportunities for public art will need to

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No.	Submitter	Issues Raised	Response
			<p>be investigated on a case by case basis.</p> <p>10. Storey Park is outside the study area. Notwithstanding, the suggestions have been referred to Council's Recreation Officer for consideration.</p> <p>11. This matter can be investigated and if necessary, additional lighting could be included as part of a public domain plan. Should street lighting require changing, council may refer the matter to the relevant utility provider.</p> <p>12. The Study does not propose to narrow footpaths. The Study provides a general presumption that car parking in the centre will not be reduced.</p>
8	Robert Wallace 11/185 First Ave, Five Dock	<ol style="list-style-type: none"> Why didn't the Council consider making the Great Northern Road carriageway a pedestrian only mall? If a mall was considered, what were the negatives against proceeding with the recommendation? Please consider more pedestrian crossings at the northern and southern end of the centre. 	<ol style="list-style-type: none"> Within the study area Great North Road is owned and managed by RMS. Council does not have the authority to create a pedestrian mall along this road. In recent years the popularity of road closures to create pedestrian malls has declined outside city centres as there is a risk it can lead to a decline in activity and safety especially in the evening. Slowing traffic and increasing pedestrian amenity has become a more popular approach. An additional pedestrian crossing is proposed near the intersection with Rodd Road. An additional crossing at Kings Road was considered but discounted following traffic advice.
9	Giselle Mawer 11 Henry St, Five Dock	<ol style="list-style-type: none"> Supportive of Plan. Parking congestion on Henry Street and West Street is getting worse. Henry and West Streets are both narrow which leads to daily confrontations. It is common for large delivery and commercial construction trucks to negotiate their way down the street with inevitable problems. 	<ol style="list-style-type: none"> Noted. Issues in relation to traffic and parking on Henry and West Streets are noted and have been referred to Council's Acting Traffic Manager for his information. See 2 above

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		<p>It is not a safe thoroughfare for cyclists.</p> <p>It is also not safe for pedestrians or children.</p> <p>The streets are used as rat runs and smashes are common.</p> <p>3. I would strongly support the recommendation (p63) of building a two way dedicated cycle facility and widen pedestrian footpaths to allow safer access for cyclists and pedestrians to Five Dock Primary School. Either way I would strongly urge you to reduce vehicular access to one-way on both West and Henry Street, with restricted parking introduced on those streets (with exemption for residents).</p>	
10	David and Valda Martin 22 West Street, Five Dock	<ol style="list-style-type: none"> We strongly support the recommendations in relation to traffic and pedestrian access. The success of the Five Dock town centre hangs on the moderation of vehicle traffic impacts, especially speed and the corresponding promotion of pedestrian access. The scope of heritage analysis in the study is quite limited. It raises the question of whether a full heritage survey of Five Dock or at least the town centre is needed. The name "Five Dock: is unique and raises the question "what does it mean?" This gives the opportunity to present an information panel or similar showing the location and outlining the derivation of the name, viz the headland at Five Dock Point being named by Captain John Hunter in 1778 in his exploration of the Parramatta River. An artist's illustration of the "the five dock" as it would have appeared to Hunter, together with interpretative information, could have pride of place in Fred Kelly Place no 2 or other public place. 	<ol style="list-style-type: none"> Noted. Noted. The study considered the heritage item listed in the local plan. It is noted and accepted that additional study of the history and heritage of the area provide increased understanding of the area and would also be able to inform the public art and signage strategy for the centre. Interpretation of the local history would be appropriate to implement as part of works in the public domain.
11	David Casalicchio	<ol style="list-style-type: none"> Opposed to proposed Woolworth grocery pickup point 	<ol style="list-style-type: none"> The Study recommends that the Waterview Street car park be

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	2/42 Waterview St, Five Dock	due to extra noise and traffic of semi-trailers driving through Waterview Street.	redeveloped with a retail anchor on the ground floor and residential above. No recommendation has been made about the retail anchor; however, it is included in the Study as an element which would add to the revitalisation of the town centre. Supermarkets are currently and will continue to be a permissible use in the Five Dock Town Centre. There is currently no application for a supermarket under consideration by Council. Should a development application be received for a supermarket, residents and landowners would be notified and consulted prior to any decision being made.
12	Maria Ferrara 36A Waterview St, Five Dock	1. Opposed to the idea of a supermarket on Waterview Street. Please do something about parking in Waterview Street before a supermarket is put in.	1. The Study recommends that the Waterview Street car park be redeveloped with a retail anchor on the ground floor and residential above. No recommendation has been made about the retail anchor; however, it is included in the Study as an essential element to the revitalisation of the town centre. Supermarkets are currently and will continue to be a permissible use in the Five Dock Town Centre. There is currently no application for a supermarket under consideration by Council. Should a development application be received for a supermarket, residents and landowners would be notified and consulted prior to any decision being made.
13	Antonietta Amore 5/10 Walton Crescent Abbotsford	1. Concerned that the Five Dock Town Centre DCP includes a proposal for a major supermarket. A new supermarket would put many small retailers at risk. 2. Five Dock already has traffic problems and a supermarket would increase traffic and reduce housing values. 3. Council should increase the size of public areas and proposed lanes.	1. It is generally accepted that land-use planning systems should be flexible enough to accommodate growth and to provide for new investment thus allowing for competition between existing and new entrants. 2. Supermarkets are currently and will continue to be a permissible use in the Five Dock Town Centre. Indeed, Town Centres are considered to be an appropriate location to establish retail/commercial premises. 3. The Study recommends increasing the size and number of

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			public open space areas and adding new lanes. This includes widening Fred Kelly Place and providing a new square opposite Fred Kelly Place.
14	Ronald and Tatiana Kendrick 407/4-12 Garfield St, Five Dock	1. The study describes current controls as undesirable. Undesirable for whom? 2. How can taller buildings "improve" access to sunlight? 3. The documents states that on large sites the development should be taken even higher (to 19m) "without adversely impacting on the bulk, scale and overshadowing". This is akin to saying black is white. 4. Section C on P67 shows a solar zenith angle of 32. On June 21 st , the highest the sun will reach will be 32.5 degrees, so the shadow diagram is showing the least shadow for the sun's highest elevation. As winter lasts for several weeks either side of June solstice, this means that for a sizeable part of the year the proposed "new" town square will be in almost full shadow (remember that 32.5 is the sun's apogee for the day). 5. Thanks to the low rise Westpac Bank, Fred Kelly Place currently receives sunshine for most of the day. That would all go if a developer was allowed to put maximum dwellings as per the plan's suggestion. 6. Site 2 on page 76 suggests quadrupling the car park spots from 50 to 160-200. This, together with the large increase in population proposed, will have the effect of creating a large bottleneck on Great North Road, which already has bottleneck problems caused by the current pedestrian crossing at Fred Kelly Place and the Garfield Street intersection. 7. The document openly admits that the "proposals will change the character of the street" when talking about Waterview Street. Logic reasons that the same must	1. Following the consultation with the local community (including business and property owners) as part of the preparation of the Five Dock Urban Design Study, the appropriate scale of buildings and the village atmosphere were identified as desirable aspects of the centre. The consultation also revealed broad concerns with the quality of development being constructed. Issues identified included: a. Elongated buildings with poor distribution of floor space across sites, resulting in "squat" buildings that have poor orientation with adjoining sites. b. Poor privacy and overshadowing outcomes due to building orientation. c. Limited provision of open space areas within sites; and d. Limited opportunity to provide high quality solar penetration and cross ventilation into units. The Urban Design analysis showed that improvements could be made to the permitted building envelope that would result in improved design outcomes. This new envelope allows taller buildings and provides an alternative way of distributing floor space, thereby improving the overall quality of development outcomes. 2. Taller buildings where the highest portion of the building is setback from the boundary improve access sunlight compared to taller buildings which are built to their maximum height along the boundary. The Study also recommends that buildings on the northern side of a street or open space areas have an increased setback to minimise overshadowing. This type of controls is not in the current DCP and has resulted in large buildings such as the Pendium apartments creating large overshadowing impacts along Garfield Street.

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		<p>be said for all the other streets where canyons are allowed to spring up behind an old shop façade.</p> <p>8. The very Italian flavour of the area is sure to be destroyed and the area become another Strathfield or Burwood.</p>	<p>3. It is generally accepted that the perception of the bulk of a building is related to the design and how the massing is arranged. The Study notes that on larger sites where there is greater flexibility in how massing is arranged it should be possible to create additional height.</p> <p>4. The shadow diagrams in the report illustrate that a substantial area within the new town square will be in full sun from 12 noon and that this is also the case at 2pm.</p> <p>5. The report noted that a building of up to 15m in height is currently permissible on the Westpac Bank site and this would have a detrimental impact on the amount of sunshine in Fred Kelly Place. To avoid this occurring the report recommends that Council purchase the Westpac site and expand Fred Kelly Place to the north.</p> <p>6. The final numbers of car spots within the proposed carpark on Kings Road will be determined in consultation with traffic engineers and consider the impact on current intersections.</p> <p>7. To avoid a canyon effect for surrounding streets the report recommends only allowing taller buildings along Great North with buildings stepping down to three to four storeys along surrounding streets. The proposed increase along these streets is a change from a two storey street wall with a three storey building behind to a three storey street wall with a fourth storey set back from the street.</p> <p>8. Planning controls for Strathfield and Burwood are substantially higher than those recommended by the Five Dock Urban Design Study and permit building heights of between 30m-60m.</p>
15	Diane Eggerton 81/57-63 Fairlight St, Five Dock	<p>1. On the whole, I think the plan is well considered and respects the Five Dock community's wish to maintain a village atmosphere, while attracting more commerce, residents and visitors.</p>	<p>1. Noted.</p> <p>2. It is acknowledged that the northern end of the centre provides a broad range of uses beyond medical related industry. The B4 Mixed Use zone permits a broad range of uses such as retail, office, business and light industry. It is likely that the</p>

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		<p>2. The term "medical cluster" is used to describe the northern end of Great North Road. Given that a yoga centre, salt spa, personal training centre and gym are also found in this cluster, I think replacing the word medical with "health and wellbeing" or similar would have more positive connotations and perhaps attract more business innovation and younger clientele to the area.</p> <p>3. I would not like to see the site at 50 Great North Road go any higher or wider as it would affect my amenity in terms of privacy, light and noise. This site appears to be labelled as unconstrained.</p> <p>4. Other recommendations I have are entirely dependent on RMS:</p> <ul style="list-style-type: none"> - Resurface the road in the centre to tarmac instead of concrete to reduce noise traffic; - Install right turn green light at the intersection of Great North Road, Queens Road and Fairlight Street. - Eliminate green drive lights and green pedestrian lights active at the same time. - Reconsider some of the "no right turns" so that people do not have to do rat runs on local streets to change their direction. - Label streets clearly, so that traffic guidance signs such as "no right turn into First Avenue: makes sense to visitors. How can they know which is First Avenue when there's no street sign. - Consider making the Great North Road/Fairlight/Ramsay "triangle" a one way system to facilitate traffic flow and direction of travel. 	<p>composition of businesses will continue to evolve as sites are progressively redeveloped at the northern end of the centre.</p> <p>3. The draft DCP permits three to four storeys on the site at 50 Great North. These heights are generally consistent with the existing DCP.</p> <p>4. Noted.</p>
16	Ruseia Pulera 13 Myalora St, Russell Lea	<p>1. A new supermarket in Five Dock will add more congestion to the area. A major supermarket will have a huge negative impact</p>	<p>1. See row 12 above</p>

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		on the entire town centre and in particular small shops such as fruit, butcher and deli shops.	
17	Paul Antonatos 48 Fitzroy St, Abbotsford	<ol style="list-style-type: none"> 1. Commend council and its consultants on an outstanding study, particularly the quality and thoroughness of the work. 2. It is my opinion that the FSR should be increased to 3.5:1. This would give all stakeholders an incentive to rebuild and consolidate sites. 	<ol style="list-style-type: none"> 1. Noted. 2. The FSR for the Five Dock Town Centre is currently 2.5:1. <p>When determining an appropriate FSR it is necessary to balance various needs. These include the viability of development, design quality, amenity impacts and the relationship of new development with the surrounding context.</p> <p>Following consultation with the local community (including business and property owners) as part of the preparation of the Five Dock Urban Design Study, broad concerns with the quality of development being constructed were revealed. Issues identified included:</p> <ul style="list-style-type: none"> • Elongated buildings with poor distribution of floor space across sites, resulting in "squat" buildings that have poor orientation with adjoining sites. • Poor privacy and overshadowing outcomes due to building orientation. • Limited provision of open space areas within sites; and • Limited opportunity to provide high quality solar penetration and cross ventilation into units. <p>Urban Design analysis showed that improvements could be made to the permitted building envelope that would result in better design outcomes. This new envelope allows taller buildings and provides an alternative way of distributing floor space, thereby improving the overall quality of development outcomes.</p> <p>The Study therefore recommends that the centre's height limit is increased to 5 storeys with a 14 metre street wall height.</p> <p>In addition to the recommendations of the study, it is recommended that on larger sites where amalgamation has occurred (minimum 1,500m²), additional height should be permitted, allowing 8 storeys. This is in comparison to the existing building envelope that comprises three storey and</p>

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			<p>potential for an attic within the central part of the site.</p> <p>Further consultation on the draft clause will occur when the Planning Proposal is placed on public exhibition.</p> <p>Feasibility testing undertaken revealed that it is profitable to redevelop to an FSR of 2.5:1 whilst still achieving a reasonable market value. All options tested achieve the benchmark project internal Rate of Return (IRR) of 18%. This is reinforced by various consents granted and constructed in recent years.</p>
18	JD Allars 11 East Street Five Dock	<ol style="list-style-type: none"> 1. The area of land identified for rezoning in the draft study is different to the area of land included in the draft DCP for the land bound by East and West Streets. 2. The result of this is that the few remaining residential houses facing East Street in this block will be within 6 metres to the north of 3 to 4 storey development with no street setbacks and also directly opposite 3 to 4 storey development with no street setbacks. 3. Should the proposed side setbacks be implemented, the actual area remaining for any development is only the width of less than three of the current three residential blocks, and the upper levels less than two, making this unfeasible for such development. 4. Perhaps the boundary of the rezoning should either include the whole of the southern block between East and West Street – at least to the rear boundaries of Henry Street properties (allowing appropriate setbacks), or none of this block, (but again considering appropriate setbacks from surrounding development). 	<ol style="list-style-type: none"> 1. Agreed. The Study recommended rezoning part of this area in order to provide a link between the school and the town centre. The draft DCP is a subsequent piece of work that identified the minimum area required to be rezoned in order to achieve the desired development outcome. 2. The boundary identified in the draft DCP shows 6 houses will remain along East Street. 3. The 6 metre landscaped side setback has been established to provide an appropriate interface between the new development and existing residential houses. 4. Rezoning the entire block, or just to the rear of Henry Street was considered however it was recognised that this extent of change was not necessary to activate the link to the school and achieve the desired development outcome.
19	David Ho 5 Kings Road Five Dock	<ol style="list-style-type: none"> 1. I strongly object to the proposed multi deck car park on Kings Road, Five Dock. 2. I note that within the initial review, it was understood that there was a "perceived" lack of car parking 	<ol style="list-style-type: none"> 1. Noted. A triple deck car park on Kings Road has been identified as one option to ensure parking provision in Five Dock is not reduced. Should alternative opportunities become available to provide car parking in the centre, there may be no necessity to construct a new car park on Kings

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		<p>however not this has not been substantiated.</p> <p>Over the course of a week in mid-January, there were over 10 space car parking spaces available at 10am, 12noon and 2pm each day.</p> <p>The majority of users of the Kings Road car park are Five Dock RSL patrons and as such the RSL should consider means of increasing car parking for their patrons on their own premises.</p> <p>3. The proposed car park will eliminate my solar access and overshadow our properties as much as 25% in winter. The shadow diagrams in the report indicate excessive and unacceptable overshadowing onto the properties directly opposite the proposed multi-deck car park.</p> <p>4. Kings Road is a narrow street with existing traffic congestion issues. By inviting more vehicular access on this road, this will only compound the issue as it will make the road more congested than it already is.</p> <p>5. The existing car park generates pollution in the form of littering and exhaust fumes. The extra traffic arising from the use of the new car parking will exacerbate these issues.</p> <p>6. Vehicles parked out of sight in a new unattended car park may give rise to security issues and give rise to theft.</p> <p>7. It was indicated that lights would be installed on the Kings Road side of the multi storey car park. This would create unacceptable impacts on adjacent residents.</p> <p>8. The multi deck car park will enable people on the first, second or third floor an uninterrupted view into residences bedrooms. This is a breach of privacy and needs to be addressed.</p>	<p>Road. The Study has been amended to make it clear that the provision of an additional car park on Kings Road is but one option that is available to council.</p> <p>2. Noted.</p> <p>3. The shadow diagrams indicate sites on the opposite side of the road to the car park being overshadowed in the morning in mid-winter but that the shadow is predominantly on the street by 12 noon. As the shadow diagrams have been prepared based on the maximum building envelopes (see page 70) a multi deck car park of two to three storeys in height should create substantially less overshadowing.</p> <p>4. The final number of spaces and access to the car park is still to be determined and this will require detailed traffic advice.</p> <p>5. Should the car park be pursued, it would be designed to minimise impacts on surrounding properties. This matter would be considered in the preparation of detailed plans for the car park.</p> <p>6. Issues in relation to safety and security are an important consideration that will be addressed during the design and ongoing operation of the car park.</p> <p>7. The car park would be designed to minimise impacts on surrounding properties. This matter would be considered in the preparation of detailed plans for the car park.</p> <p>8. The car park would be designed to minimise impacts on surrounding properties. This matter would be considered in the preparation of detailed plans for the car park.</p> <p>9. A car park already exists on Kings Road and there is no evidence to suggest that the additional parking will impact the value of land within the Five Dock centre. The site is ideally located to accommodate additional off street parking being within close proximity to the main street retail and a key anchor (the Five Dock RSL).</p>

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		<p>9. The multi deck car park will lead to depreciation in the value of surrounding homes.</p> <p>10. Have alternative locations been considered, such as Waterview Street?</p>	<p>10. The Waterview site was considered for a multi deck carpark however the Kings Road site had a number of key advantages including:</p> <ul style="list-style-type: none"> a. A narrower frontage to Kings Road reducing the width of the car park as seen from the street. b. Access to a laneway that linked to Garfield Street allowing flexibility in access arrangements. c. A slight slope to towards the laneway making it possible to semi recess the car park in a split level arrangement. d. The site was adjacent to a 3 storey building (on the corner of Great North Road and Henry Street) making the car parking structure less prominent. <p>Notwithstanding the above, other opportunities may arise to accommodate parking in the centre. The general presumption is that there will be no reduction in parking provision.</p>						
20	Jo Di Giacomo President – Five Dock Chamber of Commerce	<p>1. The report offers some great ideas and opportunities especially at the top end of five Dock (Henry Street to Queens Road).</p> <p>2. Appropriate incentives such as an increase in FSR to 3.5:1 to make development viable should be considered.</p> <p>3. Quality redevelopment to make this area the commercial hub of Five Dock (e.g. Medical institutions) bringing greater employment to the area.</p> <p>4. Minimum size of new apartments being built to 95/100 sqm to ensure that the quality and value of properties in the area is maintained.</p> <p>5. The redevelopment of the whole corner of Lyons Road, Great North Road up to McKinnon Avenue. Clean the land of any contamination and consider the possibility</p>	<p>1. Noted.</p> <p>2. See 17(2) response above.</p> <p>3. It is acknowledged that the northern end of the centre provides a range of uses beyond medical related industry. The B4 Mixed Use zone permits a broad range of uses such as retail, office, business and light industry. It is likely that the composition of businesses will continue to evolve as sites are progressively redeveloped at the northern end of the centre.</p> <p>4. The Residential Flat Design Code (under State Environmental Planning Policy 65 – Design of Residential Flat Buildings) contains the following rule of thumb for apartment sizes:</p> <table border="0"> <tr> <td>1 bedroom apartment</td> <td>50m²</td> </tr> <tr> <td>2 bedroom apartment</td> <td>70m²</td> </tr> <tr> <td>3 bedroom apartment</td> <td>95m²</td> </tr> </table>	1 bedroom apartment	50m ²	2 bedroom apartment	70m ²	3 bedroom apartment	95m ²
1 bedroom apartment	50m ²								
2 bedroom apartment	70m ²								
3 bedroom apartment	95m ²								

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		<p>of building new Council Chambers with parking facilities for the commercial medical strip whilst still providing some parkland to the community.</p> <p>6. The planning team investigate the economics of development sites.</p> <p>7. Extend the widening of the Five Dock Centre which would improve the opportunities of development at the northern end of Great North Road.</p>	<p>Requesting that apartments be a minimum size of 95/100m² would be inconsistent with the Residential Flat Design Code.</p> <p>A mix of apartment types provides housing choice and supports equitable housing access. By accommodating a range of household types, a mix of apartments can ensure apartment buildings support the needs of society now and in the future. It may be appropriate to stipulate in the draft DCP that shop top housing and residential flat buildings are required to provide a minimum of 10% one bedroom dwellings and a minimum of 10% three bedroom dwellings. This would ensure a variety of housing types without stipulating exact dwelling sizes.</p> <p>5. The area of land identified in the submission is currently occupied by the former Five Dock RSL Bowling Club, Storey Park and the Drummoyne Senior Citizens Centre.</p> <p>The former Five Dock RSL Bowling Club site at 186 Great North Road is privately owned and was rezoned at R3 Medium Density Residential under the Canada Bay Local Environmental Plan 2013. A development application for the construction of a residential flat building on the site is currently under consideration.</p> <p>Storey Park is classified as community land and is identified as a passive park. It is likely that there would be limited community support to rezone open space in this location and replace it with car parking and development.</p> <p>The City of Canada Bay Council is one of two trustees of the Drummoyne Senior Citizen's Centre situated at 422 Lyons Road, Five Dock. Whilst the Council is one of the trustees, it currently has no involvement in the day-to-day operation of the Club.</p> <p>Council currently has no plans to relocate the Council Chambers and as such the proposal is beyond scope of this Study.</p> <p>6. Feasibility testing was undertaken that suggests that redevelopment is profitable at a Floor Space Ratio of 2.5:1.</p>

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			<p>whilst still achieving a reasonable market value. The results of the testing achieve the benchmark project Internal Rate of Return (IRR) of 18%.</p> <p>7. The study recommends increasing rezoning land to both the east and west of the centre. These areas include:</p> <ul style="list-style-type: none"> - Land between Kings Road and Garfield Street to the west; - Land between East Street and West Street to the west; - Land between Great North Road and Waterview street to the east.
21	Glen Haron 181 First Avenue, Five Dock	<p>1. Commend Arup on the high standard of their report, its detail and the way the issues are considered is comprehensive.</p> <p>2. The key issues revolve around the commercial realities of redevelopment – timing, yield and tenure. The feedback we have received includes:</p> <ul style="list-style-type: none"> - FSR higher than 2.5:1 and close to 3.0:1 - Heights need to be 19m to allow six or seven levels on smaller sites and up to 25m on larger sites. <p>3. The Study should go further in making the centre larger. The Town Centre should include areas to the west of East Street and west of Great North Road between Garfield and Kings Road for medium density and commercial development.</p> <p>The area bound by Cashman Lane, Fairlight Street and Ramsay Road as well as properties on the other side of Fairlight (along Ramsay) should provide a gateway to Five Dock from Haberfield. To achieve this aim, I believe that their zoning and building envelopes should match that proposed for Great North Road and First Avenue.</p>	<p>1. Noted.</p> <p>2. There was strong community support to retain a sense of scale in the centre that relates to the surrounding context and maintains a human scale. An objective of the study was to balance the existing character and amenity of the area with sufficient development potential to allow investment.</p> <p>It is recommended that flexibility be permitted for large sites where a site specific response is likely to generate a better outcome.</p> <p>The draft clause would be included in the Canada Bay Local Environmental Plan 2013 and would permit a floor space ratio of 3.0:1 a height of 27 metres (8 storeys) on sites with an area over 1,500m².</p> <p>3. The buildings on the corner of Fairlight Street and Ramsay Road contribute to the character to the area and the steep topography separates this area from the central core of the centre. The draft DCP has suggested starting to bring the centre closer to this area by allowing 4 storey apartment development on 52-56 Ramsey Road.</p> <p>4. Noted.</p>

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		4. Landscaping and street furniture for the town centre should also include the park area on corner of Fairlight and Ramsay Streets to provide a gateway to Five Dock from Haberfield.	
22	Dona Di Giacomo 225 Great North Road, Five Dock	<ol style="list-style-type: none"> 1. The strip between Henry Street and Lyons Road seems to have been forgotten. This intersection is the entrance to the northern gateway of Five Dock but there is no provision for any infrastructure in this area. 2. Whilst there are some cosmetic changes recommended, it will do nothing to address real problems in relation to traffic, parking or the consolidation of properties. 3. The study should look at ways it can develop a strategic plan that will provide the infrastructure necessary for the northern end such as new council chambers, community centre, entertainment centre, open spaces whilst also providing parking facilities. 	<ol style="list-style-type: none"> 1. The Five Dock Study identifies a number of upgrades for this part of the Town Centre including prioritising new street trees in this section of Great North Road, a new gateway park at the corner of Lyons Road and Great North Road and a new pedestrian crossing and laneway link near Rodd Road. The proposed residential development at 186 Great North Road and at the northern end of the strip will also bring vitality to this part of the centre. The central part of Great North Road contains the most publicly owned land and provides the greatest opportunities to utilise and build upon existing infrastructure in a cost effective way which will provide benefits to the whole centre. 2. The Study identified that the area between Henry Street and Great North Road has some of the largest lots in the centre and it is where the majority of recent development and development approvals has occurred. In addition to the recommendation of the Study, a draft control has been prepared to encourage the amalgamation of land. This control will permit additional height and floor space. 3. There is no Council owned land in the northern end of Great North Road making it difficult to provide additional car parking, new public open space or community facilities.
23	Andrew and Jacqueline Donato 2 West Street Five Dock NSW 2046	<ol style="list-style-type: none"> 1. The proposed school link in relation to the extension of Fred Kelly Place involves the acquisition of our home and the land on which our home is built, posing a significant financial and personal (including emotional) cost to us. 2. Community support for the school link and the extension of Fred Kelly Place is mixed. 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. 3. The study proposed the link to improve the connection between the Five Dock Public school and the core of the town centre. While Garfield Street is physically close, visual connections between places can be just as important if not

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		<ol style="list-style-type: none"> 3. The benefit to pedestrians of a walk through from Great North Road to Lancelot Street is not compelling given it is only one lot away from Garfield Street. 4. We would like Council to reconsider redeveloping the street local to us, however notwithstanding this, the Council does decide to acquire our property, we would prefer negotiations to be completed sooner rather than later. 	<p>more so than physical connections.</p> <ol style="list-style-type: none"> 4. The Study identifies the school link as an initiative to be delivered in the long term. The concerns of the land owner with regard to the timing of the acquisition are acknowledged and it is reasonable that steps be taken to minimise impacts arising from the acquisition process. Should the proposed school link be pursued, it is recommended that the acquisition process for 2 West Street, Five Dock be expedited.
24	B Di Pino 30 Kirrang Street Waremba NSW 2046	<ol style="list-style-type: none"> 1. My property is presently occupied by a Child Care Centre with a long term lease. If acquisition were to occur prior to the end of the lease, how does the Council plan to reimburse me for the loss of business and the commercial value of my property? 2. If at the end of the present lease, I wish to offer the property for sale to another party, will I be disadvantaged by Council's intention to acquire my property? 3. I believe I would be disadvantaged if I wanted to sell at present as any prospective purchaser would need to consider that there was a risk that in the near future the property would/could be acquired by council. 4. Would the council look at a proposal to relocate my Child Care Centre closer to the shopping centre at the same "change over" price? 5. Will the council cover my loss of rent if I were forced to sell prior to the end of my tenant's lease? 	<ol style="list-style-type: none"> 1. Acquisition would occur preferably by negotiation. 2. It is recommended that Council acquire the property as a matter of priority. Notwithstanding, the land may be sold until such time as it is acquired by Council. Any potential purchaser should acknowledge Council's strategic intentions for the site. 3. Noted. As stated above, it is council's intention to purchase the property in the short term. 4. It is preferable for the council and the landowner to negotiate an outcome based on fair market value for the property. It is then at the landowners discretion as to how and where they make future investments. 5. These matters will be considered when determining fair market value for the land.
25	Dave & Abby Gray 35 East Street Five Dock NSW 2046	<ol style="list-style-type: none"> 6. Coogan Lane: 205-207 Great North Road – why has this existing laneway and pedestrian link not been identified in the study and hence why hasn't it been considered? What are the future plans for it? 	<ol style="list-style-type: none"> 1. Coogan Lane is shown on most of the diagrams in the study. The majority of development around this laneway is strata title development creating limited opportunity for change in this

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		<p>7. Great North Road/Queens Road – why is there no pedestrian crossing identified for the southern arm of this intersection?</p> <p>8. Laneway between East-West Streets – This requires the purchase of two properties and without development on both, this is unlikely to occur within the next 25 years.</p> <p>A more cost effective solution would be to use the Police Station land to provide direct access to the library and restaurant on the first floor level or ground floor by changing access through the Supabarn site. In turn, this would have better sightlines with Fred Kelly Place.</p> <p>9. Laneway between East Street and Barnstaple – This is not supported and has the weakest need for a new link. We live at 35 East Street and will be directly impacted. There is no need for this additional laneway as there are no destinations on East Street unless you count the illegal brothel.</p> <p>10. Relocation of bus stops near Rodd Road – Why move them further south when moving them closer to Lyons Road offers far more accessibility to the local community.</p> <p>11. East-west cycle route on Henry/Barnstaple Road – Is this cycle route segregated? It is not clear from the document.</p> <p>The pedestrian crossing at Great North Road/Henry Street needs to be signalled to allow a continuous cycle route and to avoid cyclists using the footpath illegally.</p> <p>12. Pedestrian crossings on Henry and Barnstaple – It is doubtful that these could meet the necessary standards</p>	<p>area.</p> <p>2. This is a Roads and Maritime Services controlled road and there is currently no link provided for the southern arm.</p> <p>3. A link through the police site would have been possible before the development of the Supabarn site however as this was not considered at the time it is necessary to move the link further north to provide safe and accessible access.</p> <p>4. Street blocks over 300m in length are not considered desirable in urban centres as they discourage pedestrian activity. The link is proposed in the centre of the block bounded by Lyons Road, East Street, Henry Street and Great North Road where it has the maximum benefit for the entire block.</p> <p>5. The study suggest that two bus stops at the northern end of the centre could be relocated to a more central location within the centre, it being noted that there are already bus stops further to the north on Great North Road (on the opposite side of Lyons Road). Any relocation would require discussion with relevant State Government Agencies.</p> <p>6. Details of the proposed bicycle route will be determined when the Public Domain Plan is prepared.</p> <p>7. A raised threshold treatment could work well in this location and is worthy of further investigation prior to the preparation of the Public Domain Plans.</p> <p>8. The laneway is necessary to avoid new development requiring access off Great North Road for loading and car park access.</p> <p>9. The study considered closing First Avenue between Great North Road and Cashman's Lane. While highly desirable it was determined that the rerouting of a large number of buses and uncertainties about how the Waterview Carpark Site would be serviced made this recommendation premature at</p>

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		<p>for visibility. It is not best practice to have pedestrian crossing across side streets. A raised entry treatment or speed table/hump is preferable as it slows traffic down.</p> <p>13. Council car park on Second Ave – Why is this not mentioned? Yes it is part of the long term vision of a north-south laneway but what is the need to split the blocks - to allow more unit development?</p> <p>14. Great North Road/Ramsay Road/First Avenue – The pedestrian crossing arrangement on the eastern side is convoluted. This intersection is too traffic dominated and businesses on the eastern side struggle because of poor pedestrian access. Why hasn't the study been brave and recommended a revamp of the intersection arrangement to readdress the balance from vehicles. Why not close First Ave at Great North Road and move the bus layover/bus stops? This is the natural focal point of Five Dock and could be a great open space/square. At least restrict access to First Ave and widen the kerb on Ramsay Road (city bound) at the corner with First Avenue. Compare this with Taylor Square in Darlinghurst.</p> <p>15. Height and Scale – The focus of the study is on preserving the look and feel of Great North Road and ignores the surrounding low density residential land uses. The rear of Great North Road should not be bastardised to maintain the village feel of Great North Road.</p> <p>16. Reducing car parking requirements – this will increase parking pressures on local streets and drive further complaints by businesses that there is insufficient parking. Unless public transport is improved, do not reduce parking requirements.</p> <p>Council should introduce better parking enforcement which could be through the introduction of parking</p>	<p>this time.</p> <p>10. The draft DCP recommends a maximum street wall height of 11 metres (3 storeys) for the majority of East Street, stepping up to 14 metres (4 storeys). In contrast, the draft DCP recommends a 4 storey street edge on Great North Road, stepping up to 5.</p> <p>In addition to the above, an incentive is recommended to encourage amalgamation on large sites. The draft clause would be included in the Canada Bay Local Environmental Plan 2013 and would permit a floor space ratio of 3.0:1 and a height limit of 27 metres (8 storeys) on sites with an area over 1,500m².</p> <p>It is important that significant new development contributes positively to the town centre and the surrounding locality. This contribution may be as an iconic or landmark building, but more typically it is a well-designed building that fits sensitively into the streetscape and responds to the public domain.</p> <p>11. Car parking provision is a complex issue as matching the expectations of individuals and businesses with the greater shift towards public transport is a challenge.</p> <p>Canada Bay's resident and visitor parking requirements for RFBs are high in comparison to other Council areas both locally within Sydney and also on a national basis. There is scope to reduce resident and visitor parking requirements. A reduction in car parking would maintain a consistent approach to parking applied by other Councils of a similar size and with similar characteristics.</p> <p>Controls that limit car parking in locations that have good accessibility to public transport are considered to be relevant to Canada Bay and could be applied in Five Dock. It is appropriate to apply maximum parking provisions in town centres. This approach recognises that people will continue to use and depend on cars but this dependence reduces in more</p>

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		<p>meters either free or low fee. A parking study is required to determine the best approach.</p> <p>17. Street trees – The report is incorrect, there are no existing street trees on East Street.</p> <p>The introduction of trees in the median on the northern section of Great North Road is long overdue and a better use of the excessively wide road space.</p> <p>18. Public domain on Henry Street – Where has this public space come from? Is it open space or a laneway? Please explain.</p> <p>19. Off site parking – Many residential properties have limited or no off street parking so unless a residential parking scheme is introduced, pushing more parking to residential streets is unworkable.</p> <p>The use of parking near Five Dock needs to be considered as part of a future parking study.</p> <p>20. Residential unit refuse collection – the study fails to address the issue of garbage collection. The requirement of residential development to have commercial bin collection needs to be added to the DCP.</p> <p>21. Future Development – The rear street to Great North Road need upper level setbacks as well. The cross section ignore the surrounding residential streets, in particular East Street.</p> <p>22. Properties on the western side of East Street will be overshadowed.</p> <p>23. The developers are more important than residents and there is no balance between growing residential needs and quality urban outcomes.</p>	<p>walkable neighbourhoods with accessibility to public transport.</p> <p>Consideration should be given to the methods used by the Councils of Ryde, Marrickville and Burwood and the City of Sydney. These localities require a less parking for RFBs that are close to transport corridors. This approach would support available public transport and reduce the costs associated with the provision of car parking.</p> <p>12. Noted.</p> <p>13. The proposed public space is a small lane (on title but never constructed) at the back of the Post Office. The residential development under construction to the north uses this laneway to provide pedestrian access to the new development. As the lane is not used for vehicle access the study identified that there is an opportunity to create a small square in this location.</p> <p>14. It is not proposed to introduce resident parking as part of the Urban Design Study. This matter has been referred to Council's Traffic Manager for consideration.</p> <p>A parking study is also outside the scope of the Urban Design Study.</p> <p>15. Waste provisions are included within the existing Canada Bay Development Control Plan and will continue to apply to Five Dock Town Centre.</p> <p>16. Noted. The Study recommended that new DCP controls be prepared. The draft DCP controls prepared subsequent to the studies completion have recommended a maximum street wall of three storeys with the fourth floor setback by 4m. They also recommend a 2m landscape setback along East Street.</p> <p>17. The shadow diagrams only show a small amount of overshadowing in the morning in mid-winter. These diagrams are based on a four storey building envelope and not the draft</p>

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		<p>24. Costings – the costs are very low and the following additional matters should be included:</p> <ul style="list-style-type: none"> - Service relocation (both underground and overhead) - Replacement of kerb and gutter - Replace/amend street signage - Excavation and disposal of materials - Changes to drainage - Labour - Traffic management during construction - Design and project management - Advertising/public exhibition. <p>25. Other comments:</p> <ul style="list-style-type: none"> - Five Dock Primary school should be called Five Dock Public School - The new car park signs in Five Dock are way too big and go against the principles outlined in the study; - The footpath adjacent to 189-193 Great North Road is not an acceptable standard; - Traffic management during construction needs to be addressed; - We encourage the staff and Councillors to take a walk down East Street to fully understand the impact development that exceed DCP controls has on residents, families and the community. It's plain to see and it is happening now. 	<p>DCP controls. If a three storey envelope with a 2m landscape setback is adopted the impact shown in the Study will be reduced.</p> <p>18. When determining appropriate controls for Five Dock, it was necessary to balance various needs. These include the viability of development, design quality, amenity impacts and the relationship of new development with the surrounding context.</p> <p>19. Noted. The study provides high levels costings based on Rawlinson Construction Handbook. A Quantity Surveyor will be engaged to provide detailed costings following the preparation of detailed drawings.</p>
26	Robin Hyett Falcondale Property Group	<p>1. As there is necessity to provide connectivity to Great North Road and at the same time accommodate the proposed service lane to the rear of these properties, the main retail floor on the Waterview car park site must be located at first floor level, which, also allows sufficient headroom for delivery vehicles at ground level, means residential development will commence at</p>	<p>1. To ensure high quality urban outcomes a large portion of ground floor uses needs to be retail. This is especially the case for any sites that are located along Great North Road and for any sites adjoining a public open space such as the new "town square". Loading and car parking also needs to be designed to minimise impacts on the pedestrian amenity and access.</p>

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		<p>approximately nine metres above.</p> <p>This demonstrates the fundamental dichotomy where the current floor space cannot be accommodated within the proposed height limit.</p> <p>The proposed increase in height is insufficient to allow aesthetically pleasing, environmentally attractive and economically viable residential design. Council should permit heights of up to 24 metres on 'landmark' sites of 2,000sqm, or more.</p> <p>2. The proposed vehicular lane proposed between First and Second Avenue is an admirable objective which will reduce congestion in the main thoroughfare caused by commercial deliveries, garbage collection, etc.</p> <p>The very narrow laneway off First Avenue between the Five Dock Hotel and bottle shop is part of the lot fronting Great North Road and is the subject of a right of way. Whilst the laneway can be reserved within the car park development, critical access to and from First Avenue will require difficult and delicate negotiations with the adjoining owners. Council may need to consider its powers of compulsory acquisition to achieve its aim of the creation of the laneway.</p> <p>3. The concept of small 'intimate' pedestrian laneways within facing retail/commercial outlets is a good one, the narrow rather unattractive and intimidating (especially at night) lane from Great North Road leads only to the car park, is not a true through site link, will become redundant if the car park is redeveloped and therefore should not be considered for retention.</p>	<p>The Study recommends an anchor development on the Waterview site but it does not assume that it is desirable or necessary for this anchor to be a full line supermarket with a single contiguous floor plate of 3,800-3,900m² of GFA. Some of the difficulties identified regarding loading and servicing could be solved by targeting an anchor tenant that is smaller and more easily accommodated on the ground floor area currently available.</p> <p>In addition to the recommendation of the study, a draft clause has been prepared for inclusion in the Canada Bay Local Environmental Plan. The clause would permit a floor space ratio of 3.0:1 and a height of 27 metres (8 storeys) on sites with an area over 1,500m².</p> <p>This clause will be subject to further consultation as part of the Planning Proposal.</p> <p>2. Noted.</p> <p>3. The study has recommended a number of through site links and pedestrian laneways. These types of links are critical to ensure pedestrian access across the town centre is not overlooked when large street blocks are developed.</p>
27	Joanna McGill 12 Waterview St, Five Dock	<p>1. We do not need supermarkets or high rise in our area.</p> <p>2. Supabarn was helpful in getting the library built so I don't think they would be very happy to have another supermarket as competition.</p> <p>3. We have enough traffic travelling down Waterview</p>	<p>1. The Study recommends an anchor development on the Waterview site but it does not assume that this will necessarily be a large supermarket. Supermarkets are currently and will continue to be a permissible use in the Five Dock Town Centre.</p> <p>2. Economic competition between competing businesses is not a relevant planning consideration. It is generally accepted</p>

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		<p>Street as it is already used as an alternative to Great North Road.</p>	<p>that land-use planning systems should be flexible enough to accommodate growth and to provide for new investment thus allowing for competition between existing and new entrants.</p> <p>3. Traffic is an important consideration and further analysis will be undertaken as part of the assessment of future development applications. It is however likely that a substantial amount of traffic will be redirected away from Waterview Street as a consequence of the relocation of the existing off street public car park.</p>
28	Melinda Clark Address unknown Sabrina Romero Address unknown	<p>1. If a large supermarket is developed in the Five Dock Town Centre, security and property value are sure to decrease.</p> <p>Large supermarkets are infamous for pushing out the small retailers and this results in many vacancies in the commercial buildings.</p> <p>Ensuring that small specialty stores are preserved and improved, and increasing night time activity, will yield the results such as security, vibrancy, viability, community feel and quality that Council is trying to achieve for the Five Dock Town Centre.</p>	<p>1. The Study recommends an anchor development on the Waterview site but it does not assume that this will necessarily be a large supermarket.</p> <p>Supermarkets are currently and will continue to be a permissible use in the Five Dock Town Centre.</p> <p>Economic competition between competing businesses is not a relevant planning consideration. It is generally accepted that land-use planning systems should be flexible enough to accommodate growth and to provide for new investment thus allowing for competition between existing and new entrants.</p>
29	A E Heavul Address unknown	<p>1. I would like to see smaller food specialty stores, cafes, restaurants etc. be maintained and enhanced in the Five Dock area and another smaller food retailer such as Aldi established.</p> <p>Should a large retailer such as Coles or Woolworth be established, the closure of small businesses will mean an increase in vacancies, which in turn will decrease housing values, not to mention the traffic congestion that will further push down housing values.</p>	<p>1. The Study recommends an anchor development on the Waterview site but it does not assume that this will necessarily be a large supermarket.</p> <p>Supermarkets are currently and will continue to be a permissible use in the Five Dock Town Centre.</p> <p>Economic competition between competing businesses is not a relevant planning consideration. It is generally accepted that land-use planning systems should be flexible enough to accommodate growth and to provide for new investment thus allowing for competition between existing and new entrants.</p>

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30	Daniele Retvomo Address unknown	<ol style="list-style-type: none"> 1. I would like to see a shop like Aldi instead of Woolworths or Coles. This would provide more options for residents of Five Dock while supporting local business. 	<ol style="list-style-type: none"> 1. Supermarkets are currently and will continue to be a permissible use in the Five Dock Town Centre. Economic competition between competing businesses is not a relevant planning consideration. It is generally accepted that land-use planning systems should be flexible enough to accommodate growth and to provide for new investment thus allowing for competition between existing and new entrants.
31	Kevin Kim Address unknown	<ol style="list-style-type: none"> 1. Council should utilise key opportunity sites for retailers such as Aldi, rather than large chains such as Coles or Woolworths. A store such as Aldi will help small businesses and revitalise specialty stores that the town centre character has been built upon. 2. This will ensure that there is not as much traffic as a large retailer will bring, especially as the key opportunity sites are adjacent to residential properties. 	<ol style="list-style-type: none"> 1. Supermarkets are currently and will continue to be a permissible use in the Five Dock Town Centre. Economic competition between competing businesses is not a relevant planning consideration. It is generally accepted that land-use planning systems should be flexible enough to accommodate growth and to provide for new investment thus allowing for competition between existing and new entrants.
32	Joe Rizzo Patterson Rizzo Biviano real Estate	<ol style="list-style-type: none"> 1. The Study does not show how the strip can be revitalised 2. There is a reduction in FSR. 3. No mention of consolidation. 	<ol style="list-style-type: none"> 1. The Study provides a comprehensive vision for revitalisation through increased height, improved building design, public domain improvements including a new town square etc. 2. There is no reduction in FSR. 3. The Study does discuss providing an incentive for amalgamation. In addition to the Study, it is also recommended that a new clause be prepared for inclusion in the Canada Bay LEP. This clause will permit additional height and floor space ratio to encourage the consolidation of land. Opportunity for community input on the draft clause will be available when the Planning Proposal is placed on public exhibition.