

Five Dock Precinct

Heritage Study

Prepared for City of Canada Bay Council

October 2025

GNL
HERITAGE

Acknowledgement of Country

We respect and acknowledge the Wangal people of the lands and waterways on which we live and work, their rich cultural heritage and their deep connection to Country, and we acknowledge their Elders past and present. We are committed to truth-telling and to engaging with First Peoples to support the protection of their culture and heritage. We strongly advocate social, cultural and political justice and support the Uluru Statement from the Heart.

Cultural warning

Aboriginal and Torres Strait Islander readers are advised that this report may contain images or names of First Nations people who have passed away.

Report register

The following report register documents the development of this report, in accordance with GML’s Quality Management System.

Job No.	Issue No.	Notes/Description	Issue Date
24-0312	1	Draft Report	12 December 2024
24-0312	2	Revised Draft Report	7 August 2025
24-0312	3	Revised Report	28 October 2025

Quality management

The report has been reviewed and approved for issue in accordance with the GML quality management policy and procedures.

It aligns with best-practice heritage conservation and management, *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance, 2013* and heritage and environmental legislation and guidelines relevant to the subject place.

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Five Dock Public School. (Source: GML Heritage Pty Ltd)

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Introduction



1 Introduction

The City of Canada Bay Council (Council; CCBC) has engaged GML Heritage Pty Ltd (GML) to prepare a heritage study of the Five Dock Precinct including an Indigenous and non-Indigenous heritage assessment. This heritage study provides Council with analysis and advice for new development that is contextual and responsive to the significant heritage values of the Five Dock Precinct.

This study aims to support Council and the community by providing guidance that contributes to maintaining the character of the place while also supporting sensitive and sustainable development given the increased density that will be generated by the upcoming Sydney Metro West station at Five Dock.

1.1 Background

Five Dock is one of three future Sydney Metro West station precincts within the City of Canada Bay local government area (LGA). The Five Dock Metro Station, currently under construction, will be located on Great North Road (between St Alban's Anglican Church and Fred Kelly Place). Sydney Metro West, including Five Dock Metro Station, is anticipated to be operational by 2032. Once operational it will provide a significantly improved transport service for the local population. In 2023, Council adopted a Local Planning Study and engaged consultants to prepare a draft masterplan for the Five Dock Precinct. The masterplanning process identified several heritage items listed on the *Canada Bay Local Environmental Plan 2013* (LEP) that may be affected by the likely future development and change. Refinement of the masterplan will incorporate guidance, recommendations and draft planning controls recommended within this report.

1.2 Study area

Five Dock is located within the City of Canada Bay LGA, approximately 10km west of Sydney's central business district (CBD). Hen and Chicken Bay is located to the north of Five Dock, with Parramatta Road and Iron Cove Creek forming the suburb's southern boundary. Neighbouring suburbs include Concord to the west; Wareemba and Abbotsford to the north; Russell Lea and Rodd Point to the east; and Burwood to the south (Figure 1.1).

The study area comprises the heart of Five Dock village, with local retail fronting Great North Road, which runs north-south through Five Dock and continues north to Abbotsford (Figure 1.2). Lyons Road West and Lyons Road form the study area boundary to the north, as does Harris Road to the west, Queens Road to the south, with Park Road and Five Dock Park marking the eastern boundary. The future Five Dock Metro Station is roughly in the centre of Great North Road's alignment within the study area.

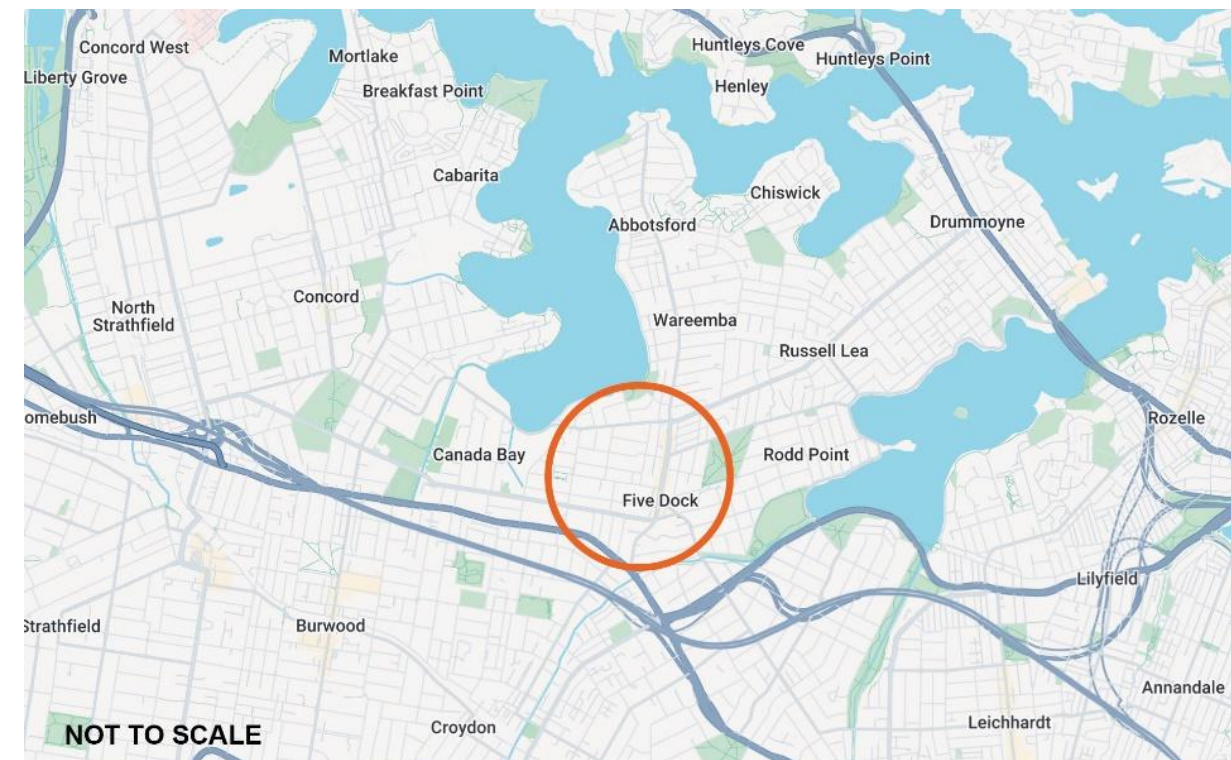


Figure 1.1 Study area context. (Source: Google Maps with GML overlay)



Figure 1.2 Study area. (Source: Nearmap with GML overlay)

1.3 Project description

The aims of this project include:

- protection of identified heritage values within the study area, within the broader context of the Five Dock Masterplan; and
- investigation of opportunities to incorporate identified heritage significance and valued local character into future public and private planning and built environment outcomes.

1.4 Methodology

This report is informed by the principles of *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance, 2013* (the Burra Charter). The terminology used in this report is consistent with that used in the Burra Charter.

This report was prepared as part of an iterative advice process with Council, Studio GL (as master planners), and other specialist subconsultants. GML collaborated with other members of the project team to identify, analyse and mitigate impacts on identified heritage values within the study area.

Collaborators among the project team analysed and proposed solutions for future lot amalgamations, heights, setbacks and interfaces with heritage listed items, to minimise potential impacts on identified heritage significance. This process included workshops, review of proposed masterplans, consideration of other technical inputs, and iterative consultation on site-specific issues. This report highlights where heritage remains a matter for consideration as part of future development applications/planning proposals.

1.5 Limitations

This report is subject to the following limitations:

- Existing heritage items and conservation areas were inspected and documented from the public domain.
- No interior inspections of heritage items were undertaken.
- Historical research was limited to desktop sources.
- Historical archaeology was not within the scope of this report.
- Community consultation was not within the scope of this report.

1.6 Authorship and acknowledgements

This report was prepared by a team of GML heritage specialists. GML gratefully acknowledges the input of Council staff and consultant technical input during the preparation of this report.

Statutory heritage context



2 Statutory heritage context

Investigation confirms that no Aboriginal cultural heritage sites are currently listed within the study area. However, there is evidence to indicate the presence of Aboriginal cultural heritage in foreshore areas of Hen and Chicken Bay (see Section 3 for further information).

Statutory heritage items within the study area and in the vicinity, listed on the LEP 2013, are summarised in the tables below and illustrated in Figure 2.1. Heritage items within the study area are discussed in more depth in Table 2.3, including current/revised SHI listing information; GML analysis of the currency and suitability of existing listings, including historical development and use, context, and comparable examples to interrogate the integrity, alternative qualities and rarity of selected items; and opportunities and constraints for future development of the item and within the vicinity of the item. Recommendations are provided on the retention of current listings, as well for future development and for conservation works, to support the identified heritage values of each item.

2.1 Existing heritage listings

Table 2.1 List of Canada Bay LEP heritage listings in the study area.

No.	Heritage item	Address
I195	Five Dock Masonic Hall	177 First Avenue
I211	Police station	14 Garfield Street
I233	Five Dock Hotel	74 Great North Road
I224	CBC of Sydney Bank (former)	94 Great North Road
I225	Attached shops	133–135 Great North Road
I226	St Alban's Anglican Church	171–173 Great North Road
I227	St Alban's Anglican Church Rectory	175 Great North Road
I228	St Alban's Anglican Church Hall and shops	177–179 Great North Road
I229	Post office	187 Great North Road
I230	Terrace of three shops	189–193 Great North Road
I247	Five Dock Public School and garden	33 Henry Street
I248	House	28 Henry Street
I249	House	58 Henry Street

No.	Heritage item	Address
I250	House	60 Henry Street
I251	House	62 Henry Street
I252	House	64 Henry Street
I274	House	44 Kings Road
I275	House	46 Kings Road
I276	House	48 Kings Road
I398	House	16 Queens Road
I399	House	18 Queens Road
I400	House, 'Riverview'	44 Queens Road
I403	Pair of shops	82–84 Ramsay Road

Table 2.2 List of Canada Bay LEP heritage listings in the vicinity of the study area.

No.	Heritage item / conservation area	Address
I371	Rosebank College	121 Parramatta Road
I283	Corner shop and residence	30 Lavender Street
I354	House, 'Murralong'	42 Murralong Avenue
I194	Domremy Convent group	121 First Avenue
I15	Five Dock Oval and Park	Park Road
I188	House, 'Erina'	18 Erina Avenue
CB	Parklands Estate Conservation Area	Bennett Avenue
I322	Trees—Hill's Figs	Lyons Road (from Great North Road to McKinnon Avenue, north side of Lyons Road)
I218	Tram lines	Great North Road
I310	Trees—Palms, Camphor Laurels, Brush Box and Hill's Figs	Lyons Road (from Jersey Lane, Five Dock, to Drummoyne)
I321	Brush Box street planting	Lyons Road West (from Harris Road intersection to Great North Road, north side of Lyons Road West)
I22	Hill's Fig Trees (12)	Bevin Avenue

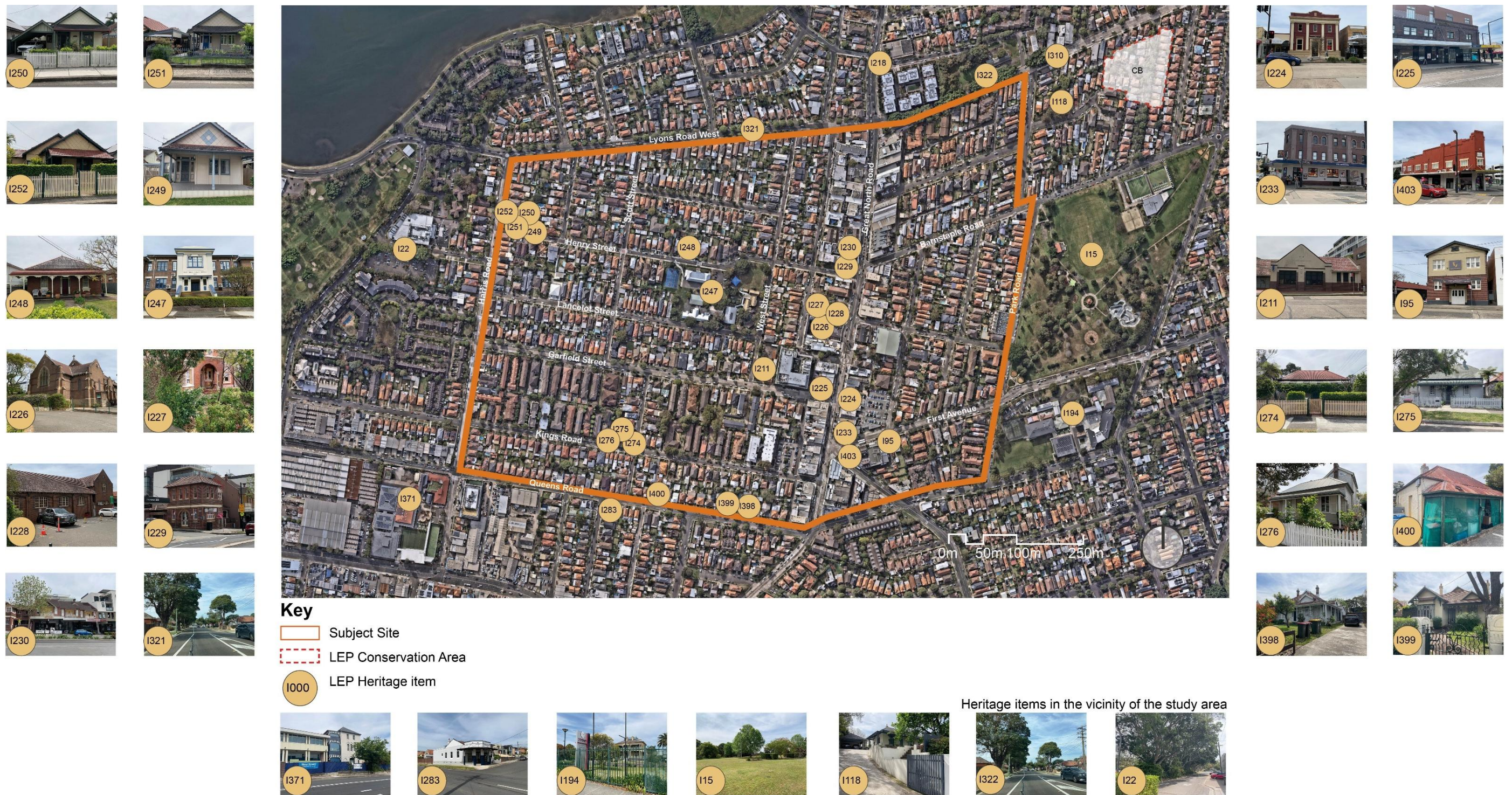


Figure 2.1 Heritage items in the study area and the vicinity. (Source: Nearmap with GML overlay)

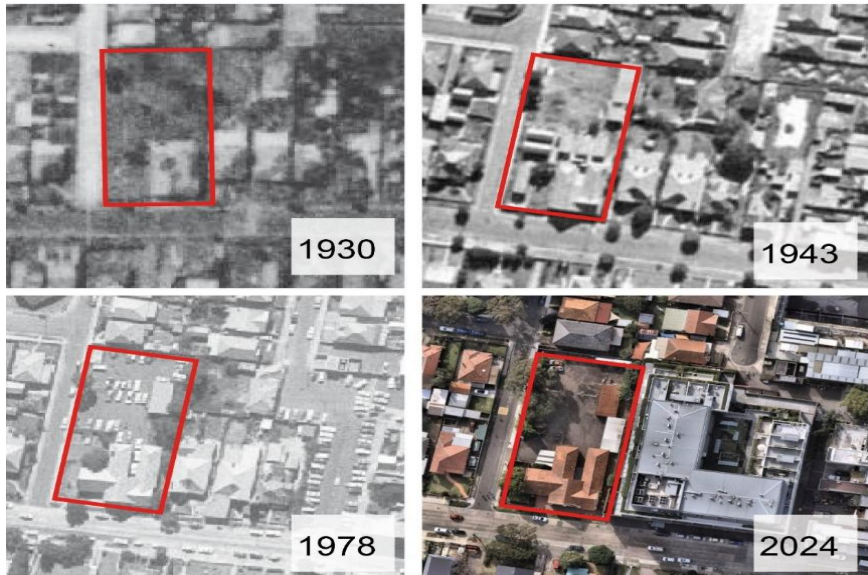
2.2 Analysis of existing heritage listings

Table 2.3 provides an overview of existing listings, considering the currency and accuracy of the State Heritage Inventory (SHI) listing information, supplementary information from Council prepared during the course of this project, and the site inspection undertaken from the public domain.

Table 2.3 Overview of existing Canada Bay LEP heritage listings within the study area.

Heritage item/conservation area and listing	Description and commentary	Opportunities	Constraints	Recommendations
I195 Former Five Dock Masonic Hall 177 First Avenue  Revised Statement of Significance (CCBC 2025): The former Masonic Hall demonstrates the expansion of social endeavours within the suburb of Five Dock which had grown rapidly in the early years of the twentieth century following suburbanisation and increasing employment opportunities. The building, which has an historical association with freemasonry in NSW, provides evidence of the importance of Five Dock town centre as the social and commercial centre of the suburb. The former Masonic Hall is of aesthetic significance as a modestly designed early Inter-War building with delightful architectural detailing associated with the main entry and windows. The building has a notable presence in the First Avenue streetscape and makes an important contribution to the streetscape. The former Masonic Hall is of local heritage significance. Key values: Historical, historical association, aesthetic, representative. Integrity: Intact; awning modified c2000; roof cladding appears to have been replaced.	Description (CCBC 2025): The former Masonic Hall consists of a free standing, two-storey building of masonry construction, a low-pitched roof with a gable presenting to the street and a hipped roof form at the rear. The walls are face brickwork with the first floor of the front façade having a rough cast render finish and decorative brick quoin edges. The gable has a pattern of timber battens with a central louvred timber roof ventilator. The front façade is symmetrical designed around a pair of panelled timber entry doors. The entry doors are framed by engaged columns and an entablature. A suspended awning that stretches across the footpath protected the entry door. A window opening, each with a pair of timber double hung windows, is located in the wall to either side of the entry door. A pair of larger window openings is located on the first floor façade. Each opening has a set of three double hung timber windows. As with the ground floor windows, the upper sash is divided into two panes. The upper windows have a decorative rendered surround. A side entrance to the west, separates the northwest portion of the building from the neighbouring development. The internal layout of the building has been modified from its original use as a Masonic Temple to a funeral parlour. Some original elements of the ground floor have been retained (such as timber battened ceilings, painted brick and timber framed double hung sash windows). The ground floor has high ceilings. The walls of the main entry foyer on the ground floor have been rendered over, with the foyer comprising modern finishes, including plasterboard partitions and high gloss tiles. The large open space has been divided by partitions to include a reception area, offices, coffin display area at the front and a Chapel and amenities at the rear. The first floor has not been viewed. Commentary: This building has had long-standing community uses, as a Masonic Hall (1921-1988), during which time it was used for public events such as political meetings, weddings and parties. It was subsequently modified for use as a funeral chapel and mortuary in 2009. It retains a distinctive streetscape presence, and its location signifies the change in use and scale from town centre to residential housing in this area of Five Dock. It is representative of early twentieth century development of Five Dock as a local centre, in its original use and building character. Comparable example within LGA: Masonic Hall (I106), 315 Concord Road, Concord West; local and social significance; interwar Classical Revival building with strong street presence on a busy road; by comparison, Five Dock Masonic Hall is modest with rustic detailing and materials. Listing notes 8 Masonic halls in the municipality in the 1980s.	- Adaptive re-use of this building, with laneway access along its eastern and southern boundaries, offers a distinctive streetscape presence. - There is potential for amalgamation across the whole block, between First Avenue, Ramsay Road and the rear lane off Ramsay Road. - Future amalgamation could consider using the First Avenue entry as a distinctive street entry to a larger amalgamated block. - The laneway separating existing single detached residential lots to the east of this site provides visual and spatial separation, which will benefit this item in the face of anticipated increased density. - The building's historical uses as a community place are encouraged to be retained, with active uses at street level.	- Adaptive re-use or additional density of, or adjacent to, this site is limited by the existing roof form and scale, whose distinctive street presence and materiality should be retained. - Alterations to this building that provide additional roof height should not be visible from First Avenue. - New development that is unsympathetic to this building, and/or gives rise to visual or spatial impacts, should be avoided. - Modification of the existing building may be limited, subject to what remains of the interior fitout, fixtures and fittings that reflect the Masonic Hall use, such as the lodge room, noting that the building has since been modified for a different use. - As this building is built to lot boundaries, the interface with adjacent lots to the west requires sensitive design, detailing and materiality, to ensure that new built form complements the existing heritage item. Retention of spatial separation between this item and the adjacent development to its west would reinforce the legibility of the item.	- Retain and update statutory listing with revised listing information and relevant information from this report. Development recommendations: - Retain and enhance the distinctive roof form and street-facing façade of this building. Change proposed for this building should not modify the building's roof line. - Adaptive re-use, retaining the existing form and scale, is best achieved by positioning additional built form to the lot's rear, subject to investigation of the intactness of interiors and modelling to ensure the minimal visibility of additions from First Avenue. Conservation recommendations: - Limit signage and visual clutter to the primary façade, to retain the building's distinctive street presence. - An applied finishes scheme should guide conservation, based on original finishes, materials and colours. - Original interior fitout, fixtures and fittings should be investigated.

Heritage item/conservation area and listing	Description and commentary	Opportunities	Constraints	Recommendations
	Comparable example beyond LGA: Burwood Masonic Temple (Burwood LEP I8); a grand building that is a typical example of suburban Masonic temples, with a grand street presence, and association with the local community; no longer associated with the Masonic movement.			
I211 Police Station 14 Garfield Street  Revised Statement of Significance (CCBC 2025): The former fire station (present day police station), completed in 1909, demonstrates the development of the suburb of Five Dock in the early years of the twentieth century as a result of residential subdivisions, transport improvements, expanding employment opportunities, and population growth. The Federation Arts and Crafts style building is a distinctive public building in the Garfield Street streetscape. The building is important for its association with the provision of civic services for the Five Dock community. The former fire station is of local heritage significance. Statement of Significance (S170 listing, NSW Police Force): The Five Dock Police Station is an attractive Interwar Arts and Craft Police Station which has a high degree of aesthetic significance for its former character, materials, detailing and contribution to the streetscape. The Police Station contains many typical decorative features of the Arts and Craft movement including the use of face bricks and rough cast render dominated by the gable roof massing. The building is historically and socially important for its continuous association with the provision of police services in the local area. Key values: Historical, aesthetic, representative. Integrity: Altered, extended sympathetically; GML addition: modified with new sympathetic western wing, and visually impacted by large, mixed use development to its east.	Description (CCBC 2025): The Five Dock Police Station is a single storey building with a large gable presenting to Garfield Street. To the east of the gable is a transverse gable roof. Behind are hipped roofs – the hipped roofs facing the rear of City of the site. The building has many decorative features typical of the Arts and Craft movement, including the use of face bricks and rough cast render, the dominating front gable and smaller side gable, and Marseille pattern terracotta roof tiles. The timber windows are double hung. The former entries for the fire trucks remain evident in the large gable of the front façade, having been sensitively infilled with a brick base with timber windows above. The former vehicular entries are separated by an engaged pilaster, and engaged pilasters terminate either ends of the entries. The modern addition to the western side of the former fire station has been sensitively designed to blend in with the original building. History (excerpt, CCBC 2025): After agitation by the local community, land for a fire station, land was purchased on Garfield Street in 1907. The new fire station at Five Dock was opened 9 July 1909 by the Superintendent of the Metropolitan Fire Brigade. The building cost 1,649 pounds. It was constructed by Mr G. Kidney. The fire brigade was reported to consist of eight partial paid volunteers, a manually operated water pump, and a pair of horses (The Daily Telegraph, 12 July 1909, page 11). The fire station was one of a number of fire stations constructed in Sydney at a similar time. In 1969 the fire station was purchased by the Minister for Public Works/Constabulary Authority for 450 pounds (GG, 5 September 1969). A modern addition to the western side of the former fire station was made some time between 1972 and 1986 (based on aerial photographs). GML commentary: This building has significant street appeal, making an attractive addition to the streetscape at a busy local street junction. It is a strong representative example of the area’s early twentieth-century built form development and contributes to local character. This heritage item’s longstanding civic use and streetscape contribution confirms retention of listing is suitable. • Comparable examples within the LGA: Drummoyne Fire Station (I312), 29 Lyons Road (as Five Dock Police Station is the sole listed police station within the LGA). • Comparable examples beyond the LGA: Former Ashfield, Annandale and Leichhardt police station listings are domestic in presentation, and stylistically different from Five Dock Police Station; Petersham is far grander; Adamstown Police Station (I114), Newcastle LEP 2012 (incomplete SHI); b. 1891 as fire station, had various other uses until police use c1970.	• The Arts and Crafts style of the original fire station is distinctive in the streetscape and acts as a tangible record of early twentieth-century development of the Five Dock area. • There is potential for sensitive adaptive re-use of this item, given its corner lot and dual street frontage. • The unoccupied northern half of the site has potential for development, with a sympathetic addition to the existing building or as part of a larger amalgamation to the north. • Activation of primary street frontage to Garfield Street (south) would offer the potential to extend retail/commercial use of Great North Road. • The building’s historical uses as a fire station, with intact engine bays, and as a police station, offers opportunity for heritage interpretation. The building’s distinctive gable originally had fire station signage centred on the gable, and such history could form part of a heritage interpretation strategy for future uses.	• The modest scale of the single-storey existing building may be overwhelmed by adjacent and nearby increases in density, as is shown by the unsympathetic Coles development to the east of this lot. • Development of the northern portion of the lot is constrained by the building’s setting. Retention and enhancement of the landscaped area at the street junction would support the building’s historic setting.	• Retain and update statutory listing with revised listing information and relevant information from this report. • Consult with NSW Police on updated SHI local listing, and on the site’s potential future uses. Development recommendations: • Development of the northern site portion is best achieved by positioning new built form to the north of the lot and separating it from the heritage item along the West Street boundary. • Rear additions adjoining the building may be acceptable if visually recessive, and designed with sympathetic materials, finishes and colours. Separation between the heritage building and new development should be sensitively scaled and detailed to provide transition. • Development along this site’s northern boundary is to avoid overshadowing of the heritage item, and be designed with sympathetic materials, finishes and colours.

Heritage item/conservation area and listing	Description and commentary	Opportunities	Constraints	Recommendations
 Figure 2.2 Five Dock Fire Station, 1920–1927. (Source: SLNSW, FL1663782)	- Five Dock Police Station appears to be unusual state-wide, if not rare, as a fire station converted to a police station. In this, it is similar to Adamstown Fire Station (b. 1921), which was closed in 1946 and used for educational purposes and then as a police station. - Comparable Federation Arts and Crafts style fire stations in this era, built in similar style, include former fire stations at Bexley (former), Arncliffe, Rozelle, and Neutral Bay.¹ Of these, only Neutral Bay remains an operational fire station. - Arncliffe Fire Station was attributed to Government Architect Walter Liberty Vernon; however, this was more likely to have been designed by his assistant E L Drew. Rozelle (1909) and Bexley (1910) were attributed to E L Drew. During the first decade of the twentieth century, the Government Architect was the appointed architect for the then-Metropolitan Fire Brigade. - Post-World War II, many stations were closed in response to technological advancement and improved incident response times, as well as union pressure to modify the working week, meaning more staff were required. The Board of Fire Commissioners managed this by closing multiple stations, including Five Dock, which ceased operations in 1945. - Five Dock did not change ownership until 1969 and had several related uses in the meantime, including as a training site for firefighting recruits (from 1955), and as a Board workshop from the 1960s when space was at premium at the Sydney headquarters. It was also considered as a permanent site for specialised firefighter training, though ultimately Paddington Fire Station was selected for this role.²  Figure 2.3 No. 14 Garfield Street: original fire station use and subsequent police station use. (Source: 1930—Historical Aerial Imagery, CAC 08 1225; 1943—CCBC Local Studies 421657; 1978—Historical Aerial Imagery, 2713 16 968; 2024—Nearmap)			- The building's landscape street corner setting should be enhanced. For example, mature plantings and the retention of the unfenced street corner (common to that era of fire stations) are encouraged. - Modulation of the height of new development to the north is required, either within this site or on an adjacent site, to ensure visual and spatial impacts are minimised. - Heritage interpretation referencing the site's historical emergency services uses should form part of future development. Conservation recommendations: - Conservation works should be undertaken as part of future development of this site. - Conservation works, including reinstatement of finishes, materials and fixtures, should be guided by an experienced heritage professional, and include consultation of the original Fire Station records. - Reinstatement of historical exterior details, existing 'Fire Station' signage and ventilator detail on the front gable, is recommended. - Investigation of original colour schemes for existing painted finishes is recommended. No existing unpainted surfaces of original fabric should be permitted to have a new applied coating.

Heritage item/conservation area and listing	Description and commentary	Opportunities	Constraints	Recommendations
				- Reinstatement of original fence lines and materials along Garfield Street and at the West Street corner junction is recommended. - Inspection and documentation of interiors is recommended. To confirm remaining original fabric, fittings and materials.
I233 Five Dock Hotel 74 Great North Road  Statement of Significance (existing SHI): One of the former Drummoyne municipality's best surviving commercial buildings of the interwar period and a good example of the Inter-War Classical Revival style. Typical styling, brick with decorative render. Considerable streetscape value. Imposing architecture at a key focal point. The hotel is evidence of the major boost to the Five Dock centre from the large-scale subdivisions of the 1920s. Key values: Historical, aesthetic, representative. Integrity: Has been altered and extended unsympathetically.	Description (existing SHI): Three-storey Federation-era public house, with a distinctive street corner presence. Considered to be one the best surviving commercial interwar buildings of the area, with high streetscape value at a landmark location. Interwar Classical revival style three-storey pub, with a rear double-storey extension on First Avenue. Reflects Five Dock's expansion in the early twentieth century. Interior not inspected. Comparable examples within LGA: - Palace Hotel (I440), Mortlake. - Hotel (I311), Drummoyne. Commentary: - The landmark aesthetic appeal of this building, at a busy intersection and opposite another similar-scaled heritage item, should be retained. - Continued original use is encouraged. - Noting that there is minimal remaining ground-level heritage fabric, remaining interior fabric should be investigated and the potential for lot amalgamation explored. - Additional information on this building, including interiors and ownership, can be found in the Noel Butlin Archives (ANU).  Figure 2.4 Five Dock Hotel, c1940. (Source: CCBC Local Studies Collection)	- Provided street presence is maintained, there is potential for height increases and lot amalgamation. - Future change to this building should retain and enhance its existing dominant street corner presence, through design and colour schemes or applied coatings that are sympathetic to the building's original colour scheme. - Continuity of existing retail use is encouraged, to support street-level activation, supported by the retention of the building's awning. - The building's rear addition, to the east along First Avenue, appears to be later, and is inconsistent with the original façade. There is opportunity for a sensitive interpretation of that portion of the building.	- Development of this site is constrained by existing full site coverage, and additional height would be best achieved by setting back additional built form beyond the parapet line, so the existing corner façade remains visually dominant. - If this site is amalgamated with adjacent lots, conservation works are to be a requirement of amalgamation. - New development surrounding this lot has the potential to visually impact it.	- Retain and update statutory listing with revised listing information and relevant information from this report. Development recommendations: - Future change in the vicinity of this building should provide a minimum 3m upper level setback, and should not visually intrude on the current form and scale of the heritage item. - Future development to the western side of Great North Road, and corner sites on First Avenue/Ramsay Road/Great North Road, should be designed to respond to this building, in scale, form and materiality. - Consider planning incentives that retain and support street-level activation of this building. Conservation recommendations: - The extant of original exterior fabric should be confirmed via inspection, to inform the SHI listing, and to guide potential future uses.

Heritage item/conservation area and listing	Description and commentary	Opportunities	Constraints	Recommendations
	 Figure 2.5 Five Dock Hotel, c1960. (Source: Noel Butlin Archives, ANU)			- Original fabric in interiors should guide potential future uses. This may be supplemented by interpretation of past interiors, supported by documentary evidence, or sympathetic works consistent with the hotel's original interiors. - A sympathetic applied coatings scheme should be developed for the building's exteriors.
I224 CBC of Sydney Bank (former) 94 Great North Road  Statement of Significance (existing SHI): One of a handful of local, interwar commercial buildings to survive in good condition. Special streetscape value, with its slightly off-centre positioning on a key intersection. A good example of the Classical Revival style. Key values: Aesthetic, rarity, representative. Integrity: Presents a mostly intact façade to the streetscape, with door replaced and minor detailing changes. The SHI describes multiple interior modifications (interior not inspected).	Description (existing SHI): b.1924, as a branch of the CBC Bank (Commercial Banking Company of Sydney Limited). Distinctive interwar Classical Revival style building at prominent intersection of Garfield Street and Great North Road. Symmetrical design. Building sold to Council in the 1970s. Architect unknown, but as CBC regularly commissioned the same architects, worthy of further investigation. Commentary: No. 94 Great North Road (I224), formerly the CBC Bank, makes a valuable streetscape contribution along Great North Road and as the terminating view at the intersection of Great North Road and Garfield Street. It acts as a companion piece, though it is not stylistically related to the commercial building on the corner of Garfield Street and Great North Road, with both demonstrating Five Dock's heritage character. The building's setting has changed, with adjacent buildings of unsympathetic materials and form, despite being sympathetic in scale.	- This building demonstrates an uncommon example of an interwar commercial building and should be retained. - Future change along Great North Road should respond to this building, in form, scale, setback and materiality. - By positioning future development to the rear of this building, and providing spatial separation along the northern and southern lot boundaries, the key view towards this building at the Great North Road / Garfield Street junction can be reinforced. - If this lot was to be incorporated into a larger amalgamation, there is opportunity for the retention of the existing building as the character centrepiece of a mixed use development.	- Future change in the vicinity of this building should be sensitive to its scale. - This building's lot coverage does not easily lend itself to amalgamation. If this lot is amalgamated with adjoining lots to either side and/or the rear, overshadowing and spatial encroachment would likely result in adverse heritage impacts. - Should amalgamation be pursued, the potential loss of original fabric would result in adverse heritage impacts.	- Retain and update statutory listing with revised listing information and relevant information from this report. Development recommendations: - Future change in the vicinity of this building should follow this building's setback at ground level and be set back at upper levels (above second-storey parapet), to retain the visual dominance of the Great North Road façade and reinforce the street wall character. - Ensure adjacent development is composed to minimise visual impact, by modulating form and materiality to sensitively respond to the symmetrical nature of the primary façade.

Heritage item/conservation area and listing	Description and commentary	Opportunities	Constraints	Recommendations
			Increased development along Great North Road will modify this building's setting, through increased height and scale of new development. While new development at street level should maintain consistency with this lot, retention of the visual dominance of this building would require upper levels of new development to be set back, above parapet height.	- Encourage through-site links along the northern and southern boundaries, to maintain spatial separation and provide connection to the rear lane. Conservation recommendations: - Original interior fabric should be confirmed via inspection, to confirm remaining original fabric, inform the SHI listing, and guide potential future uses. - The existing applied coatings scheme should be confirmed as original or consistent with original, or revised should this not be the case.
I225 Attached shops 133–135 Great North Road  Statement of Significance (both shops): Probably the finest intact interwar Art Deco shop in the former Drummoyne municipality, demonstrating typical detailing and form from the period. The design is an excellent example of the period and adds greatly to the streetscape value of the area. Revised Statement of Significance (CCBC 2025), 133 Great North Road: A fine Art Deco influenced Inter-War shop building prominently located on the corner of Great North Road and Garfield Street, its carefully designed decorative facades are notable in the streetscape.	Description (existing SHI): b.1930. Finely detailed and intact interwar Art Deco retail development. Double-storey and of mainly face brick construction, with later upper level addition (c2006), located at corner of Garfield Street and Great North Road. Located at key intersection, providing significant aesthetic value. Retains a period awning, detailing and decoration. Retains original and continuing retail use. Description, 133 Great North Road (Revised SHI, CCBC 2025): The building is constructed boundary to boundary and has a corner entry, a narrow shop frontage to Great North Road, and a row of shopfronts along its Garfield Street frontage. The original two storey building features a parapet with a projecting pediment to the east. The facades are constructed of dark coloured (liver) face brickwork with contrasting decorative brickwork in a warm red-brown bordering the windows and the warmer coloured brick forming decorative panels on the parapet and engaged pilasters. The pilaster feature stylised capitals in face brickwork. The building is largely intact on the first floor which features original timber double hung windows (with the top sash being multi-paned) and brickwork. An awning extends around the eastern and southern façades. The underside of the awning has cover strips in a square pattern. A modern addition to accommodate apartments has been made to the top of the original building, and the original first floor has been converted to apartments. Along with the visual appeal of 94 Great North Road, this building makes a valuable contribution to the retail/commercial strip of Great North Road and Garfield Street.	- Retaining and enhancing 133 Great North Road, at a prominent street corner location, offers a reinforcement of Great North Road's historical retail role. - New development surrounding 133 Great North Road can contribute to revitalising Great North Road's retail role, through increased amenity, activated uses at street level, and by sympathetic design at ground and first floor level that responds to the finely detailed building at 133 Great North Road. - New development on the Garfield Street (south) corner should be designed to respond to 133 Great North Road, in form, detailing, stringlines and materials, to contribute a well-considered urban response to a prominent pedestrian and vehicular junction.	- New development in the immediate vicinity should be designed to avoid overwhelming 133 Great North Road in form, scale or materiality. - Noting that a roof addition had already been completed on 133 Great North Road, increased height is not encouraged, as the scale and form of the original would be adversely impacted. - Amalgamating 133 Great North Road into a larger site may create negative heritage impacts on context, setting and fabric. Nonetheless, amalgamation with adjacent lots to be north is possible, but should not proceed without requiring retention of 133 Great North Road and scheduling conservation works.	- Retain the heritage listing of 133 Great North Road and update the statutory listing with revised listing information and relevant information from this report. 135 Great North Road is recommended to be considered for delisting. Development recommendations: - Future change in the vicinity of 133 Great North Road should provide a minimum 3m upper level setback, to minimise visual and spatial impacts to form and scale. - Retain active uses of 133 Great North Road at street level. - Future amalgamation should require conservation works planning and scheduling for 133 Great North Road.

Heritage item/conservation area and listing	Description and commentary	Opportunities	Constraints	Recommendations
The site demonstrates the development of the suburb of Five Dock in the Inter-War years following residential subdivisions, transport improvements, expanding employment opportunities and population growth. The site illustrates the importance of Great North Road as the main thoroughfare about which developed the commercial centre of Five Dock, and it demonstrates the fine scale development typical of early shopping strips. The subject site has heritage significance at a local level. Key values: Historical, aesthetic, representative. Integrity: 133 Great North Road: moderately intact; interior not inspected. 135 Great North Road: poor integrity.	Commentary: The current heritage listing comprises 2 attached shop buildings that were constructed in early twentieth century and were representative of Great North Road's role as the centre of Five Dock high street retail. 133 Great North Road: - Located on a prominent street corner, and with intact decorative features, elevations, and uses, this building makes a valuable streetscape contribution and has considerable appeal. - This building should be retained as a heritage item. 135 Great North Road: - This building has been significantly modified including an unsympathetic rear extension, and replacement of windows, shopfront, roof cladding, windows, awning, and much of the first and second floor interior fitouts. This absence of significant fabric indicates that the building is no longer representative of Five Dock's early development. - In addition to extensive modification of this building, research by Council indicates that historical association, aesthetic/technical, research and rarity criteria are unlikely to be met. Social values were beyond the scope of investigation. - In comparison to the intactness and aesthetic appeal of 133 Great North Road, 135 Great North Road is considered to no longer meet the criteria for local listing and it is recommended to be considered for delisting.	The provision or reinstatement of continuous awnings, from 133 Great North Road to Fred Kelly Place, and from 133 Great North Road to Coles on Garfield Street, would provide pedestrian amenity and reinforce the historical role of Great North Road as a high street retail precinct and encourage pedestrian footfall to 133 Great North Road.	The integrity of interiors and significant heritage fabric should be retained, irrespective of future amalgamation.	Conservation recommendations: - All significant fabric should be investigated and documented. A baseline condition assessment and a conservation maintenance schedule should be prepared to guide future maintenance. - Unobtrusive colour schemes and sympathetic signage to awnings are recommended.
1226 St Alban's Anglican Church 171–173 Great North Road  1227 St Alban's Anglican Church Rectory 175 Great North Road	Description (existing SHI): These heritage items are the subject of a current planning proposal. It is located immediately adjacent to the forthcoming Sydney Metro station site. It has been the subject of heritage impact assessment by others. Commentary: These heritage items are the subject of a planning proposal that is separate to this masterplan. The site is the subject of a planning proposal that involved demolition of the church hall and the construction of apartment buildings on the site. Following an assessment by Council, the matter was considered by the Sydney Eastern Planning Panel, which recommended significant amendments to the proposal, including the demolition of the church hall. The planning proposal is yet to proceed to public exhibition and has not been finalised at the time of drafting this report. The St Alban's church complex has long held historic and social significance in the Five Dock area. Change to this building, as part of a larger complex of buildings that are functionally related and were purpose-built at the centre of the then-developing community of Five Dock, is best approached with a sensitivity that recognises that organised religion plays a modified role in contemporary society, in comparison to when these buildings were constructed. Church buildings nonetheless retain a valued role in contemporary society for social rituals that are common to past and present, particularly for social gatherings and for rites of passage such as christenings, weddings and funerals.	- Adaptive re-use of these buildings, if approached sensitively and in recognition of the long-held civic role that St Alban's church has played in Five Dock, would benefit from being allocated to public uses and access, in recognition of the church's foundational role in the early Five Dock community. - New uses could centre on social gathering, taking advantage of the buildings' location close to public transport. Such uses could also provide street-level activation in an area of significant uplift.	- Adaptive re-use of this building will be constrained by requirements for modification to meet contemporary building requirements, particularly for accessibility. - Change to this building, as part of a larger complex of buildings that are functionally related, is best approached by understanding the functional and spatial relationship between each building and using this to inform new uses and possibilities for adaptation.	- Retain the statutory listing. - Encourage retention of the church hall, in fabric or form, as part of the site's future development. - Pursue owner engagement to explore opportunities to incorporate the church's forecourt and garden setting into the broader public open space planned for Five Dock, around the Metro entry, Fred Kelly Place and around the library on the eastern side of Great North Road. - Update the statutory listing, following completion of the development project.

Heritage item/conservation area and listing	Description and commentary	Opportunities	Constraints	Recommendations
 1228 St Alban's Anglican Church Hall and shops 177–179 Great North Road 		- The church complex's setting, with a landscaped forecourt that is discontinuous with the Great North Road street wall alignment, demarcates it as a special place. A refinement of the spatial relationship between this forecourt, the Metro entry, and Fred Kelly Place, could contribute to an expanded public open space area for Five Dock, reinforcing and reinterpreting this location's historical importance. - There is opportunity to retain and incorporate the church hall's fabric or form into future development of the site, providing tangible connection to past uses of the site as well as demonstrating the site's historical layout and relationship to Great North Road and Five Dock village.		
1229 Former Post Office 187 Great North Road 	Revised Description (CCBC 2025): The former Five Dock Post Office is a handsome two storey building with an asymmetric design characteristic of the Federation Free Style of architecture. The roof is a Marseille pattern terracotta tiled hipped roof with exposed timber rafters. Large arched openings and verandahs modulate the facades. The walls are brown face brickwork with decorative red coloured bricks framing openings and corners, and sandstone bands and sills. The timber double hung windows have a multipaned upper sash. Comparable examples within LGA: Concord Post Office building (former) (I45), 22 Burwood Road, Concord: - Associated with Vernon (representative). - Isolated location with intrusive development adjacent; historical value associated with failed former village of Longbottom. - Five Dock Post office is in far more prominent location, continues to contribute to streetscape. Concord Post Office (I330), 48 Majors Bay Road, Concord: - Contributes to heritage conservation area significance.	- This building occupies a recognisable street corner location and acts as a landmark on Great North Road. - Possible amalgamation of this lot with others may offer the opportunity to create a character pocket on Great North Road, supplemented with rear open space behind the former Post Office.	- Given this building's location, with a corner frontage and distinctive roof form, it is not easily adapted for increased density. - Amalgamation opportunities are limited by an adjacent heritage item. However, looking more broadly, consideration of amalgamation with more lots to the north may be a possibility. - New development on lots in the vicinity of this item should be designed to avoid overshadowing impacts.	- Retain and update statutory listing with revised listing information and relevant information from this report. - Confirmation that Vernon was the architect responsible, via archival research, should be sought. Development recommendations: - Amalgamation involving this site requires conservation works planning, to ensure identified heritage values are retained and conserved.

Heritage item/conservation area and listing	Description and commentary	Opportunities	Constraints	Recommendations
Revised Statement of Significance (CCBC 2025): The former Five Dock Post Office building, completed in 1896, demonstrates the development of the suburb of Five Dock in the later years of the nineteenth century as a result of residential subdivisions, transport improvements, expanding employment opportunities, and population growth. The Federation Free Style building is a distinctive building in the Great North Road streetscape. The building is important for its association with the provision of civic services for the Five Dock community for almost 100 years. The former Five Dock Post Office building is also associated with the NSW Government Architect's Office under Walter Liberty Vernon, a key practitioner of the Federation Free Style of architecture. The former post office has local heritage significance. Key values: Historical, historical association, aesthetic, rarity, representative. Integrity: Five Dock Post Office is substantially intact as to its original form and retains the features that make it culturally significant. GML addition: exterior inspection indicates maintenance issues and lack of occupation; setting impacted by unsympathetic multistorey residential development to the northwest.	Classical Revival building, b.1930. Comparable examples beyond LGA: Woollahra Post Office (#1566, Woollahra LEP 2014, listed as Former Post Office building and interiors) was built in b1905 and was attributed to NSW Government Architect Walter Liberty Vernon. It has similarly prominent location on a street corner as Five Dock has and is stylistically similar to Five Dock.  Figure 2.6 Woollahra Post Office, c1906. (Source: National Archives of Australia, C4076, HN576-3025549)	- Activation of the rear of this lot, and the adjacent heritage item at 189 Great North Road, may offer opportunities to retain the setting of both items by reducing the likelihood of development to the rear. This may be achieved through amalgamating with the lots to the north of the two heritage items, if amalgamation thresholds can be achieved. - The building's rear addition appears to have been built after original construction. Research confirming its construction date and purpose should be undertaken to confirm its contribution to identified heritage values.	Maintenance issues on the building require immediate attention by the owner, to address water ingress and protect significant fabric in need of maintenance and repair, and the building should be secured against unauthorised access and vandalism. Failure to address these issues will result in further degradation of building fabric.	- Consider amalgamation and, if feasible, embed planning incentives for conservation works. - New development in the vicinity of this item should be designed to retain and enhance the building's prominent corner position, with bulk, scale and detailing designed to respond to harmonise with this heritage item. Conservation recommendations: - All significant fabric, including the rear addition, should be investigated and documented. A baseline condition assessment and a conservation maintenance schedule should be prepared to guide future maintenance. - Original building elements should be investigated for potential reinstatement. - Street-facing façades should be free of visual clutter, including attachment to the façades and on the footpath.
I230 Terrace of three shops 189–193 Great North Road 	Revised description (CCBC 2025): An outstanding group of three two storey terrace style shop buildings, built c.1914. The original building has been substantially remodelled below the awning. Above the awning each shop has a recessed balcony with the projecting room on either side featuring a tall narrow window. The windows are double hung timber windows, the top sash being multi-paned. The shop closest to Henry Street has a large balcony with a shingled gable. The external walls are face brickwork while the walls of the recessed balconies are painted. Despite the alterations, the building has retained its streetscape value. Selected history (CCBC 2025): The land was subdivided in 1885 (DP2773) and offered for sale as the Jersey Estate subdivision in 1891. Re-subdivision followed although all the allotments bounded by Great North Road, Henry Street, and East Street, with the exception of the allotments for a post office, was transferred in 1913 to Robert Shannon, a builder from Petersham. (Vol. 2424 Fol. 245, also DP11313).	- There is opportunity to celebrate the unique material qualities of these shops by encouraging conservation works. - Similar to 189 Great North Road, there is potential for broader amalgamation with lots to the north, subject to testing.	- Built form and significant fabric should not be compromised by future development adjacent or to the rear. - New development to the rear has the potential to create adverse visual impacts.	- Retain and update statutory listing with revised listing information and relevant information from this report. - A reduced lot curtilage is recommended for this item, in recognition of the later multi-unit residential construction occupying the majority of the lot. Development recommendations: - Amalgamation involving this site requires conservation works planning, to ensure identified heritage values are retained and conserved.

Heritage item/conservation area and listing	Description and commentary	Opportunities	Constraints	Recommendations
Revised Statement of Significance (CCBC 2025): The group of three shops, completed c.1915, demonstrates the development of the suburb of Five Dock in the early years of the twentieth century as a result of residential subdivisions, transport improvements, expanding employment opportunities, and population growth. The Federation Arts and Crafts style group is distinctive in the Great North Road streetscape for its unusual and attractive design. The group of shops is of local heritage significance. Key values: Historical, aesthetic, rarity. Integrity: Relatively good.	It is likely that Shannon built the terrace of three shops, together with other shop buildings, as the number of entries in the Sands Sydney Directory for the block between Henry Street and Lyons Road jumped from 4 to 12 between 1915 and 1916. This indicates that the shops were constructed c.1915. Commentary: - These shops provide a valuable character addition to the Great North Road streetscape, and evidence the early twentieth-century development of Five Dock and the retail role of Great North Road within that. - The heritage listing that applies to this lot extends from Great North Road to East Street. The heritage item remaining occupies approximately one-fifth of this lot, fronting Great North Road. Rear access to the shops appears to have been truncated with the construction of the multi-storey block to the rear.			- New development should be designed to be visually recessive, and complementary in colour, materials and detailing to this item. Conservation recommendations: - All significant fabric should be investigated and documented. A baseline condition assessment and a conservation maintenance schedule should be prepared to guide future maintenance.
I247 Five Dock Public School and garden 33 Henry Street  Statement of Significance (existing SHI): The 1877 building is the original building of the first official public school in the municipality. Despite some loss of integrity, it retains much of its original character. A fine example of the Victorian Gothic style and a rare local example. One of Drummoyne's few surviving pre-1880 buildings. Presents an attractive façade to West Street. The 1929 building facing Henry Street is a very good example of institutional architecture from the interwar period, demonstrating the application of classical design to the utilitarian form of school buildings. Part of the historic public school grouping. Little altered. Attractive contribution to the streetscape of Henry Street. Statement of Significance: Five Dock Public School – Buildings B00A, B00B, B00E and B00G and Landscape (Section 170): (No statement or other listing information is provided.)	Description (existing SHI): Five Dock Public School is located on a large site bounded by Henry Street to the north, West Street to the east and Lancelot Street to the south. The lot comprises the original building (1877), facing West Street, and a two-storey building facing Henry Street (1929). The two lots remained separated by four existing dwellings facing Henry Street, until the 1970s. 1877 building: impressive brick and stone Victorian Gothic style building, with outstanding stonework; some changes during the 1980s. 1929 building: fine two-storey building, featuring a rendered and moulded central porch. Low-pitched, complex hipped roof with parapet above porch, circular windows on projecting end sections, few alterations. Landscape: large Moreton Bay fig trees in a row; plantings from c1920s along with additional coral and brush box trees from c1950s are a significant landscape element; up to 16 metres high; Camphor laurels, peppercorn and a very large eucalypt. Historical notes: The foundation stone of Five Dock's first school was laid by Dr Frederick Barker, Bishop of Sydney, in September 1958. Known as St Alban's Church, it was completed in 1866. In 1861 the school opened as a public, non-vested school, which qualified it to receive funds from the Board of National Education. In 1877 Five Dock's first official public school opened on this site in the building facing West Street. After Abbotsford Public School opened in 1924, senior Abbotsford boys had to walk all the way to Five Dock for manual subjects. The building facing Henry Street was erected as a building for girl pupils of the Five Dock Public School.	- The school enjoyed a key role in the historical development of Five Dock. - Future public open space west of the school offers a buffer between the school and future residential development, as well as an additional open space resource for school use. - Mature landscape plantings should be investigated, researched and mapped, and included (if suitable) in the SHI listing, as they may be associated with landmark school activities. - Mature plantings on the school site make an excellent contribution to the local canopy. Future plantings nearby, within streetscapes and future open space, would supplement these plantings.	- Current educational use is unlikely to change. - Amalgamation of this site is unlikely unless the current use changes. - Permanent built additions to the school site should be designed and built in accordance with a strategic conservation management approach that is guided by the site's identified heritage values.	- Retain and update statutory listing with revised listing information and relevant information from this report. - The local and Section 170 listings would benefit from consistency, in description of built items, landscape items, and history. Development recommendations: - Position and design new public open space to the west of the school to act as a buffer to future residential development, as well as overflow open space for school use. - Development in the vicinity of the school should minimise overshadowing and overlook. - Research and incorporate aspects of the school's history in the heritage interpretation elements within future public open space adjacent.

Heritage item/conservation area and listing	Description and commentary	Opportunities	Constraints	Recommendations
Key values: Aesthetic, rarity, representative. Integrity: Has been sympathetically modified; additional building built within lot (later than 1929).				Conservation recommendations: - All significant fabric should be investigated and documented. A baseline condition assessment and a conservation maintenance schedule should be prepared to guide future maintenance. - The preparation of a conservation management plan for the school site, to strategically manage future change, is recommended.
I248 House 28 Henry Street  Revised Statement of Significance (CCBC 2025): The building is a fine example of the early development of the area and, along with the many early and intact buildings in the street, is an important streetscape element. The house, built c.1914, is fine Federation period house, that illustrates the development of the suburb of Five Dock following suburban residential subdivisions made in response to public transport improvements. The house is distinctive in the Henry Street streetscape. The house is of local heritage significance. Key values: Historical, aesthetic, representative. Integrity: Intact (interior not inspected).	Revised Description (CCBC 2025): The single storey house has a steeply pitched slate roof with terracotta ridge cappings and finials. A bullnose verandah wraps around the front and western side of the house. The verandah has painted turned timber posts, decorative fretwork timber brackets, and a short section of decorative timber valence in the centre of each verandah bay. The floor of the verandah is timber boards. The walls are a red/brown face brickwork with evidence that the front façade was tuck pointed. The front façade is symmetrically designed around the front door. In the walls either side of the door is a large timber double hung window, the top sash of which has many small panes of coloured glass. The windows have decorative rendered aprons. The entry door and its side lights have timber panels to the midrail and glazed panels above. Commentary: - The listing appears to be sound, and integrity observed during site inspection (exterior only) appears to be adequate. This listing is recommended to be retained, and the item is encouraged to be conserved. - This building is a finely detailed and scaled dwelling. New development nearby will not only modify its setting but also limit its feasible ongoing use as a dwelling.	- In light of future development surrounding this item, a community use or a use that would complement the school, such as childcare or after-school care (subject to parking/access), may be more suitable. - As the site is within walking distance of future public transport, a commercial use such as professional suites would also be suitable. - There is opportunity to provide separation from new development to the west by installing a north-south through-block link alongside this item.	- There are likely adverse impacts to the heritage significance of this lot from increased density, particularly from overshadowing from the north, east and west, as well as overlook that impacts the amenity and useability of this item for its original and current residential use. - Although use of the site as a childcare facility would be complementary to the nearby school use, lack of access and parking and sufficient external play space may limit this as a possibility. Professional suites that require parking, such as medical offices, may be similarly limited.	- Retain and update statutory listing with revised listing information and relevant information from this report. Development recommendations: - Position a through-block link to the west of this item, with screen planting that satisfies CPTED (Crime Prevention Through Environmental Design) requirements, to provide a buffer to new development. - Limit amenity impacts and support alternative uses for this item by requiring private open space on new developments to be positioned to avoid overlook, as much as practicable. - Consider planning incentives to encourage a future alternative use for this lot, for community or educational use.

Heritage item/conservation area and listing	Description and commentary	Opportunities	Constraints	Recommendations
				Conservation recommendations: - All significant fabric should be investigated and documented. A baseline condition assessment and a conservation maintenance schedule should be prepared to guide future maintenance. - Investigate the item's garden and include in the listing as appropriate.
I249 House 58 Henry Street  Revised Statement of Significance (CCBC 2025): Built c.1922, the house represents a significant period in the establishment of Five Dock as a low density residential suburb following the subdivision of formerly rural allotments. The house demonstrates the development of the suburb of Five Dock in the Inter-War years as a result of residential subdivisions, transport improvements, expanding employment opportunities, and population growth. The distinctive and rare house is an admirable attempt to adapt concrete building technology to the architectural fashion of the time. The relatively intact house forms part of a group of consistent concrete houses from 58-64 Henry Street. The property has local heritage significance. Group: Group of concrete houses in Henry Street, Five Dock. Key values: Historical, aesthetic, technical, rarity, representative. Integrity: Good.	Revised description (CCBC 2025): The house has a staggered frontage with a smaller gable roof sitting in front of a larger gable roof. A small gable roofed wing extends from the west side of the house at the rear. The gable has fibre cement shingles in a diamond pattern. A skillion roofed verandah stretches across the front façade. The verandah has square posts, timber beams, exposed rafters and end infill panels of timber battens. The front wall of the house steps with the front door set in the recessed part of the wall. The front door is partially glazed and has side light windows. The glazing is decorative lead lights of an Art Nouveau design. Two pairs of casement windows are located in the projecting wall of the front façade. The house is constructed using concrete posts and concrete panels laid one on top of each other. This creates a pattern on the walls that is evident both externally and internally. History (excerpt, CCBC 2025): Residential subdivisions were encouraged by improved transport connections and employment opportunities. Lots 50 and 51 of the Five Dock Farm estate were further subdivided by Brennand and then subdivided again into smaller suburban residential allotments by Arthur Gilbert Friend who had acquired the land in 1901. A house was built c.1922 as it is first recorded in Sands Directory in 1923-24. The house is constructed using concrete posts and concrete panels laid one on top of each other using a method patented by Henry Goddard, the builder. This creates a pattern on the walls that is evident both externally and internally. While the land was subdivided in 1924 to create the present-day allotment, the property remained within the Friend family until 1947. (It was sold following the death of Arthur Gilbert Friend in 1941.) Commentary: 58-64 Henry Street are rare and innovative concrete drop slab houses, associated with Henry Goddard, who lived nearby. Goddard was a notable public figure in Five Dock and the broader area. - The houses' modest scale should not be overwhelmed by adjacent increased density, or in form, scale, footprint or materiality. They are rare in their construction technique and their materiality.	- Given the intactness and consistency of 58- 64 Henry Street, listing as a group would reinforce the rare and shared qualities of these four buildings. - Research on original details and materials would inform the SHI listing and offer opportunity to prepare conservation management policies to conserve the identified heritage values of 58-64 Henry Street. Policies on reinstatement of missing, damaged or inappropriate materials would assist in conserving this building. - There is opportunity to investigate setting, including gardens, planting, and fences, to inform the SHI listing. - Research on the methods, materials, and construction history of these houses would assist in understanding these buildings and their rarity.	The modest scale and group context of this listing would be significantly impacted by any increase in form, scale, footprint, and height of adjoining lots.	- Retain and update statutory listing with revised listing information and relevant information from this report. - Consider a group listing for 58-64 Henry Street. Development recommendations: - New development in the vicinity of this group should be designed in response to the scale of the dwellings in this group. - For new development that shares site boundaries with this group, modulate building height, form, and setbacks along boundaries to limit adverse impacts on this group. Spatial or landscape setbacks are encouraged to provide separation. Conservation recommendations: - All significant fabric should be investigated and documented. A baseline condition assessment and a conservation maintenance schedule should be prepared to guide future maintenance.

Heritage item/conservation area and listing	Description and commentary	Opportunities	Constraints	Recommendations
				- Investigate the item's garden, planting and fencing and include in the listing as appropriate. - Further research, building on existing CCBC Local Studies research, on the technological aspects of the concrete construction of these houses should be undertaken, and made publicly available. - Heritage interpretation, through Council's digital channels, could be used to communicate and champion this item's innovative and early construction techniques.
I250 House 60 Henry Street  Revised Statement of Significance (CCBC 2025): Built c.1922 in the Inter-War period, the house represents a significant period in the establishment of Five Dock as a low density residential suburb following the subdivision of formerly rural allotments. The house demonstrates the development of the suburb of Five Dock in the Inter-War years as a result of residential subdivisions, transport improvements, expanding employment opportunities, and population growth. The distinctive and rare house is an admirable attempt to adapt concrete building technology to the architectural fashion of the time. The relatively intact house forms part of group of consistent concrete houses from 58–64 Henry Street. The property has local heritage significance.	Revised description (CCBC 2025): The house is a staggered frontage with a smaller gable roof sitting in front of a larger gable roof. A small gable roofed wing extends from the west side of the house at the rear. The gable has fibre cement shingles in a diamond pattern. A skillion roofed verandah stretches across the front façade. The verandah has square posts, timber beams, exposed rafters and end infill panels of timber battens. The front wall of the house steps with the front door set in the recessed part of the wall. The front set door is partially glazed and has side light windows. The glazing is decorative lead lights with an Art Nouveau design. A matching door and window set is located in the projecting wall of the front façade. The house is constructed using concrete posts and concrete panels laid one on top of each other. This creates a pattern on the walls that is evident both externally and internally. History (excerpt, CCBC 2025): Residential subdivisions were encouraged by improved transport connections and employment opportunities. Lots 50 and 51 of the Five Dock Farm estate were further subdivided (by Brennand) and then subdivided again into smaller suburban residential allotments by Arthur Gilbert Friend who had acquired the land in 1901. A house was built c.1922 as the house is first recorded in Sands Directory in 1923-24. The name of 'Calbrook' was given to the house. The house is constructed using concrete posts and concrete panels laid one on top of each other using a method patented by Henry Goddard, the builder. This creates a pattern on the walls that is evident both externally and internally. While the land was subdivided in 1924 to create the present-day allotment, the property remained within the Friend family until 1947. (It was sold following the death of Arthur Gilbert Friend in 1941.) Australian experimentation in concrete house construction began in the mid-19th century, however a concrete house was still a rare thing at the end of the 19th century.	Refer to 58 Henry Street.	Refer to 58 Henry Street.	- Retain and update statutory listing with revised listing information and relevant information from this report. - See information above on 58 Henry Street.

Heritage item/conservation area and listing	Description and commentary	Opportunities	Constraints	Recommendations
Group: Group of concrete houses in Henry Street, Five Dock. Key values: Historical, aesthetic, technical, rarity, representative. Integrity: Good.	In the early 20th century there was a bewildering variety of concrete construction methods being advertised and promoted in building and architecture magazines. In response to shortages after WW1, the use of concrete aimed to reduce building costs and to allow for the use of unskilled labour. Also, due to the surge in demand for housing after WW1 there was a particular shortage of bricks.			
I251 House 62 Henry Street  Revised Statement of Significance (CCBC 2025): Built c.1922 in the Inter-War period, the house represents a significant period in the establishment of Five Dock as a low density residential suburb following the subdivision of formerly rural allotments. The house demonstrates the development of the suburb of Five Dock in the Inter-War years as a result of residential subdivisions, transport improvements, expanding employment opportunities, and population growth. The distinctive and rare house is an admirable attempt to adapt concrete building technology to the architectural fashion of the time. The relatively intact house forms part of a group of consistent concrete houses from 58-64 Henry Street. The property has local heritage significance. Group: Group of concrete houses in Henry Street, Five Dock. Key values: Historical, aesthetic, technical, rarity, representative. Integrity: Good.	Revised description (CCBC 2025): The house is a staggered frontage with a smaller gable roof sitting in front of a larger gable roof. A small gable roofed wing extends from the west side of the house at the rear. The gable has fibre cement shingles in a diamond pattern. A skillion roofed verandah stretches across the front façade. The verandah has square posts, timber beams, exposed rafters and end infill panels of timber battens. The front wall of the house steps with the front door set in the recessed part of the wall. The front door is partially glazed and has side light windows. The glazing is decorative lead lights of an Art Nouveau design. Two pairs of casement windows are located in the projecting wall of the front façade. The house is constructed using concrete posts and concrete panels laid one on top of each other. This creates a pattern on the walls that is evident both externally and internally. History (excerpt, CCBC 2025): Residential subdivisions were encouraged by improved transport connections and employment opportunities. Lots 50 and 51 of the Five Dock Farm estate were further subdivided by Brennand and then subdivided again into smaller suburban residential allotments by Arthur Gilbert Friend who had acquired the land in 1901. A house was built c.1922 as it is first recorded in Sands Directory in 1923-24. The house is constructed using concrete posts and concrete panels laid one on top of each other using a method patented by Henry Goddard, the builder. This creates a pattern on the walls that is evident both externally and internally. While the land was subdivided in 1924 to create the present-day allotment, the property remained within the Friend family until 1947. (It was sold following the death of Arthur Gilbert Friend in 1941.)	Refer to 58 Henry Street.	Refer to 58 Henry Street.	- Retain and update statutory listing with revised listing information and relevant information from this report. - See information above on 58 Henry Street.

Heritage item/conservation area and listing	Description and commentary	Opportunities	Constraints	Recommendations
I252 House 64 Henry Street  Revised Statement of Significance (CCBC 2025): Built c.1922 in the Inter-War period, the house represents a significant period in the establishment of Five Dock as a low density residential suburb following the subdivision of formerly rural allotments. The house demonstrates the development of the suburb of Five Dock in the Inter-War years as a result of residential subdivisions, transport improvements, expanding employment opportunities, and population growth. The distinctive and rare house is an admirable attempt to adapt concrete building technology to the architectural fashion of the time. The relatively intact house forms part of a group of consistent concrete houses from 58-64 Henry Street. The property has local heritage significance. Group: Group of concrete houses in Henry Street, Five Dock. Key values: Historical, aesthetic, technical, rarity, representative. Integrity: Good.	Revised description (CCBC 2025): The house is a staggered frontage with a smaller gable roof sitting in front of a larger gable roof. A small gable roofed wing extends from the west side of the house at the rear. The gable has fibre cement shingles in a diamond pattern. A skillion roofed verandah stretches across the front façade. The verandah has square posts, timber beams, exposed rafters and end infill panels of timber battens. The front wall of the house steps with the front door set in the recessed part of the wall. The front door is partially glazed and has side light windows. The glazing is decorative lead lights of an Art Nouveau design. A matching door and window set is located in the projecting wall of the front façade. The house is constructed using concrete posts and concrete panels laid one on top of each other. This creates a pattern on the walls that is evident both externally and internally. History (excerpt, CCBC 2025): Residential subdivisions were encouraged by improved transport connections and employment opportunities. Lots 50 and 51 of the Five Dock Farm estate were further subdivided (by Brennand) and then subdivided again into smaller suburban residential allotments by Arthur Gilbert Friend who had acquired the land in 1901. A house was built c.1922 as the house is first recorded in Sands Directory in 1923-24. The name of 'Calbrook' was given to the house. The house is constructed using concrete posts and concrete panels laid one on top of each other using a method patented by Henry Goddard, the builder. While the land was subdivided in 1924 to create the present-day allotment, the property remained within the Friend family until 1947. (It was sold following the death of Arthur Gilbert Friend in 1941.)	Refer to 58 Henry Street.	Refer to 58 Henry Street.	- Retain and update statutory listing with revised listing information and relevant information from this report. - See information above on 58 Henry Street.

Heritage item/conservation area and listing	Description and commentary	Opportunities	Constraints	Recommendations
I274 House 44 Kings Road  Revised Statement of Significance (CCBC 2025): The weatherboard house, built c.1881, is probably one of Five Dock's older surviving cottages. Once common, few of these timber buildings survive in fair condition and as part of a group of three such structures. This house is of high significance in demonstrating the history and development of the area. The attractive late Victorian period Georgian style house demonstrates the development of the suburb of Five Dock when suburban residential development started in the late nineteenth century in response to public transport improvements. Key values: Historical, aesthetic, rarity, representative. Integrity: Intact.	Revised Description (CCBC 2025): A Victorian Georgian cottage, one of a group of three early weatherboard cottages, c1881. In good repair and little altered. Traditional Georgian form, symmetrical with hipped corrugated iron roof. Bullnosed verandah with cast iron. Verandah posts and brackets may be replacements. Original double-hung windows with arched upper panes. Face brickwork chimney. Central garden path. Rusticated weatherboards on the front façade, played weatherboards on the side facades. History (excerpt, CCBC 2025): Benjamin Hopping acquired lots 9, 10 and 11 of the Gipps Town Estate in 1881 (Primary Application 8125). Hopping built at a house, called 'Drayton', at present-day no. 44 Kings Road c.1881 (based on information in newspaper articles about his wife in The Daily Telegraph, 17 September 1918 page 2 and 1 May 1918 page 12). Benjamin Hopping first appears in Kings Road in the 1883 Sydney Sands Directory (there is no 1882 edition). His occupation is variously described as bricklayer, blacksmith and landowner. Hopping's wife, Sarah, lived at the house until her death in 1918. Hopping subdivided the land in 1891 into smaller suburban residential allotments (DP2609) and transferred two of the three newly created allotments in Kings Road to his sons William (no. 46) and George (no. 48) (Vol. 997 Fol. 12). Hopping retained the allotment on the corner of Kings Road and Cross Street. Commentary: See Section 5.2 for further analysis.	- Listing as a group may offer a better understanding of these in recognising their age and material character. - Further research on this house may offer additional information on its role and presence in the early development of Five Dock. - The building has been expanded with an addition along its western boundary, infilling the original L-shape to make a rectangular footprint. Additional built form on this lot, to the rear, may buffer impacts from new development to the rear boundary. An addition of one-two storeys, at the rear, would have minimal visual impact from the street.	- The modest scale of this item and its neighbours will be adversely impacted by new development in the vicinity. - Opportunities to increase building footprint on this site are limited by lot size and width of existing dwellings.	- Retain and update statutory listing with revised listing information and relevant information from this report. - Consider listing as a group, with 46 and 48 Kings Road. Development recommendations: - Mitigate heritage impacts and limit amenity impacts with a minimum 6m landscaped setback to adjacent development lots. Conservation recommendations: - All significant fabric, including interiors, should be investigated and documented. A baseline condition assessment and a conservation maintenance schedule should be prepared to guide future maintenance. - Investigate the item's garden, plantings and fences, and include in the listing as appropriate.
I275 House 46 Kings Road	Revised description (CCBC 2025): A very good weatherboard cottage, built c1889. One of a group of three. Very similar to No. 48. Traditional Georgian form with hipped corrugated iron roof. Bullnosed verandah. Symmetrical. The original roof form has been replaced with a visually awkward new larger roof. Painted brick chimney. Central garden path. Rusticated weatherboards on the front façade, splayed weatherboards on the side facades. Timber weatherboards line the walls and ceiling of the rooms of the original house (based on sale photographs taken in 2013). History (excerpt, CCBC 2025): Benjamin Hopping acquired lots 9, 10 and 11, Section 1, of the Gipps Town Estate in 1881 (Primary Application 8125). Hopping built a house, called 'Drayton', at present-day no. 44 Kings Road c.1881. Hopping subdivided the land in 1891 into smaller suburban residential allotments (DP2609) and transferred two of the three newly created allotments in Kings Road to his sons William (no. 46) and George (no. 48) (Vol. 997 Fol. 12).	- Listing as a group may offer a better understanding of these in recognising their age and material character. - Further research on this house may offer additional information on its appearance, role and presence in the early development of Five Dock. Such research should inform future conservation of the building, including appropriate reinstatement of missing, damaged or modified details.	- The modest scale of this item and its neighbours will be adversely impacted by new development in the vicinity. - Opportunities to increase building footprint on this site are limited by lot size and width of existing dwellings.	- Retain and update statutory listing with revised listing information and relevant information from this report. - Retain heritage listing; consider listing as a group, with 44 and 48 Kings Road. Development recommendations: - Mitigate heritage impacts and limit amenity impacts with a minimum 6m landscaped setback to adjacent development lots.

Heritage item/conservation area and listing	Description and commentary	Opportunities	Constraints	Recommendations
 Revised Statement of Significance (CCBC 2025): The weatherboard cottage, built c1889, is probably one of Five Dock's older surviving cottages. Once common, few of these timber buildings survive in fair condition and as part of a group of three such structures, this house is of high significance in demonstrating the history and development of the area. The attractive late Victorian period Georgian style house demonstrates the development of the suburb of Five Dock when suburban residential development started in the late nineteenth century in response to public transport improvements. Key values: Historical, aesthetic, rarity, representative. Integrity: Intact.	Hopping retained the allotment on the corner of Kings Road and Cross Street (no. 44). William Hopping is listed as living in Kings Road in the 1890 Sands Sydney Directory indicating that the house was constructed c1889. Commentary: See Section 5.2 for further analysis.	The original footprint on this lot appears to have a rear addition to the width of the original dwelling. Additional built form on this lot, to the rear, may buffer impacts from new development to the rear boundary. An addition of one-two storeys, at the rear, would have minimal visual impact from the street.		Conservation recommendations: - All significant fabric, including interiors, should be investigated and documented. - A baseline condition assessment and a conservation maintenance schedule should be prepared to guide future maintenance. - Investigate the item's garden, plantings and fences, and include in the listing as appropriate.
I276 House 48 Kings Road 	Revised description (CCBC 2025): A very good weatherboard cottage, built c1889. One of a group of three. The design is very similar to no. 44. Traditional Georgian form with hipped corrugated iron roof. Bullnosed verandah. Symmetrical. The original roof form has been replaced with a visually awkward new larger roof. Painted brick chimney. Central garden path. Rusticated weatherboards on the front façade, splayed weatherboards on the side facades. Timber weatherboards line the walls and ceiling of the rooms of the original house (based on sale photographs taken in 2013). History (excerpt, CCBC 2025): Benjamin Hopping acquired lots 9, 10 and 11 of the Gipps Town Estate in 1881 (Primary Application 8125). Hopping built a house, called 'Drayton', at present-day no. 44 Kings Road c.1881. Hopping subdivided the land in 1891 into smaller suburban residential allotments (DP2609) and transferred two of the three newly created allotments in Kings Road to his sons William (no. 46) and George (no. 48) (Vol. 997 Fol. 12). Hopping retained the allotment on the corner of Kings Road and Cross Street (no. 44). George Hopping is listed as living in Kings Road in the 1890 Sands Sydney Directory, indicating that the house was constructed c.1889. Commentary: See Section 5.2 for further analysis.	- Listing as a group may offer a better understanding of these in recognising their age and material character. - Further research on this house may offer additional information on its role and presence in the early development of Five Dock.	- The modest scale of this item and its neighbours will be adversely impacted by new development in the vicinity. - Opportunities to increase building footprint on this site are limited by lot size and width of existing dwellings.	- Retain and update statutory listing with revised listing information and relevant information from this report. - Retain heritage listing; consider listing as a group, with 44 and 46 Kings Road. Development recommendations: - Mitigate heritage impacts and limit amenity impacts with a minimum 6m landscaped setback to adjacent development lots.

Heritage item/conservation area and listing	Description and commentary	Opportunities	Constraints	Recommendations
Revised Statement of Significance (CCBC 2025): The weatherboard house, built c1889, is probably one of Five Dock's oldest surviving cottages. Once common, few of these timber buildings survive in fair condition and as part of a group of three such structures, this house is of high significance in demonstrating the history and development of the area. The attractive late Victorian period Georgian style house demonstrates the development of the suburb of Five Dock when suburban residential development started in the late nineteenth century in response to public transport improvements. Key values: Historical, aesthetic, rarity, representative. Integrity: Altered, sympathetically; no interior inspection undertaken.		The original footprint on this lot appears to have a rear addition that infilled the L-shape of the original building and added a second storey to part of the building, which is plainly visible from Kings Road. Additional built form on this lot, to the rear, may buffer impacts from new development to the rear boundary. An addition of one-two storeys, at the rear, would have minimal visual impact from the street.		Conservation recommendations: - All significant fabric, including interiors, should be investigated and documented. A baseline condition assessment and a conservation maintenance schedule should be prepared to guide future maintenance. - Investigate the item's garden, plantings and fences, and include in the listing as appropriate.
I310 Trees—Palms, Camphor Laurels, Brush Box and Hill's Figs Lyons Road (from Jersey Lane, Five Dock, to Drummoyne)  Statement of Significance: A fine group of street trees that demonstrate planting policies of Council at the time and which demonstrate civic beautification efforts. The trees relate well to the housing development which they front and form a good group of trees and buildings representing the later development of the former Drummoyne Council area. Integrity: Intact. Key values: Aesthetic, representative.	Revised description (CCBC 2025): The Brush Box street trees along both sides of Lyons Road West form an avenue of trees along this important roadway. The street trees are a continuation of street trees along Lyons Road. The tree canopies of those on the southern side of the street have been cut around above-ground power lines. Revised historical notes, excerpt (CCBC 2025): Based on aerial photographs the street trees were planted some time between 1930 and 1943, perhaps coinciding with the concreting of Lyons Road West. The trees on the northern side being planted slightly earlier than those on the southern side of the street (despite suburban development on the southern side of the street occurring slightly before that on the northern side of the street). The reconstruction of Lyons Road West appears to have been done in 1939-1940, probably followed by tree planting. In October 1939 a plan was prepared, levels were set, and widening of some parts to 66ft was proposed. "Most streets in the Municipality are lined on both sides with trees, which create a restful and healthy atmosphere and add greatly to the beauty of the district. The function of a tree-planting committee is to decide the most suitable types for planting in various streets and parks. In some cases flowering shrubs are chosen in preference to trees. Some 4000 trees are growing in the streets of the Municipality in addition to those in the extensive area of parklands vested in the Council." (<i>Building and Engineering</i>, 24 January 1952 Page 54) During the Federation period, Brush Box became the preferred street tree of the new suburbs and the popularity of Brush Box as a street tree continued throughout the Inter-War period (c. 1915-1940) and much of the Post-War period (1940-1960s). side of the street.) Commentary: - This heritage item borders the study area but is currently located outside of the study area. - This heritage item demonstrates past civic improvements, signifies entry to Five Dock, and provides local amenity in the form of canopy, shade, and contributes to biodiversity. - The current listing applies to only part of the avenue.	- Incorporate replacement planting in Council's asset management planning, to maintain revenue integrity. - Revising this heritage listing to include plantings on both sides of Lyons Road West offers opportunity to provide recognition and future protection for the whole avenue, as only part is currently recognised.	Ensure tree roots and canopies are not impacted by future services upgrades as part of increased density.	- Retain the heritage listing and expand it to include the plantings on the southern side of Lyons Road West. - Update the statutory listing with revised listing information and relevant information from this report. Development recommendations: - Ensure this avenue is protected from future higher density development in its vicinity. Conservation recommendations: - Manage this avenue in collaboration with the relevant electrical authority, to ensure canopy is maintained as much as practicable. - As plantings age, ensure future replacement plantings retain the identified heritage qualities of the listing.

Heritage item/conservation area and listing	Description and commentary	Opportunities	Constraints	Recommendations
I398 House 16 Queens Road  Revised Statement of Significance (CCBC 2025): A rare local example of a decorative, all-timber Federation house of a significant scale and located among a largely intact group of houses from the same period. An important group in the development of the area. The attractive Federation period house demonstrates the development of the suburb of Five Dock following suburban residential subdivisions made in response to public transport improvements. Key values: Historical, aesthetic, rarity, representative. Integrity: Intact.	Revised description (CCBC 2025): large Federation style weatherboard house c.1905. Some detailing lost but otherwise unaltered. Many special features including shingled gables above rectangular bays, unusual shingling below timber decoration around main door, excellent chimneys, coloured glass skylights. Complex, steep pitched symmetrical roof, continuous with verandah roof. Unusual to find such a grand house in weatherboard. History (excerpt, CCBC 2025): The earliest written reference to Five Dock is in The Sydney Gazette of 3 February 1805, which mentions Five Dock Bay. Five Dock formed part of a 1,500 acre Crown grant made to Dr. John Harris (1754-1838) in 1806. The construction of the Great North Road by the colonial government across Dr. Harris' Five Dock Farm began in 1826. In 1836 Dr. Harris sold 1422 acres of his 1,500 acre grant to Samuel Lyons (1791-1851), an auctioneer and the namesake for Lyons Road. Lyons promptly split the large holding into 136 60-acre and 30-acre allotments for resale, creating a subdivision that became known as the 'Five Dock Farm' estate. The subject property is located on land comprising Lot 40 to 45 of this subdivision. These lots were further subdivided as McGaa's subdivision (also known as the Gipps Town Estate) with the property located on Lot 10 Section 3 of this subdivision. A house called "Borang" is first listed in the 1906 Sands Sydney Directory with the residence listed as George Chidgey. As reported in the Evening News 16 October 1928, George Chidgey was a prolific builder. The current allotment appears to have been created by George Chidgey in 1909. A house appears to have been present by this time (Book 853 No.235). A David Harrison is listed in the 1909 Sands Sydney Directory as the occupant of the house. Commentary: This dwelling and its garden setting makes a valuable contribution to the streetscape of Kings Road.	- Further research on this house may offer additional information on its role and presence in the early development of Five Dock and help guide conservation planning. - Further research on this house should consider its garden setting, plantings and fences, to guide conservation planning. - An alternative use for this site may complement future residential uses proposed for adjacent lots. Alternative uses include community, educational or commercial uses.	- Consider alternative uses, as amenity will be impacted by future density increase. - Lack of access and parking may limit the possibilities for alternative use of this site. Professional suites that require parking, such as medical offices, may be similarly limited. - Modification of this item's garden setting to provide parking would require consideration of the item's identified heritage values.	- Retain and update statutory listing with revised listing information and relevant information from this report. Development recommendations: - Limit amenity impacts and support alternative uses for this item by requiring private open space on new developments to be positioned to avoid overlook, as much as practicable. - Consider planning incentives to facilitate a future alternative use for this lot, such as community, educational or commercial use, through alternative zoning or permissible uses. Conservation recommendations: - All significant fabric, including interiors, should be investigated and documented. A baseline condition assessment and a conservation maintenance schedule should be prepared to guide future maintenance. - An applied finishes scheme should guide conservation, based on original finishes, materials and colours. - Investigate the item's garden, plantings and fences and include in the listing as appropriate.

Heritage item/conservation area and listing	Description and commentary	Opportunities	Constraints	Recommendations
I399 House 18 Queens Road  Revised Statement of Significance (CCBC 2025): An excellent example of a Federation Queen Anne house that displays many key elements of the style and has retained its setting. The house and grounds are an excellent example of the type of housing associated with the Garden City movement, which characterised much of the development taking place at this time. The attractive Federation period house demonstrates the development of the suburb of Five Dock following suburban residential subdivisions made in response to public transport improvements. Key values: Historical, aesthetic, representative. Integrity: Intact.	Revised description (CCBC 2025): An excellent example of a well detailed Federation house exhibiting many key elements of the style. The house has a typical asymmetrical plan with projecting gable over a fine hooded and faceted bay window. The roof is hipped and terra cotta tiled with projecting gablets and rough cast chimneys. The verandah features turned timber posts and a decorative timber valance. The building is of masonry construction with painted stucco finish. It is set in spacious landscaped grounds featuring a distinctive curved sandstone and wrought iron infill fence. History (excerpt, CCBC 2025): The earliest written reference to Five Dock is in The Sydney Gazette of 3 February 1805, which mentions Five Dock Bay. Five Dock formed part of a 1,500 acre Crown grant made to Dr. John Harris (1754-1838) in 1806. The construction of the Great North Road by the colonial government across Dr. Harris' Five Dock Farm began in 1826. In 1836 Dr. Harris sold 1422 acres of his 1,500 acre grant to Samuel Lyons (1791-1851), an auctioneer and the namesake for Lyons Road. Lyons promptly split the large holding into 136 60-acre and 30-acre allotments for resale, creating a subdivision that became known as the 'Five Dock Farm' estate. The subject property is located on land comprising Lot 40 to 45 of this subdivision. These lots were further subdivided as McGaa's subdivision (also known as the Gipps Town Estate). The current allotment is located on Lot 9 Section 3 of McGaa's subdivision. The Five Dock rate book of 1885 shows Lewis Bain as the owner and the land without a dwelling. Thomas Thompson acquired most of Lot 9 in 1909 and is listed as living in a house called "Hillcrest" in the 1909 Sands Sydney Directory. Lot 9 extended from Queens Road to Kings Road. The current allotment was created by Thomas Thompson in 1928 prior to selling the property in 1929. The long access handle from Kings Road indicates that vehicular access was originally obtained from Kings Road (Vol. 4164 Fol. 235 and Book 829 No. 333). Commentary: This dwelling and its garden setting makes a valuable contribution to the streetscape of Kings Road.	- Further research on this house may offer additional information on its role and presence in the early development of Five Dock, and help guide conservation planning. - Further research on this house should consider its garden setting, plantings and fences, to guide conservation planning. - An alternative use for this site may complement future residential uses proposed for adjacent lots. Alternative uses include community, educational or commercial uses.	- Consider alternative uses, as amenity will be impacted by future density increase. - Lack of access and parking may limit the possibilities for alternative use of this site. Professional suites that require parking, such as medical offices, may be similarly limited. - Modification of this item's garden setting to provide parking would require consideration of the item's identified heritage values.	- Retain and update statutory listing with revised listing information and relevant information from this report. Development recommendations: - Limit amenity impacts and support alternative uses for this item by requiring private open space on new developments to be positioned to minimise overlook. - Consider planning incentives to link a future alternative use for this lot, such as community, educational or commercial use. Conservation recommendations: - All significant fabric should be investigated and documented. A baseline condition assessment and a conservation maintenance schedule should be prepared to guide future maintenance. - An applied finishes scheme should guide conservation, based on original finishes, materials and colours. - Investigate the item's garden and include in the listing as appropriate.

Heritage item/conservation area and listing	Description and commentary	Opportunities	Constraints	Recommendations
I400 House, 'Riverview' 44 Queens Road  Revised Statement of Significance (CCBC 2025): The house, built c.1856, is one of the oldest surviving houses in the City of Canada Bay built following the Gipps Town re-subdivision of the Five Dock Farm estate. The house provides evidence of early settlement associated with the establishment of the village of Five Dock. The house is distinctive in the Queens Road streetscape because of its unusual architectural character and its location almost on the front boundary. The house has local heritage significance. Key values: Historical, aesthetic, technical, rarity. Integrity: Appears to potentially be in poor condition, interiors not inspected.	Revised description (CCBC 2025): One of the oldest cottages in the former Drummoyne municipality. Rare local example of an early brick cottage, and hybrid design of Georgian form and Victorian convex verandah. Hipped truncated, corrugated iron roof; original flat timber posts; unusually large double-hung windows. History (excerpt, CCBC 2025): The land that encompassed the existing house was acquired by Thomas James in 1855 (PA 26103). A cottage appears in the first rates book of Five Dock compiled in September 1871, so was extant before then. The cottage was probably built for Thomas James. Thomas James purchased Lot 1 Section 3 of the Gipps Town Estate from James McKnight in November 1855, so the cottage was built some time between 1855 and 1870. It was known as "Riverview" by 1877 when Thomas and Margaret James' eldest daughter Elizabeth married there. Thomas and Margaret James had a number of children with births registered in Concord from 1856 to 1871. In 1859 he was a "freeholder" in Five Dock (New South Wales Government Gazette, Wed 8 Jun 1859 [Issue No.106 (SECOND SUPPLEMENT)] p.1297). It is likely that the cottage was built about 1856. If this is the case, then the cottage is probably the oldest extant modest (rather than grand) house in Canada Bay. According to James' great-granddaughter, the present house was built by him before 1859. (James moved to "Dalsamar", Arlington Street c. 1874.) The great granddaughter advised that the floor joists and rafters were full round timber and the roof was shingled. The ceilings of the front rooms were Australian cedar. The "second" rooms were of slab construction, later infilled with brick and plastered. The bathroom and laundry were of rubble stone. The present allotment was created by a 1925 subdivision (Vol. 3700 Fol. 70). The house remained in the family ownership until at least 1998. Comparable examples within LGA: 1A-5 York Avenue, Five Dock (I522); early reviving semi-detached pair of houses; date of construction not provided by SHI. 15 Renwick Street, Drummoyne, 1891. - Rosebank College: 1850s Victorian Gothic chapel, 1876 school building; similar time of construction to 44 Queens Road; likely to be impacted by adjacent state significant development. Commentary: - Proposed scale of density will leave this as an isolated lot, its heritage significance and amenity impacted. - The building's positioning on the lot means that it may be impacted by future road widening. Options to manage this include amalgamation into a larger development, and incorporating it into a future building complex.	- As the dwelling is located at the southern (street front) lot boundary, there is opportunity to remove unsympathetic accretions to the rear of the dwelling, and create either a built/landscape buffer to surrounding development, or a transition zone, if amalgamation with surrounding lots is feasible. - Amalgamation of this lot with adjacent lots may offer the opportunity to provide an expanded setting. - This presupposes an alternative use, other than the current residential use.	- New development surrounding this item will result in adverse impacts to this building, in scale, form and materials. - The building's alignment to the front lot boundary means that any changes to Kings Road, such as the future cycleway, is likely to impact its setting and building fabric. - Maintenance issues on this building require immediate attention by the owner, to address significant fabric in need of maintenance and repair. - Failure to address these issues will result in further degradation of building fabric.	- Retain and update statutory listing with revised listing information and relevant information from this report. - The location and design of the future cycleway planned for Queens Road should be investigated for potential impacts to 44 Queens Road. Development recommendations: - Limit amenity impacts and support alternative uses for this item by requiring private open space on new developments to be positioned to minimise overlook. - The cycleway planting layout should be designed to avoid this building, including its footings and services. Conservation recommendations: - Conservation works should be undertaken as a matter of urgency. - All significant fabric should be investigated and documented. A baseline condition assessment and a conservation maintenance schedule should be prepared to guide future maintenance. - Investigate the item's garden and include in the listing as appropriate.
I403 Shop building 82-84 Ramsay Road	Revised description (CCBC 2025): The two storey commercial building with shops at ground level and apartments above was built c. 1919 as Cashman's Corner. The building has a high stepping decorative parapet that, together with the first floor façade, reaches a crescendo at its main corner that faces towards Great North Road.	Further research on this building may offer additional information on its role and presence in the early development of Five Dock.	Should this building be amalgamated with adjacent lots, the retention of heritage fabric, form and footprint is required.	Retain heritage listing and update statutory listing to revised listing information and relevant information from this report.

Heritage item/conservation area and listing	Description and commentary	Opportunities	Constraints	Recommendations
 Revised Statement of Significance (CCBC 2025): One of few interwar commercial buildings in the former Drummoyne municipality to survive in good condition. Typical of the period and a very fine example. Excellent streetscape on a prominent corner site that demonstrates development that once typified the area and which illustrates the major form of retail and commercial development of the municipality. The Inter-War shop and apartment building, constructed c.1919, is a distinctive building that makes an important contribution to its streetscapes. The building is a fine example of an Inter-War commercial building its design being more assured than other shop buildings of the same period in Five Dock and the LGA generally. The building demonstrates the development of the suburb of Five Dock in the early years of the twentieth century as a result of residential subdivisions, transport improvements, expanding employment opportunities, and population growth. Key values: Historical, aesthetic, rarity, representative. Integrity: Altered, extended unsympathetically.	A series of slightly projecting timber windows (set on the face of the external wall) is arranged around the first floor façade. The windows have sets of three casement sashes and steeply sloping metal window hoods. There are a number of shop fronts at ground floor level as well as the entry to the flats above. Some elements of the original shopfronts and entries remain. A suspended awning wraps around the streetfronts of the building. History (except, CCBC 2025): The earliest written reference to Five Dock is in The Sydney Gazette of 3 February 1805, which mentions Five Dock Bay. Five Dock formed part of a 1,500 acre Crown grant made to Dr. John Harris (1754-1838) in 1806. The construction of the Great North Road by the colonial government across Dr. Harris' Five Dock Farm began in 1826. In 1836 Dr. Harris sold 1,422 acres of his 1,500 acre grant to Samuel Lyons (1791-1851), an auctioneer and the namesake for Lyons Road. Lyons promptly split the large holding into 136 60-acre and 30-acre allotments for resale, creating a subdivision that became known as the 'Five Dock Farm' estate. The subject property is located on Lot 123 of this subdivision. The land was subdivided by Patrick Cashman in 1912 and offered for sale as 'Smith's Paddock'. (DP 7401, Vo. 2393 Fol. 108). Ramsay Road in Five Dock, which was created by the subdivision, first appears in Sands Sydney Directory in 1915. Lot 19 of Smith's Paddock was transferred to Patrick Cashman's son, Norman Cashman, an estate agent, in 1918 and 1920 (in two separate parts). Lot 19 was not sold in the auctions held in 1912 and 1913. "N. A. Cashman & Co" first appears in Sands Sydney Directory in Ramsay Road in 1920. This indicates that the two storey commercial building was constructed c. 1919. The present-day allotment (2025) was created by a subdivision made in 1999. Commentary: This building forms a key corner to an important intersection in Five Dock. It is a landmark building demonstrates Five Dock's early twentieth century development.	- Further research on this building may offer details on materials, colours and building elements that can guide conservation planning. - Noting that the current colour scheme is not original (see Figure 4.4), reinstating the building's exterior finishes is encouraged. - This building's landmark qualities should be retained and enhanced by any future development, including reinstatement of shopfronts, based on historical research.		Development recommendations: - Future change in the vicinity of this building should be set back at upper levels and should not visually intrude on the current form and scale of the heritage item that contributes to its landmark position. - Future development in the vicinity of this item should respond to this building, in scale, form and materiality. - Consider planning incentives that support street-level activation of this building and encourage the reinstatement of retail uses at street level, such as additional height or the use of adjacent lots for commercial parking. Conservation recommendations: - All significant fabric should be investigated and documented, and a baseline condition assessment and conservation maintenance schedule should guide future maintenance. - Reinstatement of building elements and finishes should be investigated through historical research. - An applied finishes scheme for the exterior and interiors should guide conservation, based on original finishes, materials and colours.

Heritage item/conservation area and listing	Description and commentary	Opportunities	Constraints	Recommendations
				Reinstatement of exterior finishes should be undertaken on a trial basis and only proceed if a positive result can be achieved.

2.3 Potential heritage listings

The following buildings have been strategically reviewed, to consider whether they may have the potential to meet one or more of the heritage assessment criteria at local level.

Potential new heritage items were sourced through observation during site inspection and via discussion with Council staff. The buildings considered within this section underwent a high-level analysis that included:

- historical research, through Council sources, State Library of NSW, and historical aerial photographs;
- review of site photographs and/or historical photographs; and
- comparison, where applicable, to listings in other environmental planning instruments.

The findings of this brief research were analysed against the criteria in *Assessing heritage significance: Guidelines for assessing places and objects against the Heritage Council of NSW criteria* (2023).

2.3.1 No. 62 Harris Road

Gino Volpato

- Gino Volpato (1927–2008) was an Italian-Australian architect responsible for several notable domestic buildings in Five Dock and other Inner West suburbs.
- Volpato's other designs include a large and striking mural at Munmorah Power Station.³
 - The Powerhouse also lists Volpato as a designer on Ibis / Sabemo House, 201 Miller Street, North Sydney (1968–1970), though North Sydney Council records list M. Bayley as supervising architect and do not list Volpato.⁴ This building is listed on the North Sydney LEP 2013 (I0904).
- There does not appear to be any other heritage listings of Volpato's built works.
- Within the LGA, the dwelling at 585 Lyons Road West, Canada Bay, offers a more striking example of Volpato's built work.
- For note: Volpato's archive was donated to the State Library of NSW in 2025. There may be potential for further research on this building within that archive. Given increasing interest in émigré architects and designers, further research is recommended, considering Volpato's Italian background and the Italian migrant history of Five Dock.

62 Harris Road

- The single detached dwelling at 62 Harris Road has been attributed to Volpato.
- In 1981, Volpato's design for a renovation in Harris Road was rejected by Drummoyne Council. He succeeded in an appeal to the NSW Land and Environment Court.⁵ The front façade, as attributed to Volpato, is therefore a modification to an existing building.

- The building's contribution to the streetscape consists of a dramatic formed concrete verandah, with shaped concrete posts and an integrated low garden wall. It is of a similar scale to its neighbours but wholly different in form and presentation.

Recommendation:

Given the important, but often under-recognised contribution of émigré architects, and the aesthetic qualities of the dwelling, and that the building modification was the result of an early court challenge, there is a possibility of meeting one or more of the assessment criteria. However, because what is attributed to Volpato is essentially façade decoration, it is more challenging to meet the required criteria. Retention of the building's façade, as a long-standing addition to the Harris Road streetscape, may be a potential option to recognise the building's streetscape presence.



Figure 2.7 No. 62 Harris Road.



Existing heritage items
Potential heritage items

Figure 2.8 Potential items on Harris Road and Lyons Road West. (Source: Nearmap with GML overlay)

2.3.2 No. 535 Lyons Road West

This section draws on research kindly provided by CCB Local Studies.

No. 535 Lyons Road West is associated with Henry Goddard (b.1860). Goddard was notable as an alderman on Concord Council from 1904, and as mayor in 1908, 1909 and 1920. Goddard Park in Concord was named for his local contribution.⁶

Goddard was associated with the heritage listed concrete houses at 58–62 Henry Street (1922–1923), which were financed by Arthur Gilbert Friend, of 'Moreton' (Friend and his wife were also associated with St Alban's) (see Figure 4.4).

These were constructed using an innovative concrete drop-slab method, used also on a house at 2 Ada Street, Concord (b.1922, demolished 1977), and 8 Melbourne Street, Concord (CCB LEP, I345, b.1925).

As part of his broader experiments using prefabricated concrete for housing construction, Goddard built 535 Lyons Road West. Houses using camerated concrete construction, which Goddard patented, were built at 3 (I2), 4 (I3) and 6 (I4) Ada Street, Concord. No. 7 Ada Street (I7) is not camerated concrete; further, there is speculation that 59 Harris Road was also a camerated concrete house by Goddard (not listed). Other examples of Goddard's work include Cintra Estate, Croydon, comprising 20 camerated concrete houses, and the Belfield War Service Homes.

Goddard's built works represent a very early and innovative expression of concrete construction. Although these houses have stylistic consistency with similar Federation-era dwellings, their construction method and rarity set them apart. Further, Goddard's potential direct association with 535 Lyons Road West may offer historical association with a notable local figure.

Recommendation: This building has been recommended for further investigation and full heritage assessment, and Council has proceeded with this recommendation.

2.3.3 Hood Cottages, Lyons Road West

Hood Cottages are a row of identical cottages that made a consistent and appealing contribution to the Lyons Road West streetscape, at 465–471 Lyons Road West, at the corner of West Street. The group's potential heritage significance is impacted by the integrity issues, noting intrusive changes to the street frontage of No. 469. Given that there are heritage conservation areas within the CCB LGA that are especially representative of this period, this group is unlikely to meet the threshold for local significance.

Recommendation: No further action.



Figure 2.9 Hood Cottages ND. (Source: CCB Local Studies)



Figure 2.10 Giacomo Natoli Building, c1961. (Source: CCB Local Studies)

2.3.4 Giacomo Natoli building, 168 Great North Road

This building was associated with the large and sustained influx of Italian migrants to Australia over the twentieth century. It was the location of a travel agent that facilitated many migrant outcomes. The design and presence of this building does not make a significant or rare contribution to the streetscape. There is opportunity for the stories associated with this building and its travel agency function to be captured in the narrative and themes that drive future public domain works, and to form part of an oral history archive within the CBC Local Studies collection.

Recommendation: No further action.

2.3.5 Lyons Road West—street trees

The existing heritage item I321 (see Figure 2.11 and context of street tree listings to its east) recognises historical tree plantings along Lyons Road West that make a longstanding contribution to the local streetscape, dating from the early twentieth century, most likely 1930–1940s. The current listing is limited to plantings along the northern side of Lyons Road West. However, there are complementary Brush Box plantings along the southern side of Lyons Road West, which are contiguous in time, design and layout. Street tree listings on Lyons Road, I322 and I310, represent both road frontages.

These combined avenue plantings reflect Federation-era street tree preferences, provide amenity for local use, and offer a landmark entry into Five Dock from the west. They illustrate local government civic beautification efforts and demonstrate change in the district as it went from rural to residential with the early subdivision of Five Dock Farm Estate, at which time Lyons Road West was created.

Recommendation: The existing I321 heritage is recommended to be updated to include street tree plantings on the southern side of Lyons Road West. This listing should be updated with Council's research, undertaken during the preparation of this report. As part of this activity, all plantings should be mapped and replacement plants considered, subject to arboricultural and traffic management views.



Figure 2.11 Current street tree listings of I321, I322 and I310 along Lyons Road and Lyons Road West. (Source: NSW Planning Portal)

2.4 Summary of recommendations for listings

The following analysis outcomes are noted:

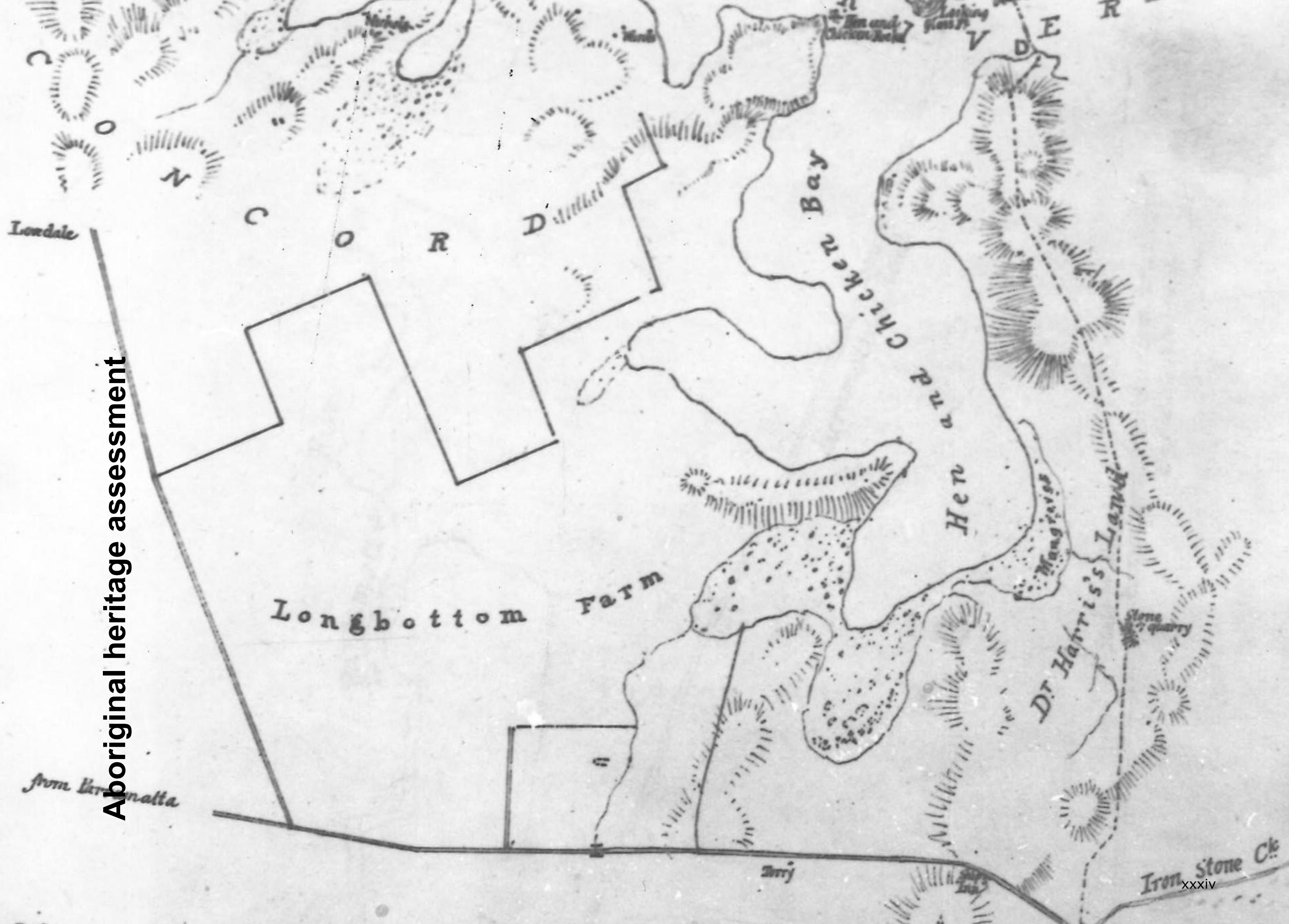
- All existing heritage listings are to be retained, with the exception of 135 Great North Road.
- Subject to confirmation from Council's heritage advisor, and in accordance with due process, 135 Great North Road is recommended for future delisting, as it is no longer likely to meet heritage listing criteria.
- The existing I321 street tree listing is to be updated to include existing plantings on the southern side of Lyons Road West.
- During the process of preparing this report, 62 Harris Road and 535 Lyons Road West were recommended for assessment and potential LEP heritage listing:
 - 535 Lyons Road West: Council has progressed with heritage protection for this building.
 - 62 Harris Road: recommended for further research.
- Generally, SHI listings should be updated with current and accurate information, including but not limited to Statements of Significance, history and modifications, and reflect all available information provided in this report and in the CCB Local Studies Collection. GML notes Council's efforts, during the course of this project, to ensure SHI listings are current.
- When future development at St Alban's has been completed, inventory sheets should be updated and revised accordingly.

2.5 Endnotes

- ¹ McMonnies, J 1993, Heritage Survey of Fire Stations: Sydney Metropolitan Area, p 320.
- ² Colin, A 1984, *Fighting Fire*, p 101; 'Five Dock Room' heritage interpretation signage, Fire and Rescue NSW Emergency Services Academy.
- ³ Powerhouse Collection, <https://collection.powerhouse.com.au/object/770500>

- ⁴ North Sydney Council, Local Planning panel meeting 1 2 2023, chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.northsydney.nsw.gov.au/downloads/file/2043/pp03-201-miller-street-north-sydney-da-26522-rpt.pdf
- ⁵ Information supplied by City of Canada Bay Council, Local Studies staff.
- ⁶ CCB Local Studies, supplied – details to be updated.

Aboriginal heritage assessment



3 Aboriginal heritage assessment

3.1 Introduction

Aboriginal history and heritage span deep time to the present as a lived continuum.

In NSW, statutory protection of Aboriginal heritage has largely focused on 'objects' under the *National Parks and Wildlife Act 1974* (NSW). 'Objects' are defined in the NPW Act as follows:

any deposit, object or material evidence (not being a handicraft made for sale) relating to the Aboriginal habitation of the area that comprises New South Wales, being habitation before or concurrent with (or both) the occupation of that area by persons of non-Aboriginal extraction, and includes Aboriginal remains.

The NPW Act also includes provision for the declaration of Aboriginal places. Aboriginal places are defined as places of significance to Aboriginal people. Notwithstanding this provision, statutory protection of Aboriginal heritage in NSW has focused largely on Aboriginal objects, mostly comprising stone artefacts identified and assessed by archaeologists. Although this has supported the development of a partial understanding of Aboriginal people's use and occupation of Country through time, the appreciation of Aboriginal people's historical lived experiences since colonisation, particularly as it relates to the identification, assessment and protection of places that have meaning for them in urban and suburban environments, has been largely overlooked. The omission of historical places that may be of significance to Aboriginal people remains a significant gap in most local government statutory heritage listings.

The historical experiences of Aboriginal people as they responded to successive governance regimes that controlled movement, access and identity, and the places that are important to them, in the local area is not well documented. In some instances, this may require targeted historical research and updating of existing heritage listings to include the history and values that are associated with Aboriginal people's experiences of local places. Such places may include schools, hospitals, post offices, churches, shops, houses, community halls, picture theatres, municipal pools, parks and sporting fields. This section of the study reflects the current biases, gaps and shortcomings in the statutory listings for Aboriginal heritage as no detailed historical research into the Aboriginal experiences of the post-contact period in Five Dock has been undertaken.

3.2 Statutory listings

No Aboriginal heritage places or objects as defined under the *National Parks and Wildlife Act 1974* are registered within the study area on the CCB LEP or Heritage NSW Aboriginal Heritage Information Management System (AHIMS) database. The AHIMS search records indicate 22 sites are within 2km of the study area. The site types recorded on AHIMS are primarily middens or rockshelter sites with midden material or art located along foreshore areas.

Two artefact sites are recorded in association with creeks or waterways that drain into the harbour. The absence of Aboriginal sites recorded on AHIMS within the study area is likely the result of few recent developments having occurred within the area that have required an Aboriginal heritage assessment, and the impacts of previous development, which may have impacted or removed sites without the requirement for investigation or assessment.

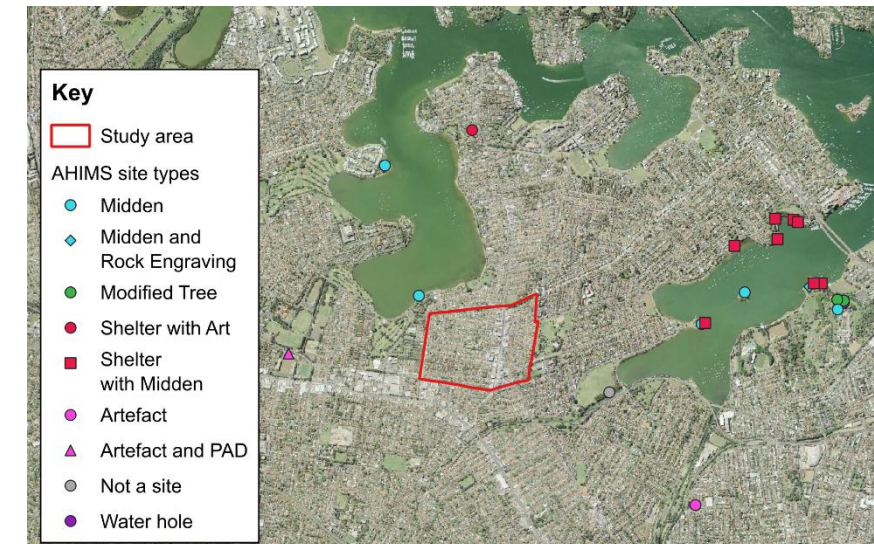


Figure 3.1 Distribution of sites registered on AHIMS within approximately 2km of the study area. (Source: GML using Heritage NSW AHIMS data on basemap from SIX Maps, NSW Spatial Information Services)

3.3 Aboriginal Cultural Heritage Study and Management Strategy

An assessment of the Aboriginal cultural heritage within the CCB LGA was undertaken in 2023.¹ This report included Aboriginal archaeological sensitivity mapping for the LGA and a review of all sites registered on AHIMS within the LGA. No new Aboriginal sites were identified as a part of the heritage study.

According to the sensitivity mapping, most of the study area is considered to have low Aboriginal heritage sensitivity (Figure 3.2). Localised areas along the western (Harris Road) and northern (Lyons Road and Lyons Road West) edges of the study area are assessed as having moderate Aboriginal heritage sensitivity. The definition of low and moderate sensitivity from the 2023 report is reproduced below in Table 3.1. The report recommends the preparation of an Aboriginal heritage due diligence assessment for any works involving ground disturbance in areas of moderate sensitivity. In areas of low sensitivity the report recommends further assessment and/or management requirements where proposed ground disturbance is occurring within 50m of a registered AHIMS site.

Table 3.1 Aboriginal archaeological sensitivity as defined in the 2023 Aboriginal Cultural Heritage Study and Management Strategy.²

Category	Archaeological sensitivity
Moderate	These areas with moderate potential represent locations throughout the LGA with lesser disturbance. The moderate category also includes areas of the Parramatta River foreshore and surrounding landforms that would typically represent high archaeological sensitivity, however, have been subject to varying levels of disturbances.
Low	These areas have low to nil archaeological potential, representing disturbed environments throughout the Canada Bay LGA. The low category includes the areas of reclaimed land.



Figure 3.2 Plan showing areas of low (green) and moderate (orange) Aboriginal heritage sensitivity within the study area. The yellow, hashed areas represent reclamation of the former watercourse and foreshores. (Source: NGH 2023, p 50, with GML overlay)

The report included recommendations that are of relevance to the masterplanning process at Five Dock. These are summarised as follows:

- Aboriginal heritage sensitivity mapping should be incorporated into the 2022 *City of Canada Bay Development Control Plan (DCP)*.
- Engagement with the local Aboriginal community and/or the Metropolitan Local Aboriginal Land Council should be maintained regarding the care, control and management of Aboriginal heritage within the Canada Bay LGA.
- Recognition of the culture, customs and lands of the Traditional Owners should continue to be incorporated into the planning, design, management and presentation of the public spaces within the LGA. This should be done in partnership with the local Aboriginal community.

- In areas of moderate Aboriginal heritage sensitivity, an Aboriginal heritage due diligence assessment should be prepared for works involving ground disturbance in previously undisturbed areas.

3.4 Aboriginal heritage provisions in the Canada Bay LEP and DCP

Aboriginal heritage is included under Section 5.10 of the Canada Bay LEP. Clause 5.10 includes provisions for the protection of Aboriginal objects and places of heritage significance, and management of Aboriginal heritage through the requirement for assessments to support development applications. Clause 5.10 (8) requires consultation with local Aboriginal communities.

The Canada Bay DCP does not contain any provisions for the overall management of Aboriginal heritage within the Canada Bay LGA. The references to Aboriginal heritage are specific to the Rhodes West special precinct and the 160 Burwood Road, Concord, special precinct.

3.5 Recommendations

The following recommendations are made:

- Historical research and engagement with the local Aboriginal community should be considered to better understand the historical lived experiences of Aboriginal people and the significant meanings and attachments to places in the Five Dock area.
- The local Aboriginal community and Metropolitan Local Aboriginal Land Council should be consulted regarding Aboriginal cultural heritage.
- Heritage interpretation in placemaking would benefit from the inclusion of Canada Bay’s traditional and contemporary Aboriginal cultural heritage values.
- For new development, Aboriginal cultural heritage and archaeology should be managed in accordance with the recommendations of the *2023 Aboriginal Cultural Heritage Study and Management Strategy*. This strategy has recently been reviewed, and was presented to Council during 2025. Management of Aboriginal heritage within the Five Dock precinct study area should be undertaken in accordance with any new recommendations adopted by Council following this review.

3.6 Endnotes

¹ NGH Pty Ltd, Aboriginal Cultural Heritage Study and Management Strategy, report prepared for City of Canada Bay, May 2023.

² NGH Pty Ltd, Aboriginal Cultural Heritage Study and Management Strategy, report prepared for City of Canada Bay, May 2023, p 49.

Historical overview and site context



4 Historical overview and site context

Canada Bay LGA is located within the lands traditionally occupied by the Wangal (also spelled Wann-gal) clan, of the Dharug people. The Wangal occupied lands from the southern shoreline of Parramatta River, from Rose Hill to as far east as present-day Darling Harbour. First Nations people in this area were deeply connected to the land, waters and foreshores of Sydney Harbour.

Colonisation dramatically impacted Aboriginal people's lives, including their movements across Country, their management of Country and their access to resource places, water and campsites. The settler colonialists regarded land and nature as resources to be controlled, 'improved' and exploited for human betterment.

4.1 Historical development of Five Dock

Five Dock Bay and Hen and Chicken Bay were recorded during the 1788 survey of Sydney Harbour foreshores from HMS *Sirius*. Soon after, the fledgling settlements around the harbour foreshores in the area would be connected by the rough bush track that was most likely an Aboriginal route. Later this route became known as Parramatta Road; Governor Phillip initiated its construction from 1791. This early track included stockades at Longbottom (to Five Dock's west) and Iron Cove (to the east), as well as staging posts and inns, such as the Bath Arms Hotel at Concord. The site of Longbottom Stockade had been used as a stopover point along the road since the late eighteenth century and became part of Longbottom Farm when that was established in 1819. The stockade was built to manage convict labour during road clearing and construction. Canada Bay was named for a group of French-Canadian convicts imprisoned at Longbottom Stockade (located on the site of modern-day Concord Oval).

The earliest recorded land grant around the study area was to Surgeon John Harris, in 1806. This land became known as 'Five Dock Farm', and extended from Hen and Chicken Bay to Iron Cove, and north to Canada Bay (Figure 4.1). 'Five Dock' referred to the five docks, or bays, on the eastern end of Five Dock Bay.¹ A new road alignment, heading north and going through Five Dock Farm, had been surveyed in 1827–1828 by Surveyor-General Sir Thomas Mitchell, and was built by 1831 with convict labour. This new road, eventually known as Great North Road, connected Parramatta Road to punt-crossing at Abbotsford Point that crossed to Bedlam Point (now Gladesville). In 1828 Harris leased Five Dock Farm to a former convict, Joseph Nettleton, who had worked on the construction of Parramatta Road. Shortly before he died in 1838, Harris sold Five Dock Farm to Samuel Lyons, a pardoned convict, who subsequently had it auctioned off in large parcels. The existing street pattern was largely embedded by this time, as several roads had been built by Lyons at his own expense (Lyons Road, Kings Road, and Iron Cove Road, which is now Barnstaple Road).²

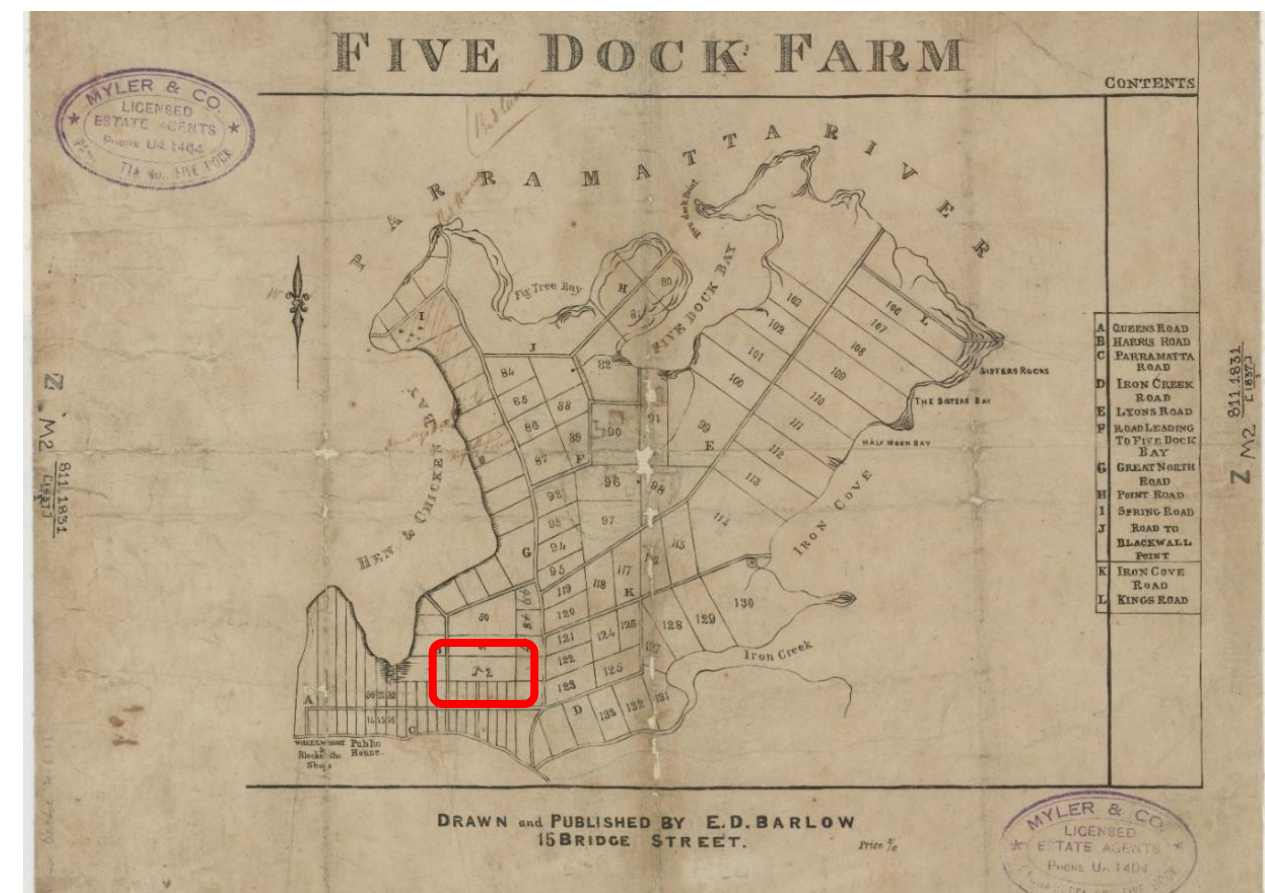


Figure 4.1 Five Dock Farm, c1837. (Source: State Library of NSW [SLNSW], FL 3787929, with GML overlay)

Rapid population growth around the mid-nineteenth century accompanied by the discovery of gold and the westward expansion of railways in New South Wales diminished the role of Parramatta Road. This period saw the introduction of new town layouts within the Five Dock area, including Bourke Town, Maida Vale, Ferry Gardens, and Gipps Town (Figure 4.2). A quarry at the junction of Lyons Road and Great North Road supplied stone for local buildings.

In 1871, Five Dock was proclaimed a municipality. Trams provided access north from 1890, connecting to ferry services on Parramatta River. As the twentieth century began, Five Dock became one of several key locations across Australia (including Melbourne and Perth) where Italian migrants settled, escaping declining economic conditions precipitated by seismic activity and the decimation of local vineyards. Predominantly from the Aeolian Islands (near the northeastern coast of Sicily), this migrant group became an important part of the Five Dock community.

St Alban's occupied a commanding position in the centre of civic life, on Great North Road, gradually expanding to include a complex of related buildings. The church was associated with notable locals, such as Arthur Gilbert Friend and his wife.

Though the residential subdivision in the Five Dock area remained largely the same, industry and the harbour foreshore changed around it. The foreshore of Hen and Chicken Bay was gradually formalised, with heavy industry to the north of Hen and Chicken Bay and manufacturing increasing in intensity along nearby Parramatta Road. The high street shopping area of Great North Road flourished, with a new post office, School of Art (since demolished) and St Alban’s Anglican Church and rectory. Great North Road developed as the area’s high street, fronted with a large variety of double-storey retail premises including a grocer, newsagent, fruiterer, tobacconist, hairdresser, butcher and bootmaker (Figure 4.4). Buildings that remain from this period of population growth and civic development include Five Dock Public School, Five Dock Fire Station (now police station), post office, Masonic Hall, Five Dock Hotel, as well as shops along Great North Road and Ramsay Road.

Through the latter part of the twentieth century, early subdivisions along Kings Road were consolidated and developed as five–six storey residential flat buildings (RFBs). More recent development, including residential, commercial and mixed use, is visible along Great North Road, the eastern end of Kings Road, and between East Street and Great North Road.



Figure 4.3 Great North Road shops, including Blongren’s grocery at centre, in the early twentieth century (Source: Arthur Ernest Foster, SLNSW FL400577)



Figure 4.4 Cashman's Corner viewed from Great North Road, c1912, showing First Avenue (far left), Ramsay Road (centre) and then Great North Road (centre, right). (Source: R P Moore, SLNSW, FL8998793)

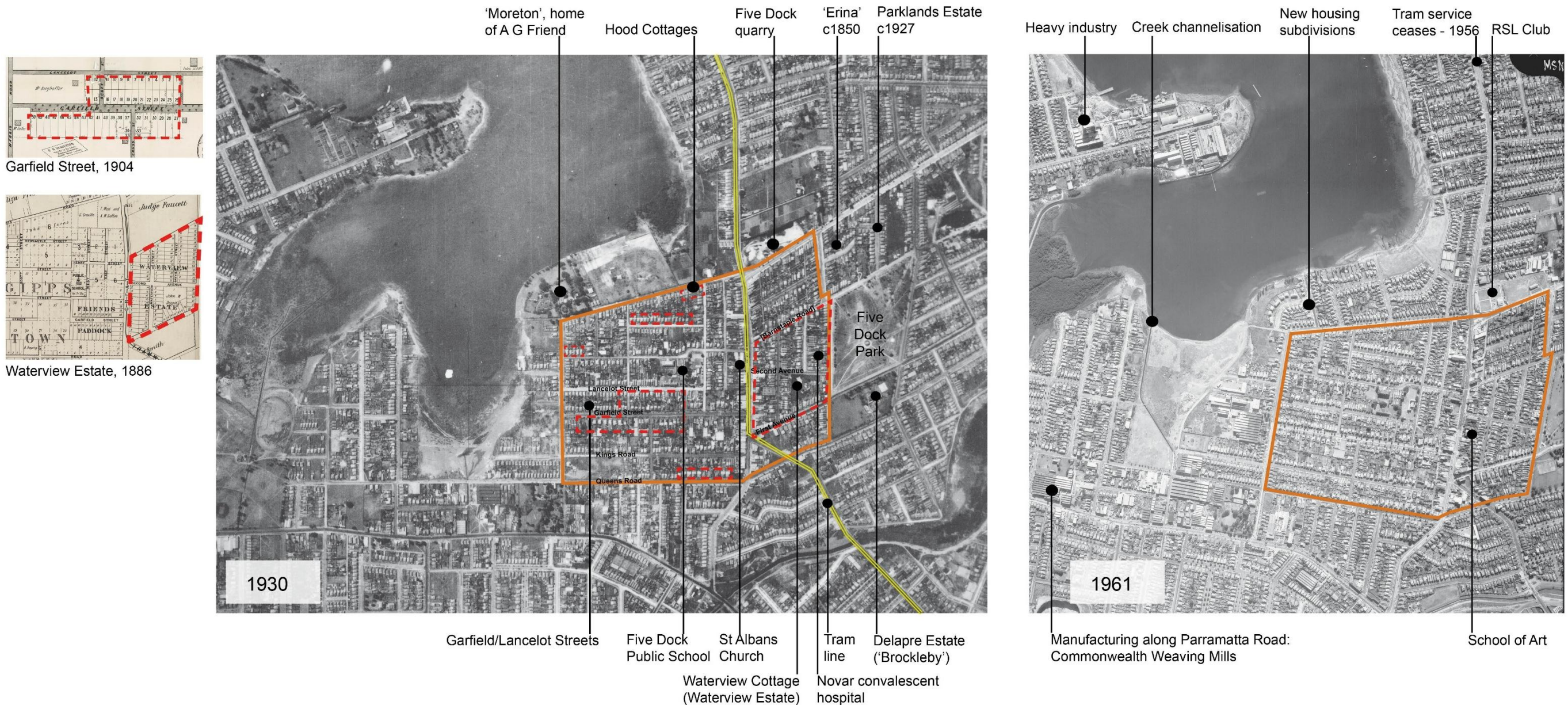


Figure 4.5 Early historical development in Five Dock, 1930 and 1961. (Sources: 1930 aerial, NSW Department of Lands, CAC 08 1225; 1961 aerial, NSW Department of Lands, 1050 34 101; subdivision plan, SLNSW, FL10423867; 1886 subdivision plan, SLNSW, FL8784132, with GML overlay)

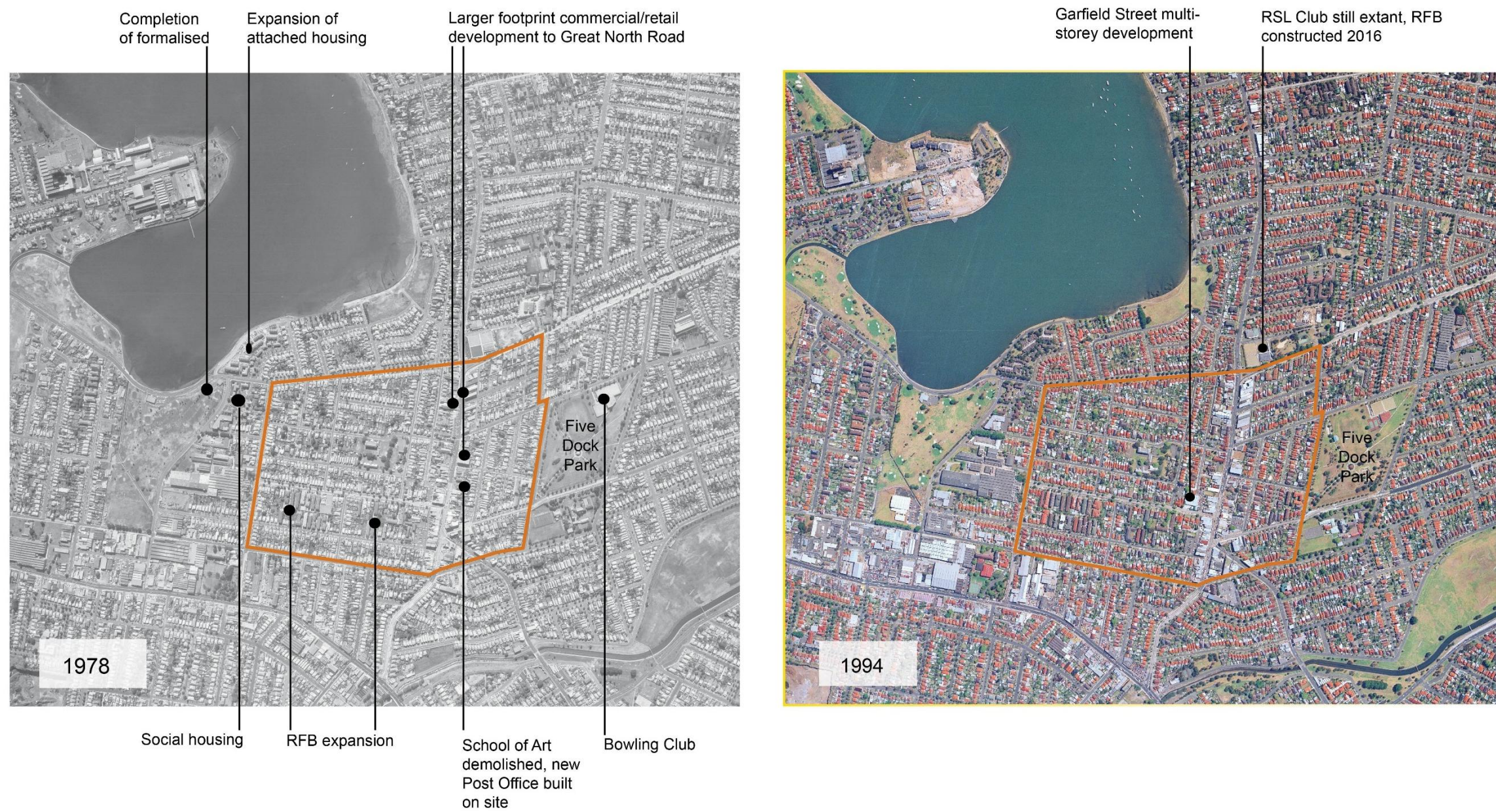


Figure 4.6 Later historical development in Five Dock, 1978 and 1994. (Sources: 1978 aerial, NSW Department of Lands, 2713 16 068; 1994 aerial, NSW Department of Lands, 4244 10 172, with GML overlay)

4.2 Study area analysis

The suburb of Five Dock consists of a regular east–west street and block pattern to the west of Great North Road, becoming less regular as it rises in the east towards Five Dock Park. There are distant views to the Sydney skyline from Domremy College and Five Dock Park, and similarly, views west along Lancelot Street, Kings Road and Queens Road.

The suburb is characterised by striking mature plantings and landscaped avenues, including those along Lyons Road, Lyons Road West, and Bevin Avenue. Dwellings are predominantly single detached residential buildings on narrow lots, emerging from early twentieth-century subdivisions. Most are face brick Federation-era and single-storey, with a variety of front fence details. RFBs from the c1970s have been interspersed along Garfield Street.



Figure 4.7 Study area—site analysis. (Source: Nearmap with GML overlay)

4.3 Built environment character

Five Dock developed substantially in the early twentieth century. It had a thriving high street and subdivisions populated with single detached residential dwellings, with access within and beyond the suburb by tram, ferry and private car.

Great North Road retains aspects of late Victorian and early Federation buildings. Although verandahs have since been removed (Figure 4.8), the street character of these buildings is still visible, as many building footprints and decorative elements including parapets and fenestration are still extant, demonstrating the early twentieth-century character, form and height. Recognisable landmarks such as Cashman’s Corner (c1917) also remain. Though recent construction has introduced intrusive elements, others have responded to the existing scale and form (Figure 4.10).

There is potential along Great North Road for future development to retain and reinforce the strong rhythmic character of street frontage development. This rhythm is sometimes interrupted, such as at Fred Kelly Place and the library opposite, intersections, and the deviation of Lyons Road at the northern end of the study area. The Metro site and St Alban’s development will also modify this identified street frontage rhythm.



Figure 4.8 Great North Road, looking south from the Garfield Street intersection in the twentieth century, prior to the construction of Five Dock Hotel on left. (Source: Ernest Foster, SLNSW, FL400575)



Figure 4.9 Great North Road, viewed from First Avenue, showing Five Dock Hotel at right.



Figure 4.10 Corner of Garfield Street and Great North Road, looking south.

Development along great North Road has been stepped to follow the topography, with later built form matching this rhythm (Figure 4.11). Recent development ranges from sympathetic to intrusive and offers lessons in what to avoid (Figure 4.12).



Figure 4.11 Great North Road, eastern side.



Figure 4.12 Great North Road, western side, north of Henry Street.

4.4 Built environment materiality

With much of the study area built in the wake of late nineteenth-century subdivisions, the suburb boasts several late Victorian buildings, but most development was consistent with Federation-era buildings in style, materials and decoration. Early twentieth-century development across Five Dock reflected Edwardian and Arts and Crafts styles, in scale, form, decoration and materials:

- Scale: predominantly single-storey residential development, with selected double-storey civic and retail buildings on the main retail strip of Great North Road.
- Form:
 - Predominantly single detached residential development, dating from the late nineteenth and early twentieth century.
 - Late twentieth century flat buildings along Garfield Street and Kings Avenue.
 - Recent multiunit, multistorey residential development close to Great North Road.
- Decorative elements:
 - Timber fretwork to verandahs, timber finials, timber.
 - Marseille tile roofs are common, interspersed with slate roofs and verandahs with corrugated metal roof cladding.
 - Iron lace decoration to late Victorian cottages or grand Victorian residences such as Delapre Estate (now Domremy College).
- Materials:
 - Face brick elevations are the dominant building material, with some painted weatherboard.
 - The painted concrete dwellings at 58–64 Henry Street are anomalous to nearby development of a similar era, though they present in a consistent scale and form to nearby dwellings.
 - Late twentieth-century flat buildings, fronting Garfield Street and Kings Road, present face brick elevations, in a small range of colours that respond to the variety of single detached dwelling colours that pre-dated them on the same streets.
- Landscape:
 - Private dwellings exhibit mature and well-maintained gardens, with a variety of introduced plantings consistent with Federation-era dwellings, such as camellias, crepe myrtle, and box hedges.
 - Low-scale boundary fences are common, typically of detailed face brick. There are also hybrid face brick and metal fences, or face brick and timber fences.
 - Many streets feature mature street trees planted in grass verges.
 - Five Dock Public School’s large campus features many examples of mature tree plantings.
 - Five Dock Park features landscape design consistent with its Federation-era development, with symmetrical layout, radiating paths leading to the centrally located war memorial, formal garden beds, and distinctive plantings such as large, mature figs.

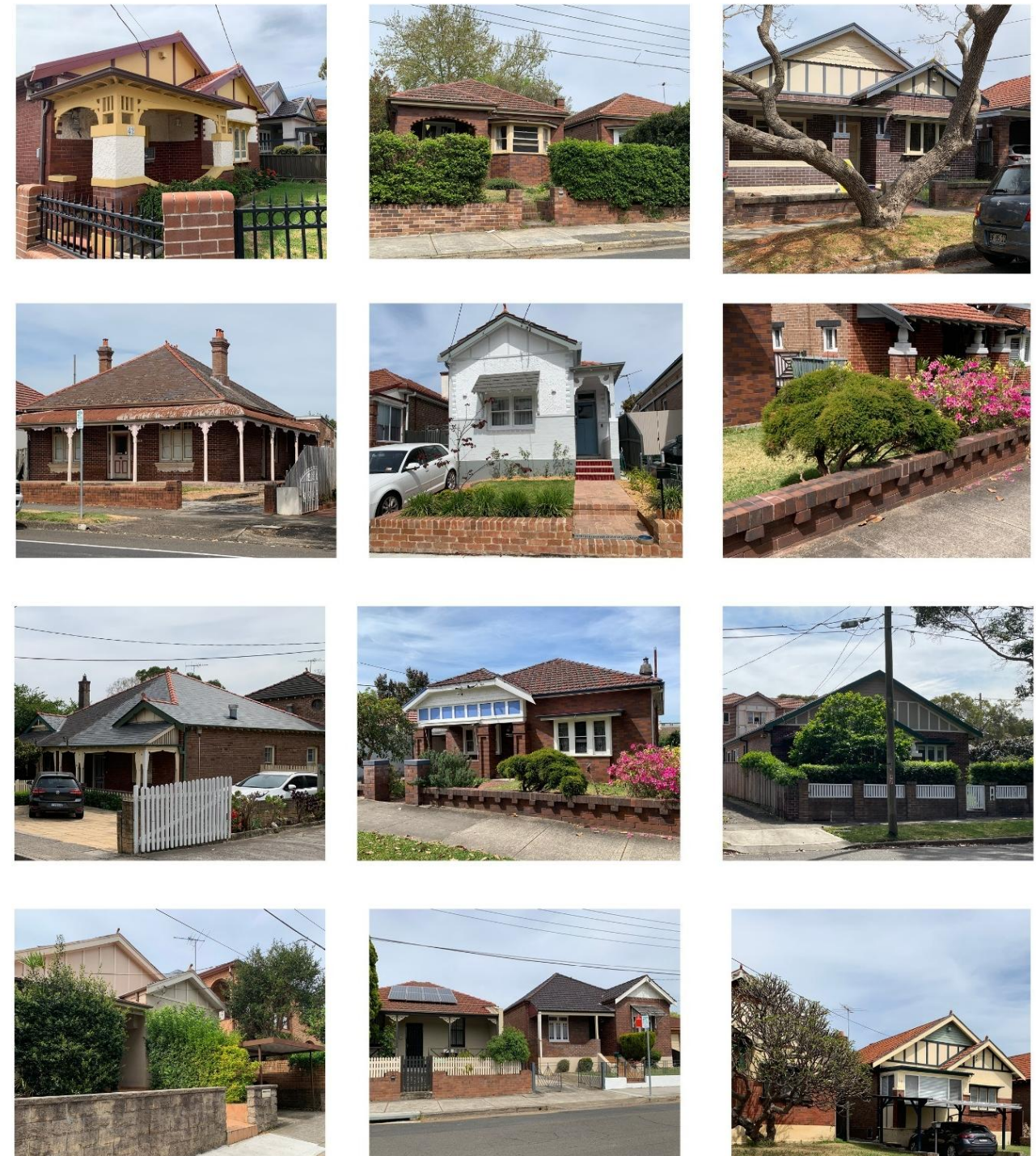


Figure 4.13 Five Dock’s built environment character and materiality.

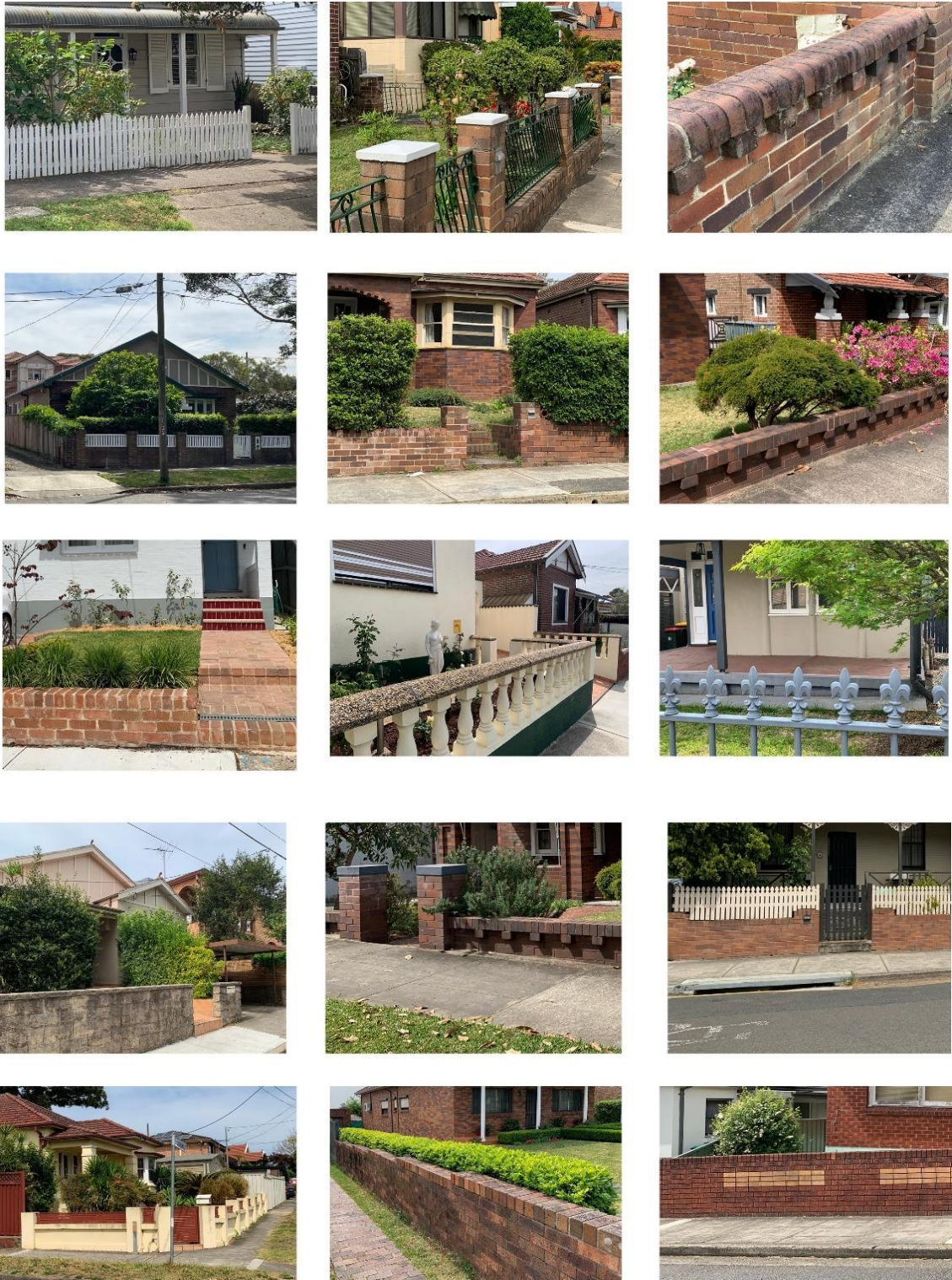


Figure 4.14 Boundary fence character and materiality.

4.5 Endnotes

¹ Francis, J 1984, *A brief history of St. Alban's Anglican Church Five Dock 1859–1984*, Sydney.

² Francis, J 1984, *A brief history of St. Alban's Anglican Church Five Dock 1859–1984*, Sydney, p 2.

³ Payton, P 2018, '*Repat*': *A Concise History of Repatriation in Australia*, Department of Veterans' Affairs, p 37.



Heritage context

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5 Heritage context

This section considers the existing and potential heritage context of Five Dock, and the draft Five Dock Masterplan (prepared by Studio GL, dated 9 July 2024), and is informed by discussions with Studio GL and Council staff.

5.1 Issues, constraints and opportunities

The study area retains several reasonably intact late Victorian subdivision patterns. To the west of Great North Road, a variety of Victorian and Federation-era single detached dwellings are interspersed with pockets of mid-twentieth century and early twenty-first century RFBs. Street alignments are mostly consistent with their original establishment, noting some deviations.

Issues

- The potential loss of historical context and setting for existing heritage items resulting from increased neighbourhood density is a key consideration. Widespread change, as proposed in this masterplan, will modify the character of Five Dock and is likely to impact identified heritage significance.
- For single-storey heritage items, permanently detached housing, tolerance for change in height, bulk and scale of development on adjacent lots is limited.
- For heritage items of greater scale, such as civic buildings, former industrial sites, or complexes within generous grounds or landscaped settings, there may be greater ability to tolerate increased density in the vicinity of heritage items while retaining heritage significance.
- Multiple heritage items are single detached houses of modest scale. To retain significance of heritage items, uplift in the vicinity will require design principles and development controls that ensure an adequate setting is retained. An appropriate spatial and visual separation between historical and contemporary built form supported by landscaping can help mitigate impacts on heritage significance.
- Information in some heritage listings has been found to be limited or not current. Existing heritage items should be reviewed to determine whether they still satisfy assessment criteria and standards. This report provides a high-level review of the integrity of existing listings (Section 2.1) and the development potential of selected sites (Section 5.2).
- The current planning proposal for the St Alban's development includes a significant increase in density, height and footprint, understanding that the proposed works will retain some visual and historical connection between the church and Great North Road.
- As part of the proposed future uplift and densification of Five Dock, any delisting of heritage items may be required to be considered by Council. This process should follow accepted heritage management practice that includes identification of items for assessment under the NSW heritage assessment criteria.

- The potential for adaptive re-use varies according to each site, depending on a variety of aspects including context, building typology, building style, topography and landscape. Although continuity of original use is a desirable outcome for heritage items, when such uses no longer exist or are not viable, adapting a heritage item to a new use is a good outcome. As part of this, how a building's significant fabric, that was associated with its original use, should be negotiated to accommodate future opportunities and interpret identified heritage values.

Constraints

- Retention of the setting of heritage buildings fronting Great North Road, particularly on key corner sites, may limit potential uplift.
- On sites adjacent to heritage items, or sites where increased height, bulk or scale is likely to negatively impact identified heritage values, future planning controls must minimise impacts on identified heritage values.
- Investigation of potential heritage items, including those associated with the heritage values of existing listings at 58–64 Henry Street, may limit future uplift along Lyons Road West and Harris Road.
- Existing heritage listings along Kings Road may limit street widening, for future regional active transport links.
- Higher densities should be limited, or bulk/form minimised, when located to the north of heritage items, to retain solar access and amenity. Examples include heritage items at the corners of Kings Road and Cross Street; lots adjacent to shops and the former Post Office on Great North Road; lots in the vicinity of the Five Dock Hotel, Masonic Hall and shop at the corner of First Avenue and Great North Road; heritage items at 16–18 Queens Road; and the heritage item at 28 Henry Street.

Opportunities

- Where whole blocks are proposed to be amalgamated, the interpretation of original fine-grained subdivision patterns is encouraged, through the provision of a dedicated street address for individual dwellings, within higher density developments.
- Retention of the early twentieth-century built heritage fronting Great North Road, through carefully considered lot amalgamation, planning controls that limit bulk and scale impacts, and conservation requirements, will support retention of the valued high street character of Five Dock.
- Where there are potential character items in the vicinity of existing heritage items, a small-scale heritage conservation area or special character area may reinforce the heritage listing context and local character, and limit encroachment of future uplift. Examples include:
 - the corner of Kings Road and Cross Street, to expand the setting of three heritage items on Kings Road;
 - opposite 58–64 Henry Street, on the southern side frontage of Henry Street, potentially.

- Design for through-block links adjacent to existing heritage items, to provide expanded context and separation of increased densities. This may include potential expansion to create much-needed pocket parks. Examples include:
 - along the western boundary of 28 Henry Street; and
 - along the western boundary of 18 Queens Road.
- Consider adaptive re-use opportunities for Five Dock Police Station, at 14 Garfield Street, to maximise whole site use (subject to consideration of setting) and provide additional active street frontage to West Street.
- Future planning controls for the study area would benefit from referencing of the dominant characteristics of the study area’s heritage and character building styles, features and landscape.
- Though beyond the study area, the war memorial currently located at the corner of Great North Road and Lyons Road should be investigated for relocation to Five Dock Park, to provide improved public access for community commemorations.
- Future uplift along Great North Road has the potential to retain or interpret the current eclectic character, form and scale of Federation commercial/retail developments, to retain the modest scale and provide a visual barrier to increased density beyond.

5.2 Location-specific analysis and development recommendations

This section provides closer analysis of specific sites, heritage items and conditions within the study area. It also provides analysis of tolerance for change to, and in the vicinity of, heritage items, and recommendations on managing potential impacts.

5.2.1 Harris Road/Henry Street/Lyons Road/Elizabeth Street

This block has four existing built heritage items, at 58–64 Henry Street, as well as the significant landscape avenue along Lyons Road West. Potential future heritage listings were considered for 62 Harris Road and 535 Lyons Road West (see Section 2.3).

Analysis

- A through-site link would create separation between the Henry Street heritage items, to be further enhanced with modulation of setback, form and height for buildings adjacent to these sites. A landscaped setback, at a proposed depth of 6m, would provide sufficient separation for new development.
- Given the potential heritage significance of 535 Lyons Road West, subject to future assessment, this building could potentially be incorporated into an amalgamated site.

- The Volpato-designed house at 62 Harris Road makes an interesting contribution to the streetscape. Retaining the house’s façade and incorporating it into a higher density development would retain the streetscape quality and offer a unique addition to a new development.



Figure 5.1 Left to right: the subject location c1930; the existing and potential heritage items; the recommended management. (Sources: NSW Department of Lands, CAC 08 1225; Nearmap; all with GML overlay)

Development recommendations

- Separation between heritage items and new development was recommended during the masterplanning process, to buffer the heritage items and new development. New through-site access, combined with modulated height, forms and footprint where new development is close to heritage items, was also recommended as suitable for this site.
- Lower density is preferable in this location, to respond to the modest scale of the retained heritage items.

5.2.2 Henry Street area

At its eastern end, Henry Street is narrow and aligned east–west. The street has an imposing school building frontage on the southern side and single detached residential lots elsewhere, with a mix of original dwellings and later double-storey buildings of varying quality and appeal.

No. 28 Henry is a single detached dwelling on the northern side of the street, opposite the double-storey Five Dock Public School building. It is currently surrounded by detached one- and two-storey dwellings, so increased density will change this building’s context and negatively impact its setting.

Development recommendations

- A physical buffer to the heritage item at 28 Henry Street is recommended, in the form of through-block access, with modulated height, forms and footprint where new development is adjacent to this heritage item. Building height to the north of this item should be designed to avoid overshadowing.
- Consider permitting a use other than residential for this item, such as early childhood education, or expansion of Five Dock Public School's afterschool care programs. This would complement the school's existing use, and encroachment of new development would be a lesser concern for this type of use.

5.2.3 Garfield Street area

Garfield Street is an intact example of early twentieth-century subdivision, and there is an opportunity for this historical overlay to be interpreted in future planning, supporting street-level activation. A consistent pattern for interpretation is identified in Figure 5.2 (noting this condition also to the east and north of this area) and could be expanded as a design approach.



Figure 5.2 Subdivision pattern, c1930. (Source: Historical Aerial Imagery, CAC 08 1225, with GML overlay)



Figure 5.3 Example of a multi-unit residential development as viewed from the street.

Development recommendations

- Assuming future lot amalgamation, the historical narrow lot subdivision pattern could be interpreted in new development by designing individual dwellings with a dedicated street address, and footprints that are consistent with historical subdivision lot widths (Figure 5.2). This will also encourage street-level activation (see example in Figure 5.3).

5.2.4 Kings Road and Cross Street area

Future density increases would likely result in the existing listed items at 44–48 Kings Road becoming isolated lots surrounded by larger and more dense development.

Items at the intersection of Cross Street and Kings Road have street appeal and contribute to the local character. The retention of several items in this vicinity, supplemented by development controls to modulate the scale and setback of surrounding development, was explored, for potential protection of the listed items' heritage significance. The opportunity to retain and celebrate the locality's modest residential character was a potential positive heritage impact that may have resulted from this approach.

Analysis

- Nos 44–48 Kings Road are representative as early modest timber cottages.
- Increased density to the north of the three heritage items will impact the setting and amenity of these items and will modify their broader context.
- Retaining these items, and bolstering their heritage values by incorporating them, along with the several other houses nearby, into a heritage conservation area or special character area was considered. Of note are the narrow single detached cottages at 51–47 Kings Road, which contribute to street appeal, are unusual, and are in good condition. However, as a potential collection, this proximate grouping is eclectic at best and is unlikely to meet the threshold for listing of this kind.



Figure 5.4 44–46 Kings Road (listed).



Figure 5.5 42 Kings Road, at intersection.



Figure 5.6 43 Kings Road, at intersection.



Figure 5.7 51 Kings Road.



Figure 5.8 49 Kings Road.



Figure 5.9 47 Kings Road.

Development recommendations

- This report considered incorporating three listed items into a special character area within the future DCP. The consistency and quality of likely inclusions was found to be lacking and this option is not recommended.
- A group listing for the three existing heritage items is recommended. A group listing may offer improved protection by providing greater historical development context and demonstrating consistent built form and streetscape presentation.
- Planning controls that offer a buffer between existing heritage items and new development are recommended.

5.2.5 Queens Road area

There are existing heritage items at 16, 18 and 44 Queens Road, all single detached dwellings. Increased density will completely change the character, context and setting of these items.

Analysis

- No. 44 Queens Road will be significantly impacted by density increases and proposed changes along Queens Road. If delisting of 44 Queens Road is considered, 46–48 Queens Road are also early representative buildings that are significant for their rarity. However, it is recommended that the significant fabric and condition of heritage listed buildings, c1870 or earlier, are confirmed by Council before this option is considered.
- Incorporating 44 Queens Road into a large, amalgamated lot is a possibility. However, given the building's location at the front lot boundary, this may constrain both future design development and any retention of heritage character.
- A through-site link along the boundary of 18 Queens Road would provide a buffer to the setting of this building.
- With the wholesale changes to the streetscape setting, and the obvious loss of amenity to both 16 and 18 Queens Road as single detached dwellings, consideration should be given to alternative uses. This may include incorporation into an amalgamated lot (as a gym for residents' use), educational facility (preschool, long day care), or medical centre, noting the constraints of parking and the future cycleway.

Development recommendations

- A through-site link to 18 Queens Road would provide a buffer to the setting of this building, and also improve local pedestrian connections.
- Planning controls should modulate form, footprint and heights immediately adjacent to these items, and aim to minimise overshadowing.

5.2.6 Great North Road, First Avenue and Ramsay Road area

This area contains three heritage items on prominent street corners: Five Dock Hotel, the Masonic Hall on First Avenue, and shops on the corner of Ramsay Road and First Avenue. It was a focus for retail in the Five Dock area, serviced by the tram line along Ramsay Road to Great North Road. Analysis of the existing heritage items confirmed that these existing heritage listings should be retained.

Analysis

- Although there is potential for upper-level additions to the existing shops at 82–84 Ramsay Road, which could accentuate its stepped parapet, the roofline of the Masonic Hall is less amenable to such additions.
- There is potential to consider upper-level additions to Five Dock Hotel and 82–84 Ramsay Road, to further emphasise their landmark street corner location, by designing development to sensitively respond to the existing heritage items.
- New development in the vicinity of heritage items was recommended to be tested/modelled as part of the masterplanning process.

Development recommendations

- Retain heritage items within this area, and consider them for uplift and/or amalgamation opportunities.
- Non-residential uses should be prioritised around existing commercial heritage buildings in this location, to ensure the historical form and uses of the heritage items are retained, and that these buildings continue to contribute to the local economy.
- Confirm the extent of existing heritage fabric prior to finalising planning controls.
- If amalgamation is pursued, planning controls are to include requirements for conservation works.

5.3 Process summary

This report, through iterative advice, has responded to successive versions of the masterplan. A summary of iterative advice, including advice that has been superseded, is provided below.

- **Existing heritage item, 44 Queens Road:** this existing heritage item was considered for delisting. However, additional research undertaken by Council confirmed that this building is rare as one of the earliest dwellings within the area. Consequently, this report recommends the retention of the existing heritage listing.

- **Existing heritage item, 133–135 Great North Road:** despite 133 Great North Road making a valuable streetscape addition on a prominent street corner, 135 Great North Road suffers from a lack of integrity and was comparably less appealing. Although both lots were considered as part of an opportunity for amalgamation with adjacent lots, to provide potential connection through to Fred Kelly Place, additional research by Council indicated that no other heritage listing criteria was likely to be met. Accordingly, 133 Great North Road is recommended to be retained as a stand-alone heritage item, and 135 Great North Road is considered for potential delisting.
- **New heritage item, 535 Lyons Road West:** the initial draft of this report raised the possibility of this lot being listed, due to the dwelling's association with Henry Goddard, which Council has subsequently proceeded with.
- **Kings Road and Cross Street intersection:** with three items listed at this intersection, the idea of a modestly scaled conservation area to provide a character built form context to the existing heritage items at 44, 46, 48 Kings Road was considered. Alternatively, listing the three items as a group was also considered. Further analysis of this proposal indicated that a conservation area would not achieve the desired protective effect, with the other existing buildings in the immediate area identified as contributing desirable character qualities but unlikely to reach the threshold for a conservation area. This approach did not proceed.
- **Heritage conservation areas:** Discrete groups of existing heritage items can lend themselves to be aggregated to a small-scale conservation area, subject to streetscape context, consistency of building periods and styles, and the broader neighbourhood character. This approach was considered by heritage items in Kings Roads and character buildings in their vicinity. However, establishing a conservation area was not an appropriate solution, due to the aggregate of character items in proximity to the existing heritage items.

Heritage management policy



6 Heritage management policy

The following section provides planning objectives and controls to retain, conserve and enhance Five Dock's identified heritage and valued character.

6.1 Heritage principles

- Adopt all relevant heritage controls in the Canada Bay LEP 2013, and all relevant heritage controls in current or future DCPs.
- Implement the adopted recommendations of the 2025 review of the 2023 *Aboriginal Cultural Heritage Study and Management Strategy*.
- Incorporate recognition of Canada Bay's Aboriginal cultural heritage into the planning, design, management and presentation of public spaces, in consultation with the local Aboriginal community and Metropolitan Local Aboriginal Land Council.
- Undertake targeted research and investigation to ensure Aboriginal cultural values associated with Aboriginal people's historical lived experiences are recognised and reflected in statutory heritage listings.
- Manage and protect identified cultural heritage in accordance with statutory requirements and best practice industry standards. This includes regularly reviewing and updating statutory heritage listings to ensure significance assessments are robust and defensible.
- For heritage listed items, ensure development is undertaken in accordance with the principles of the Burra Charter and responds appropriately to heritage values to conserve significance.
- Where redevelopment or partial demolition is proposed, consider calculating the embodied energy of historical buildings. Materials should be re-used or recycled to ensure sustainable development.
- Design new development in the vicinity of a heritage item in a way that minimises impacts on the item's heritage significance, including the retention of an adequate setting.
- Ensure the built form, bulk, scale, density, materiality and colour selections of new development is compatible with and designed to respond sensitively to the character and significant qualities of the Five Dock area.
- Encourage lot amalgamations to interpret historical block and lot patterns and to support active street frontages and uses, to ensure engagement with street-level activity.
- Explore opportunities to foster a sense of place through innovative interactions between people, place, built form, the public domain, heritage and the landscape over time and throughout development.
- Encourage an understanding of the historical values of Five Dock through place-based heritage interpretation.
- Retain historical uses where practical or ensure change of use is compatible with heritage significance, and encourage ongoing retail and commercial uses of identified heritage items.

- Design new development in a way that complements significant landscape items and the landscape settings of built heritage items.

6.2 General heritage controls

- New development and infill development are required to respond to, complement and avoid visually and spatially overwhelming heritage items, character buildings and streetscapes.
- Materials, colours, and landscape settings for new developments are to be designed to visually and aesthetically complement identified heritage and character buildings, structures, and the landscape.
- New development should be visually subservient to heritage items and seek to respond and take cues from the item's composition and form using an architectural design pattern language that is nuanced and sophisticated.
- New development is to be designed to avoid overshadowing the public domain.
- New development adjacent to heritage items must be located to ensure the setting and interpretation of such items are maintained.
- If existing heritage items are amalgamated with adjacent lots, and conservation works are stipulated as part of amalgamation, such works are to be overseen by an experienced heritage professional and submitted as part of a development application.
- Conservation works to heritage items are to be overseen by an experienced heritage professional and their completion, to the satisfaction of said heritage professional, should be part of any development application.
- Prior to change, photographic archival recording of heritage items should be undertaken.

6.3 Specific heritage policy recommendations

The following location-specific controls recognise situations where heritage items within the study area will be required to tolerate a significant increase in density:

- For existing single detached residential heritage listings:
 - Retain and enhance garden settings.
 - Employ landscape buffers to provide visual and spatial separation to new development adjacent, limiting heritage and amenity impacts.
 - Encourage new development to provide street-facing landscaping that is consistent with the character of the area, such as low-height face brick front garden fences.
- Harris Road/Henry Street/Elizabeth Street/Lyons Road West:
 - Modulate setback/heights/form in amalgamated lots to the north and east of existing heritage items at the intersection of Harris Road and Henry Street, to limit spatial and visual impacts to the modest scale of existing dwellings.

- Modulate setback/heights/form in amalgamated lots along the southern side of Henry Street, to minimise the impacts on Henry Street’s heritage items.
- Henry Street:
 - New open space should be located adjacent to heritage items, to provide separation from new infill development and contribute to the retention of the curtilage and setting.
 - No. 28 Henry Street is recommended for alternative uses that complement its location.
 - Provide through-site access to provide a spatial buffer alongside heritage items.
- Garfield Street:
 - Ensure higher density development provides individual dwellings to the street to interpret the former historical lot pattern in this area and retain street activation.
- Kings Road:
 - Locate new open space adjacent to heritage items to contribute to the retention of a curtilage and setting, and to provide visual and spatial separation from new infill development.
- Queens Road:
 - Provide a through-site link or new open space adjacent to heritage items to contribute to the retention of curtilage and setting, and to provide visual and spatial separation from new infill development.
- Great North Road:
 - Retain street-level retail/commercial activities.
 - Retain the existing character along Great North Road and ensure any new development is designed to respond to extant heritage items. This includes the retention of awnings and stepped parapets.
 - Ensure the visual impacts associated with height, bulk and scale are minimised through modulation of form and careful use of materials that are harmonious with existing colours and tones.
- Ramsay Road:
 - Encourage a mix of uses that supports residential, retail, cultural and commercial activities.
 - Prioritise non-residential uses around existing commercial heritage buildings at the intersection of Ramsay Road/First Avenue and Great North Road, to ensure the historical form and historical uses of the heritage items are retained.

Conclusions and recommendations



7 Conclusions and recommendations

This report has considered the Aboriginal and non-Aboriginal heritage of Five Dock, looking at its historical development from pre-contact times to its formation during the nineteenth and early twentieth century, when it became a thriving town replete with a variety of civic institutions, local industries, a sophisticated transport network, and an array of finely detailed residences. Balancing this rich heritage with future development, as the local population expands, requires careful consideration of the quality of the built and natural environment, to ensure the area’s significant cultural heritage is promoted and managed sustainably for Five Dock’s future.

7.1 Recommendations summary

Aboriginal heritage

- Historical research and engagement with the local Aboriginal community should be considered to better understand the historical lived experiences of Aboriginal people and the significant meanings and attachments to places in the Five Dock area.
- The local Aboriginal community and Metropolitan Local Aboriginal Land Council should be consulted regarding Aboriginal cultural heritage.
- Heritage interpretation in placemaking would benefit from the inclusion of Canada Bay’s traditional and contemporary Aboriginal cultural heritage values.
- For new development, Aboriginal cultural heritage and archaeology should be managed in accordance with the recommendations of the *2023 Aboriginal Cultural Heritage Study and Management Strategy*, as at its 2025 review. Management of Aboriginal heritage within the Five Dock precinct study area should be undertaken in accordance with any new recommendations adopted by Council following this review.

Potential new heritage items

The following property was recommended for further investigation and assessment, to determine whether they may satisfy one or more of the heritage assessment criteria and be subject to a planning proposal for inclusion on Schedule 5 as an item of environmental heritage:

- 535 Lyons Road West was recommended to be assessed for potential heritage significance.

In addition, 62 Harris Road was recommended for further research, noting that only the façade modification to this building was attributed to Gino Volpato.

Heritage management policy

- Heritage management policy within this report should inform masterplanning approaches for Five Dock.
- Heritage conservation policy outlined in Section 6 should be integrated when drafting future development controls.
- Associations with early twentieth-century Italian migration are recommended to be investigated and celebrated in future public domain strategies for Five Dock and as part of a future heritage interpretation strategy.

Existing heritage items

- For existing heritage items, SHI listings should be updated to ensure they are accurate and based on documentary sources, based on recent research conducted by Council, available through Local Studies, or provided in this report.
- The extent of heritage fabric remaining within all listings, particularly interiors, is recommended to be confirmed and included in updated SHI listings.
- Recommendations for each item are provided in the table below.

A summary of development and conservation recommendations is provided to follow.

Table 7.1 Summary of recommendations for existing heritage items.

Heritage item	General recommendations	Development recommendations	Conservation recommendations
I195 Former Five Dock Masonic Hall 177 First Avenue	Retain and update statutory listing with revised listing information and relevant information from this report.	- Retain and enhance the distinctive roof form and street-facing façade of this building. - Adaptive re-use, retaining the existing form and scale, is best achieved by positioning additional built form to the lot's rear, subject to investigation of the intactness of interiors and modelling to ensure the minimal visibility of additions from First Avenue.	- Limit signage and visual clutter to the primary façade, to retain the building's distinctive street presence. - An applied finishes scheme should guide conservation, based on original finishes, materials and colours. - Original interior fitout, fixtures and fittings should be investigated.
I211 Police Station 14 Garfield Street	- Retain and update statutory listing with revised listing information and relevant information from this report. - Consult with NSW Police on updated SHI local listing, and on the site's potential future uses.	- Development of the northern site portion is best achieved by positioning new built form to the north of the lot and separating it from the heritage item along the West Street boundary. - Rear additions adjoining the building may be acceptable if visually recessive, and designed with sympathetic materials, finishes and colours. Separation between the heritage building and new development should be sensitively scaled and detailed to provide transition. - Development along this site's northern boundary is to avoid overshadowing of the heritage item, and be designed with sympathetic materials, finishes and colours. - The building's landscape street corner setting should be enhanced. For example, mature plantings and the retention of the unfenced street corner (common to that era of fire stations) are encouraged. - Modulating the height of new development to the north is required, either within this site or on an adjacent site, to minimise visual and spatial impacts. - Heritage interpretation referencing the site's historical emergency services uses should form part of future development.	- Conservation works should be undertaken as part of future development of this site. - Conservation works, including reinstatement of finishes, materials and fixtures, should be guided by an experienced heritage professional, and include consultation of the original fire station records. - Reinstatement of historical exterior details, existing 'Fire Station' signage and the ventilator detail on the front gable, is recommended. - Investigation of original colour schemes for existing painted finishes is recommended. No existing unpainted surfaces of original fabric should be permitted to have a new applied coating. - Reinstatement of original fence lines and materials along Garfield Street and at the West Street corner junction is recommended. - Inspection and documentation of interiors is recommended to confirm remaining original fabric, fittings and materials.
I233 Five Dock Hotel 74 Great North Road	Retain and update statutory listing with revised listing information and relevant information from this report.	- Future change in the vicinity of this building should provide a minimum 3m upper level setback, and should not visually intrude on the current form and scale of the heritage item. - Future development to the western side of Great North Road, and corner sites on First Avenue/Ramsay Road/Great North Road, should be designed to respond to this building, in scale, form and materiality.	- The extant of original exterior fabric should be confirmed via inspection, to inform the SHI listing, and to guide potential future uses. - Original fabric in interiors should guide potential future uses. This may be supplemented by interpretation of past interiors, supported by documentary evidence, or sympathetic works consistent with the hotel's original interiors. - A sympathetic applied coatings scheme should be developed for the building's exteriors.

Heritage item	General recommendations	Development recommendations	Conservation recommendations
		Consider planning incentives that retain and support street-level activation of this building.	
I224 CBC of Sydney Bank (former) 94 Great North Road	Retain and update statutory listing with revised listing information and relevant information from this report.	- Future change in the vicinity of this building should follow this building's setback at ground level and be set back at upper levels (above second-storey parapet), to retain the visual dominance of the Great North Road façade and reinforce the street wall character. - Ensure adjacent development is composed to minimise visual impact, by modulating form and materiality to sensitively respond to the symmetrical nature of the primary façade. - Encourage through-site links along the northern and southern boundaries, to maintain spatial separation and provide connection to the rear lane.	- Original interior fabric should be confirmed via inspection, to confirm remaining original fabric, inform the SHI listing, and guide potential future uses. - The existing applied coatings scheme should be confirmed as original or consistent with original, or revised should this not be the case.
I225 Attached shops 133–135 Great North Road	- Retain the heritage listing of 133 Great North Road and update the statutory listing with revised listing information and relevant information from this report. 135 Great North Road is recommended to be considered for delisting.	- Future change in the vicinity of 133 Great North Road should provide a minimum 3m upper level setback, to minimise visual and spatial impacts to form and scale. - Retain active uses of 133 Great North Road at street level. - Future amalgamation should require conservation works planning and scheduling for 133 Great North Road.	- All significant fabric should be investigated and documented. A baseline condition assessment and conservation maintenance schedule should be prepared to guide future maintenance. - Unobtrusive colour schemes and sympathetic signage to awnings are recommended.
I226 St Alban's Anglican Church 171–173 Great North Road I227 St Alban's Anglican Church Rectory 175 Great North Road I228 St Alban's Anglican Church Hall and shops	- Retain the statutory listing. - Encourage retention of the church hall, in fabric or form, as part of the site's future development. - Pursue owner engagement to explore opportunities to incorporate the church's forecourt and garden setting into the broader public open space planned for Five Dock, around the Metro entry, Fred Kelly Place and around the library on the eastern side of Great North Road. - Update the statutory listing, following completion of the development project.	N/A	N/A

Heritage item	General recommendations	Development recommendations	Conservation recommendations
177–179 Great North Road			
I229 Former Post Office 187 Great North Road	- Retain and update the statutory listing with revised listing information and relevant information from this report. - Confirmation that Vernon was the architect responsible, via archival research, should be sought.	- Amalgamation involving this site requires conservation works planning, to ensure identified heritage values are retained and conserved. - Consider amalgamation and, if feasible, embed planning incentives for conservation works. - New development in the vicinity of this item should be designed to retain and enhance the building's prominent corner position, with bulk, scale and detailing designed to respond to harmonise with this heritage item.	- All significant fabric, including the rear addition, should be investigated and documented. A baseline condition assessment and conservation maintenance schedule should be prepared to guide future maintenance. - Original building elements should be investigated for potential reinstatement. - Street-facing façades should be free of visual clutter, including attachment to the façades and on the footpath.
I230 Terrace of three shops 189–193 Great North Road	- Retain and update the statutory listing with revised listing information and relevant information from this report. - A reduced lot curtilage is recommended for this item, in recognition of the later multi-unit residential construction occupying the majority of the lot.	- Amalgamation involving this site requires conservation works planning, to ensure identified heritage values are retained and conserved. - New development should be designed to be visually recessive, and complementary in colour, materials and detailing to this item.	All significant fabric should be investigated and documented. A baseline condition assessment and conservation maintenance schedule should be prepared to guide future maintenance.
I247 Five Dock Public School and garden 33 Henry Street	- Retain and update the statutory listing with revised listing information and relevant information from this report. - The local and Section 170 listings would benefit from consistency, in description of built items, landscape items, and history.	- Position and design new public open space to the west of the school to act as a buffer to future residential development, as well as overflow open space for school use. - Development in the vicinity of the school should minimise overshadowing and overlook. - Research and incorporate aspects of the school's history in the heritage interpretation elements within future public open space adjacent.	- All significant fabric should be investigated and documented. A baseline condition assessment and a conservation maintenance schedule should be prepared to guide future maintenance. - The preparation of a conservation management plan for the school site, to strategically manage future change, is recommended.
I248 House 28 Henry Street	Retain and update the statutory listing with revised listing information and relevant information from this report.	- Position a through-block link to the west of this item, with screen planting that satisfies CPTED (Crime Prevention Through Environmental Design) requirements, to provide a buffer to new development. - Limit amenity impacts and support alternative uses for this item by requiring private open space on new developments to be positioned to avoid overlook, as much as practicable. - Consider planning incentives to encourage a future alternative use for this lot, for community or educational use.	- All significant fabric should be investigated and documented. A baseline condition assessment and a conservation maintenance schedule should be prepared to guide future maintenance. - Investigate the item's garden and include in the listing as appropriate.

Heritage item	General recommendations	Development recommendations	Conservation recommendations
I249 House 58 Henry Street	- Retain and update the statutory listing with revised listing information and relevant information from this report. - Consider a group listing for 58–64 Henry Street.	- New development in the vicinity of this group should be designed in response to the scale of the dwellings in this group. - For new development that shares site boundaries with this group, modulate building height, form and setbacks along boundaries to limit adverse impacts on this group. Spatial or landscape setbacks are encouraged to provide separation.	- All significant fabric should be investigated and documented. A baseline condition assessment and conservation maintenance schedule should be prepared to guide future maintenance. - Investigate the item’s garden, planting and fencing and include in the listing as appropriate. - Further research, building on existing CCBC Local Studies research, on the technological aspects of the concrete construction of these houses should be undertaken, and made publicly available. - Heritage interpretation, through Council’s digital channels, could be used to communicate and champion this item’s innovative and early construction techniques.
I250 House 60 Henry Street	- Retain and update the statutory listing with revised listing information and relevant information from this report. - Consider a group listing for 58–64 Henry Street.	As for information above on 58 Henry Street.	As for information above on 58 Henry Street.
I251 House 62 Henry Street	- Retain and update the statutory listing with revised listing information and relevant information from this report. - Consider a group listing for 58–64 Henry Street.	As for information above on 58 Henry Street.	As for information above on 58 Henry Street.
I252 House 64 Henry Street	- Retain and update the statutory listing with revised listing information and relevant information from this report. - Consider a group listing for 58–64 Henry Street.	As for information above on 58 Henry Street.	As for information above on 58 Henry Street.
I274 House 44 Kings Road	- Retain and update the statutory listing with revised listing information and relevant information from this report. - Consider listing as a group, with 46 and 48 Kings Road.	Mitigate heritage impacts and limit amenity impacts with a minimum 6m landscaped setback to adjacent development lots.	- All significant fabric, including interiors, should be investigated and documented. A baseline condition assessment and conservation maintenance schedule should be prepared to guide future maintenance. - Investigate the item’s garden, plantings and fences, and include in the listing as appropriate.
I275 House 46 Kings Road	- Retain and update the statutory listing with revised listing information and relevant information from this report. - Consider listing as a group, with 44 and 48 Kings Road.	Mitigate heritage impacts and limit amenity impacts with a minimum 6m landscaped setback to adjacent development lots.	- All significant fabric, including interiors, should be investigated and documented. - A baseline condition assessment and conservation maintenance schedule should be prepared to guide future maintenance. - Investigate the item’s garden, plantings and fences, and include in the listing as appropriate.
I276 House 48 Kings Road	- Retain and update the statutory listing with revised listing information and relevant information from this report. - Consider listing as a group, with 44 and 46 Kings Road.	Mitigate heritage impacts and limit amenity impacts with a minimum 6m landscaped setback to adjacent development lots.	- All significant fabric, including interiors, should be investigated and documented. A baseline condition assessment and conservation maintenance schedule should be prepared to guide future maintenance. - Investigate the item’s garden, plantings and fences, and include in the listing as appropriate.
I310 Trees—Palms, Camphor Laurels, Brush Box and Hill’s Figs	- Retain the heritage listing and expand it to include the plantings on the southern side of Lyons Road West. - Update the statutory listing with revised listing information and relevant information from this report.	Ensure this avenue is protected from future higher density development in its vicinity.	- Manage this avenue in collaboration with the relevant electrical authority, to ensure the canopy is maintained as much as practicable. - As plantings age, ensure future replacement plantings retain the identified heritage qualities of the listing.

Heritage item	General recommendations	Development recommendations	Conservation recommendations
Lyons Road (from Jersey Lane, Five Dock, to Drummoyne)			
I398 House 16 Queens Road	Retain and update the statutory listing with revised listing information and relevant information from this report.	- Limit amenity impacts and support alternative uses for this item by requiring private open space on new developments to be positioned to avoid overlook, as much as practicable. - Consider planning incentives to facilitate a future alternative use for this lot, such as community, educational or commercial use, through alternative zoning or permissible uses.	- All significant fabric, including interiors, should be investigated and documented. A baseline condition assessment and conservation maintenance schedule should be prepared to guide future maintenance. - An applied finishes scheme should guide conservation, based on original finishes, materials and colours. - Investigate the item's garden, plantings and fences and include in the listing as appropriate.
I399 House 18 Queens Road	Retain and update statutory listing with revised listing information and relevant information from this report.	- Limit amenity impacts and support alternative uses for this item by requiring private open space on new developments to be positioned to minimise overlook. - Consider planning incentives to link a future alternative use for this lot, such as community, educational or commercial use.	- All significant fabric should be investigated and documented. A baseline condition assessment and conservation maintenance schedule should be prepared to guide future maintenance. - An applied finishes scheme should guide conservation, based on original finishes, materials and colours. - Investigate the item's garden and include in the listing as appropriate.
I400 House, 'Riverview' 44 Queens Road	- Retain and update statutory listing with revised listing information and relevant information from this report. - The location and design of the future cycleway planned for Queens Road should be investigated for potential impacts to 44 Queens Road.	- Limit amenity impacts and support alternative uses for this item by requiring private open space on new developments to be positioned to minimise overlook. - The cycleway planting layout should be designed to avoid this building, including its footings and services.	- Conservation works should be undertaken as a matter of urgency. - All significant fabric should be investigated and documented. A baseline condition assessment and conservation maintenance schedule should be prepared to guide future maintenance. - Investigate the item's garden and include in the listing as appropriate.
I403 Shop building 82–84 Ramsay Road	Retain and update statutory listing with revised listing information and relevant information from this report.	- Future change in the vicinity of this building should be set back at upper levels and should not visually intrude on the current form and scale of the heritage item that contribute to its landmark position. - Future development in the vicinity of this item should respond to this building, in scale, form and materiality. - Consider planning incentives that support street-level activation of this building and encourage the reinstatement of retail uses at street level, such as additional height or the use of adjacent lots for commercial parking.	- All significant fabric should be investigated and documented, and a baseline condition assessment and conservation maintenance schedule should guide future maintenance. - Reinstatement of building elements and finishes should be investigated through historical research. - An applied finishes scheme for the exterior and interiors should guide conservation, based on original finishes, materials and colours. - Reinstatement of exterior finishes should be undertaken on a trial basis and only proceed if a positive result can be achieved.