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Five Dock Masterplan

Final Draft Report

Prepared by Studio GL for City of Canada Bay

February 2026

Acknowledgment of Country

We acknowledge the Wangal clan, one of 29 tribes of the Eora nation and the Traditional Custodians of the land on which this project is located.

We pay respect to Elders past and present and extend that respect to all First Nations people.

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Note: This document takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party. The report layout is designed to be printed at A3 landscape.

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Located in Fred Kelly Place and photographed by Studio GL (2024)

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Executive Summary

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Executive Summary



What is the Five Dock Precinct Masterplan?

The Masterplan seeks to increase housing supply around a popular 'village' that will shortly benefit from a new Metro Station, whilst at the same time strengthening the existing local centre and delivering additional public benefit such as improved connections, new through-site links, improved streetscapes and new and expanded, well located public open spaces.

Why does the Five Dock Precinct need a Masterplan?

The NSW State Government is addressing the current housing shortage by prioritising the building of more diverse homes in well-located areas near transport, open spaces, schools, hospitals and community facilities. These areas have been identified as having infrastructure needed to support a growing population.

The Five Dock Metro Station will be located on Great North Road, in an established local village, and is expected to open in 2032. The Metro will deliver rail services to this area for the first time, providing a fast and direct trip to Sydney and Parramatta CBD's in under 10 minutes. This city- shaping infrastructure supports increased housing supply and employment growth for the Five Dock community.

The City of Canada Bay Council has spent many years undertaking planning to identify how to deliver the expected additional housing and increased dwelling diversity in Five Dock via various local Planning Studies, Character Statements and accompanying community consultation.

This Five Dock Precinct Masterplan (the Masterplan) is a continuation of the significant work already undertaken by Council and responds to NSW Government policy around housing affordability and density in well serviced areas. The Masterplan identifies a way to achieve increased housing while retaining high quality urban design, public domain and amenity for all future residents.

Key features of the Masterplan



New & Expanded Open Spaces

- A new 0.46ha public open space next to the Five Dock Primary School.
- An expansion of Fred Kelly Place to the north and west.
- A new 0.24ha Town Square on the east of Great North Road to create a generous centralised gathering space.
- Linear green street park along Rodd Road.



More Homes Close to the Metro

- Opportunity to deliver approximately 14,000 homes in the Precinct and provide greater housing diversity and more affordable housing.
- Taller buildings located in the walking catchment around the station with building heights reducing at the corners of the Precinct.



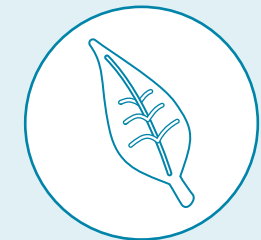
Improved Walking & Cycling Links

- Over 15 new laneways and accessible pedestrian links proposed to provide better access and connectivity to the Town Centre and the new Metro Station.
- New dedicated cycle paths along Henry Street and Queens Road.



Wider, More Generous Streets

- The widening of road reserves in key locations to provide sufficient width for traffic lanes, footpaths, street trees and street parking to support the future population and increased pedestrian and traffic numbers.
- The introduction of traffic calming and slower speeds to support place outcomes and improve the pedestrian environment.



Increased Tree Canopy Cover

- Generous deep soil zones within the front and rear setbacks of lots to create continuous landscaped streets and rear corridors across adjoining lots.
- Green boulevards along Garfield Street and Second Avenue.

Executive Summary



Five Dock Town Centre will be a local urban centre that hums with culture and life. Great North Road serves as the primary north-south spine of the vibrant Town Centre and comprises a mix of fine grain commercial, retail, community, residential and civic open space uses. The new Metro precinct and an expanded Fred Kelly Place provide a strong focal point for community connection and activity, supported by a night time economy that brings vibrancy and safety.

Future change will build upon the established retail and residential character of the local centre and unlock opportunities for additional open spaces, walking and cycling connections and increased housing diversity.

The Future Vision for the Precinct

Urban Design Principles



1. Focused density around the Metro Station



2. Retain character and protect heritage items



3. Expand and enhance the open space network



4. Preserve and expand tree canopy coverage



5. Prioritise pedestrians within safe urban blocks



6. Improve accessibility across the Precinct



7. Strengthen active cycle links



8. Reinforce the high street and civic facilities



Figure 1 Five Dock Precinct Masterplan

Chapter 1 Introduction

- 1-1 Background
- 1-2 Purpose
- 1-3 Report Structure
- 1-4 Process
- 1-5 Background Document Recap
- 1-6 Consultation Recap
- 1-7 Influences on the Masterplan
- 1-8 Supporting Studies

FRED KELLY PLACE

1-1 Background

In 2020 early works commenced on Sydney Metro West. This underground metro line will double the rail capacity between Greater Parramatta and the Sydney CBD and will support increased employment growth and housing supply with fast and frequent rail connections.

Of the nine confirmed Metro stations, three will be located within the City of Canada Bay in North Strathfield, Five Dock and Concord/Burwood North.

In July 2020, Council began community engagement to inform preparation of draft Local Character Statements for land around the three proposed Metro stations within the City of Canada Bay. Following the engagement process, community feedback and planning advice were combined to produce draft Local Planning Studies for each of the three Precincts.

In March 2022, the draft Planning Studies were exhibited for community feedback. The Studies were then further refined and subsequently endorsed by Council in May 2023 with a resolution to prepare a planning proposal and draft development control plan for the North Strathfield and Five Dock Planning Study Areas.

1-2 Purpose

In August 2023, Studio GL was commissioned by City of Canada Bay Council to prepare a Detailed Masterplan for the Five Dock Precinct.

The delivery of the Detailed Masterplan is a key step in the process towards the preparation of a Planning Proposal and development control plan for the Five Dock Precinct. The Detailed Masterplan builds upon the significant work already undertaken by Council including:

- Sydney Metro West Precincts Local Planning Studies;
- Local Character Statements;
- Community Consultation Reports;
- Other relevant Council plans and policies.

The key objectives of the Detailed Masterplan are to:

- Deliver high quality urban design and public domain with a high level of amenity for future residents;
- Ensure variations to Council's supporting plans are justified on planning and public amenity grounds.

In early 2024, the NSW State Government identified a raft of new planning policies to increase housing supply, with a focus on areas around town centres and train, metro and light rail stations. These policies have resulted in a shift in the direction and development of the Five Dock Masterplan, see Chapter '1-7 Influences on the Masterplan' for further details.

1-3 Report Structure

This Masterplan is structured into 5 chapters:

- **Chapter 1 - Introduction** provides information outlining this project;
- **Chapter 2 - Background Review** builds upon the context analysis prepared in the Urban Design Framework (SJB, 2023);
- **Chapter 3 - The Vision** outlines the future vision for the Five Dock Station Precinct and the urban design principles that will help realise this vision.
- **Chapter 4 - The Masterplan** details the proposed structure of the area, including changes to streets, potential building envelopes and a technical breakdown of potential dwelling yield.
- **Chapter 5 - LEP/DCP next steps** recommends key amendments to the Canada Bay LEP 2013, DCP and infrastructure schedules to achieve the Masterplan.

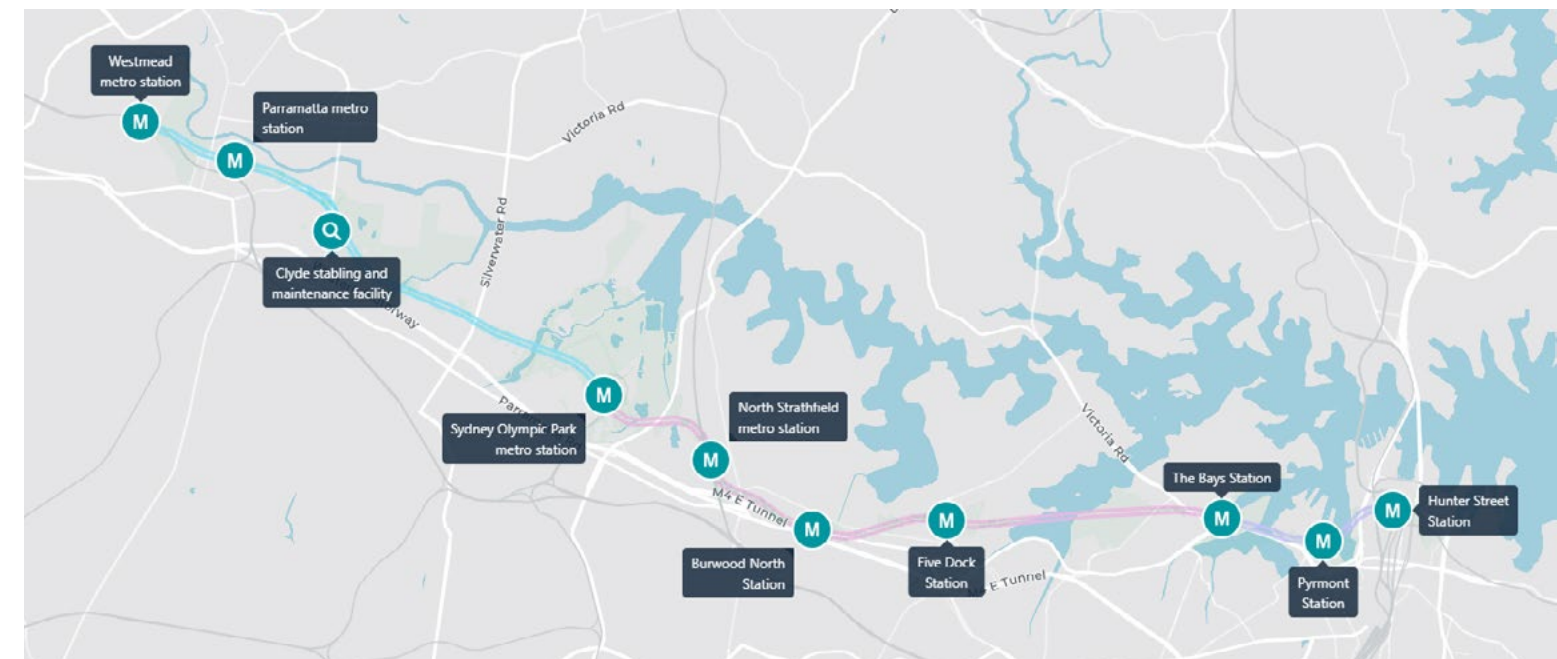


Figure 2 Sydney Metro West alignment and stations (source: NSW Government Sydney Metro, 2023)

01 Introduction

1-4 Process

Significant work for the Sydney Metro West Five Dock Precinct has already been undertaken by City of Canada Bay Council and various consultants. A final Urban Design Planning Study (2023) has been endorsed by Council.

As shown in Figure 3, a suite of documents including the 'Local Character Statement', 'Background and Strategic Context Review' and 'Urban Design Framework' has been prepared for the Five Dock Precinct between 2020-2023.

The process to develop these documents has involved a series of consultation and engagement sessions with the local community, consultants, Council staff and other stakeholders. A brief summary of the key consultation outcomes is provided in Chapter 1-6 Consultation Recap.

Similarly, a recap of the Precinct site analysis and opportunities and constraints previously undertaken is provided in Chapter 2 - Background Review.

The purpose of this report is to build upon the completed studies and strengthen them into a detailed Masterplan, specifically for the Five Dock Station Precinct.

Additional documentation of the community consultation and detailed background analysis can be found in the separate accompanying documents and reports (see Figure 3).

Alongside this detailed Masterplan, Council has prepared additional studies for the Precinct such as a Traffic and Transport Study, Employment Land Use Assessment, Heritage Study and a Public Domain Plan. Summaries of some of these supporting documents are found in Chapter '1-8 Supporting Studies'.

Following the delivery of the Masterplan, a Planning Proposal for the Precinct and amendments to the Council LEP and DCP will be prepared.

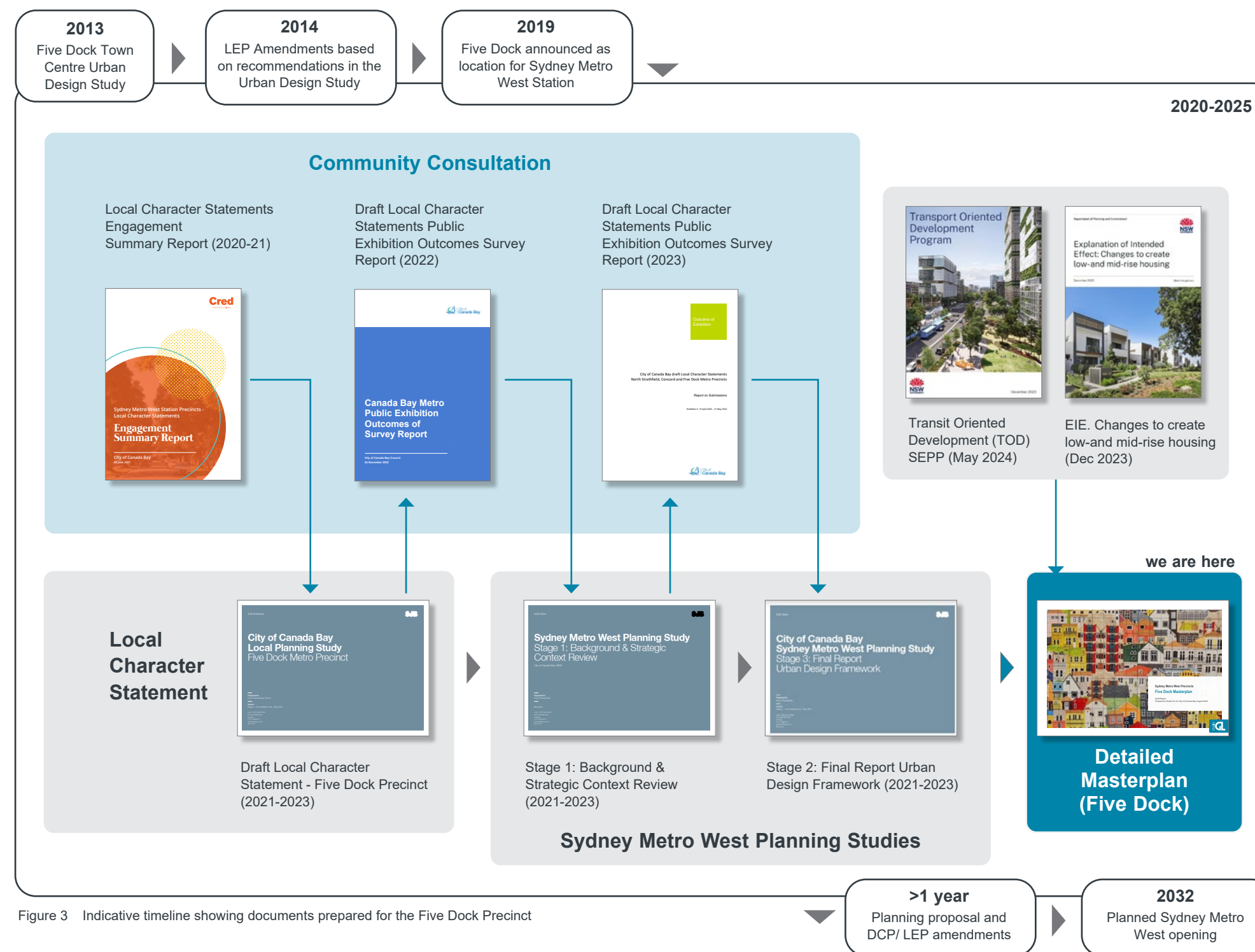


Figure 3 Indicative timeline showing documents prepared for the Five Dock Precinct

1-5 Background Document Recap

Some of the key findings identified in the background documents and studies relating to the Five Dock Precinct are included below.

City of Canada Bay Sydney Metro West Planning Studies and Urban Design Framework

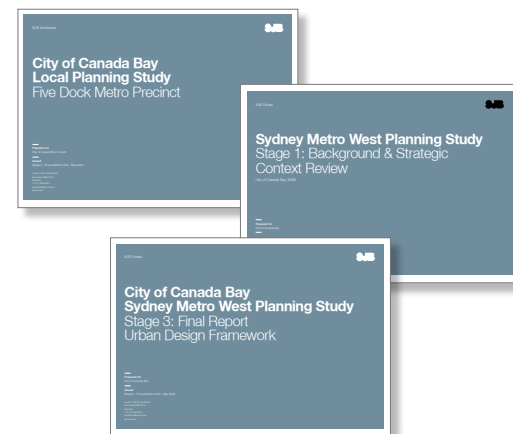
The primary background documents that inform this detailed Five Dock Precinct Masterplan is the suite of reports prepared by SJB and Council between 2020-2023. These include a *'Local Planning Study'* and a *'Stage 1 - Background & Strategic Context Study'* which culminated in a *'Final Urban Design Framework'*.

The final Urban Design Framework document presented an overarching vision for the Precinct supported with goals and objectives to 'achieve a liveable, responsive, equitable and integrated environment that builds on existing place making qualities'.

This vision was presented with an overall Structure Plan, desired future character sub-precincts and an urban design framework including the following layers:

- Open Space, Public Domain and Community facilities
- Movement and Access
- Land Use and Activity
- Built Form and Character

Key challenges identified include a lack of open space and the provision of future commercial floor space within the Precinct. The document also considers ways to achieve employment targets, improve amenity and strengthen local character.



The Planning Study explores a range of different built form outcomes that align with the vision, principles and desired future character for the Precinct. It considers specific building heights and street setbacks for different zones across the Precinct and tests various massing options to calculate potential yield and dwelling numbers.

The vision, principles, sub-precincts and frameworks presented in the Planning Studies have been endorsed by Council. These proposed outcomes have formed the basis of this Detailed Masterplan and have been represented, built upon and refined in this document.



View south along Great North Road

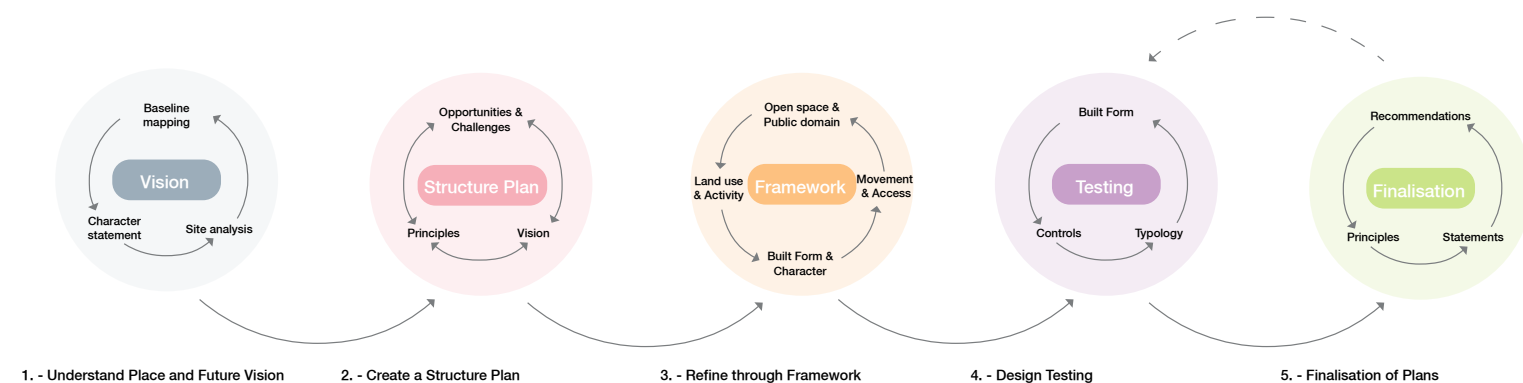


Figure 4 Approach undertaken to deliver the final Framework report (source: Stage 3 Final Report Urban Design Framework, SJB, 2023)

1-5 Background Document Recap

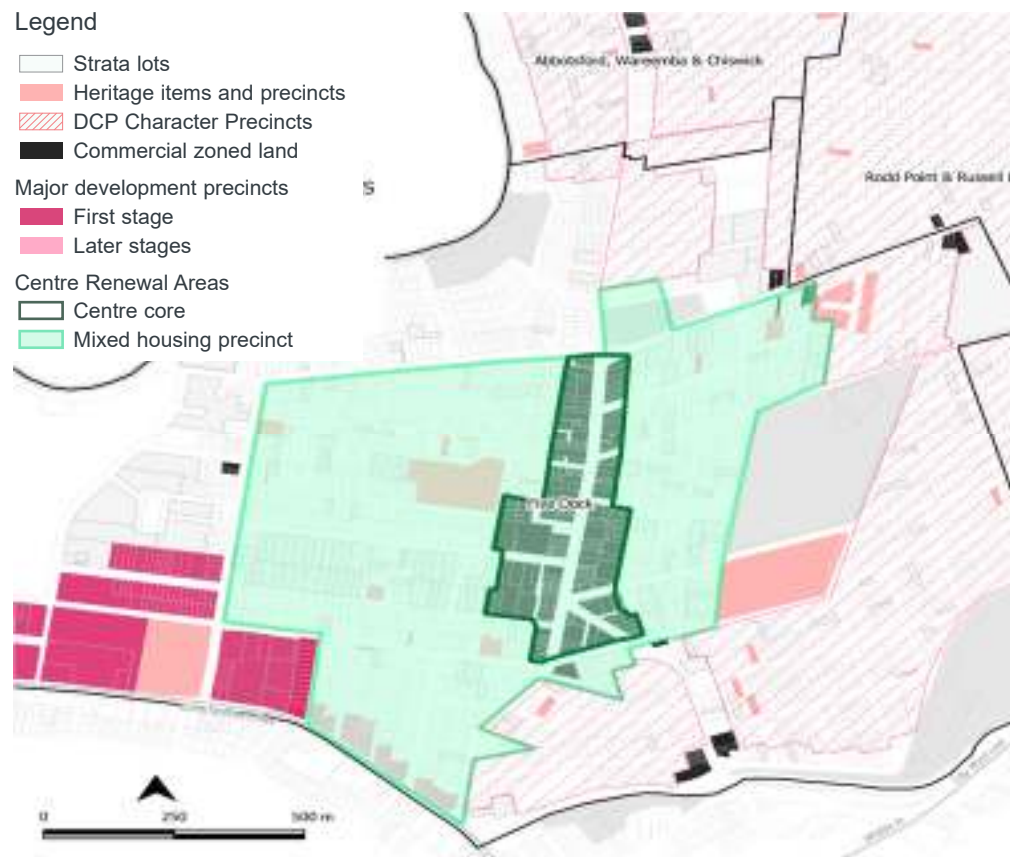


Figure 5 Five Dock Housing Strategy areas (source: Canada Bay Local Housing Strategy, 2019)

Local Housing Strategy

The Canada Bay Local Housing Strategy (2019) identifies Five Dock as a major centre to be investigated for greater housing diversity. As seen in the summary table below, the Strategy identifies that the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) and infill apartments within the Town Centre offer the greatest opportunities for increased housing capacity. It considers minimal opportunities in existing medium and high density areas as these locations have already been developed into strata or multi-unit schemes.

Five Dock			
Development Area	Opportunities for Housing Development	Constraints	Net Housing Capacity
Existing Medium and High Density Residential	Minimal	Most larger lots already occupied by existing multi-unit or strata titled developments.	22
Low Density Residential	Some opportunities in the form of single lot subdivisions which would add one dwelling per lot.	All developments need to respect existing character which means even two (2) storey townhouses would need to be consistent with the established single (1) storey streetscape.	532
Major Centre	This is a large and thriving centre which is very attractive for potential apartment dwellers. There are a number of sites scattered throughout the municipality which can accommodate some significant development.	Some lots already turned over to apartment development.	954
Future Medium Density Residential	Most medium density opportunities lie to the east of the centre, although unlikely to yield significant volumes of dwellings.	Area already contains a fair share of townhouse developments.	119
Major development area (PRCUTS)	Significant apartment development from PRCUTS areas expected both in the first and second stage releases, with the first stage (by 2026) towards the western end of this Precinct.	-	3,644

Figure 6 Housing opportunities and constraints in Five Dock (source: Canada Bay Local Housing Strategy, 2019)

01 Introduction

1-5 Background Document Recap



Employment and Productivity

The City of Canada Bay Employment and Productivity Study (2019) identifies the following for the Five Dock Town Centre:

- Concentrate future growth on perpendicular streets, rather than extending the length of the retail strip on Great North Road.
- Provide appropriate commercial floorspace in the centre core.
- Anticipated that the centre would be heavily focused on population serving uses such as retail rather than as a commercial core.



Five Dock Town Centre Study

The Five Dock Town Centre Study was completed in 2013 and provides guidance and a vision to:

- Strengthen Five Dock's urban structure by upgrading existing and creating new pedestrian-focused connections.
- Improve pedestrian safety with additional/ improved crossing points at Rodd Road & Fred Kelly Place.
- Transform First Avenue as a traffic calmed street.
- Deliver additional open space to support Fred Kelly Place.
- Strengthen Fred Kelly Place as the 'heart' of the centre and protect its solar access and amenity.
- Increase the amount and quality of active frontages.
- Identify catalyst redevelopment sites such as the Council owned car park on Waterview Street.
- Retain the human, village scale with a maximum building height of 16m (5 storeys) with a four (4) storey street wall and upper level set back.
- Provide incentives and bonuses for site amalgamation and high quality redevelopment.
- Protect and celebrate heritage and character buildings.
- Increase landscaping and street trees.
- Improve the public domain and street furniture and introduce additional public art.

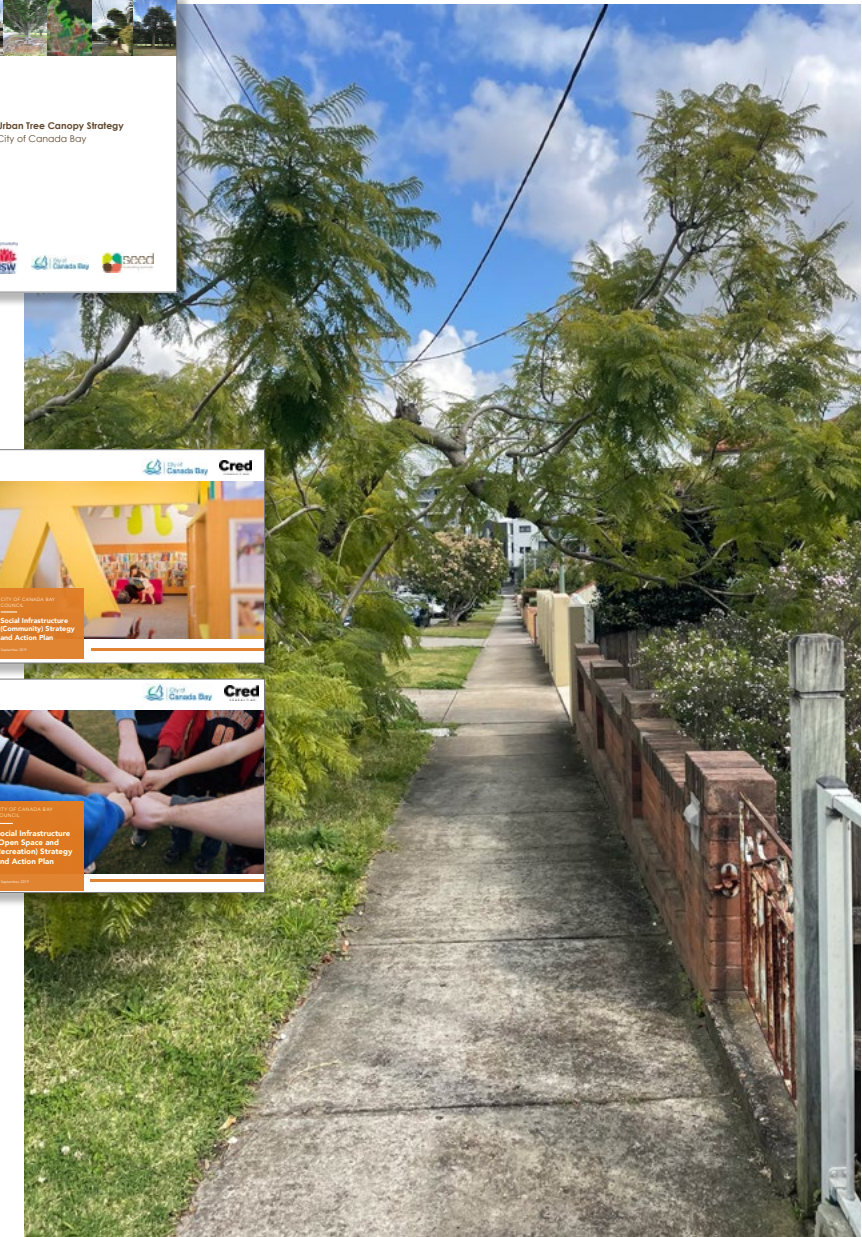
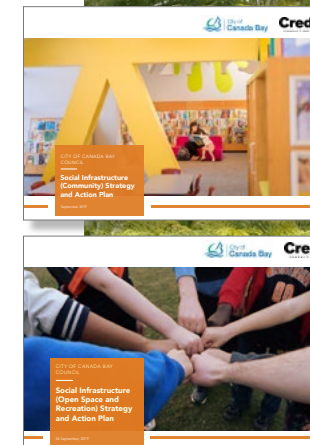
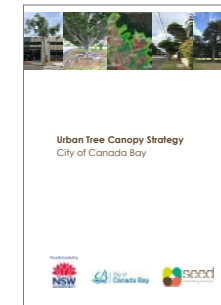


Urban Tree Canopy Strategy (2019)

- Five Dock comprises 12.3% of the Council area and has a higher than average proportion of impervious cover (62%) and unplanted space (8%).
- Five Dock has approximately 15.6% tree canopy coverage.
- Highest amount of tree canopy coverage is located on private land rather than public land, making the suburb vulnerable to canopy loss if uncontrolled urban in-fill occurs.

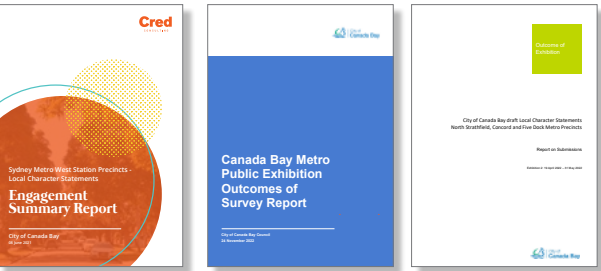
Social Infrastructure

- All high density dwellings should be within 200m of open space of at least 0.1ha.
- Improved connections along Iron Cove Creek from Parramatta Road (2036).
- New open space in Town Centre (minimum 0.3ha) to support increased population including from future Metro Station (2036).
- Streetscape improvements to improve walkability to village centres e.g. Five Dock Town Centre to Timbrell Park, Five Dock Park etc.
- Deliver expanded indoor recreation provision at Five Dock Leisure Centre to complement facility and service provision proposed at Concord Oval (2026).
- Expansion of Fred Kelly Place (2026).
- New youth recreation area (2026).
- Local multi-purpose community venue in Town Centre (1,256m² by 2036).
- Increase seniors housing.
- 684m² additional library floor space required in the Five Dock/Drummoyne catchment.
- Spaces to provide services and programs for children, families, youth and seniors.



Footpath and street tree conditions along Rodd Road

1-6 Consultation Recap



Various community consultation events were undertaken in the preparation of the Local Character Statement and Planning Studies for Five Dock in 2020. These output documents include:

- The Sydney Metro West Station Precincts - Engagement Summary Report (2021);
- The Canada Bay Metro Public Exhibition Outcomes of Survey Report (2022); and
- The Draft Local Character Statements Public Exhibition Outcomes Survey Report (2023).

The following pages provide a brief summary of some of the key community attitudes that emerged from these documents, regarding the Five Dock Precinct.

Desired Future Character

- Five Dock’s most desired future character is “a safe and welcoming local village” - values that the community already love about this place.
- A significant proportion of survey participants viewed high rise buildings as being detrimental to the village feel and appeal of the area and expressed concerns about impacting traffic congestion and parking. Respondents indicated a concern about Five Dock being over developed, similar to Rhodes or Burwood.
- Some respondents raised concerns about “increasing passive surveillance” implying increased high density housing.
- Most respondents indicated a desire for more greening and street trees.

Movement, Traffic and Parking

- A number of submissions requested commuter parking near the station and raised traffic and parking issues in general, including concerns about street widths.
- Residents are also worried that traffic changes would subsequently impact the surrounding street network.
- New pedestrian links such as between Second Avenue and Barnstaple Road were viewed as impractical because they cannot be delivered whilst existing developments remain.

Built Form

- The greatest number of negative comments related to the height of buildings with most not supporting development over five (5) storeys along Great North Road and one to two (2) storeys in surrounding streets.
- The existing planning controls permit five to seven (7) storeys on sites with a frontage to Great North Road. Town Centre heights are proposed to be maintained with additional density provided through smaller height increases further from Great North Road and the Metro Station.
- Alternatively, some respondents suggested that greater development density (over 5-7 storeys) should be proposed in proximity to the Metro.
- Stakeholder interviews provided insights into the types of low rise and mid-rise apartments that have been successful in the respective Precincts, including urban design principles such as green edges, green walls, courtyard gardens, setback height, large balconies, retaining heritage façades, and strategies for hiding ‘height’ from the street experience.



Figure 7 Key community characteristics of Five Dock’s desired future character (source: Sydney Metro West Station Precincts - Engagement Summary Report, 2021)

		Five Dock
What do you think are the acceptable types of housing that you would like to see immediately surrounding the station?	Houses	46%
	Terraces/town houses	62%
	3-4 storey low-rise apartments	56%
	6-8 storey mid-rise apartments	30%
	High-rise apartments	8%
What do you think are the acceptable types of housing that you would like to see within a 5 minute walk from the metro station?	Houses	57%
	Terraces/town houses	55%
	3-4 storey low-rise apartments	39%
	6-8 storey mid-rise apartments	10%
	High-rise apartments	2%
What do you think are the acceptable types of housing that you would like to see within a 5-10 minute walk from the metro station?	Houses	79%
	Terraces/town houses	67%
	3-4 storey low-rise apartments	39%
	6-8 storey mid-rise apartments	11%
	High-rise apartments	5%

Please note respondents were able to select more than one option listed, therefore percentages do not add up to 100%. Bold percentages represent the top two responses.

Figure 8 Community responses to appropriate future housing in Five Dock (source: Sydney Metro West Station Precincts - Engagement Summary Report, 2021)

1-6 Consultation Recap

Detailed Masterplan Responses

It was expected that this Masterplan would address some of the concerns captured by the community and stakeholder engagement by providing the next level of detail and additional information on specific topics.

Key Council responses to community concerns that this Masterplan was intended to address included:

Access, Movement and Laneways:

- Identify feasible ways to provide new laneways and active transport links across the Precinct including north of Five Dock Public School.
- Reflect the draft Planning Study that identifies the potential for First Avenue to be “bus only” between Waterview Street and Great North Road (which will require further investigation).

Open Space:

- Investigate the opportunity to provide a park in the south-west part of the Precinct and determine feasibility of delivery. Options to be explored include the dedication of land by developers or the acquisition of land by Council.

Amalgamation and Delivery:

- The method of delivery for all proposed future parks, links and open spaces is yet to be determined. Council is cognisant of the impact planning policies can have on private property and careful consideration will need to be given to how this infrastructure can be delivered.
- The delivery of laneways and parks will likely require the consolidation of land parcels and further certainty should be provided in relation to proposed development standards/controls.

DCP Control Recommendations:

- Appropriate development controls will be required to mitigate impacts of development on the school site e.g. set new buildings back from school boundaries and limit downward viewing from apartments into the school playground.
- Careful consideration will need to be given to mitigate impacts on sensitive uses such as heritage items and establishing appropriate setbacks and curtilages around heritage properties.
- Design principles will be required to achieve high quality and best practice built form and urban design outcomes. Details of these principles are to be included in the recommended draft Development Control Plan.

Specific Sites:

- LEP and DCP controls should be considered for specific key sites including the Land and Housing Corporation Waterview Street property and the Great North Road Church Site.
- The block bounded by Garfield Street, West Street, Lancelot Street and School Lane could act as a catalyst for additional density due to its close proximity to the new Metro Station entry. Additional development could be accommodated in this location however draft development controls will need to be prepared to ensure that the proposed building envelope is appropriate given the transitional nature of the site.

Future Studies

Additionally, specific community concerns around traffic, parking, street trees, landscaping and public domain will need to be further investigated with future studies including:

- Traffic and transport studies to investigate existing and proposed traffic volumes as well as traffic flows, street widths and intersection operation and design to ensure that proposed changes to density are carefully considered. Specifically, a focus on the street and road network around the Five Dock Public School to investigate ways to provide a safe and efficient area for school drop off and pick-up. Also consider opportunities for reduced vehicle speed limits, shared zones and a ‘bus only’ zone along First Avenue.
- A future Precinct tree canopy assessment to assist in planting trees in appropriate locations and protect existing urban tree canopy and biodiversity.
- The preparation of a Public Domain Plan to ensure that as development occurs there is a plan to provide public and private land which delivers high quality environments for existing and future residents.



Ferragosto festival along Ramsay Road in Five Dock, August 2023

01 Introduction

1-7 Influences on the Masterplan

This project commenced in 2023, and was initially based on the Sydney Metro West Planning Studies. Since then however, market feasibility testing and changes to NSW State Government planning policies around train stations and town centres have resulted in a shift in the direction and development of the Five Dock Masterplan.

The Walking Catchment

The boundaries of the Precinct identified for land use change in this Masterplan were informed by community engagement and the hard boundaries created by arterial roads and parks.

However, mass transit stations (and the precinct planning around them) generally have a strong focus on the 400m and 800m walking catchment from the station, as this is assumed to reflect a 5 and 10 minute walk. Land use changes within this catchment area often seek to reflect this perceived high level of accessibility. The Masterplan identifies significant land use change within 400m of the Metro station and within 800m, west of the station.

The Masterplan also acknowledges there is opportunity for additional density across the wider 800m catchment, related to the NSW Government's Low and Mid-Rise Housing (LMRH) Policy which enables increased densities within an 800m walking catchment of the centre including multi-unit housing, multi-unit housing (terraces), and two and four storey residential flat buildings.

The area within the 400 to 800m walking catchment, but outside the Precinct, will therefore provide a mid-rise built form transition between the higher densities close to the Metro station/town centre proposed in this Masterplan, and the lower density areas beyond the 800m walking catchment. The opportunities provided by the LMRH initiatives within 400 to 800m also encourages the provision of much needed missing middle housing typologies in the area, delivering different housing to meet the needs of a diverse and changing population.

NSW State Planning Reforms

The Five Dock Masterplan has been influenced by recent changes to NSW government planning controls, particularly the Low and Mid-Rise Housing (LMRH) Policy and the Transport Oriented Development (TOD) SEPP.

Low and mid-rise housing policy

- The LMRH Policy took effect on the 28th February 2025. Its intent is to increase housing diversity in areas within walking distance of shops, services and frequent public transport. It applies to land within an 800m walking distance of Centres identified in the *Town Centres Map* of SEPP (Housing) 2021, and the public entrances to railway, metro or light rail stations, as identified in Schedule 11 of the Housing SEPP.
- The policy permits additional types of residential development in residential zoned land, including allowing:
 - Dual occupancies in all R2 zoned land in NSW,
 - Multi dwelling housing in R1, R2 and R3 zones (max 0.7:1 FSR and 9.5m height),
 - Residential flat buildings in R2 zones (max 0.8:1 FSR and 9.5m height),
 - Residential flat buildings and shoptop housing in R3 and R4 zones 400-800m from a nominated centre or train station (max 1.5:1 FSR and 17.5m in height), and
 - Residential flat buildings and shoptop housing in R3 and R4 zones up to 400m from a nominated centre or train station (max 2.2:1 FSR and 22m height).
- The policy does not apply to certain land including employment zones (MU1, E1, E2 or E3), heritage items, bushfire prone land, or areas identified in Chapter 5 of SEPP (Housing) 2021 as a TOD.

It also introduces non-discretionary standards by zone and land use type. These non-discretionary standards include minimum lot size, lot width, building heights, floor space ratio and carparking. Where these standards are more permissive, they can overrule a standard in the LEP or DCP.

The land within the 800m walking catchment outside of the Precinct is predominantly R2 Low Density with some land zoned R3 Medium Density. Under the LMR a range of typologies would be permitted from multi dwelling housing to residential flat buildings.

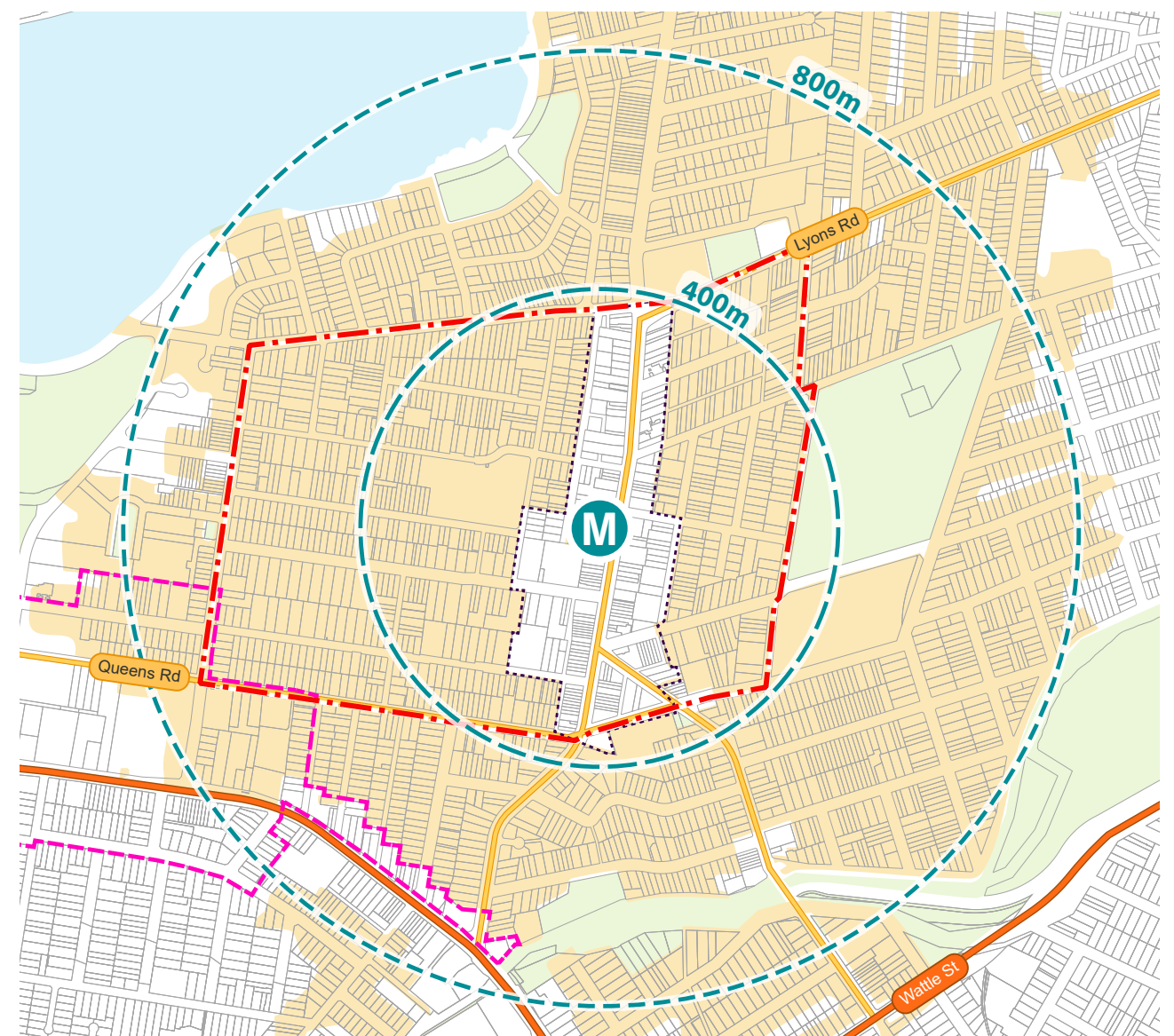


Figure 9 The 800m walking catchment and the Low and Mid Rise Housing Area

- | | | | |
|--|-------------------|--|--|
| | Metro station | | Secondary main road |
| | Metro site | | PRCUTS boundary (Stage 1 +2) |
| | Precinct boundary | | Existing Town Centre (MU1 zone) |
| | Open space | | Indicative Low and Mid Rise Housing Area |
| | Main road | | |

1-7 Influences on the Masterplan

Transport Oriented Development (TOD) SEPP

- The TOD SEPP commenced on 13 May 2024. This policy has two parts: One part proposes masterplans in area up to 1,200m around eight key train stations and the second alters the planning controls within 400m of 37 metro and rail stations that are identified as 'well-located'.
- Development permissible within 400m of the 37 identified stations includes residential flat buildings in residential zones (R1, R2, R3 and R4) and local centre zones (E1), and shop top housing in local centre (E1) and commercial zones (E2). Maximum building heights are 6 storeys (22m for residential flat buildings and 24m for shoptop housing) and the maximum FSR is 2.5:1.
- Where the TOD and the Low to Mid Rise Housing policies both apply to the same area, the TOD policy takes precedence.

Amendments to the Housing SEPP

- Amendments to the Housing SEPP provided a FSR and building height bonus of 20% to 30% where developments for residential flat buildings or shoptop housing include a component of affordable housing floor space of at least 10% and a maximum of 15%.
- This bonus FSR and height apply in addition to the current maximum LEP controls and applies to land in Greater Sydney, Lower Hunter, Central Coast and Illawarra-Shoalhaven regions (with the exception of the Shoalhaven LGA and the Port Stephens LGA) within an 800m walking distance of land zoned E1 Local Centre, MU1 Mixed Use, B1 Neighbourhood Centre, B2 Local Centre or B4 Mixed Use.
- The affordable housing component of the development must be used for affordable housing for at least 15 years.

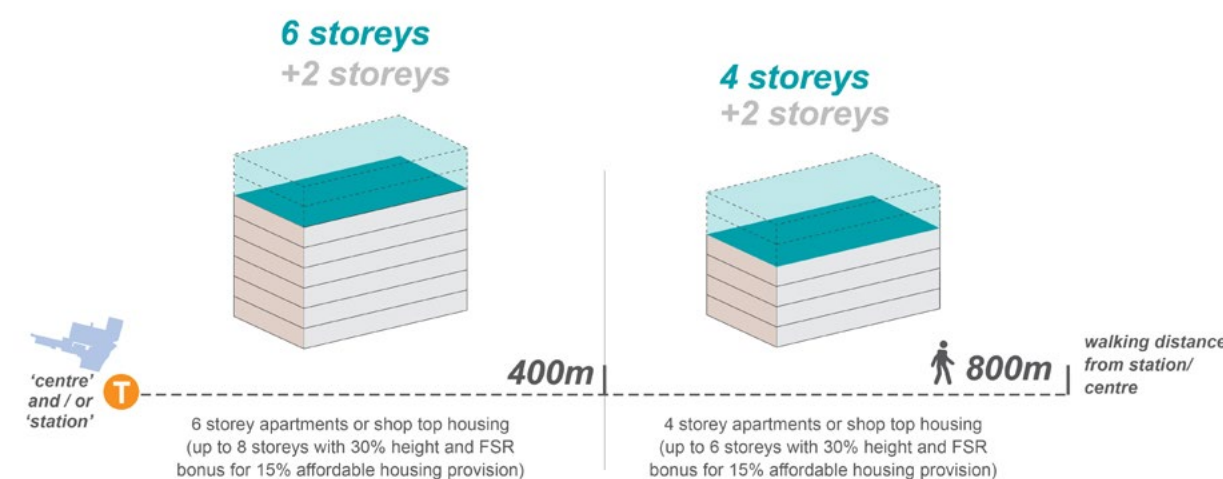
Allowed wherever apartments or shop top housing are currently permitted

Figure 10 State proposed building heights within 400m and 800m walkable distance of a train station

Economic Feasibility Analysis

A number of sites were initially identified to test the economic feasibility of built form outcomes proposed in the Five Dock Precinct Urban Design Framework (SJB, 2023). Additional sites were subsequently included to also test feasibility of the masterplan. The selected sites and proposed built form envelopes tested were diverse and included a mix of:

- dwelling types (terraces, apartments, shop-top housing);
- building heights;
- street setbacks; and,
- proposed through-site links.

The sites were selected to avoid identified existing constrained sites in the Precinct, including heritage listed items, conservation areas, strata lots, schools, churches and open spaces.

The selected sites were provided to Atlas Economics who conducted economic feasibility testing on the preliminary development outcomes achieved.

Atlas Economics' initial observations concluded that the "tested sites for the Metro Masterplan result in negative feasibility outcomes. This is a function of high dwelling values and scale of amalgamation required. The investigation concluded higher densities are needed for development to be feasible in the first instance and this is before there is any additional capacity to contribute to Affordable Housing and any on-site infrastructure".

The analysis found that several issues create challenges for the tested planning controls to be feasible. The key factors that directly influence development feasibility through cost and revenue inputs include:

- Elevated construction costs;
- High existing-use values (and therefore the cost to consolidate a development site); and,
- Relatively soft end sale values of completed apartments.

The analysis found that the disproportionate increase in the cost of land, particularly where the current zoning is a residential zone (driven by significant price growth of single dwellings) and cost of construction compared to the more modest growth of residential unit (apartments) price has resulted in a situation where much higher densities are now required to displace existing uses.

It concludes that "the challenging development conditions have resulted in sluggish market interest to acquire development sites. This is reflected in soft development site values recently observed in Five Dock, North Strathfield and surrounding areas. This implies that the value of development opportunities is insufficient to displace existing uses. This will likely improve with strengthening market conditions (i.e. end sale values) or increased density controls".

The economic feasibility analysis also provided a suggested guide for minimum FSRs required for the sites to achieve feasible developments. Generally these FSR guides have been used to inform recommended changes to densities proposed in the Five Dock Masterplan Masterplan to ensure the final plan, including affordable housing, can be feasibly delivered.

Impact on the Masterplan

Currently, the Five Dock Precinct is subject to the Low and Mid Rise Housing Policy and the bonus provisions for Affordable Housing in the Housing SEPP, but is not subject to the TOD SEPP.

However, it is anticipated that the new Five Dock Metro Station on Great North Road is likely to result in increased heights and development in the Town Centre, with recent rezonings and provisions of the TOD SEPP providing a guide to the scale of development that the state government will expect around a Metro Station in a Local Centre.

These expectations, combined with the economic feasibility analysis, have informed the scale and type of development proposed in the Five Dock Masterplan.

01 Introduction

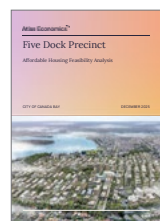
1-8 Supporting Studies

A number of supporting studies were undertaken in parallel with the preparation of this Masterplan.

High level summaries of some of these documents are provided on the following page/s.

Affordable Housing Analysis (2025)

Atlas Economics



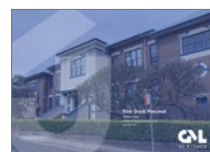
Atlas was engaged by the City of Canada Bay (Council) to advise on development feasibility in the Five Dock Precinct (the Precinct), including opportunity for a 2% Affordable Housing contribution. Atlas' findings assisted masterplanning for the Precinct and Council to progress amendments to the planning framework.

Urban built form testing by Studio GL identified opportunity for high density development ranging from 6 storeys in the fringe area, up to 12 to 25 storeys in the Town Centre. A sample of sites in the Precinct was selected for feasibility testing based on indicative lot amalgamation patterns, including a mix of existing uses which are broadly representative of areas across the Precinct. Existing uses are a mix of single dwellings, aged medium density dwellings, retail strip and strata-titled properties.

Atlas' study found that development feasibility in the Precinct is primarily influenced by lot patterns, potential development densities and nature of existing uses. Take-up is expected to be opportunistic where larger lot, single dwellings become available for sale. In areas with smaller lot size patterns, development feasibility is challenged by the higher cost of land (lot sizes <400m²). The study has found that amendments to the masterplan to increase density has generally resulted in densities that are feasible and have the capacity for a contribution of at least 2%. In addition, some sites will be able to contribute up to 10%

Heritage Study (2025)

GML Heritage



GML Heritage was engaged to prepare a heritage study that included Indigenous and non-Indigenous heritage advice for the Five Dock Precinct. The study provides analysis of existing and potential heritage items, as well as advice for new development that is contextual and responsive to the identified heritage values and local character of the Precinct.

The heritage study examined:

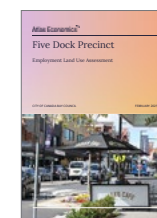
- Indigenous historical background of the area, including statutory listing records and existing reports.
- Existing heritage items, identifying statutory listings shortcomings, validating the identified values of the item, and considering the impacts of proposed change.
- Potential new heritage items were identified during the process, then it was ascertained if and how such items may contribute to Five Dock's heritage.
- Historical development, including land grants, subdivision patterns, and suburban and civic growth and the development of nearby commercial development.

Summary of Findings

- The proposed Five Dock Masterplan would result in a significantly altered character for Five Dock. The current setting of individual heritage items, particularly single detached residential items, would change as a result and this would impact identified heritage values.
- The heritage study provides heritage planning policy to mitigate anticipated heritage impacts, for the Precinct as a whole and for specific items and locations, to support future development within Five Dock while retaining a sense of the Five Dock's historical character.

Employment Land Use Assessment (2025)

Atlas Economics



Atlas Economics was engaged to carry out an Employment Land Use Assessment to investigate projected market need for non-residential floorspace in the Five Dock Precinct and broader locality.

Commercial Land Use Findings

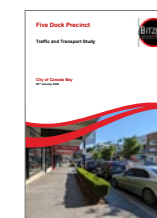
- Demand for commercial land uses in the Town Centre is driven by small-scale businesses. They include medical and allied health services, local professional services and community services which are projected to continue to expand.
- Considering local and structural commercial market trends, as well as the role of the Town Centre as a local centre, demand for office floorspace will likely be limited to small-scale occupiers. Accordingly, demand will predominantly be for small commercial suites suited for office operations or consulting services.
- Demand for commercial and ancillary non-retail land uses will likely be met with a sufficient provision of existing and future supply.

Retail And Ancillary Non-Retail Land Uses Findings

- There is a significant demand for additional convenience-based retail in the Five Dock – in particular, demand for a large supermarket with dedicated/off-street parking. Future growth in residential uses in the Precinct is expected to increase this demand.
- There is also potential for other independent operators who could occupy a dedicated site in the Town Centre – in proximity to the key supermarket anchor. It is possible that some ancillary non-retail uses could then be attracted to a new (small) Precinct in the Town Centre.

Traffic and Transport Study (2025)

Bitzios Consulting



Bitzios Consulting analysed the traffic and transport implications of the Five Dock Masterplan.

Summary of Findings

- The Precinct currently relies on private vehicles as the primary mode of transport (around 60-70%), but this is expected to shift (predicted to be 10% in the Strategic Transport Model) towards public transport once the new Metro station opens.
- A number of streets in the local catchment are extremely narrow, with limited pedestrian and vehicle sightlines compromising road safety.
- Despite being at the confluence of a number of regional cycling networks, cycling infrastructure is very limited and reduces the attractiveness of active transport options.

Key Opportunities

- Improve the capacity of intersections along Great North Road by reallocating road space.
- Support the future traffic flows through intersection upgrades, eg Lyons Road West / Harris Road.
- Improve pedestrian and cyclist safety through traffic calming in local residential areas.
- Better manage local traffic movements by widening narrow local streets through parking restrictions or one-way arrangements.
- Improve walking and cycling by providing dedicated active transport corridors to/from the Town Centre and new Metro site.
- Support mode shift towards public transport to 'capture the opportunity' that the new Metro site represents.

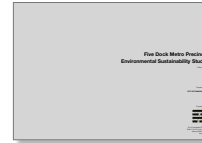
Public Domain Plan (2025)

CONTEXT



Environmental Sustainability Study (2025)

Flux Consultants



Flood Risk Assessment (2025)

GRC Hydro



Preliminary Site Investigation (Contamination) Report (2025)

JBS&G Australia



Social Infrastructure and Open Space Assessment (2025)

Cred Consulting



A Public Domain Plan for the Five Dock Precinct has been prepared by CONTEXT. It provides objectives and guidance on public domain elements and infrastructure such as open space, road widening and closures, prioritised walking links and proposed cycle links, lighting, footpath treatments, tree planting and other landscaping to support the delivery of the Masterplan.

The Public Domain Plan outlines ways to deliver high quality public domain outcomes and create environments with a high level of amenity for future residents.

It includes streetscape typologies for the various streets, lanes and links across the Precinct including High Streets, Main Streets, School Streets, Secondary Streets, Local Streets and Laneways. It details the composition of the different road reserves and how footpaths, cycleways and traffic lanes are organised.

The Plan also provides more detailed studies of specific open spaces within the Precinct, with proposed public domain improvements. It illustrates the proposed public domain treatments for the new Five Dock Park, Rodd Road Linear Park, Fred Kelly Place and new Town Square.

Council commissioned Flux to advise on environmental sustainability to support the masterplanning of the Five Dock Precinct

The review confirms that the current precinct area experiences elevated land surface temperatures, indicative of the urban heat island effect and transport impacts dominated by private vehicle usage.

Four themes have been identified for integrating improved sustainability outcomes into the Masterplan:

- Climate resilience;
- Health and wellbeing;
- Net zero ready;
- Circular economy.

Recommendations included additional controls to guide the implementation of the Masterplan for each theme. The benefits of these additional controls have been projected, indicating a potential reduction in greenhouse gas emissions by an additional 42% by 2046 compared to delivery under the current planning policy. The broad considerations for costs and adjustments associated with each potential additional control were also provided.

The assessment uses flooding information from an expanded version of an existing hydrologic and hydraulic model. The flood information is used to assess flooding in the precinct, which spans three small overland flow catchments. Design flood behaviour has been assessed with regard to depths and level, flood hazard categories and hydraulic categories, while rate of rise, duration and other factors have also been considered.

Flood risk across the precinct is generally low. No creek or watercourse flooding affects the precinct. Flooding occurs when very localised rainfall causes runoff that exceeds the capacity of the pit and pipe network, and flows overland. This leads to a handful of locations where an overland flowpath passes across the precinct. Flowpaths are localised and the large majority of the precinct has very low or negligible flood risk. However, along the flowpaths, significant depths of inundation can occur that can lead to property damage or pose a risk to pedestrians or vehicles.

The assessment found that proposed higher density in the area is suitable from a flood risk perspective.

JBS&G undertook a preliminary site investigation to assess the potential for contamination within the Five Dock Precinct.

This report satisfies the requirements of the DUAP/EPA (1998) Managing Land Contamination: Planning Guidelines for rezoning, meaning that rezoning can proceed, "provided that measures are in place to ensure that the potential for contamination and the suitability of the land for any proposed use are assessed once detailed proposals are made".

Summary of Findings

- Generally, there is a low potential for widespread or gross contamination across the Precinct Area.
- A moderate to high risk of contamination was identified along or near Great North Road, in areas of existing industrial or commercial facilities and areas used to store fuels or chemicals such as service stations and dry cleaners.
- Historical buildings and surrounds may include hazardous building materials.

Future Planning

- Further investigation is recommended for any land being redeveloped, particularly in areas with a moderate to high risk of contamination, to confirm environmental suitability or identify remediation strategies. This can be undertaken at DA stage.

A Social Infrastructure Needs Study was undertaken by Cred Consulting which was required to:

- Compare existing social infrastructure provision to anticipated population growth and industry benchmarks.
- Provide input on how much additional infrastructure is required to service population growth.
- Provide recommendations on the prioritisation of social infrastructure projects.
- Highlight new opportunities that may arise as a result of the increased housing.

Summary of Findings:

The assessment report identified a need for:

- A ~6,500m²+ multipurpose community hub including spaces for community uses (3,502m²), cultural uses (951m²) and library uses (2,166m²),
- 10 hectares of open space (a minimum of 0.5ha),
- 2 additional playspaces to accommodate the needs of 0-4 year olds and 5-11 year olds,
- 4 additional multipurpose courts (eg. Basketball, netball, tennis, volleyball, pickleball, soccer),
- An additional 6 indoor courts,
- 2 additional youth recreation spaces,
- 8-9 additional childcare centres; and
- Anticipated new primary and secondary schools (planning and delivery by the State Government).

Chapter 2 Background Review

- 2-1 Connecting with Country
- 2-2 History
- 2-3 The Corridor
- 2-4 The Study Area
- 2-5 Landscape and Topography
- 2-6 Access and Movement
- 2-7 Built Form and Heritage
- 2-8 Site Character
- 2-9 Existing Road Reserves
- 2-10 Challenges and Constraints
- 2-11 Opportunities
- 2-12 Lot Structure Observations

02 Background Review

2-1 Connecting with Country

The Precinct

Five Dock is located on the land of the Wangal People whose traditional territory extended along the southern side of the Parramatta River from Darling Harbour (Tumbalong) to Parramatta. It is thought that saltmarsh, a crucial habitat for waterbirds, covered much of the foreshore particularly on the flatter southern side of the river around Five Dock. This part of the river was tidal and saltwater. The waterways were a source of food for Indigenous people. (Source: The Dictionary of Sydney).

The Five Dock Precinct is located on a localised ridge that extends from Parramatta Road to Drummoyne in the north east. This ridge falls to the east to Iron Cove Creek which feeds into Iron Cove and to the north-west to a small creek (now in channel) that feeds into Canada Bay and Hen and Chicken Bay. (Source: Sydney Metro West, Aboriginal Cultural Heritage Assessment Report).

The geology of the Precinct consists of Ashfield Shale over the underlying Hawkesbury Sandstone. An Aboriginal heritage assessment, undertaken for the M4 East Environmental Impact Statement, identified no Aboriginal sites or areas of archaeological potential within the M4 East footprint. Landform more likely to demonstrate evidence of activities includes areas in close proximity to high order watercourses, raw material resources, or prominent features in the landscape. (Source: Sydney Metro West, Aboriginal Cultural Heritage Assessment Report).

There are no current recorded Aboriginal sites located within the Precinct. The closest is a midden site recorded by R. Taplin on the foreshore of Hen and Chicken Bay. (Source: Sydney Metro West, Aboriginal Cultural Heritage Assessment Report). Evidence of Indigenous life can also be found in shell middens at Rodd Point. (Source: Sydney Metro West: Connecting with Country Guide).

Precinct Themes

Sydney Metro have identified a theme for the Five Dock Station of *Celebrating Cultural Diversity – walking in two worlds and two-way learning*. This theme reflects both the multicultural identity of the Five Dock area and the story of Bennelong, one of the best-known members of the Wangal people who, captured on the instructions of Governor Arthur Phillip, helped the British to learn Aboriginal ways and who, in turn, used this opportunity to learn about the British. (Source: Sydney Metro West: Connecting with Country Guide)

Sydney Metro have also identified that the tree for Five Dock is the Yanderra (Turpentine Tree), a resilient tree, capable of surviving both flood and fire, with a lifespan of 300 years. The qualities of its bark made it the preferred tree for the construction of nawi (canoes) for the Burramattagal, Wangal and Gadigal peoples and the burning of its foliage produced smoke for treating fever and ash with antiseptic properties. (Source: Sydney Metro West: Connecting with Country Guide).



Foreshore open space along Hen and Chicken Bay

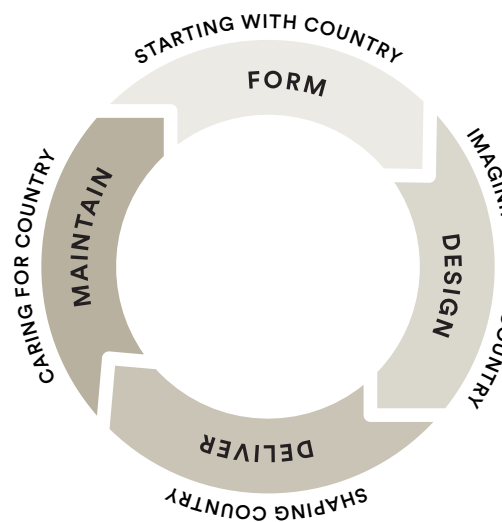


Figure 11 Project life cycle from an Aboriginal perspective
Diagram adapted from architect Ben Hewett 'Project Lifecycle' drawing, 2018 (source: Connecting with Country Framework 2023)

First Nations Involvement

As the various parts of the Masterplan are actioned, and as the future of the Five Dock Town Centre takes shape it will be necessary and desirable to engage with the local First Nations communities to inform, enhance and shape the vision. Their connection to Country provides invaluable insights into ways of considering place and identifying changes that can be made that support Country, and Care for Country. *Connecting with Country Framework* (2023), produced by the GANSW, will provide a framework for this critical involvement.



Five Dock Park

02 Background Review

2-2 History

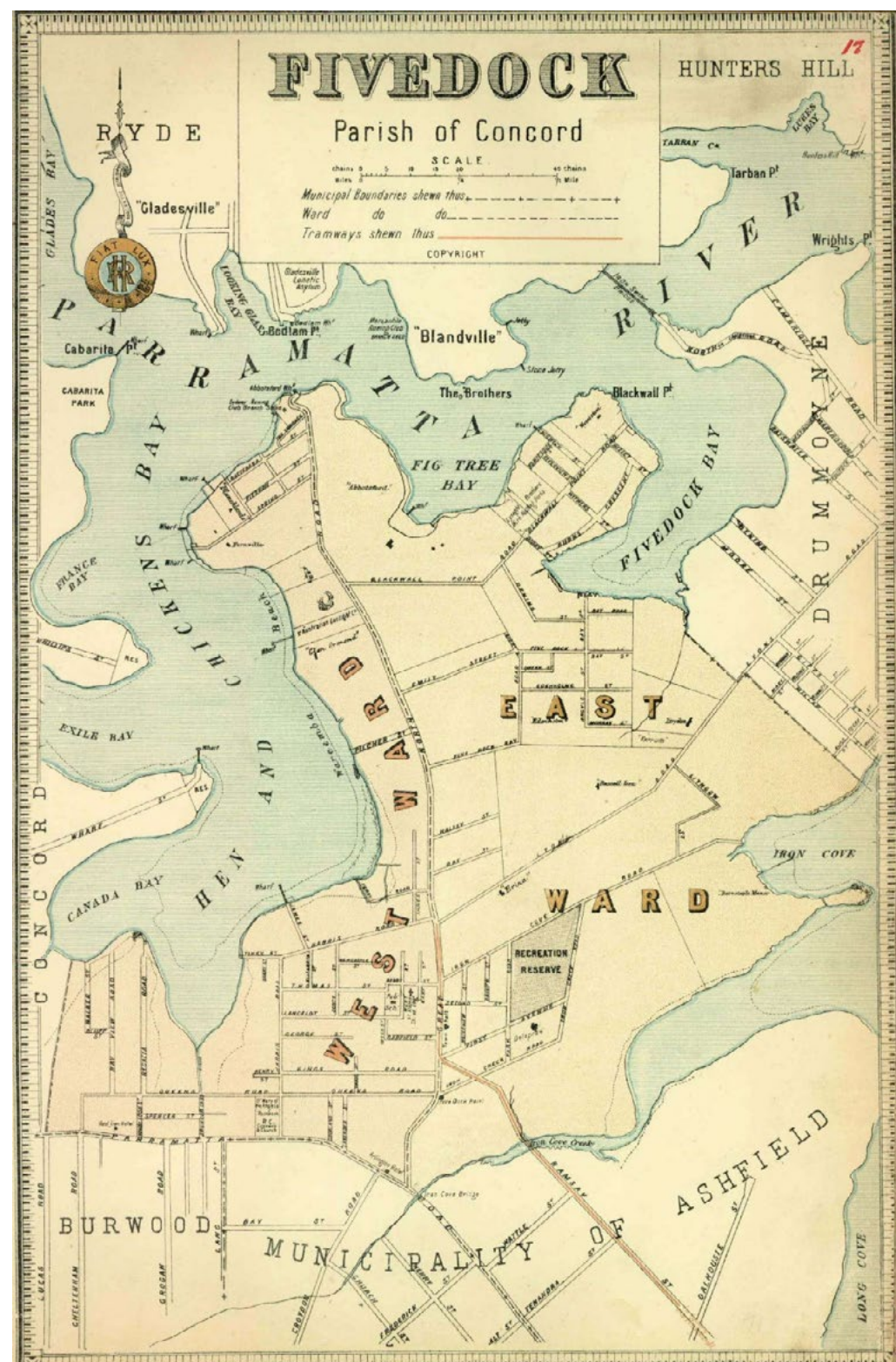


Figure 12 Archival map of Five Dock, 1889-1894 (source: State Library NSW, Dictionary of Sydney)



Figure 13 Great North Road in 1918 (top), 1940 (middle) and 1961 (bottom)
(source: Local Studies Collection, City of Canada Bay Library Service)

The first identified inhabitants of Five Dock were the Wangal Clan, of the Dharug People, who occupied the southern side of the Parramatta River for thousands of years prior to European settlement. Traditionally, the lives of the Wangal people were strongly focused around the Parramatta River and its foreshore which provided a large focus for local food gathering.

With European arrival in 1788, Five Dock Bay was recorded during surveys of the foreshore of Sydney Harbour by the HMS Sirius. The suburb is believed to have been named after the five small natural inlets located along the eastern edge of Five Dock Bay. The Five Dock locality was formally documented in the Sydney Gazette in 1806 with a land grant to military surgeon John Harris known as 'Five Dock Farm'. In 1828, Five Dock Farm was sold to Samuel Lyons and the land was auctioned off in large parcels.

Construction of Great North Road began in 1826 with the use of convict labour, and connected Parramatta Road through Five Dock to a punt crossing at Abbotsford Point. The Five Dock quarry, located near the intersection of Lyons Road and Great North Road, provided stone which supported the construction of buildings and roads in the area. It operated from the 1870s and was filled in 1938.

A tram service was introduced in 1890 along Great North Road which connected Leichhardt and Haberfield to ferry services along the Parramatta River. This provided public transport in the area but was eventually replaced by public buses in the 1930s.

Large numbers of Italian immigrants, predominantly from the Aeolian Islands, settled in Five Dock between the 1900s and the 1930's. The Italian influence is still seen today in some of the shops, providores and restaurants in Five Dock and the yearly Ferragosto festival along Great North Road which celebrates Italian food, heritage and culture.

02 Background Review

2-3 The Corridor

Sydney Metro West

Five Dock Metro Station is one of three confirmed Metro West stations located within the City of Canada Bay LGA, alongside North Strathfield and Burwood/Concord.

North Strathfield Metro Station will serve as a strategic interchange with the existing T9 suburban train line, allowing faster connections to destinations in the north such as Rhodes, Meadowbank, Epping and Hornsby.

The Burwood/Concord Metro Station is located north of the Burwood Town Centre and capitalises on the visions and aspirations of the Parramatta Road Corridor Urban Transformation Precinct (PRCUTS).

The Five Dock Metro Station is located within an existing local centre with high amenity and its role has been identified as *“an origin and destination precinct, Five Dock has a well established retail and residential character, well serviced by bus routes. A new metro station will service this existing centre and can be a catalyst to further unlock opportunities within this precinct”*.

Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)

Supported by large scale investments such as WestConnex and Sydney Metro West, PRCUTS envisions transformative redevelopment along stretches of Parramatta Road between Granville and Camperdown. Since 2016 there have been Government plans to revitalise the corridor with increased homes, jobs, transport, infrastructure and open spaces.

Within the City of Canada Bay there are three (3) PRCUTS Precincts, located at Kings Bay, Burwood/Concord and Homebush North. Kings Bay is the closest to the Five Dock Precinct and it is envisioned to house approximately 5,200 additional people in 2,500 new dwellings by 2050. Kings Bay is proposed to be a residential and mixed-use precinct with buildings up to twenty-four (24) storeys along Parramatta Road. At the interface to the Five Dock Precinct, built form ranges from four (4) to eight (8) storeys along Queens Road and Harris Road with a proposed two (2) storey street wall along these streets.

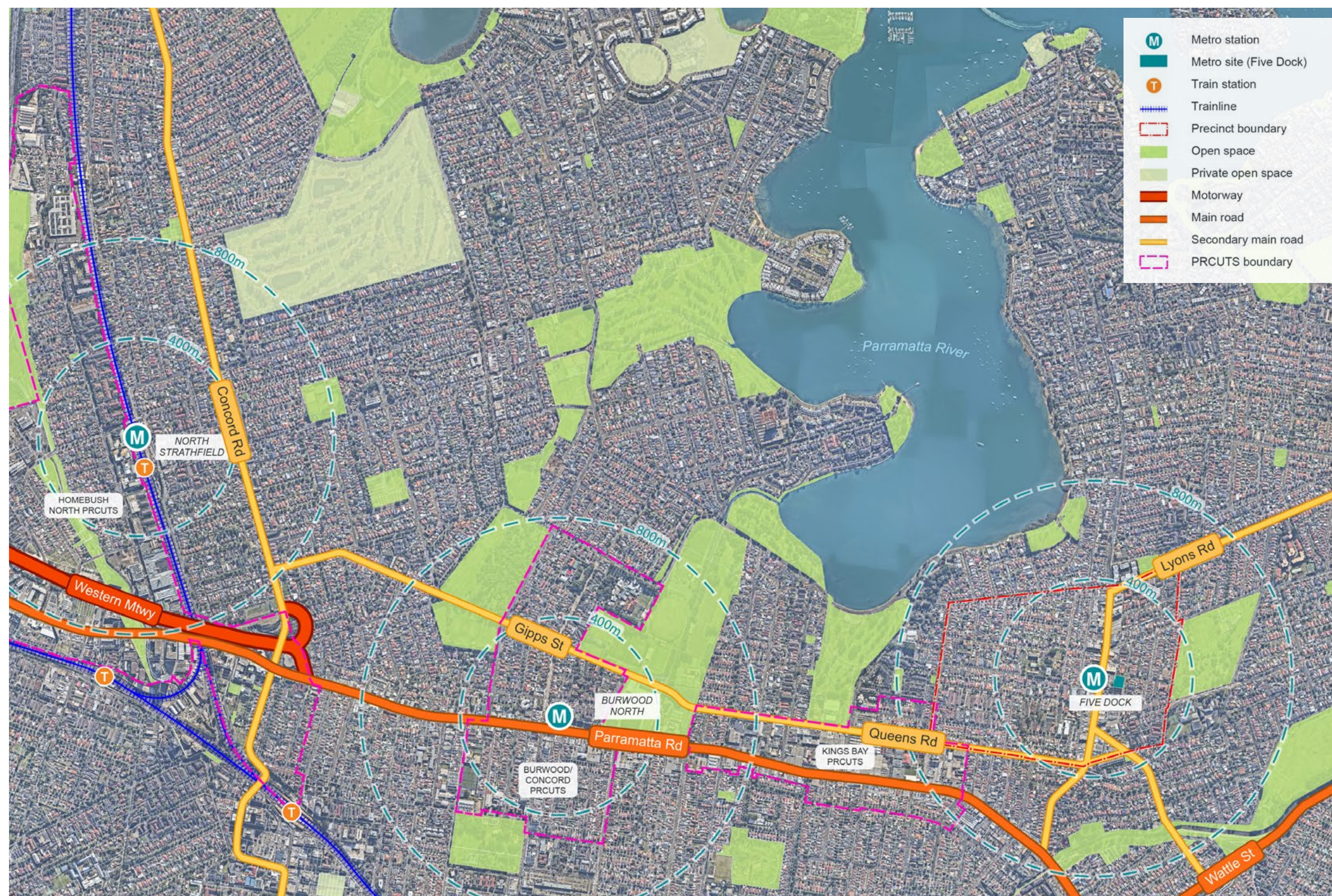


Figure 14 Canada Bay corridor context

02 Background Review

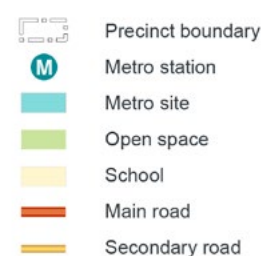
2-4 The Study Area



Figure 15 The Study Area

Findings summary

- The Five Dock Precinct is bounded by Harris Road to the west, Lyons Road to the north, Park Road to the east and Queens Road to the south.
- Fred Kelly Place is the only public open space within the Study Area, situated south of the Five Dock Metro Station. Five Dock Park is located to the east of the Precinct.
- Five Dock Metro Station will be located off Great North Road, with station access from Fred Kelly Place.
- Five Dock Public Primary School is located near the centre of the Precinct, with two high schools, Domremy Catholic College and Rosebank College, located around the edges of the study boundary.



2-5 Landscape and Topography

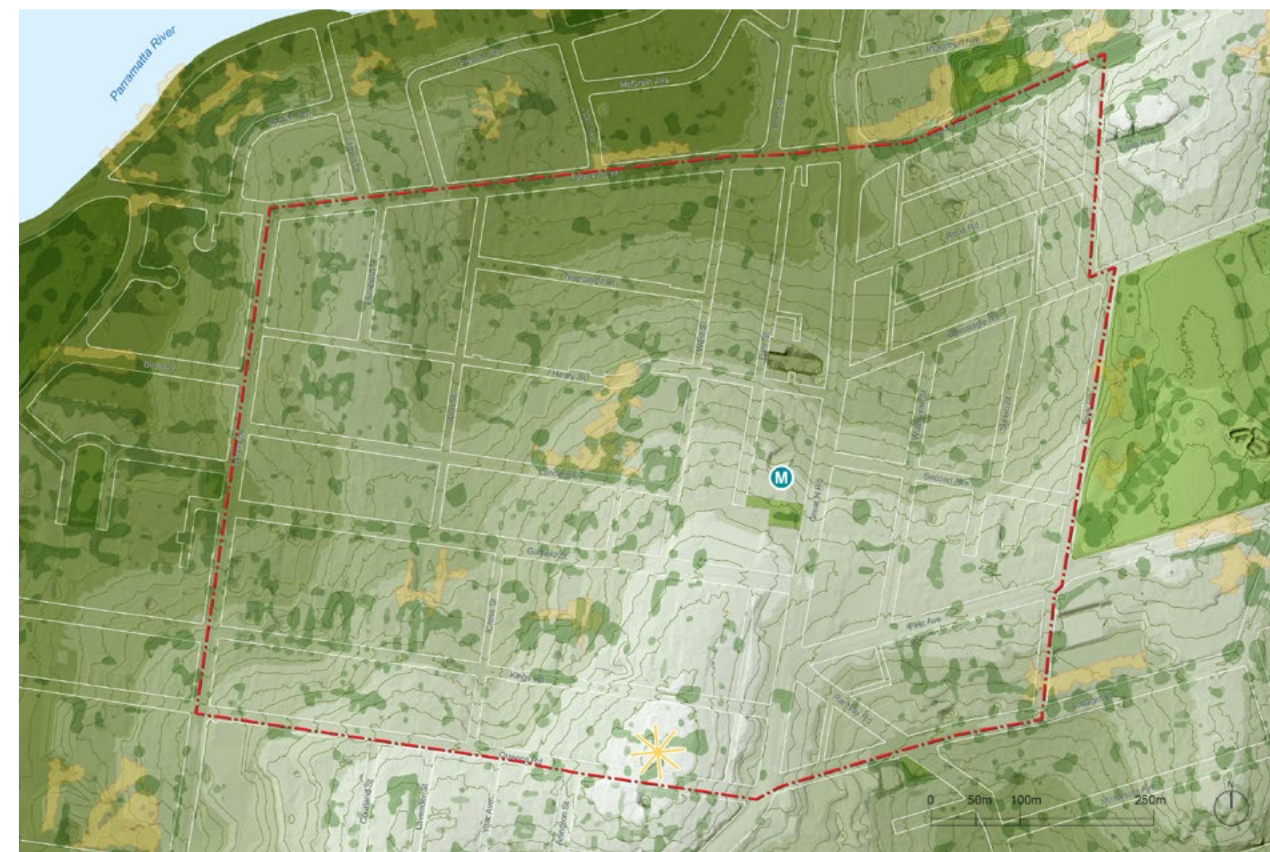
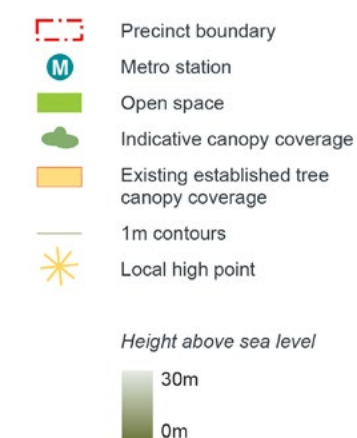


Figure 16 Landscape and topography map

Findings summary

- The Parramatta River is located to the north of the Precinct and provides foreshore amenity.
- The Five Dock Station Precinct predominantly slopes down towards the Parramatta River in a northerly and north-westerly direction.
- A local high point exists at the south of the Precinct near the intersection of Great North Road and Queens Road.
- Low street tree density exists within the Precinct, with the majority of tree canopy coverage concentrated on private land rather than public land.
- Some existing established tree canopy coverage is located within the Precinct on both public and private properties. The greatest density is found within the Five Dock Public School site.



02 Background Review

2-6 Access and Movement

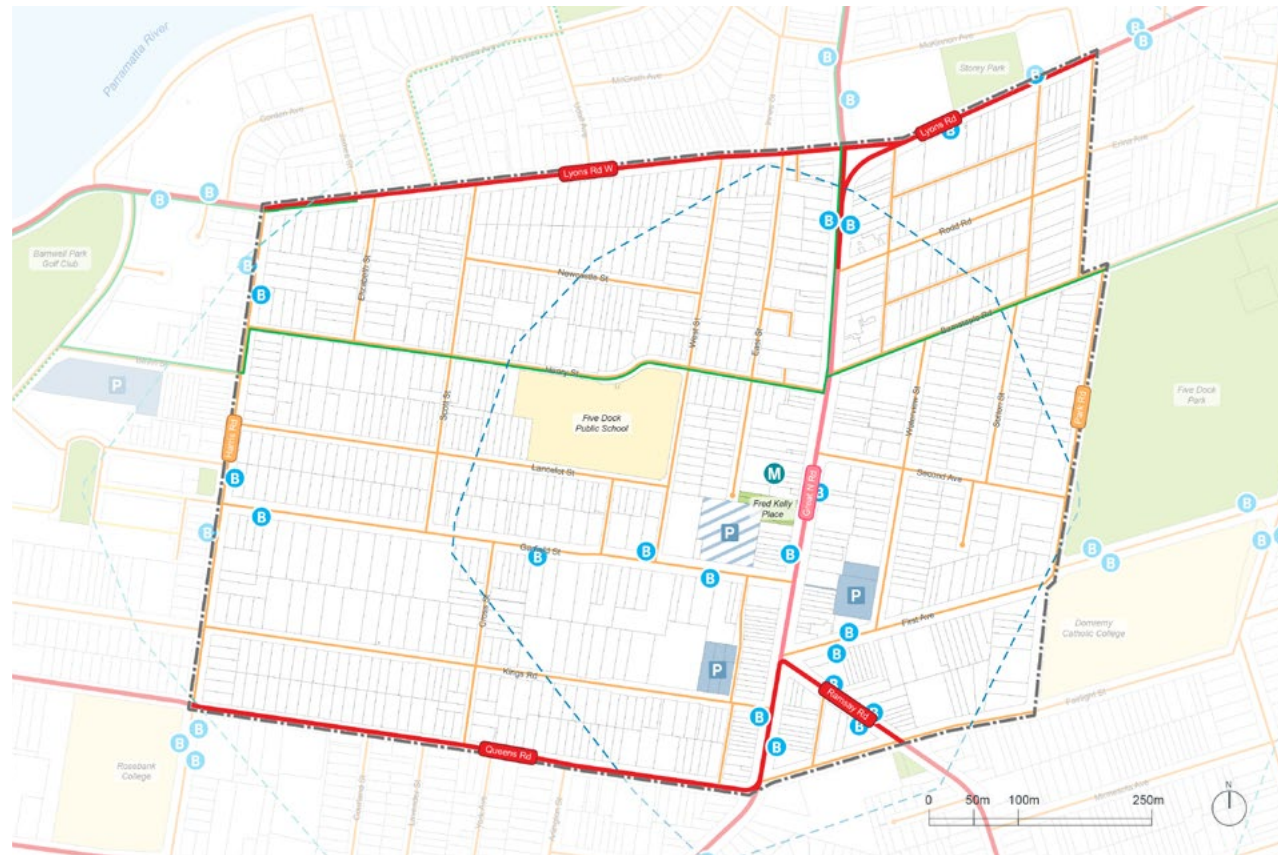
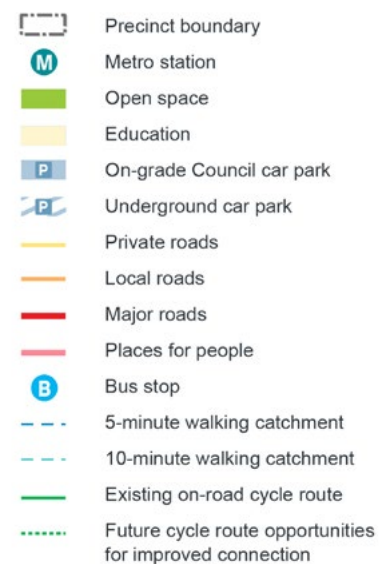


Figure 17 Access and movement map

Findings summary

- Great North Road runs north-south through Five Dock and forms the key transport spine of the Precinct, and the Five Dock Town Centre.
- Pedestrian crossings, tree planting and vegetated median strips have been introduced along Great North Road between Kings Road and Rodd Road to improve amenity and as street calming measures.
- There is no precinct gateway feature at the southern entry point of Great North Road at the Queens Road intersection.
- The urban structure contains some very large and long blocks which does not promote pedestrian walkability.



2-7 Built Form and Heritage

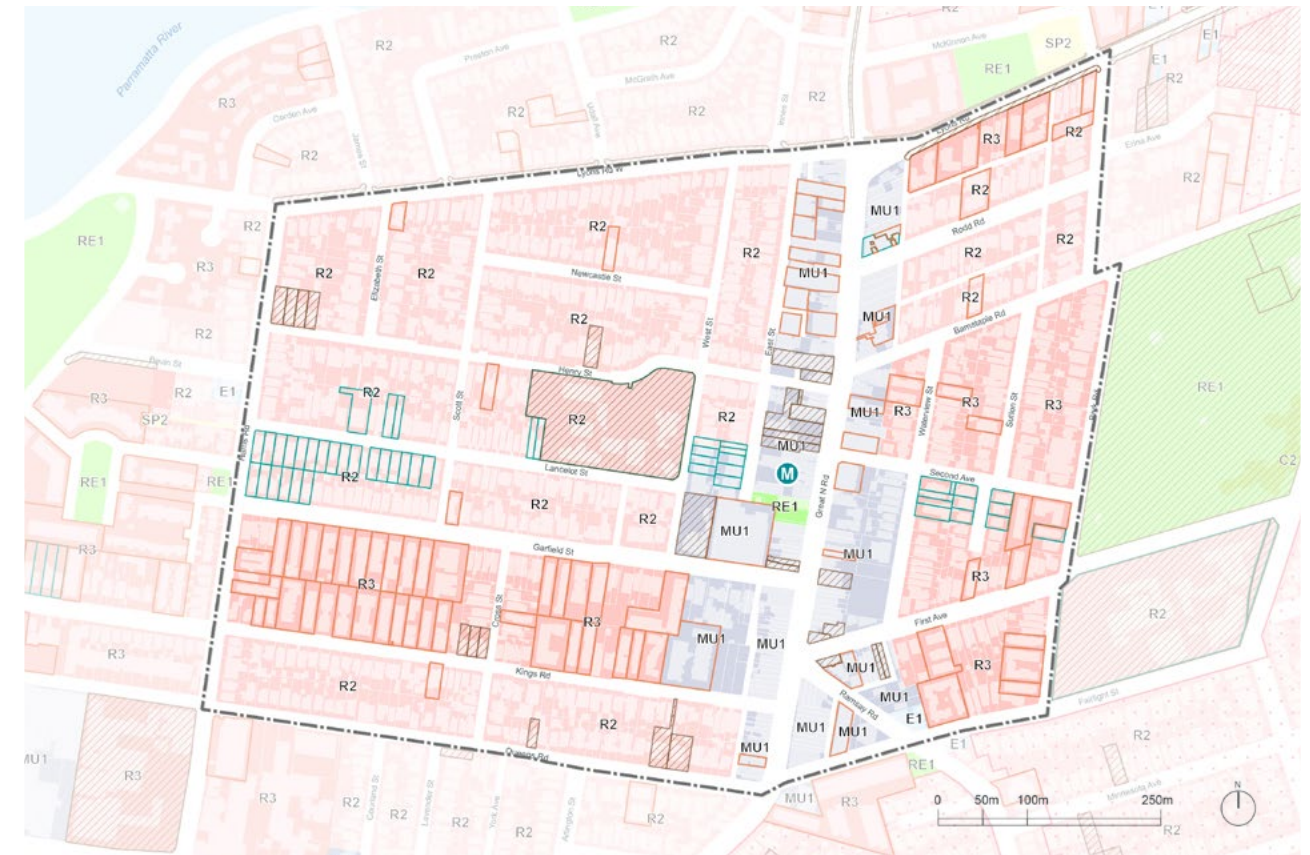
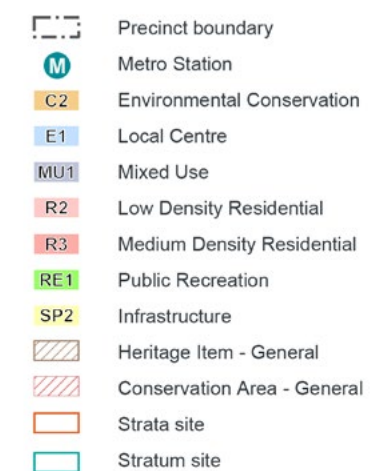


Figure 18 Built form and heritage map

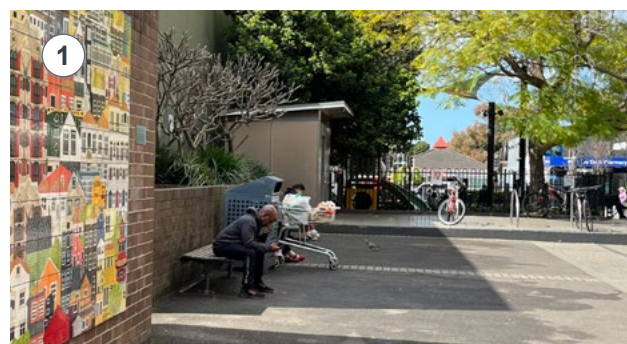
Findings summary

- The majority of the western side and part of the eastern side of the Precinct is zoned R2 Low Density Residential. As such one (1) to two (2) storey detached dwellings are the most common residential typology.
- Two (2) to three (3) storey apartment buildings and townhouses are located within the Precinct, particularly between Garfield Street and Kings Road on the western side of the Precinct.
- Great North Road predominantly features two (2) to seven (7) storey mixed-use buildings with a high number of fine grain shop-top typologies.
- Heritage items are located throughout the Precinct and include both built form, open spaces, and street trees.



02 Background Review

2-8 Site Character



The public domain at Fred Kelly Place features places for people to rest, bike racks, children's play and tree canopy which provides shade and amenity.



Landscaping along Great North Road improves the aesthetic of the streetscape, whilst also establishing separation between pedestrians and moving vehicles.



Heritage listed fig trees along Lyons Road provide a landscaped buffer between traffic and residential apartments.



Integration of urban furniture into the public domain provides opportunities for people to stop and rest.



At-grade carpark located on Kings Road adjoining a four (4) storey seniors living complex.



Ferragosto Festival draws large crowds of people to Five Dock annually, with Great North Road closed to vehicles.

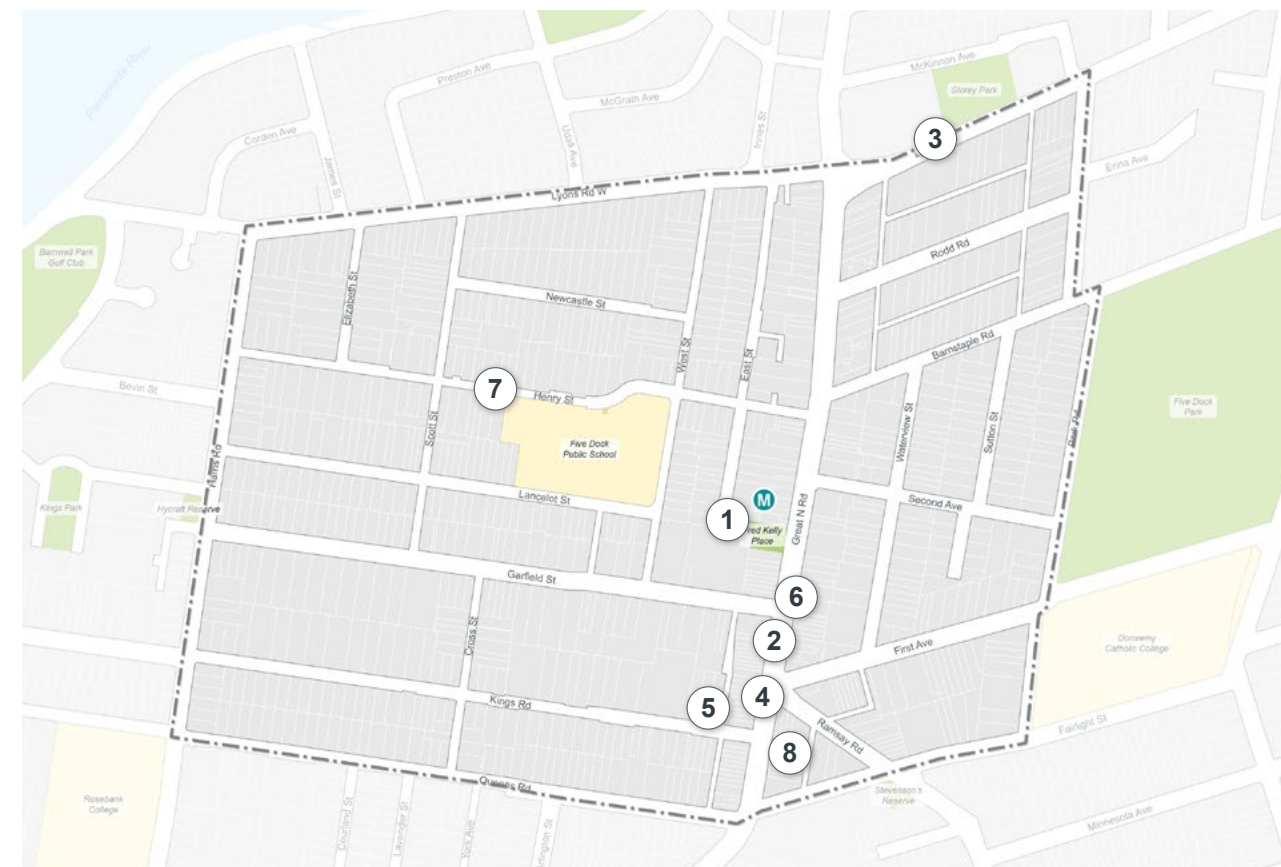


Figure 19 Five Dock Study Area with view locations



Narrow roads result in cars parked over the kerbs and verge on either side of Henry Street, impacting the footpath and reducing pedestrian safety and convenience.



Five Dock RSL club is located on the eastern side of Great North Road and is a large site in single ownership.

02 Background Review

2-8 Site Character



Public domain and streetscape view along Great North Road.



Single (1) storey brick dwellings situated along Kings Road which are elevated above street level with a small set of stairs, and low brick fence at the street frontage.



One (1) and two (2) storey detached dwellings in residential areas.



Cyclists riding along shared road (Henry Street) in an easterly direction towards Great North Road. Henry Street is part of a regional bicycle route.



The gently sloping topography of Rodd Road has an impact on the perception of the tall building, which forms a terminating view at the western end of the street.



Two (2) to three (3) storey walk-up apartment buildings on the northern side of Kings Road.

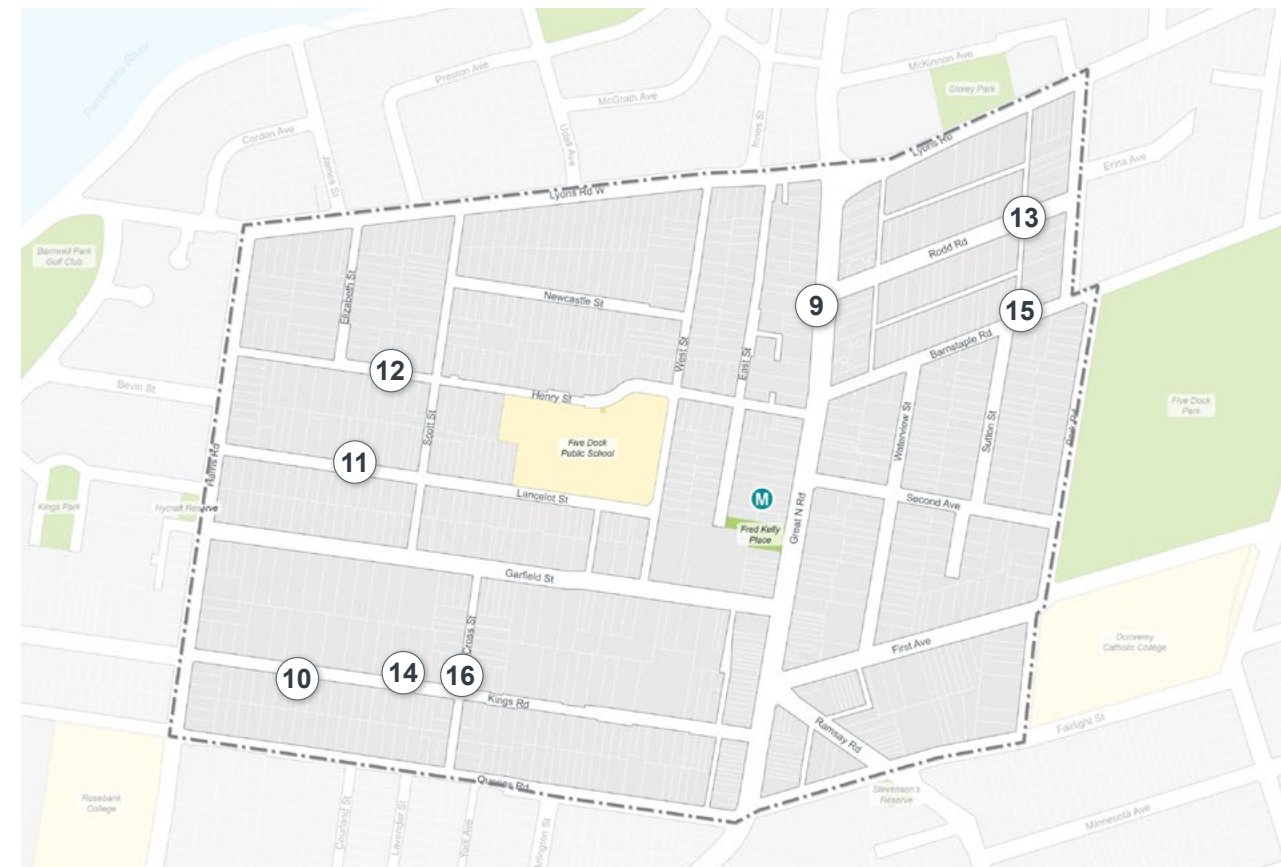


Figure 20 Five Dock Study Area with view locations



View looking north along Barnstaple Lane (rear lane). The rear lane redirects private driveway access away from the primary street frontage (Trevanion Street).



Heritage listed traditional cottage style dwelling located on the corner of Cross Street and Kings Road.

02 Background Review

2-9 Existing Road Reserves

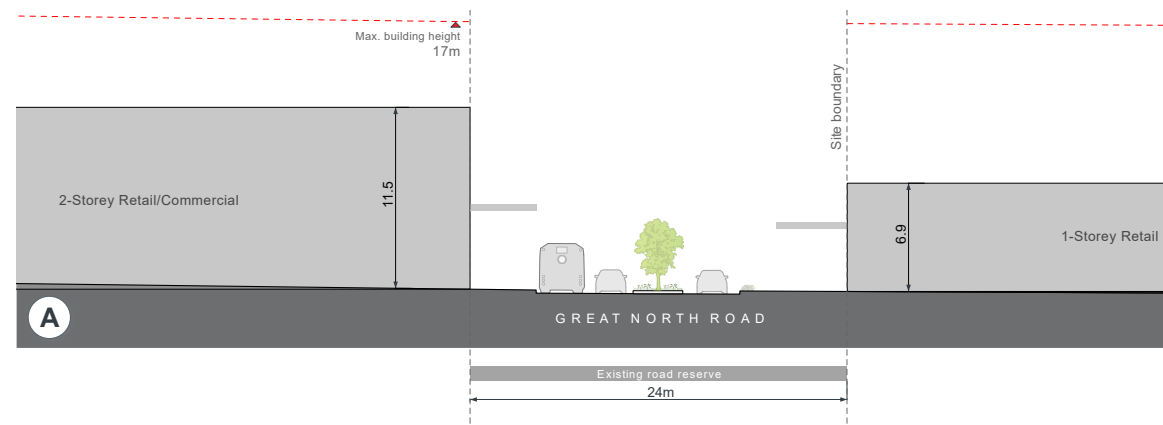


Figure 21 Existing Street - Section A: Great North Road

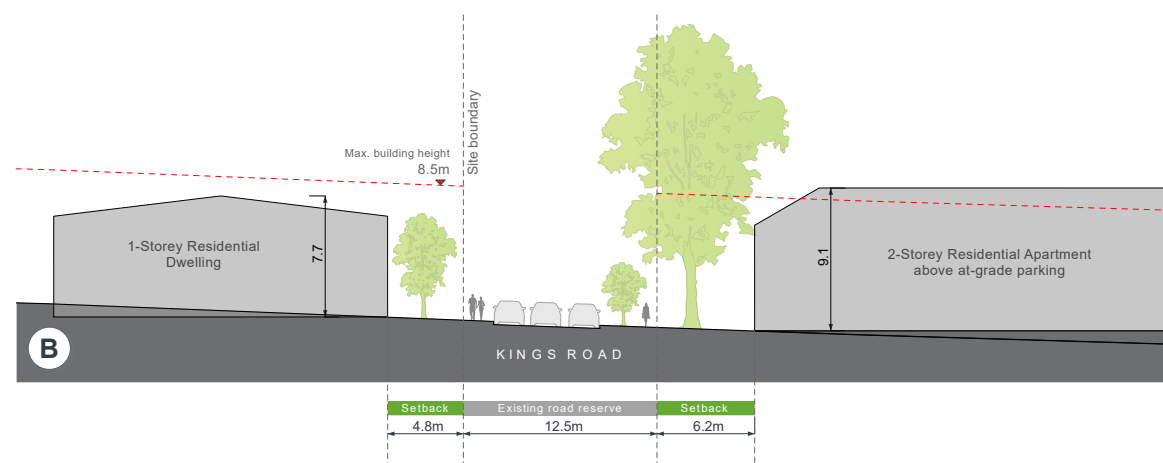


Figure 22 Existing Street - Section B: Kings Road

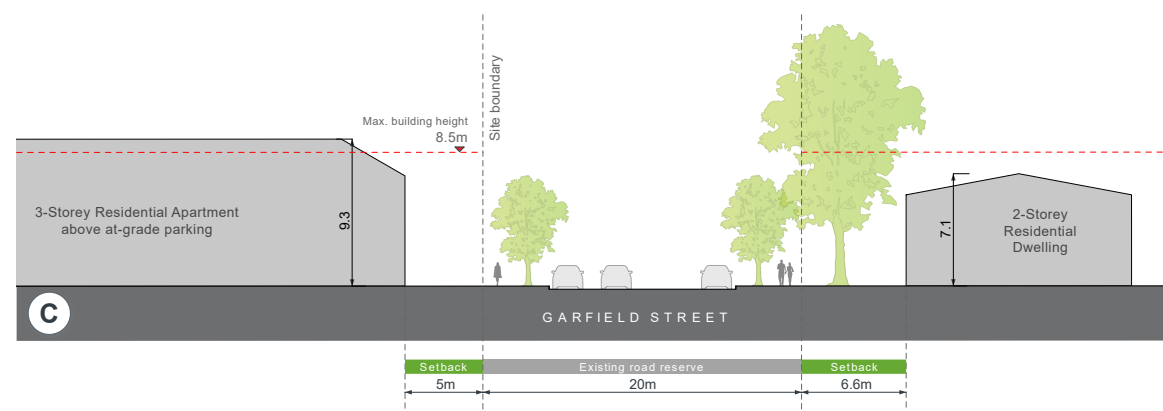


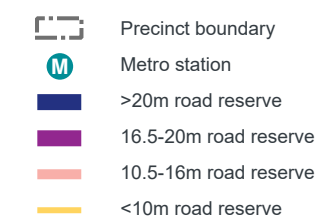
Figure 23 Existing Street - Section C: Garfield St



Figure 24 Existing Road Reserves

Findings summary

- Road reserve corridors are predominantly 10-16m wide, with a few wider road corridors of between 17-20m wide.
- Great North Road (north-south) and Lyons Road (east-west) both have road reserves that are wider than 20m.
- Some narrower lanes (with a road reserve less than 10m) also occur within the Precinct, often creating a division in a long block or forming a rear-lane.
- Some historical road widening has led to fragmented road widths on Henry Street, East Street, Kings Road and Queens Road.



02 Background Review

2-10 Challenges and Constraints

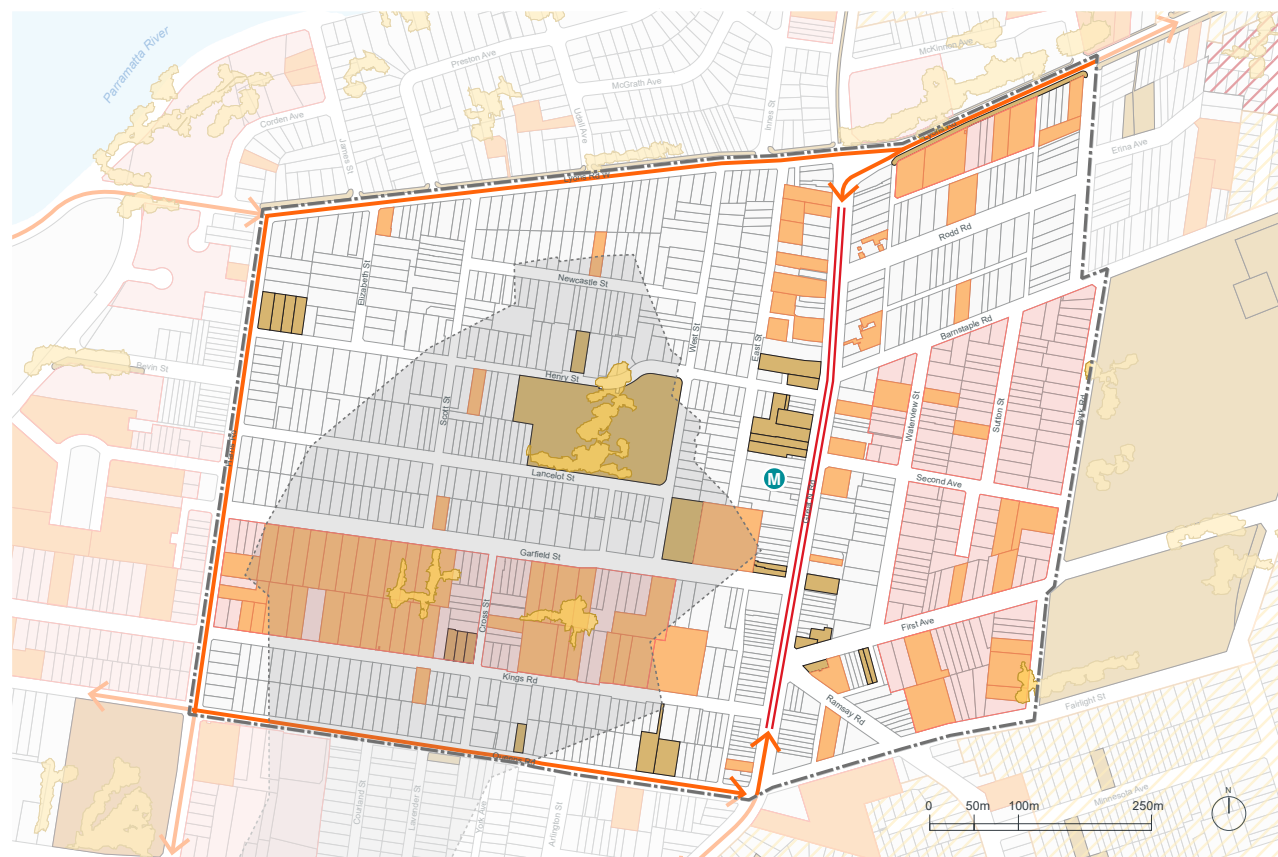
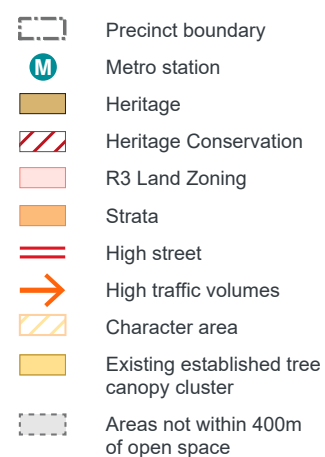


Figure 25 Study Area challenges (as identified in Urban Design Framework, 2023)

Findings summary

- A number of lots in the Precinct, mostly situated within the R3 zone, are strata titled.
- A number of heritage items exist across the Precinct, mostly situated on the western side of Great North Road.
- High levels of traffic occur towards and along Great North Road, which is identified as a main street with high pedestrian activity.
- A large part of the western side of the Precinct is not within 400m of public open space.
- Areas of endangered vegetation are present in both public and private properties across the Precinct, mostly located on the western side of Great North Road.



2-11 Opportunities

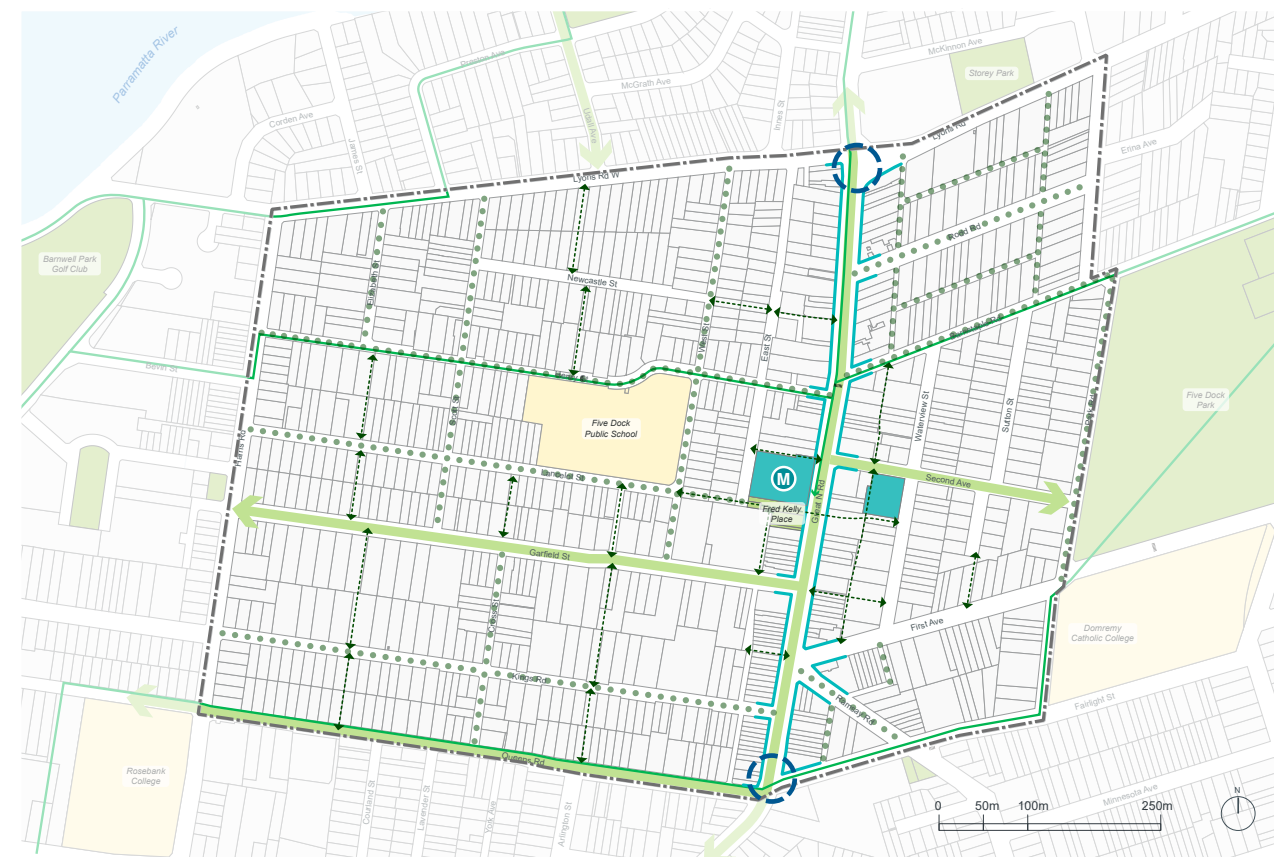
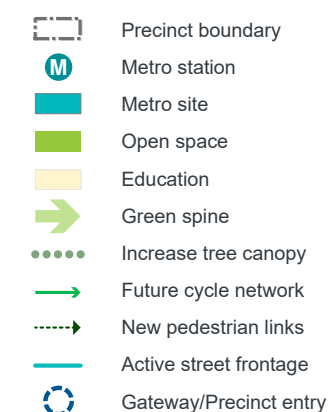


Figure 26 Study Area opportunities (as identified in Urban Design Framework, 2023)

Findings summary

- There is an opportunity to increase tree canopy coverage across the Precinct through increased street tree planting.
- There is an opportunity to increase pedestrian permeability with new through-site/mid-block links.
- Retaining and enhancing the fine-grain urban structure along Great North Road will ensure the street retains its active street frontages.
- It is desirable to increase the amount of public open space within the Precinct, especially on the western side of the Precinct.
- Create a Precinct built form gateway at the southern and northern ends of Great North Road.



02 Background Review

2-12 Lot Structure Observations

When considering how to accommodate growth and change it is important to understand and respond to the wide range of different lot sizes and shapes that occur across the Precinct. Identification of heritage or strata titled lots is also useful as these lots are less likely to undergo change. Figure 29 illustrates some of the different lot types and relevant opportunities and constraints found across the Precinct, including small lots (less than 450m²), large lots (over 450m²), heritage lots and strata lots.



Figure 27 Large lots with existing strata developments along Kings Rd



Figure 28 Narrow existing lots along Lancelot St

**Both aerial images at same scale*

Constraints

- ① These large lots have already been developed with two (2) and three (3) storey walk-up apartments. While these strata titled, medium density dwellings are less likely to redevelop in the near future the plan anticipates how these lots could be developed in the future if change becomes viable.
- ② These lots are small, long and narrow. Economic analysis has revealed that the high existing-use values (and therefore the cost to consolidate a development site) means redevelopment is less likely to be feasible. These sites are however centrally located and close to the school making them a good location for future open space.
- ③ Fine grain sites along Great North Road may be challenging to redevelop as their small size and narrow width, combined with the high existing land value, makes amalgamation challenging and less likely to be economically feasible.
- ④ Recent high density development (4-7 storeys), such as the Coles site, is unlikely to redevelop in the near future. For the purpose of this study larger recent development (within the last 10 years) or lots with strata ownership of more than 18 units is assumed to remain unchanged.

Opportunities

- ⑤ Based on their large lot sizes and minimal constraints these sites appear suitable for a range of increased density redevelopment.
- ⑥ These lots are in close proximity to the Metro Station and therefore considered appropriate for larger scale development. These sites do not appear to be impacted by strata titling. Amalgamation of lots could create opportunities for additional links between East Street and West Street and Great North Road and Waterview Street improving access to the centre and future Metro Station.
- ⑦ Sites along Kings Road are generally larger lots with minimal constraints or existing strata. Additional height and density could be supported along this street, providing a transition to Kings Bay PRCUTS to the west.
- ⑧ This Waterview carpark site is owned by Council and a site directly to the north of the carpark is owned by the NSW Land and Housing Corporation. This provides the opportunity to create new pedestrian and vehicular links and a new open space activated by community facilities within an integrated, mixed use development, which maximises the benefits of the large combined site area (approx. 3850m²).
- ⑨ These sites benefit from rear lane service access providing greater opportunities for future redevelopment and increased density in this location.
- ⑩ Heritage listed sites such as the Police Station and the Anglican Church may be suitable for sympathetic redevelopment as they are large lots in single ownership and located in close proximity to the future Metro Station.
- ⑪ Large sites along Park Road could benefit from the amenity of Five Dock Park and accommodate additional density around the park edges.
- ⑫ The Council owned Kings Road car park could be a suitable location for a multi storey carpark or become a development site that benefits from close proximity to the future Metro Station.



Figure 29 Existing lot sizes, frontages with numbered opportunities and constraints





Chapter 3 The Vision

- 3-1 Vision
- 3-2 Overarching Urban Design Principles
- 3-3 Built Form Principles
- 3-4 Structure Plan
- 3-5 Future Character Sub Precincts
- 3-6 Block Structure and Connectivity
- 3-7 Road Widths
- 3-8 Street Hierarchy
- 3-9 Street Configuration
- 3-10 Urban Structure Summary

03 The Vision

3-1 Vision

Five Dock Town Centre will be a local urban centre that hums with culture and life. Great North Road serves as the primary north-south spine of the vibrant Town Centre and comprises a mix of fine grain commercial, retail, community, residential and civic open space uses. The new Metro precinct and an expanded Fred Kelly Place provide a strong focal point for community connection and activity, supported by a night time economy that brings vibrancy and safety.

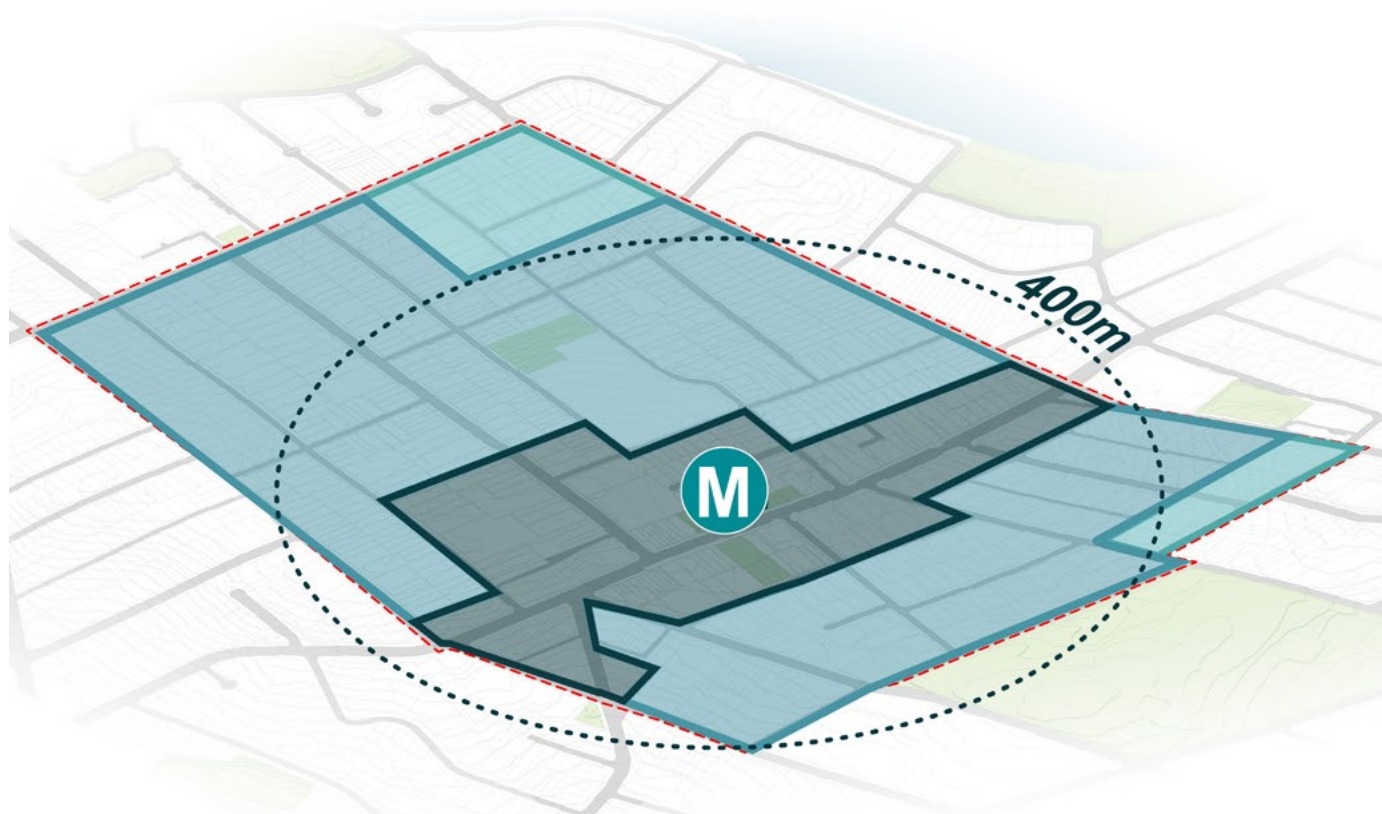
Future change will build upon the established retail and residential character of the local centre and unlock opportunities for additional open spaces, walking and cycling connections and increased housing diversity.



03 The Vision

3-2 Overarching Urban Design Principles

The following overarching urban design principles synthesise the main drivers for the Five Dock Station Precinct. They have been inspired by those prepared in the Urban Design Framework (SJB, 2023) and have informed the development of this Masterplan.



1. Focused density around the Metro Station

Density is focused around the Metro Station, reflecting the principles of Transit Oriented Development (TOD). Taller buildings are located around the future station and within the Town Centre, and transition in height outwards. Additional height is possible on sites that provide additional public benefit such as public open space or through-site links.



2. Retain character and protect heritage items

Heritage items, both existing and proposed are special, contributing to the character of the place and should be protected and maintained. Additional landscaped setbacks and/or reduced building heights are proposed to provide adequate transition, minimal overshadowing, and avoid unreasonable visual impact on these items.

03 The Vision



3. Expand and enhance the open space network

Identify opportunities to provide additional civic open spaces in the Precinct, especially around the core of the Town Centre and in parts of the Precinct where there is an under supply. Explore opportunities for the creation of linear green street parks within quieter streets such as Rodd Road. Create building envelopes that avoid overshadowing existing or proposed public open spaces.



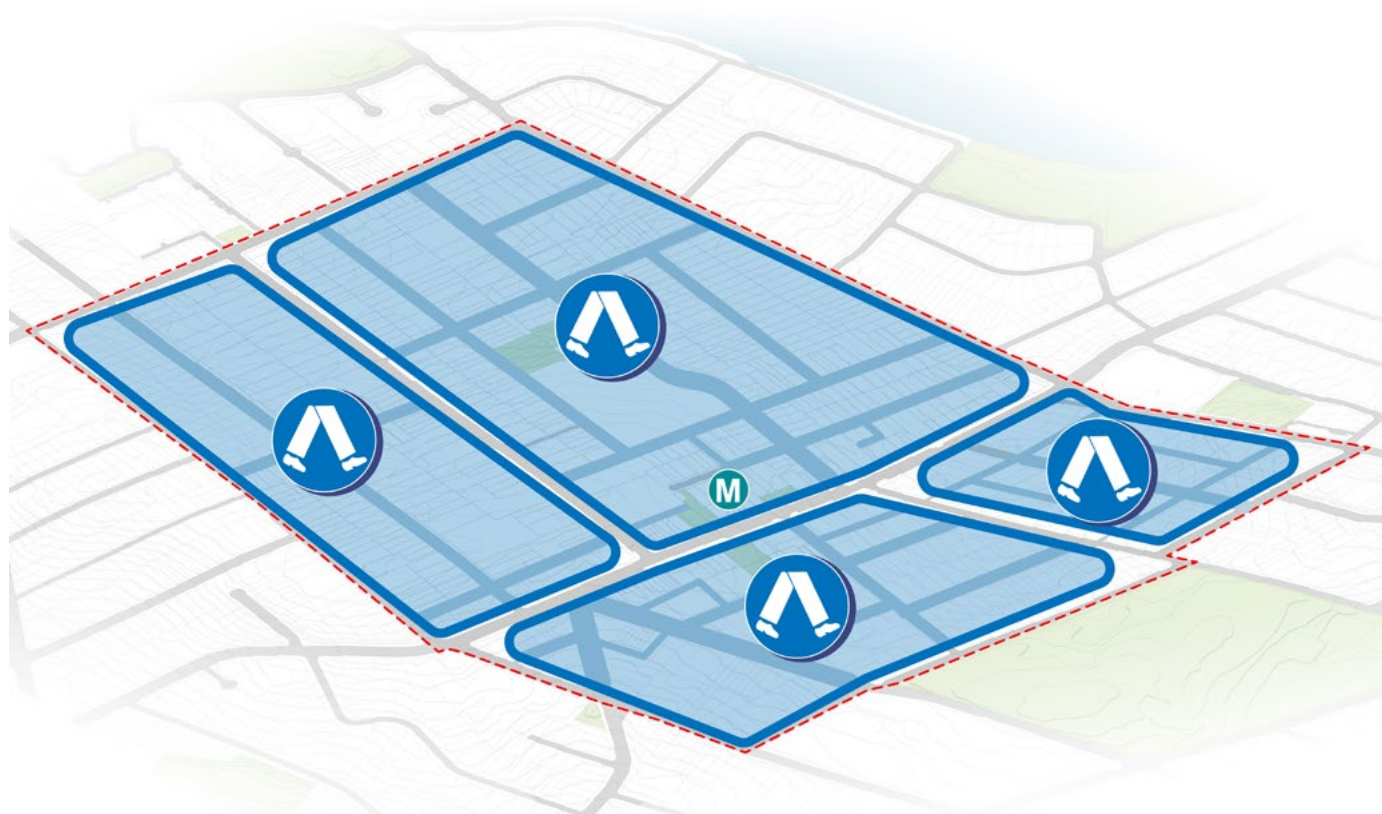
4. Preserve and Expand Tree Canopy Coverage

Increase the number of trees and the quality of the tree canopy across the Precinct. Ensure existing trees, especially any high ecological value trees are not lost when development occurs.

Require deep soil landscaping in front and rear setbacks to allow continuous landscape corridors, and widen and redesign road reserves to increase opportunities for landscaping, especially along priority Green Streets (Queens Road, Garfield Street, Second Avenue, Great North Road).

03 The Vision

3-2 Overarching Urban Design Principles



5. Prioritise pedestrians within safe and quieter urban blocks

Establish four key, traffic calmed 'super blocks' with slow speed (maximum 40km/hr but preferably lower speed) local roads that prioritise pedestrian safety .

Create a clearer and enhanced street hierarchy including the widening of road reserves in key locations to provide sufficient width to support the future population and increased pedestrian and traffic numbers. A one-way vehicle loop is proposed around the school to enhance traffic flow and support increased pedestrian safety.



6. Improve accessibility across the Precinct

Small block sizes encourage pedestrian and cycle access in and around the Precinct. The provision of mid-block links in key locations increase the amount of land that can easily access core facilities and to encourage increased pedestrian and cycle movement.

Shared vehicular and pedestrian laneways improve traffic flow and ensure existing and future development retains vehicle access and loading facilities away from busy pedestrian streets.

03 The Vision



7. Strengthen active cycle links

Provide opportunities for improved active transport connections, linking to key destinations and into existing/proposed cycle routes within and surrounding the Precinct. These links should have appropriate shade, street planting and a mix of shared and dedicated lanes providing user safety and comfort.



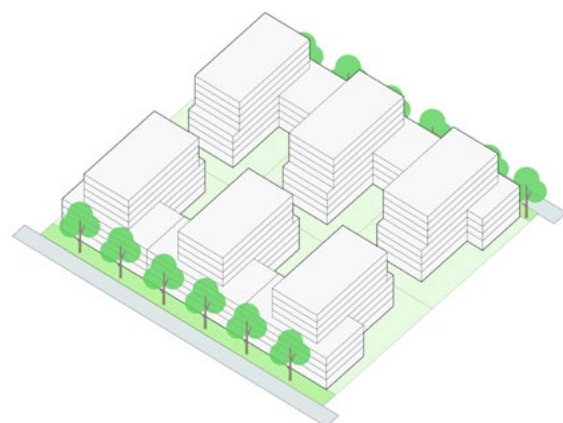
8. Reinforce the high street and civic facilities

Reinforce and expand the Town Centre core and along Great North Road with permeable, fine grain streetscapes with a high level of activation that supports the ongoing commercial role of the centre. Provide additional civic and community spaces and support existing destinations such as Five Dock Library and Five Dock Public School.

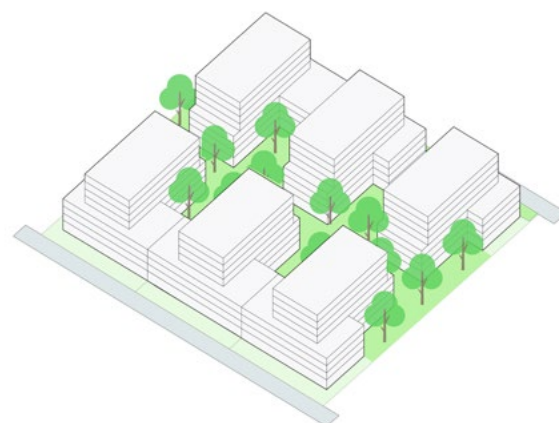
03 The Vision

3-3 Built Form Principles

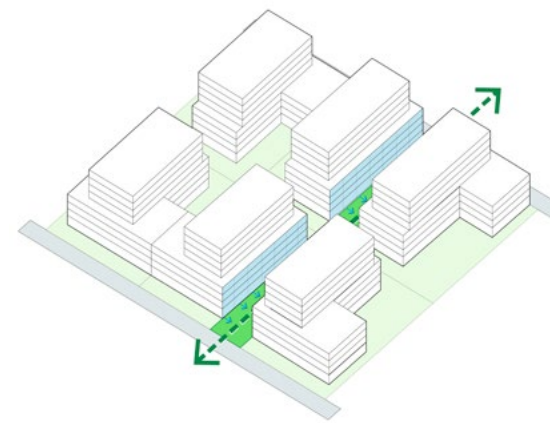
The following built form principles have been informed and inspired by those prepared in the Urban Design Framework (SJB, 2023) and serve as guiding principles that control the proposed built form for the Five Dock Station Precinct.



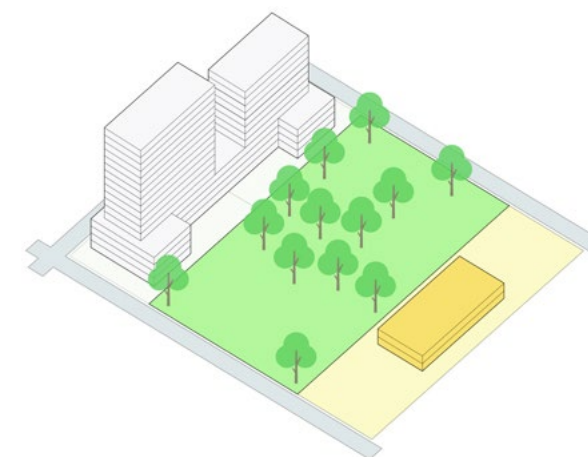
1. Provide a front landscape setback of 4.5m in residential zones or 6m along key Green Streets to facilitate tree canopy and landscaping.



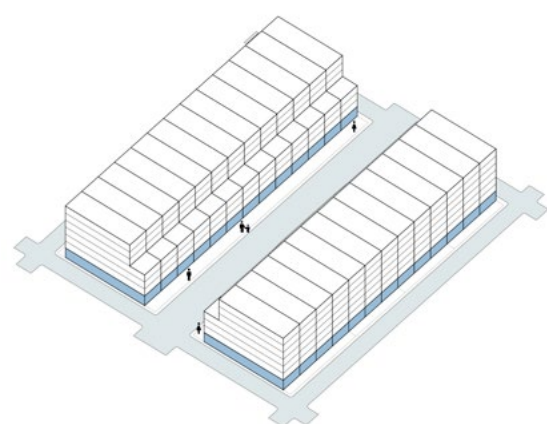
2. Preserve and enhance tree canopy coverage by protecting existing trees and requiring deep soil zones and enhanced streetscapes to reduce urban heat.



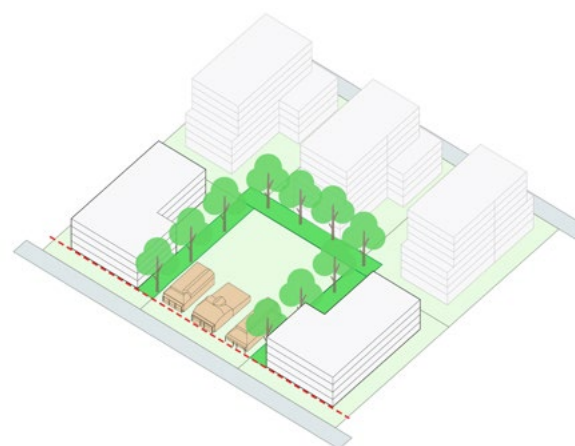
3. Integrate accessible pedestrian links into long blocks to increase permeability and improve connectivity. Orient built form to front pedestrian links to increase surveillance and create a safer environment at ground level.



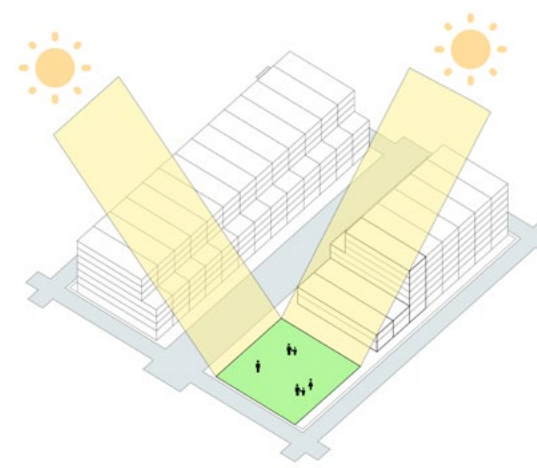
4. Co-locate open space with the Five Dock Primary School to provide opportunities for shared uses and increased building separation to reduce overlooking of the school.



5. Retain and/or recreate the fine grain character of Great North Road with narrow shop fronts with residential uses above to encourage lively street frontages. Focus activity on the streets as a place for community and people, particularly along Great North Road.



6. Create a sensitive transition of built form scale and height to surrounding areas that are not changing, and to heritage items.



7. Protect solar amenity to existing and future open spaces, especially the upgraded Fred Kelly Place.



8. Encourage amalgamation of lots to create efficient buildings with suitable separation distances for development over three (3) storeys. Require minimum lot sizes outside the Town Centre core of approximately 1,000m².

3-4 Structure Plan

The key elements of the Structure Plan are:

- A new Town Square on the east side of Great North Road, opposite Fred Kelly Place, to strengthen the role of this area as a focus of civic and public activity in the Town Centre.
- An additional open space of 0.46ha west of Five Dock Public School to help address the lack of open space in this area of the Precinct. In addition, co-locating open space with the Public School provides flexibility for the school, including additional pick-up and drop-off opportunities and increases the separation distance between new apartments and the school.
- New and expanded streets, laneways and links will improve access across the Precinct and reduce car dependency by providing safer and more direct options for connections to school, open spaces, the Town Centre and Metro Station.
- Green Streets along Queens Road, Great North Road, Garfield Street and Second Avenue as key connection routes. These streets will have increased tree canopy and landscaping.
- Mixed-use built form typically up to twelve (12) storeys is concentrated around Great North Road to take advantage of existing amenities including shops, bus stops, civic spaces and the future Metro Station. Key sites in the Town Centre that provide additional amenity may be up to fifteen (15) to twenty-five (25) storeys.
- Residential development, typically up to eight (8) storeys is located outside of the Mixed Use zone. Mid-block changes in height are avoided where possible to help unify the street character.
- Areas on the edge of the Precinct and where there is a concentration of heritage items will have a lower height (6 storeys) to provide a built form transition towards lower existing residential housing outside the Precinct.
- Traffic calming is proposed in key locations to discourage vehicular traffic through residential areas, increasing pedestrian and bicycle safety and amenity.

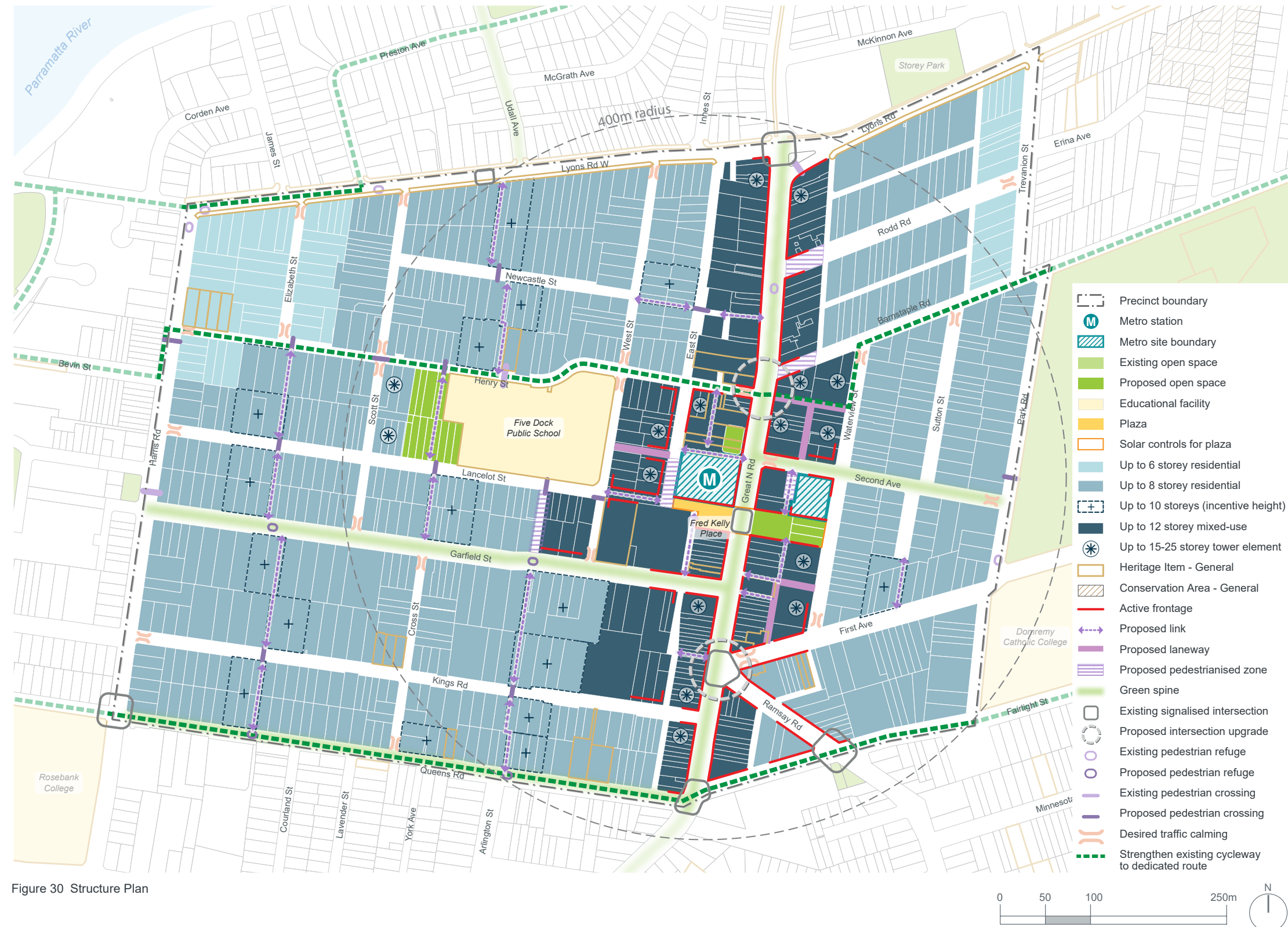


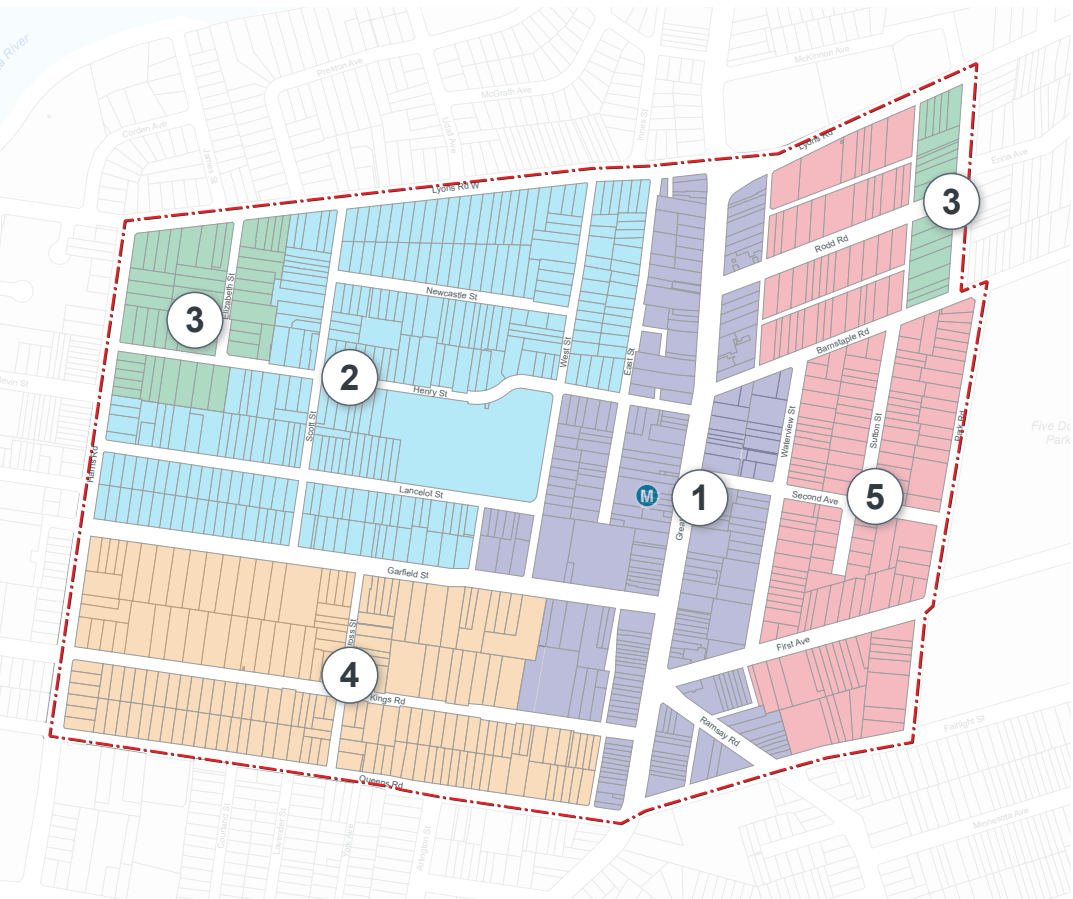
Figure 30 Structure Plan

03 The Vision

3-5 Future Character Sub Precincts

The Precinct has been divided into 5 proposed sub-precincts which reflect the envisioned building height strategy and desired future character. These sub-precincts are:

- 1 Town Centre Core
- 2 Western Residential
- 3 Interface Zone Residential
- 4 Kings Road Residential
- 5 Eastern Residential
- Precinct boundary
- M Metro station



1

Town Centre Core

Great North Road will be the heart of the local area and maintain its local centre character. Future development will be compatible with the existing scale of the street, with a prevailing street wall height of four (4) storeys. Maximum heights within the centre will predominantly be twelve (12) storeys, with some key gateway sites and sites that provide increased public domain and/or accessible pedestrian links reaching fifteen (15) to twenty-five (25) storeys in key strategic locations.

A network of new and expanded through-site links and laneways will strengthen the immediate pedestrian connections to the Metro Station and access across the Town Centre.



2

Western Residential Zone

This sub-precinct is generally located within 400m walking distance of the future Metro Station and will primarily accommodate residential apartment buildings with four (4) storey street walls and up to eight (8) storeys in total height. Heritage items such as Five Dock Public School will be protected.

Future buildings will be required to activate the street with direct access to all street level residences. Development around all sensitive uses (such as the school and all heritage items) will provide appropriate setbacks and curtilages and reduced heights to mitigate impacts such as overshadowing and overlooking.



03 The Vision

3-5 Future Character Sub Precincts

Interface Zone Residential

This sub-precinct will remain the lowest density in order to better interface with sensitive surrounding uses including heritage properties and existing lower density residential areas.

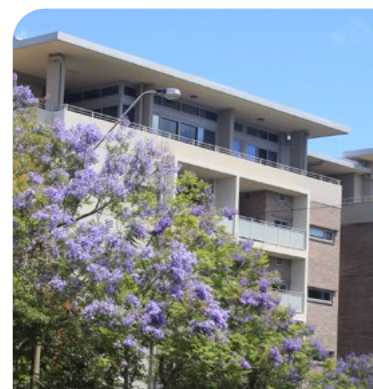
Built form includes up to six (6) storey apartments which transition to their immediate contexts with lower heights and increased setbacks required around existing low scale heritage sites.



Kings Road Residential

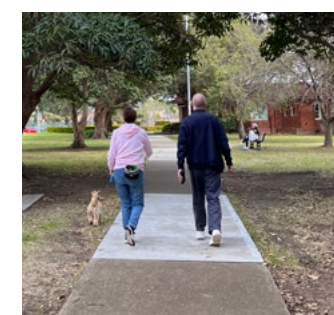
Over time, the adjoining Kings Bay PRCUTS area to the south will change the character of the surrounding area, including along nearby Kings Road and Queens Road.

In this sub-precinct, eight (8) storey residential buildings with four (4) storey street walls will provide a transition to Kings Bay PRCUTS and the planned taller development along Parramatta Road. It is noted that some parts of this sub-precinct are less likely to change in the immediate future due to existing strata ownership and the challenge of redeveloping sites with multiple owners.



Eastern Residential

Similar to the Western Residential Zone, this sub-precinct is primarily within a 400m walking catchment of the Metro Station and will accommodate residential apartment buildings with four (4) storey street walls, and up to eight (8) storeys total height. It will capitalise on, and strengthen its relationship with Five Dock Park and include significant landscape street setbacks to retain existing mature trees and provide additional planting to improve the street canopy and public amenity.



03 The Vision

3-6 Block Structure and Connectivity

The connectivity or permeability of an area plays a vital role in how effectively it functions, influencing usability, traffic flow, intuitive navigation and adaptability. Connectivity considers the number of options available to pedestrian, bicycle and vehicular street users. Increased connectivity can also help to spread the different traffic modes across multiple streets, lanes and links allowing people to adapt to emergencies, planned maintenance or other changes in traffic.

Short block lengths promote walkability by creating more direct routes for people walking, cycling and using public transport. Within the Five Dock Precinct streets such as Queens Road, Kings Road and Lancelot Street have block lengths in excess of 250m (see Figure 31). In contrast, in neighbourhoods such as Victoria Park in Zetland, Ashmore Estate in Erskineville and Harold Park in Forest Lodge, block lengths are usually under 200m (see Figure 33). The lack of smaller block sizes in Five Dock means that fewer lots are currently within an easy walking distance of the new Metro Station and the Town Centre.

The NSW Government Network Planning in Precincts Guide provides best practice principles, tools, examples and case studies of a transport network that facilitates the efficient movement of people and goods while supporting 15-minute neighbourhoods and 30-minute cities, as well as the desired place, safety, public health and wellbeing, environmental and economic outcomes. This document recommends that a precinct's "urban structure should be supported by a grid networkunderpinned by shorter block length and higher intersection density".

Block length (i.e. the distance between intersections) is an indicator of connectivity. The policy recommends a maximum block length of 220m in residential and mixed-use areas and at least 1 intersection per hectare on average. The intersection density of a place refers to all modes of transport, not just cars, so an intersection that is accessible only for walking and cycling contributes to the intersection density of the Precinct.

The Precinct currently achieves 0.98 intersections per hectare on average. However, this is unevenly distributed between the east and west sides of Great North Road. The neighbourhood east of Great North Road currently achieves 1.5 intersections per hectare, whereas to the west, this drops to only 0.8 intersections per hectare. To address this challenge the proposed laneways and accessible pedestrian links will bring the Precinct in line with the minimum recommendation, increasing permeability to 1.8 intersections per hectare on the east side and 1.15 intersections per hectare on the west side.

The Masterplan proposes a network of new accessible pedestrian links for pedestrians and cyclists across the residential and mixed-use areas which are expected to accommodate increased housing. These links improve access to open spaces, the local primary school, the Town Centre and the Metro Station. Within the Town Centre, site amalgamations and new laneways are proposed to improve pedestrian access to Great North Road and also to enable properties along Great North Road to develop without the need for driveway crossings and servicing from Great North Road.



Figure 31 Existing block lengths are typically long (over 200m), particularly west of Great North Road. This reduces connectivity and encourages car usage.



Figure 32 Proposed accessible pedestrian links and laneways reduce block lengths and improve connectivity.



Figure 33 Block lengths in comparable growth areas are usually under 200m.

*all figures at same scale

03 The Vision

3-7 Road Widths

A road reserve is the public land that is located between the privately owned land on each side of a street. This space is used for vehicular access, parking, footpaths, street trees and landscaping. It can be difficult to accommodate all these different uses when the road reserve is narrow. In Sydney, the road reserve of a traditional local road is typically 18 to 20m wide. In the Five Dock Precinct there are currently a number of very narrow road reserves with widths of between 10m to 16m. In contrast, typical streets in many Sydney suburbs, including streets in recent higher density areas such as Victoria Park, Zetland, are often 20m and wider (see Figure 36).

As seen in the Five Dock street photos below, a narrow road reserve encourages cars to park partially on the footpath, blocking access for pedestrians. A narrow road reserve also relies on gaps between parked cars to allow vehicles to pass each other. In areas where parking demand is high, fewer gaps between cars limits access for emergency and service vehicles. Streets in areas with narrow road reserves also rarely have space for wide footpaths, landscaping and street trees or cycleways.



Narrow streets encourage parked cars on the kerb, blocking pedestrian access.



Narrow streets rely on gaps between parked cars to allow two-way traffic.

The Five Dock Precinct is currently predominately single, detached dwellings meaning parking demand is relatively low. However, as more people move into the area, road usage and demand for street parking will increase, leading to more conflicts and safety concerns. These issues will be exacerbated on streets like Queens Road and Henry Street which serve additional functions such as cycling routes and school pick up and drop off.

Some of these safety concerns are already occurring, as identified in the community's comments on the Draft Bike Plan consultation in April 2024. These included unsafe overtaking (close passing), the sudden opening of doors onto oncoming bicycle riders, and side streets with low visibility where cars can turn into a street without seeing oncoming cyclists.

"Barnstaple Road between Ingham Avenue and First Avenue is a frequent close pass zone in the mornings. You've got drivers heading east in a hurry... if there is traffic heading east, they won't slow down and wait - they'll do a close pass."

"Road [Henry St] with parking on both sides so a single car just about fits through between. Seen a few incidents of scraping and denting to parked vehicles from two-way manoeuvring. This takes driver's attention away from cyclists also using this road."

To address this challenge the Masterplan proposes widening the road reserves of narrow lanes and streets to ensure that streets will be able to provide appropriate lane widths, uncluttered footpaths, street trees and, where needed, cycleways and street parking.

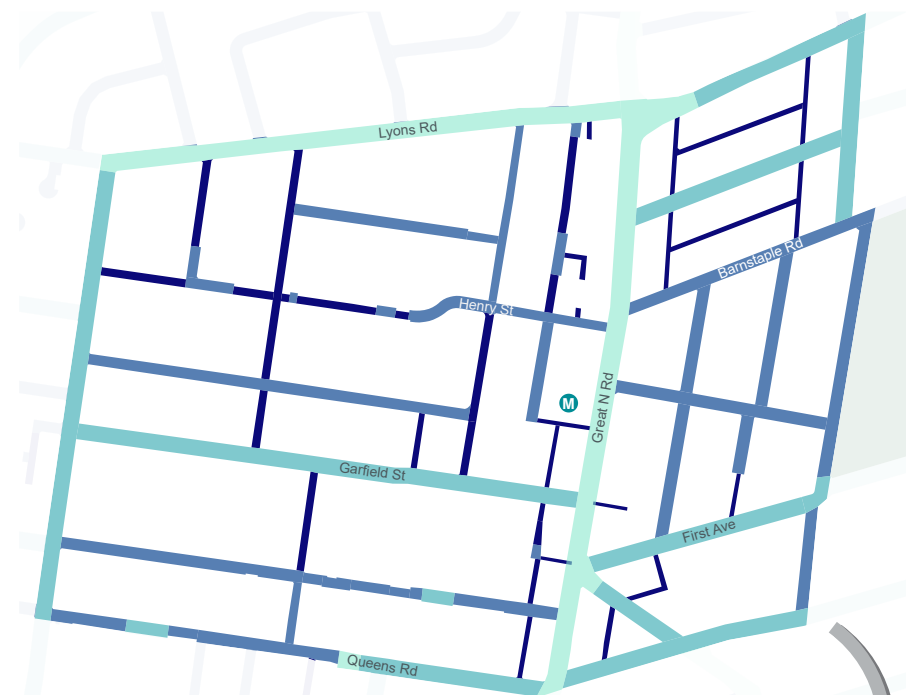


Figure 34 Existing Precinct road reserve widths are narrow and fragmented.

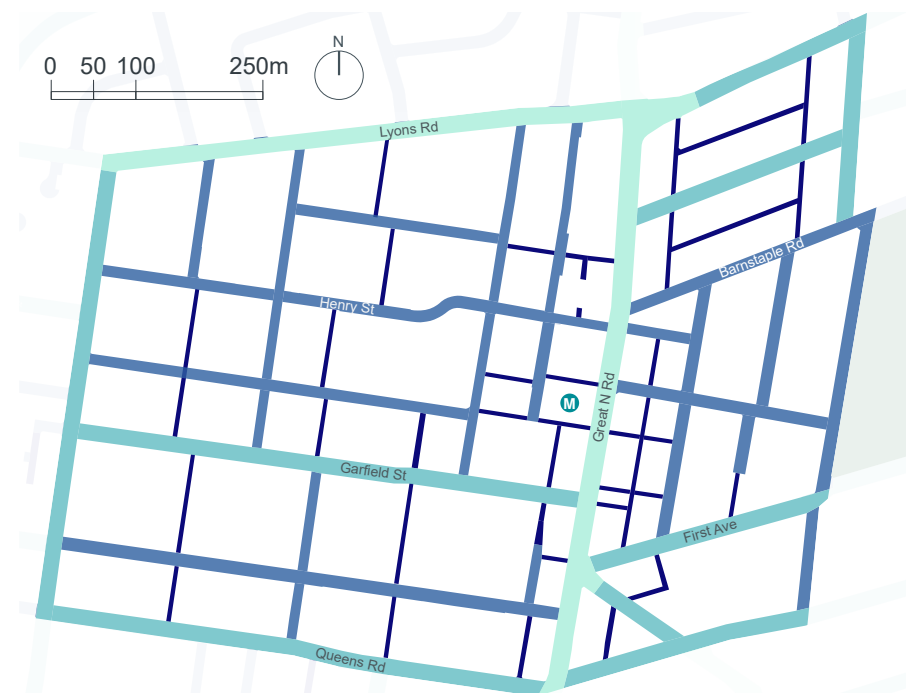


Figure 35 Resulting Precinct road reserve widths are more uniform and reflect the desired future street hierarchy after proposed street widening.

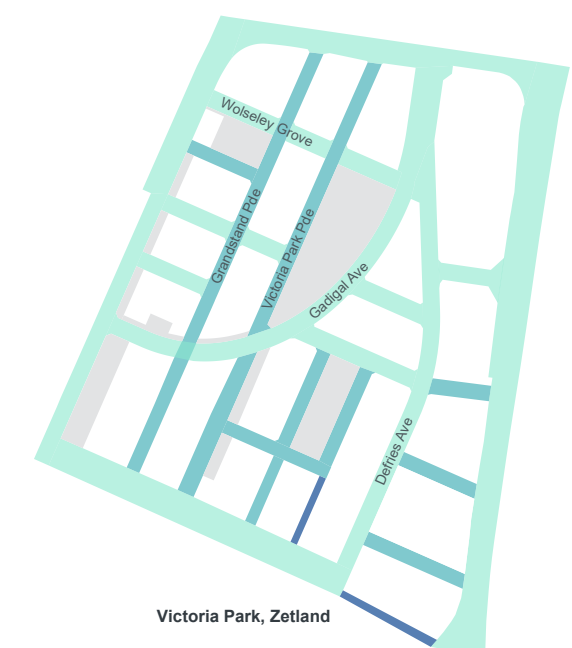
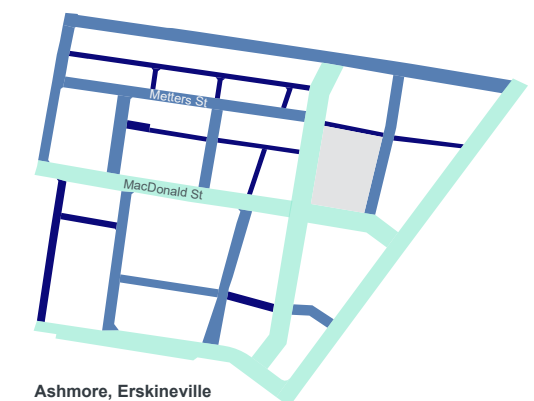


Figure 36 Road reserves in comparable growth areas are typically wide, uniform and reflect a clear hierarchy.

*all figures at same scale

03 The Vision

3-8 Street Hierarchy

A clear street hierarchy helps to create efficient, well-functioning streets that are easy to navigate. Street hierarchy is expressed through features such as street width, uses, vegetation, footpath size and location, traffic calming measures and bike lanes.

The desired street hierarchy of Five Dock is explained in Figure 37. Main streets facilitate traffic movement and connections to the surrounding area and include Lyons Road, Queens Road, and Great North Road. Great North Road also functions as a focus for local civic and commercial activities and Queens Road also supports a regional cycleway. Secondary connections facilitate east-west movements across the Precinct and towards Great North Road and include Garfield Street, Henry Street, First Street, and Barnstaple Road. Garfield Street also supports a bus route, and Henry Street is part of a regional cycleway. Park Road and Harris Road are secondary connections that provide north/south connections to Lyons Road and Queens Road. A network of minor streets and laneways provide connectivity between these routes.

The street hierarchy of Five Dock is not well reflected in the current street design, particularly west of Great North Road. Some key streets are too narrow to accommodate their required functions, and some have different road reserve widths (see Figure 34 on page 43). For example, safe cycle and pedestrian connections along Queens Road and Henry Street are challenging due to narrow and varying road reserve widths. Areas east of Great North Road have a stronger street hierarchy with road reserve widths and designs better able to cater to current and likely future street functions.



Henry Street facilitates important functions in the street hierarchy, including supporting a regional cycle route and catering to school traffic outside Five Dock Public School. However, its road reserve is under 10m, which makes it difficult to serve these functions.



East of Great North Road, street design is more closely aligned with the desired hierarchy. For example, Waterview Street provides safe footpaths and vegetation, encouraging residents to walk.



Figure 37 The desired street hierarchy of Five Dock: secondary streets connect to the new Metro Station and main streets, while a network of minor streets create opportunities for additional routes.

3-9 Street Configuration

Streets can be designed to accommodate a range of users, activities and amenity. Within existing places 'street design' rarely involves creating new streets but more often involves the modification of the design of existing streets. Modifications to the design of the street can include slowing and restricting through traffic, widening footpaths, increasing the number of street trees and providing dedicated cycleways, vehicle lanes and on street parking.

Creating a clearer and enhanced hierarchy of streets, lanes and links, including the widening of road reserves in key locations to provide sufficient width to support increased pedestrian and traffic numbers, is a key design principle of the Masterplan. A typical example of how this principle is applied to a proposed Main Street, Secondary Street, Local Street, Laneway and an Accessible Pedestrian link can be found in the following pages. These sections show the desired future street design and their proposed future look and feel after the road reserve has been widened or the new link created. The realisation of the design vision for the entire street, laneway or link may not be possible until all adjoining sites have been developed.

Some individual streets are proposed to have more specialised qualities and characteristics based on their context, function, location or width. For example,

- The network of roads around the Five Dock Public School (Henry Street, Scott Street, Lancelot Street and West Street) is proposed to be a one-way loop, in an anti-clockwise direction. This is to enhance traffic flow and support increased pedestrian movement and safety, particularly around school pick up and drop off times and to allow the creation of a dedicated east west cycleway.
- School Lane is proposed to be pedestrianised to improve the safe and direct pedestrian and cycle connection to the school from the south.
- Restricted vehicle access at the southern end of East Street is proposed to improve pedestrian and cycle access and safety in close proximity to the Metro Station.
- Wide streets with less traffic such as Rodd Road may be able to accommodate the creation of linear green parks.
- In the long term, portions of Great North Road and First Avenue may have the opportunity to become restricted to only pedestrians, cyclists and buses. In the short term, these areas may be modified to highlight their high pedestrian use (i.e. continuous threshold treatment).

Where car parking loss is envisaged, it should only be pursued where there are improved outcomes for public domain, urban design or traffic management/mitigation.

Additional detail around the future design and configurations of different streets, laneways and links across the Precinct can be found in the Public Domain Plan.

All proposed changes are subject to future detailed traffic assessment.

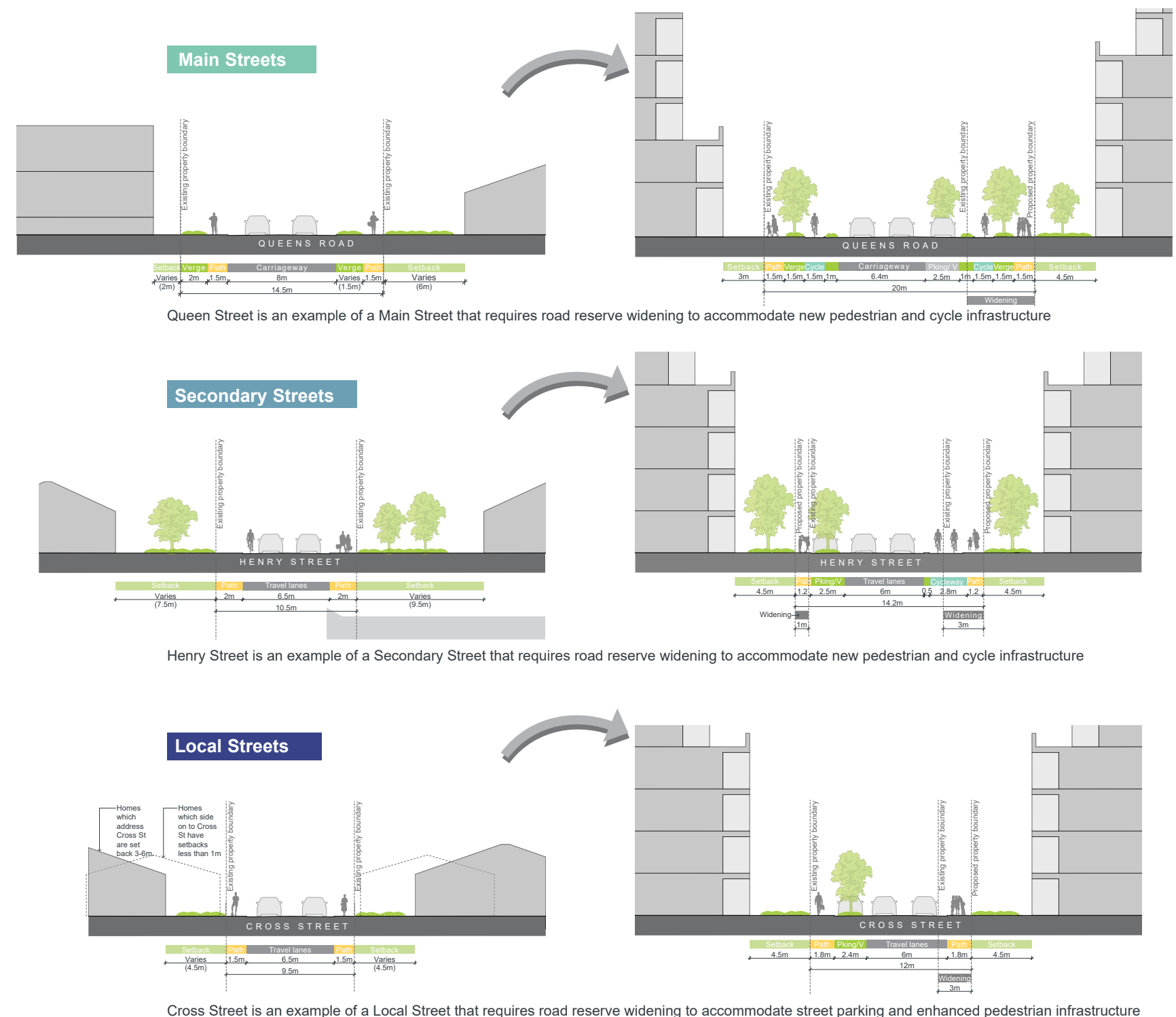


Figure 38 Proposed Before and After road reserve samples

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3-9 Street Configuration



Zetland Avenue, Green Square is an example of a single-direction cycleway adjacent to a footpath and verge.



Parking spaces are to be marked to more clearly delineate their extents and to help prioritise street functions such as emergency access.



Wide road reserves allow for maximum streetscape inclusions including street trees, generous footpaths and parking

Main Streets

The primary function of main streets is to facilitate quick and efficient traffic movement. Queens Road is a good example of a main street and it also includes a regional cycleway. The cycleway is proposed to be single-direction and is intended to link with the proposed cycleway within the PRCUTS Kings Bay Precinct. Parking is proposed to service the school and businesses on the south side of the road.

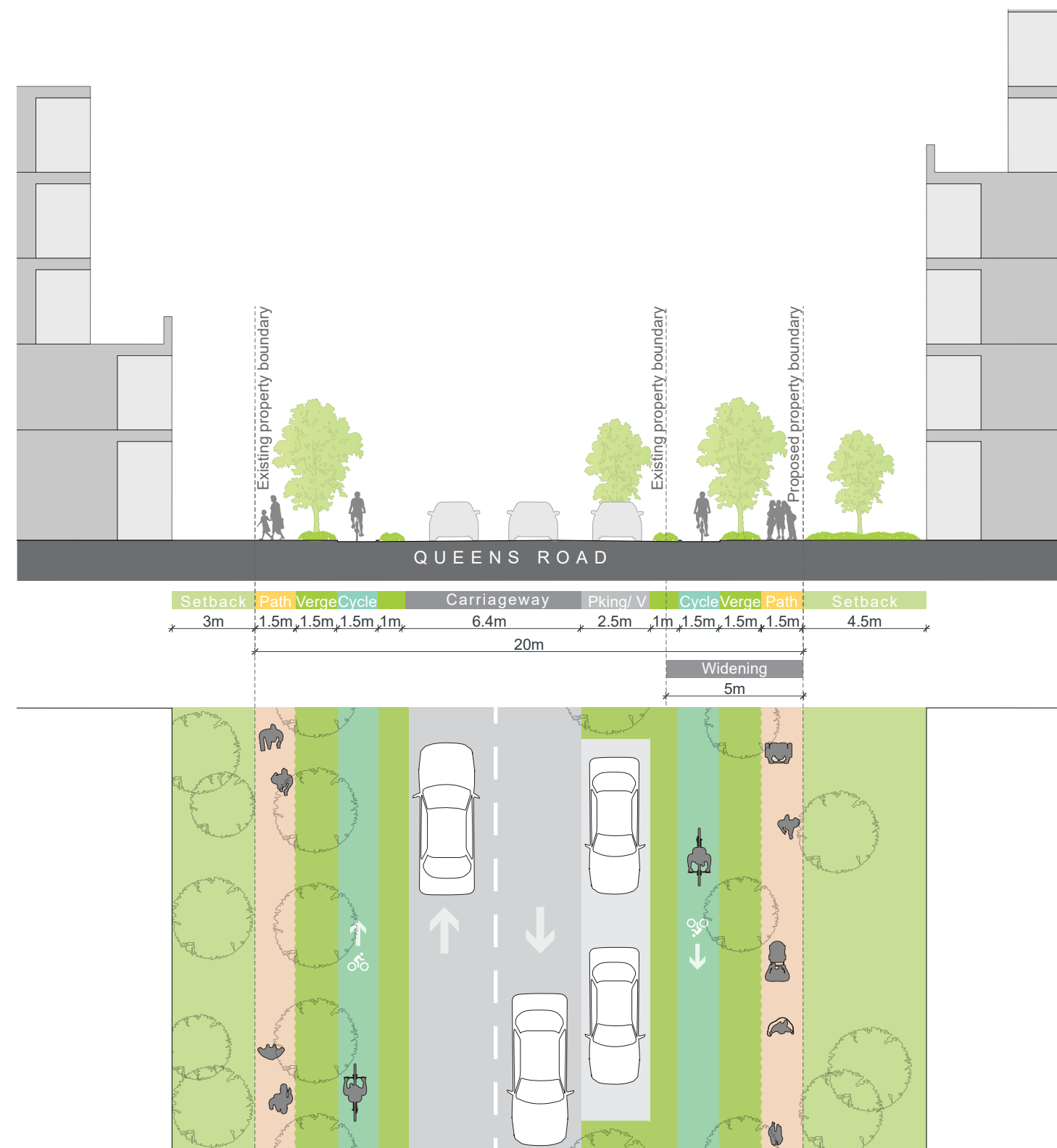
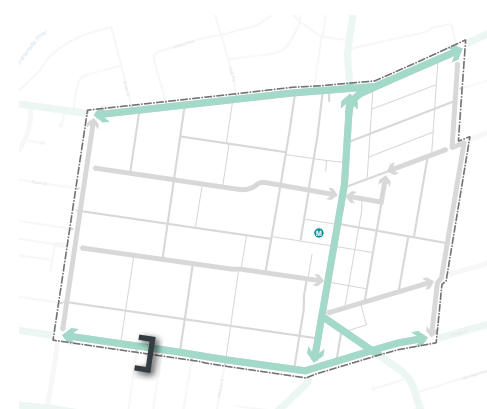


Figure 39 Queens Road - proposed

3-9 Street Configuration

Secondary Streets

Secondary streets perform a complex series of functions including:

- linking to main streets and other destinations such as schools and parks,
- facilitating local traffic movements,
- supporting bus routes and cycle routes, and
- encouraging vegetation and landscaping to create a pleasant environment for residents and to encourage walking.

Henry Street is a secondary street supporting a public school, a regional cycleway, and a proposed park. It is currently a very narrow secondary street and the proposed road reserve widening would create a design that more clearly delineates between its functions and minimises conflicts between uses. The design of this street is proposed to include a dedicated two-way cycleway and on-street parking and may also include pick-up/drop-off parking spaces near the school.

The character of Henry Street changes between West Street and Scott Street, when it becomes a proposed one way loop (anti-clockwise), reducing traffic volumes and providing more space for cyclists and pedestrians around the school.



A two-way separated cycleway is proposed to help resolve conflicts between cars and cyclists on Henry Street.



A two-way cycleway separated from traffic with landscaping and street trees

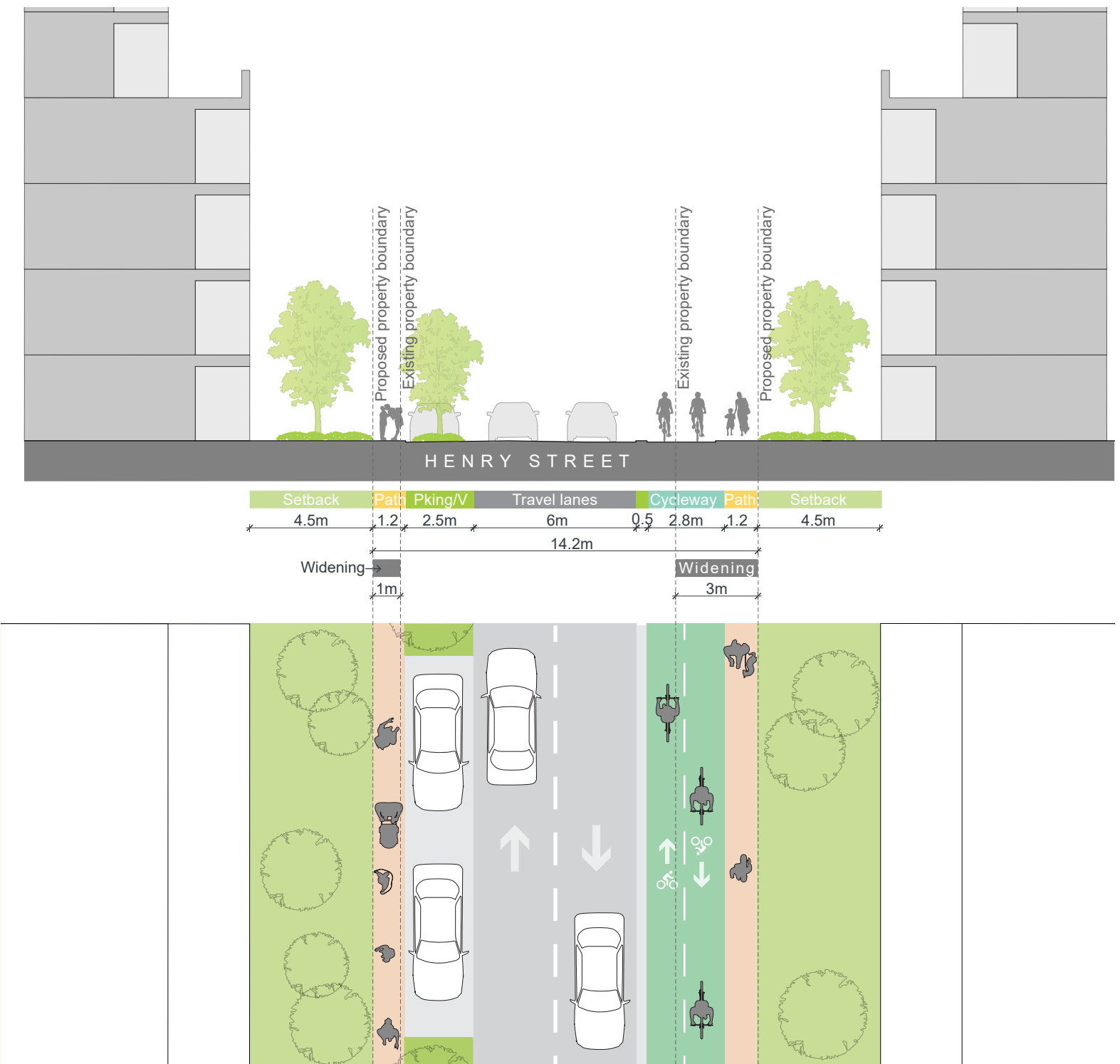
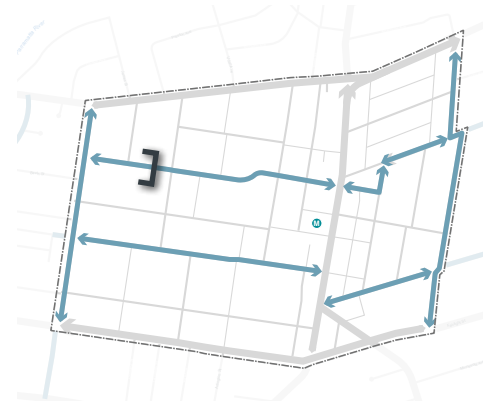


Figure 40 Henry St- proposed

3-9 Street Configuration



Verges and building setbacks will create space for landscaping, vegetation and trees, creating shadier, leafier paths that encourage walking.



Parking spaces can be interspersed with planters to increase shade, water permeability, and to contribute to a pleasant outlook.



Landscaping, footpath, street tree, traffic and parking layout along Eve Street, Erskineville

Local Streets

Local streets link major and secondary streets, but in Five Dock they can be very narrow. They are usually used by locals and visitor vehicles accessing specific properties. Currently street parking is informal which can result in vehicles straddling the kerb and encroaching on footpaths which are already narrow. Narrow streets rarely provide street trees.

The proposed design is to formalise parking, widen footpaths and enable street trees and other landscaping to be introduced through vegetated verges between parking spaces. This would introduce additional shade and greenery to local streets making them more pleasant environments for residents and encouraging walking. On narrower streets, widening of the road reserve would help to address conflicts between pedestrians and parked cars. Cross Street, shown here, is an example of a local street.

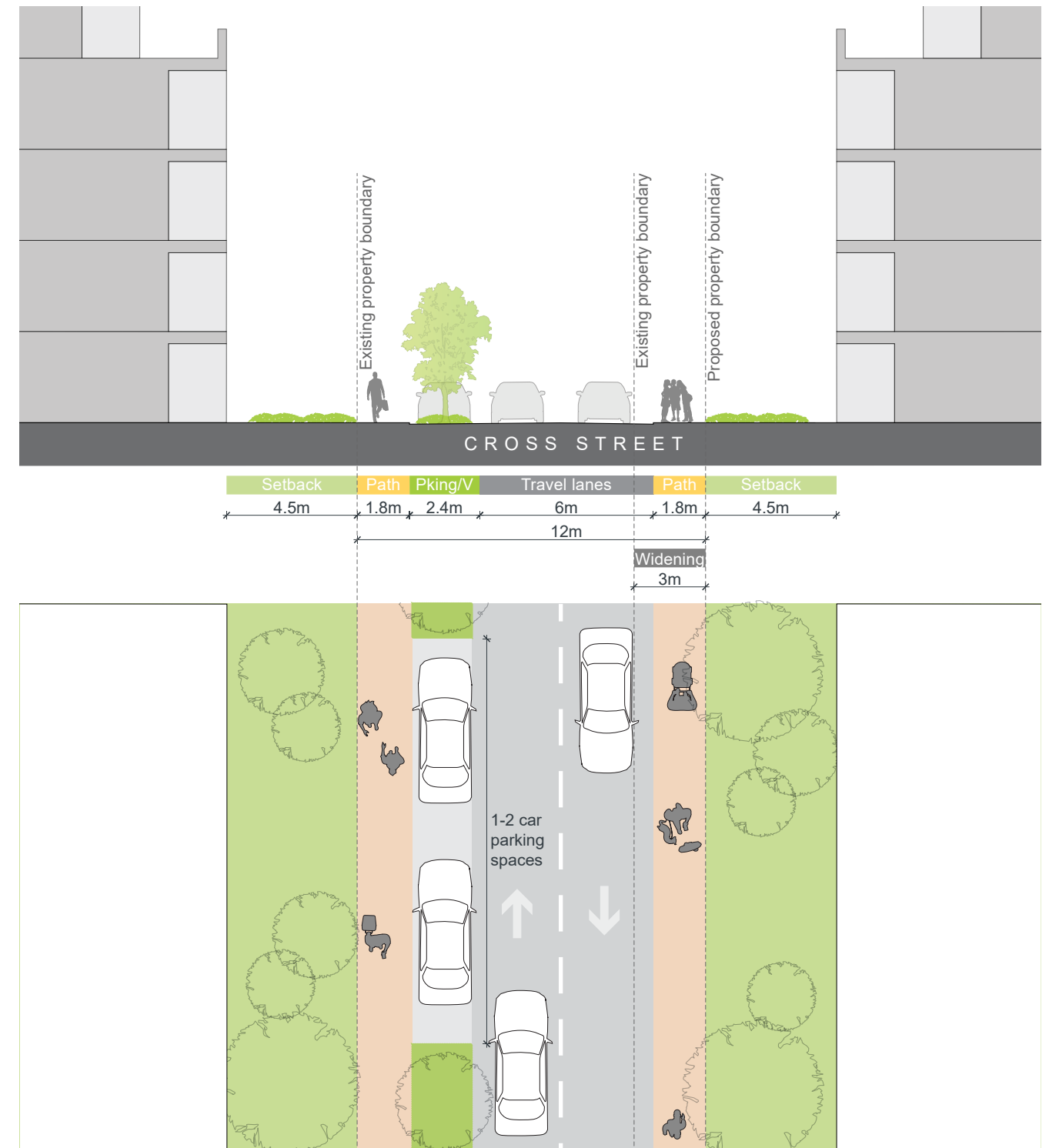
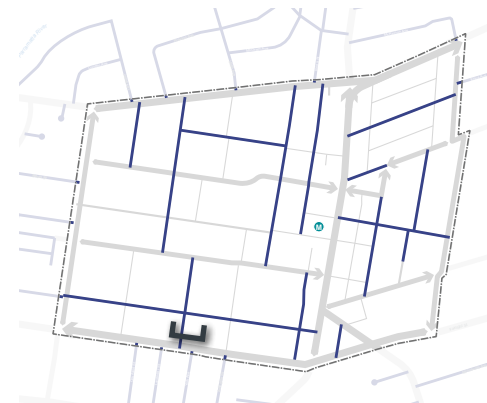


Figure 41 Cross Street - proposed

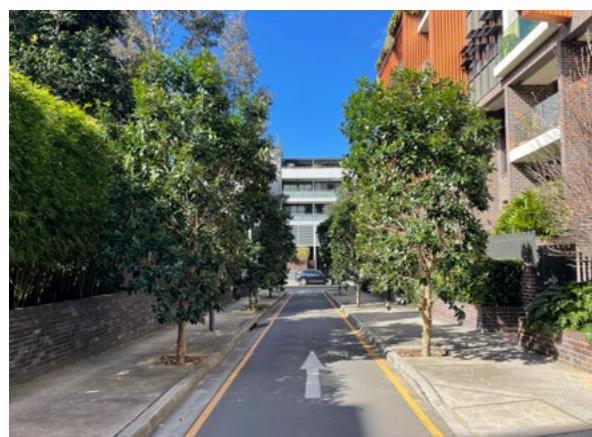
3-9 Street Configuration



Built form setbacks will help laneways accommodate footpaths, landscaping and lighting (source: Google)



Laneway with shared-zone character in Navins Lane, Zetland



One-way, Brightway Lane in Erskineville with street trees in the public domain

Laneways

The main function of laneways is to facilitate vehicular movement away from main pedestrian areas. These movements can include parking access in residential and mixed-use areas, and loading or servicing in areas with commercial or retail uses. Laneways are typically narrow with approximately 6m road reserves and are therefore sometimes restricted to one-way traffic movements.

Rodd Lane is an existing laneway servicing a residential area which has a 6m road reserve. Following the development of the Metro Station, the number of dwellings accessing the laneway and built form height will likely increase substantially. While the laneway is not proposed to be widened, a 3m setback is proposed to help facilitate easier vehicular movements, provide wider building separation distances and create space for vegetation at ground level.

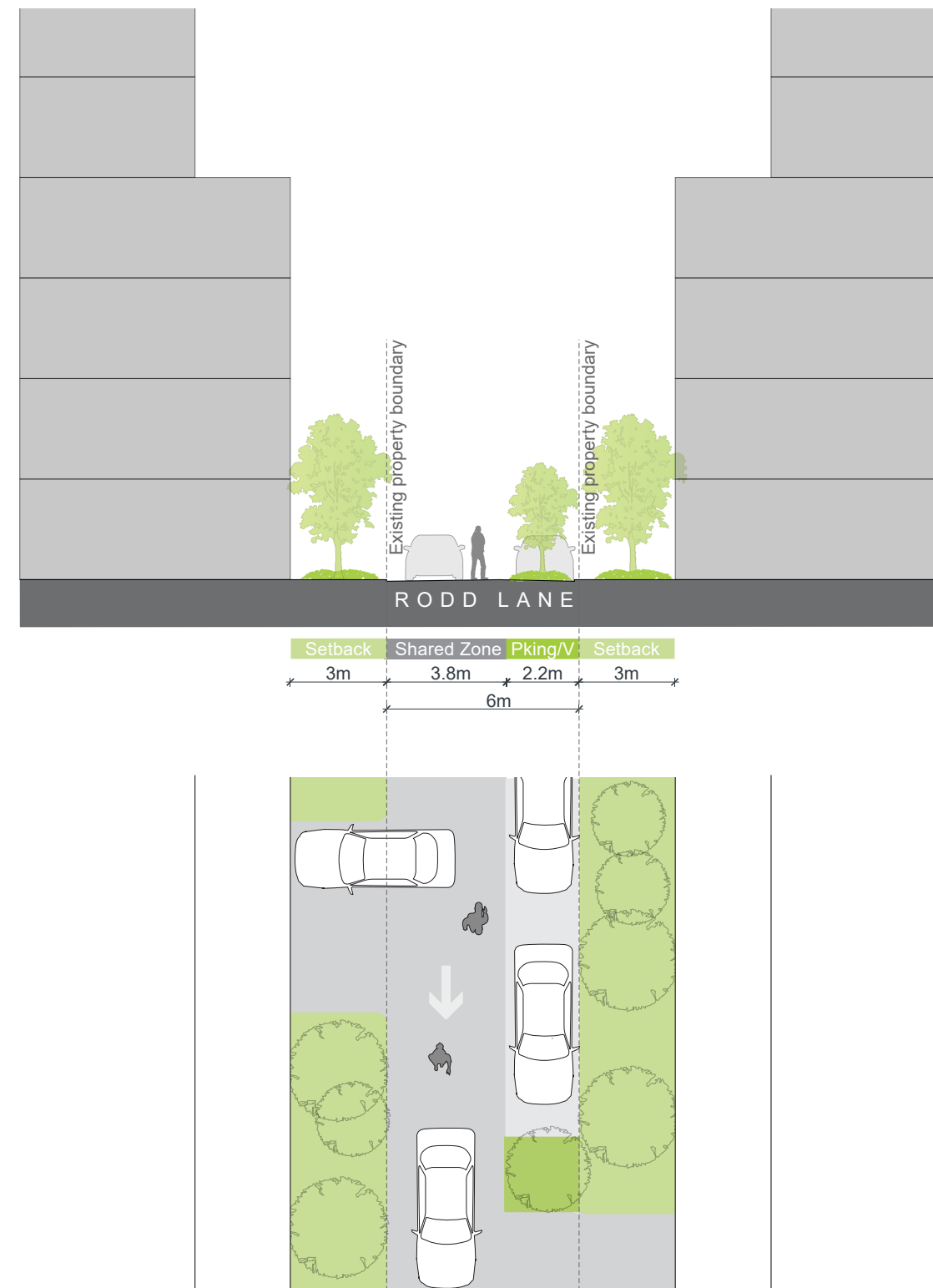


Figure 42 Rodd Lane - proposed

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3-9 Street Configuration



Buildings designed to face well landscaped and well designed accessible pedestrian links

Accessible Pedestrian Links

Accessible pedestrian links provide increased connectivity within larger blocks. They are public thoroughfares which are accessible 24 hours per day, and which are open to people walking, cycling, or using any other form of low-speed micromobility uses, such as mobility scooters. However, they are not accessible by vehicles and the maximum speed of any motorised vehicle may be capped.

Accessible pedestrian links are typically 6m wide, with 3m built form setbacks on either side. They should be designed to appear clearly public, with street signs, street lights, landscaping and fencing. There should be a clear line of sight between the exit and entry point to improve safety. Surrounding buildings should be designed to address the links with dwellings facing the links to provide surveillance while also considering the safety and privacy of adjoining residential dwellings.

Active Transport Links

Active transport links are similar to accessible pedestrian links but also incorporate a 2.5m wide dedicated cycle path alongside the pedestrian footpath to enable cyclists to safely and efficiently connect into local and regional cycleways.

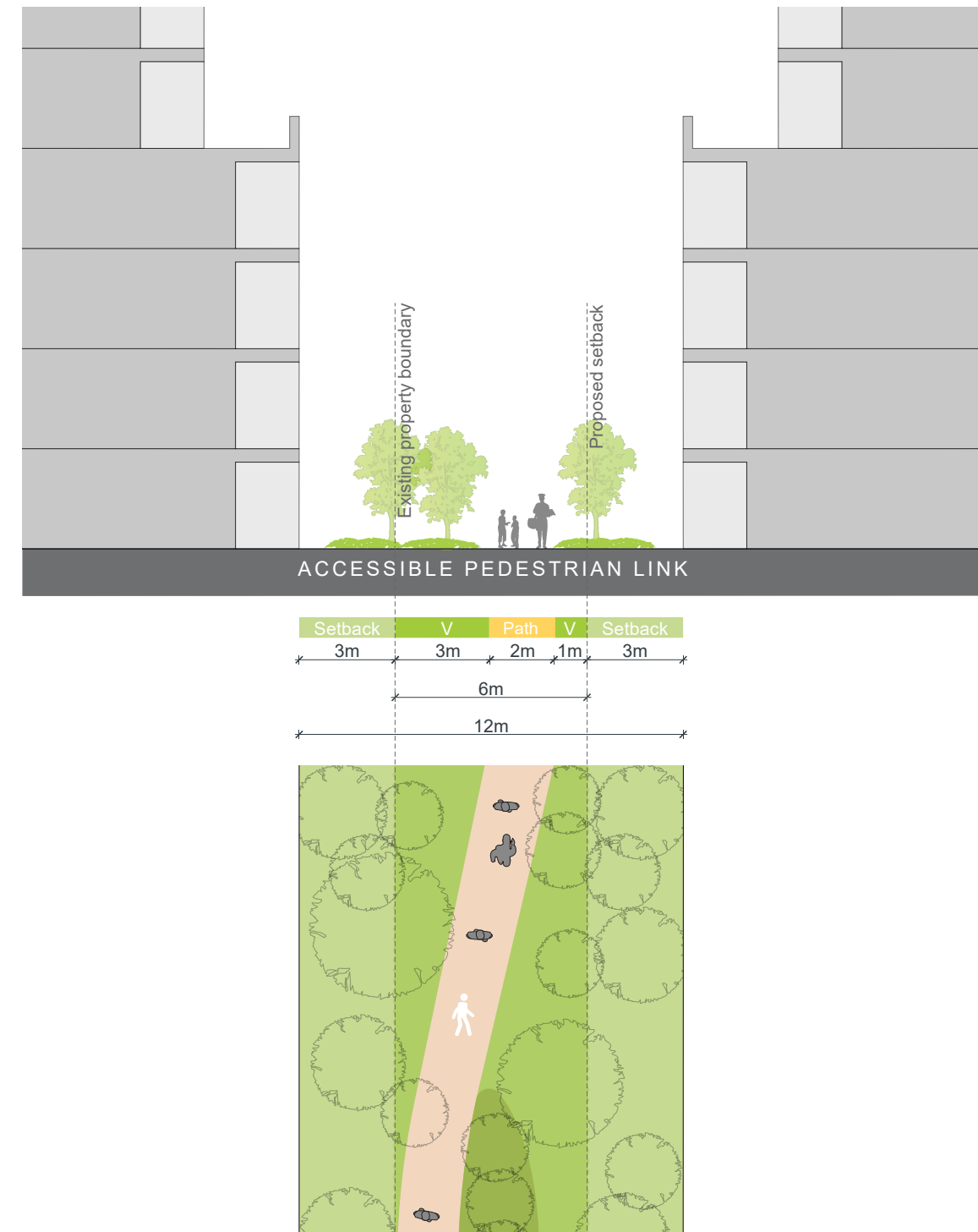


Figure 43 Typical Accessible Pedestrian Link - proposed



View looking south towards Five Dock Public School from
a new proposed accessible pedestrian link

03 The Vision



Ashmore St, Erskineville

Figure 44 Average distance travelled in 10mins by different modes
(Source: Design of Roads and Streets, 2025, TfNSW)

3-10 Urban Structure Summary

The Masterplan proposes several changes to the urban structure of the Five Dock Precinct. These changes have been proposed to improve access, enhance the performance of streets and prepare for more intense usage in the future.

Accessible pedestrian links have been proposed to improve connectivity to key locations including the new Metro Station, Five Dock Public School, and Town Centre along Great North Road (see Figure 45). These new links are expected to expand the area that is within a 400m walk of the Metro by around 13%, meaning an additional 75 lots will be accessible. The new links will also make the Town Centre and primary school more accessible. For example, for a family living on Lyons Rd (near Udall St), the proposed pedestrians links would halve the existing 500m walking distance to Five Dock Public School, creating a shorter, safer and more pleasant 250m walk.

New laneways are proposed to support servicing and loading of retail and commercial uses along Great North Road from the rear, and to provide increased pedestrian access (see Figure 45).

Road reserve widening on narrow streets is proposed to reinforce the intended street hierarchy, improve pedestrian and cycle access, formalise uses such as parking, reduce conflicts between users and unify and regularise streets that currently have different widths (see Figure 45). The delivery of road widening is expected to occur through bonuses and/or contributions (see 5-7 Contributions Plan Recommendations).

Road reserve widening will also provide additional space for street trees and landscaping, creating more attractive streets that invite walking, and enhance the local character. A small widening 1-2m is proposed in most locations, except where a greater amount is required to unify fragmented street widths, or where existing heritage items restrict widening opportunities. Queens Road between Harris Road and Arlington Street will require substantial widening to accommodate through traffic and cycling infrastructure.

Traffic calming is suggested at key intersections within the Precinct to reduce 'rat running', encourage drivers to slow down and to increase walking and cycling trips. The speed limit on local streets and laneways should be a maximum of 30–40km/h but slower speeds and even shared zones of 10km/h could be possible. Traffic calming such as threshold treatments, kerb blisters, street trees, raised pedestrian crossing etc. should be provided.

Future traffic and active transport strategies will improve understanding of the movement and volume of vehicles, cyclists and pedestrians - both now and into the future. There are also opportunities for more detailed street design changes, including threshold treatments, sizing, traffic calming and the possibility of street closures, one-way traffic and pedestrian-priority or pedestrian only streets.

03 The Vision

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3-10 Urban Structure Summary



Figure 45 Proposed location of road reserve widening and accessible pedestrian links

Chapter 4 The Masterplan

- 4-1 The Masterplan
- 4-2 Open Space Strategy
- 4-3 Fred Kelly Place and the New Town Square
- 4-4 Active Transport Strategy
- 4-5 Public Domain and Dedications
- 4-6 Street Setbacks
- 4-7 Lot Amalgamations
- 4-8 Building Heights
- 4-9 Street Wall Heights
- 4-10 Upper Level Setbacks
- 4-11 Heritage Strategy
- 4-12 Built Form Envelopes
- 4-13 Precinct Yield Estimates
- 4-14 Amalgamated Block FSRs
- 4-15 FSR and the Low to Mid Rise Housing Policy
- 4-16 Solar Access Assessment

04 The Masterplan

4-1 The Masterplan

The Five Dock Precinct Masterplan builds upon the Urban Design Framework Structure Plan (2023) and also responds to recent planning policy changes by the NSW State Government (2024-25) to deliver additional housing in well located areas.

The Masterplan seeks to increase housing supply whilst also strengthening the existing centre and delivering additional public benefit such as improved connections, new through-site links, improved streetscapes and well located public open spaces.

Key elements of the Masterplan include:

- A northern expansion of Fred Kelly Place and a new Town Square on the eastern side of Great North Road, to create a generous centralised gathering space.
- A new public open space adjacent to the Five Dock Primary School.
- New and improved streets, laneways and links to provide improved access and connectivity across the Precinct. This includes new accessible pedestrian links and dedicated cycle paths along Henry Street and Queens Road.
- Green spine streets along Garfield Street and Second Avenue with increased front setbacks to accommodate increased tree canopy and deep soil landscaping.
- Taller built form concentrated around the Metro Station and Town Centre.
- A mix of building types including mixed-use buildings of twelve (12) to twenty-five (25) storeys in the Town Centre, typically surrounded by eight (8) storey apartment buildings.
- Lower apartment building heights of up to six (6) storeys at the edges of the Precinct and close to lower scale heritage and residential buildings.
- Increased building heights on sites which provide public benefits such as open space, road widening, laneways and links.
- Deep soil zones within the front and rear setbacks of lots to provide tree canopy and continuous landscaped areas that flow across adjoining lots.



Figure 46 Five Dock Precinct Illustrative Masterplan

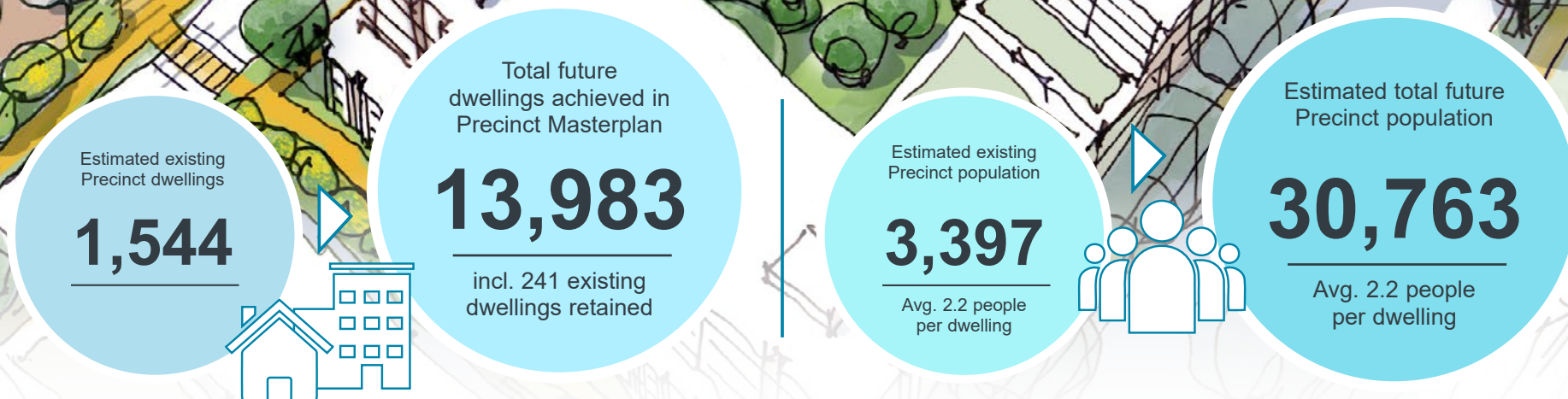


Figure 47 Indicative view looking north east across the Precinct and Five Dock Primary School

4-2 Open Space Strategy

A large area of the Precinct on the western side of Great North Road is currently not within a 400m walking catchment of a public open space greater than 0.3ha in size. To address this the Masterplan proposes a new open space, of approximately 0.46ha, adjacent to the Five Dock Public School. This ensures most sites within the Precinct are within 400m of open space. This proposed open space has two street frontages, extending to Henry Street to the north and Lancelot Street to the south. If additional funding could be found the proposed public open space could be extended to Scott Street which would increase the size of the open space to 0.82ha.

Co-location of the proposed open space and Five Dock Public School has several additional benefits:

- It allows a new north south link providing more direct access to the foreshore parks on the northern side of Lyons Road.
- It provides potential for an additional 'front door' for the school, creating more flexibility and opportunities for drop-off and pick-ups.
- It increases separation between the school and potential surrounding development providing a buffer and reducing privacy and overshadowing risks.
- It allows the school to effectively use the public open space for additional recreation if needed.
- It may encourage wider sharing of school facilities (outside of school hours) with the local community.

A privately owned public space is proposed in front of St Alban's Anglican Church to improve the church setting and provide additional amenity within the town centre.

A new public open space near this Precinct, on the southern side of Queens Road, is also proposed as part of the Kings Bay PRCUTS. This new open space will ensure that dwellings in the south western corner of the Precinct are also within a 400m walking catchment of a public open space greater than 0.3ha in size. In addition the size of any areas beyond a 400m walking catchment of current or proposed open spaces should reduce when active transport and accessible links are delivered and more of the Precinct's urban structure becomes more accessible.

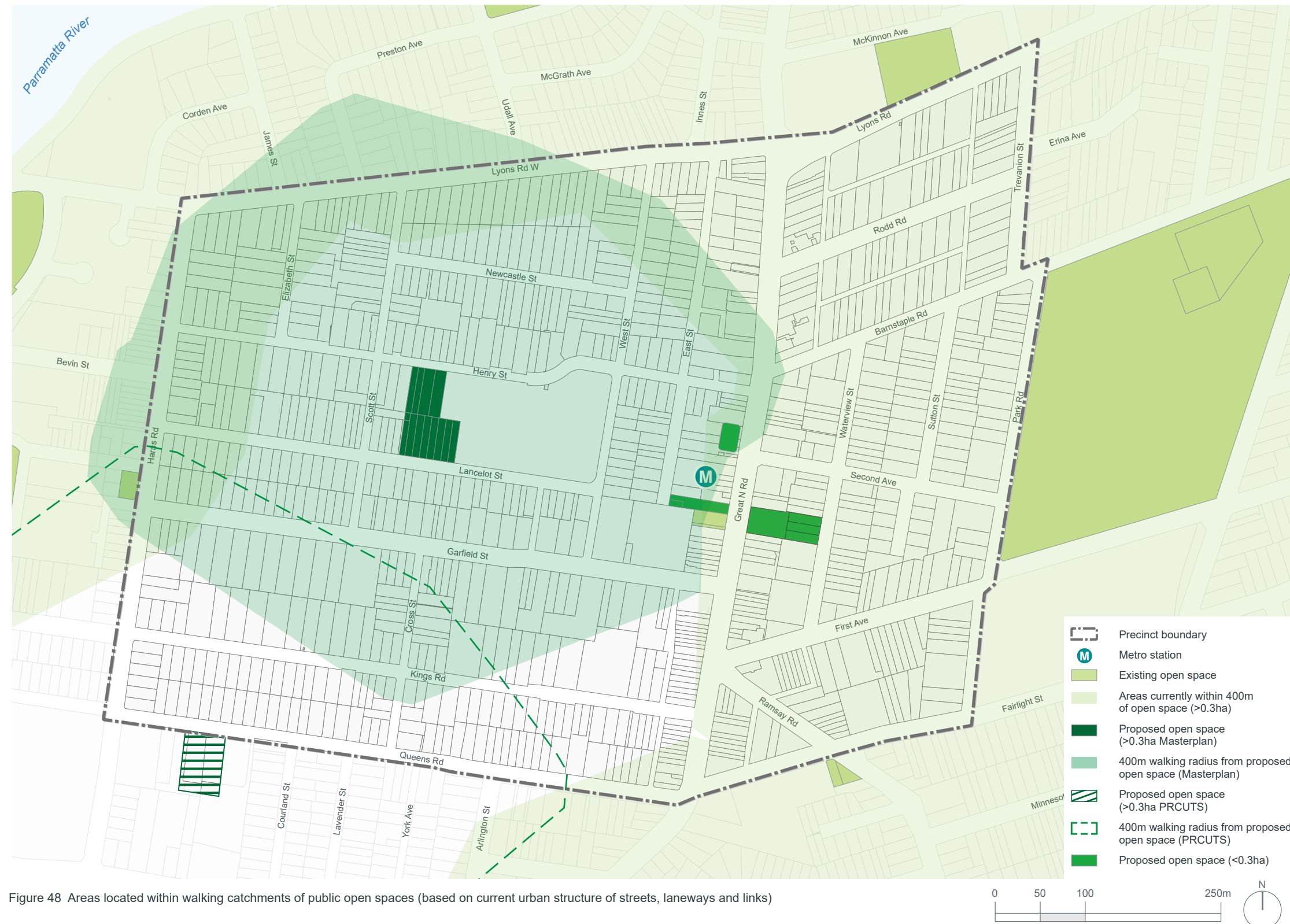


Figure 48 Areas located within walking catchments of public open spaces (based on current urban structure of streets, laneways and links)



Figure 49 Indicative view looking east across Fred Kelly Pl, Great North Rd and New Town Square with precedent images above

4-3 Fred Kelly Place and the New Town Square

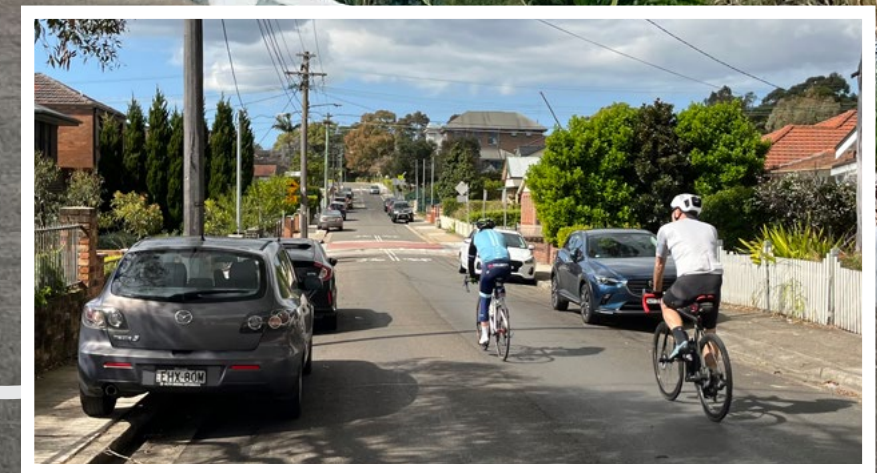
Fred Kelly Place is anticipated to become an even more vibrant and well-used public space. Expanded to the north and west to become approximately 1,400m², with direct access to the new Metro Station proposed from this existing plaza. As a key transport interchange point, the upgraded plaza will also support increased movement for people arriving and departing from the Metro by foot, bicycle, car, or bus.

To the east of Great North Road, a new Town Square is proposed (approximately 2,400m² in size) - almost doubling the size of the expanded Fred Kelly Place. This new open space will offer more opportunities for locals and visitors to gather, linger, and relax at the heart of the Centre. Building on the vision first established in the 2014 *Five Dock Urban Design Study*, the new Town Square is now proposed to extend further than originally envisioned and fully connect into Waterview Street. Key benefits of the expanded Fred Kelly Place and new Town Square include:

- **Enhanced Metro Station access**, with clearer visibility and connections with Waterview Street. This allows more flexible options for kiss-and-ride, car share, and pick-up/drop-off zones away from Great North Road.
- **A strengthened civic core**, with community uses proposed south of the new Town Square and along Waterview Street.
- **An expanded retail edge**, allowing for more ground-floor shops and outdoor dining along the southern side of the plaza—benefiting from year-round sun and improved amenity.
- **Improved pedestrian priority**, through a seamless shared zone across Great North Road that supports safe, direct pedestrian access to the Metro Station.
- **Relocation opportunities** for existing uses in Fred Kelly Place, such as children's play and public art.
- **Comparable scale to popular public spaces**, with a size similar to Lindfield Green or The Canopy at Lane Cove, and of a similar width to Martin Place.
- **Greener public space**, with increased landscaping, canopy cover, and greenery to enhance the urban character of the Centre.



Figure 50 Indicative Fred Kelly Place and extended Town Square plan (Source: Five Dock Public Domain Plan, CONTEXT, June 2025)



4-4 Active Transport Strategy

Active transport is people powered mobility, such as walking or cycling. Public transport trips can also involve active transport at the start or end of the trip. Walking and cycling can be a cheap, convenient and healthy way of travelling especially over shorter distances but narrow footpaths, busy roads and indirect and unsafe routes discourage people from walking and cycling. The benefits of more people walking and cycling include reduced road traffic and congestion and improved health. Use of personal mobility devices such as scooters and e-bikes is also expected to increase.

Actions identified in the Active Transport Strategy, by Transport for NSW (2022) include the following:

- Ensure 15-minute walking, cycling and micromobility networks are planned or under development within the catchment prior to new train stations, major bus stops and interchanges opening.
- Partner with the Department of Education and key stakeholders to improve safe walking, cycling and public transport access to school.
- Improve priority for walking trips in centres, towns and villages, such as reallocating road space to widen footpaths.

The Masterplan reflects these priorities by:

- Improving pedestrian access across the Precinct with new and improved connections to the Primary School, Metro Station and the Town Centre.
- Improving existing cycling networks, incorporating proposed connections to existing cycle routes to the north, east, west and south of the Precinct.
- Widening narrow streets to provide safer, wider footpaths.
- Encouraging low speed, traffic calmed streets (10km/hr or 30km/hr) which discourage through traffic.

There may be opportunities in the long term to make sections of First Avenue and Great North Road bus/ cycle only. This would improve the pedestrian experience and safety around these key locations. In the short term, these areas may be modified to highlight their high pedestrian use (i.e. continuous threshold treatment).

All proposed changes are subject to future detailed traffic assessment.

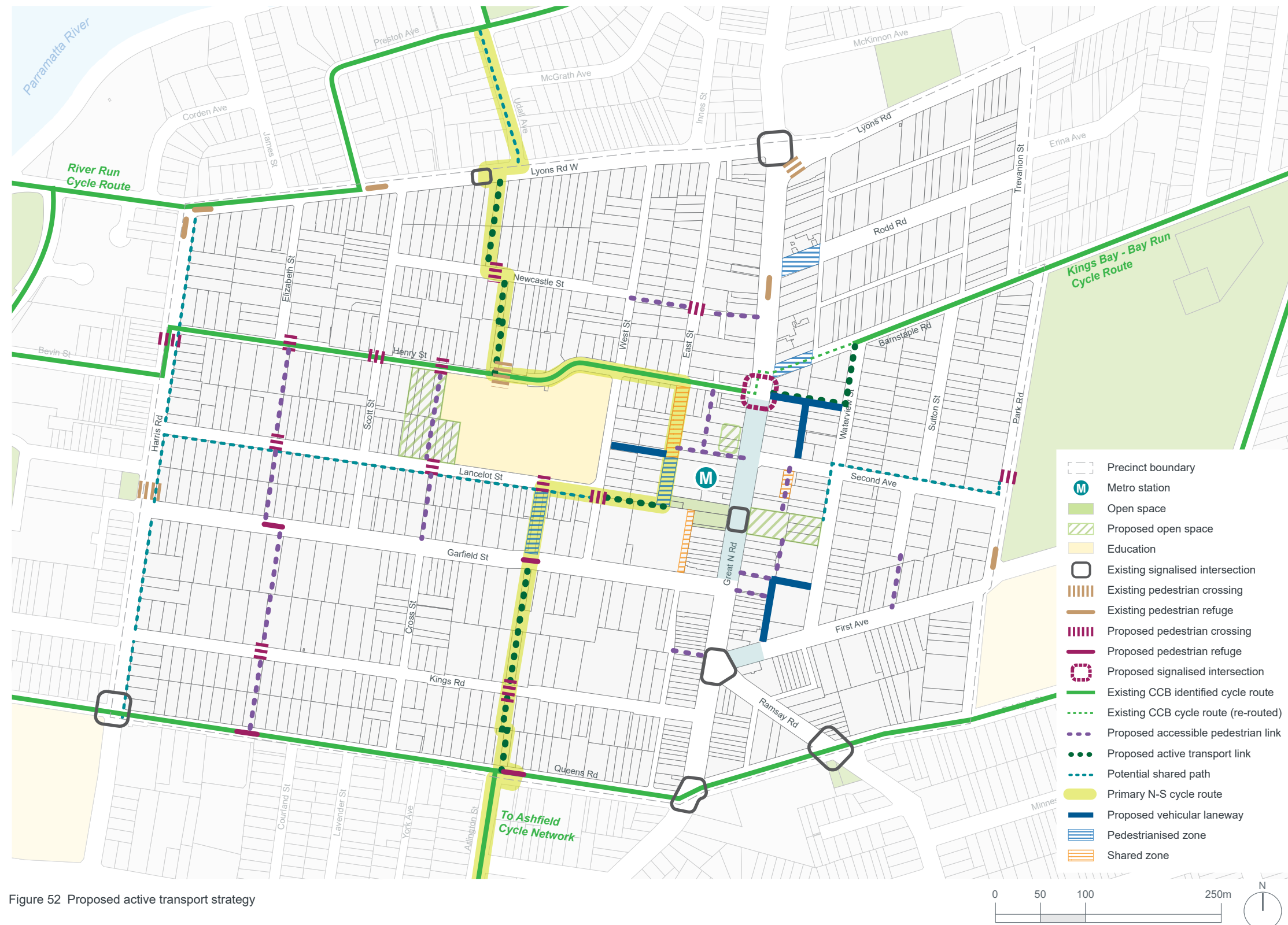


Figure 52 Proposed active transport strategy

04 The Masterplan

Figure 53 Indicative 3D birds eye view



4-5 Public Domain and Dedications

New Laneways and Improved Streets: A key strategy to accommodate the future population in the Five Dock Precinct is the widening of the narrow road reserves in the western side of the Precinct to create opportunities for improved active transport. New and improved laneways are also proposed to minimise vehicular access off Great North Road in the Town Centre. The infrastructure is expected to be delivered through dedication of land to Council as lots are redeveloped. To minimise impact on development potential the Floor Space Ratio (FSR) will be calculated on the site area before any dedication of land.

Proposed Active Transport & Accessible Links: New and improved active transport and accessible pedestrian links are proposed to provide better access to the Town Centre, Metro Station and across the broader Precinct. Active Transport links are shared paths that accommodate cyclists and pedestrians. Accessible Pedestrian Links accommodate pedestrians and other users including people pushing prams, wheelchair users and children. This new infrastructure is likely to be delivered through legal right of ways and/or the dedication of land to Council as lots are redeveloped. To minimise impact on development potential Floor space ratio (FSR) will be calculated on the site area before any dedication of land.

Active Frontages: are proposed in the centre along Great North Road, around Fred Kelly Place and the extended open space on the eastern side of Great North Road. Concentrating active frontages in these areas will help to focus retail and commercial activity around Great North Road and keep these important public spaces vibrant and safe throughout the day. This will also help to maintain a quieter residential character to other streets in the Precinct.

New community spaces: facilitating library, cultural, indoor recreation and childcare uses are proposed in key locations close to the Metro Station.

Open Spaces: including a new privately owned publicly accessible open space in front of the existing Anglican Church along Great North Road. This space will provide opportunities for passive recreation as well as adding to the landscaped setting for the church and associated heritage buildings.

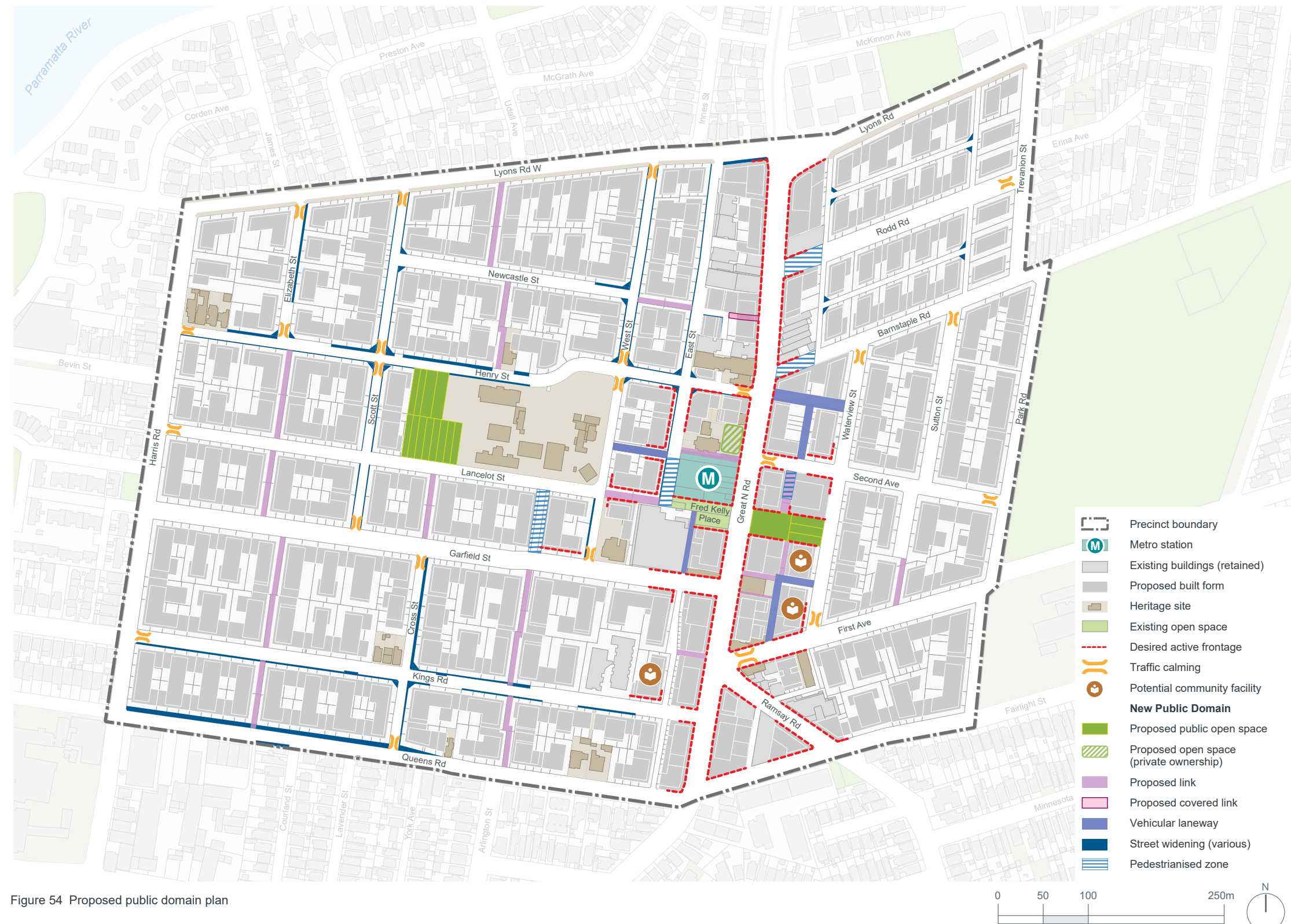


Figure 54 Proposed public domain plan

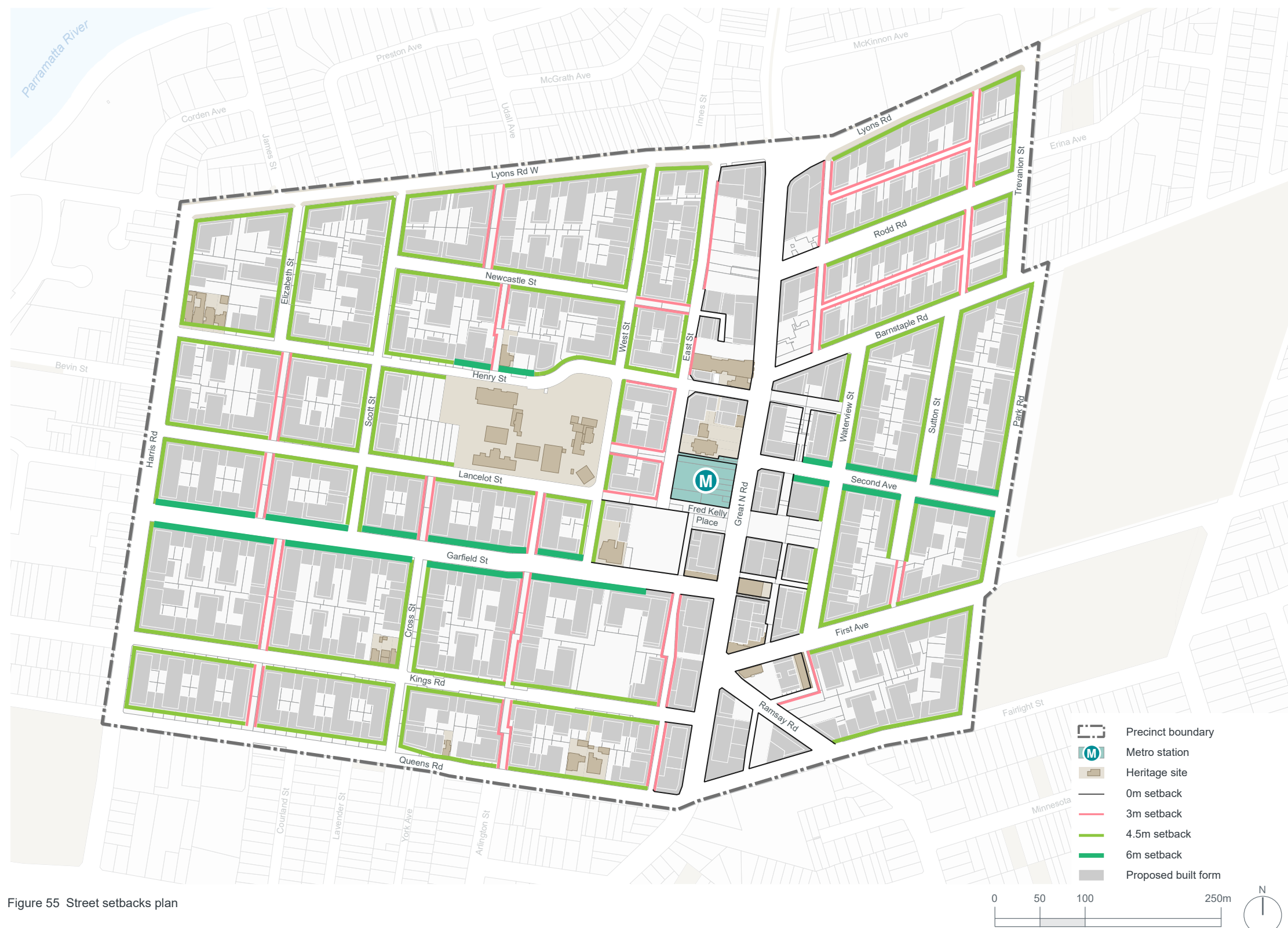
04 The Masterplan

4-6 Street Setbacks

New development is proposed to be setback from streets, lanes and links to provide opportunities for landscaping, including trees, to contribute to providing appropriate building separation distances and to assist in creating a human scaled environment.

The following street setbacks are proposed for the Precinct:

- 0m in Town Centre Core along the majority of key streets and laneways and along some transition frontages.
- 3m setbacks on either side of the majority of all laneways, proposed active transport links, and accessible pedestrian links and along the western side of East Street (South of Henry Street). This will increase opportunities for landscaping and provide building separation distances which are more appropriate for the increased building heights proposed.
- A 4.5m setback is proposed along key streets including the western side of Waterview Street, eastern side of West Street, and western side of East Street (North of Henry Street) to provide a softer interface between residential and the Town Centre.
- Typically a 4.5m street setbacks is proposed to residential development. This is consistent with the primary front setbacks proposed in King Bay PRCUTS Stage 2 which has a similar scale of built form.
- A 6m street setback is proposed along Garfield Street and Second Avenue. This setback extends to the edges of the Precinct to create two tree-lined boulevard streets that connect to the centre.
- A 6m street setback to some sites on Henry Street to help new development respond to existing heritage built form setbacks.
- Balconies, terraces, sun shading devices and architectural features may extend up to 1 metre into the street setback, provided the total length of such features does not exceed 65% at any level.
- *Note: the setbacks are in addition to any required public domain dedications/ road widening*



4-7 Lot Amalgamations

The amalgamation pattern shown typically combines between two to six properties and is indicative only, as many other amalgamation options are possible. A minimum amalgamated lot size of approximately 1,000m² was generally used for apartment typologies.

Incentive heights are proposed where a site is required to deliver through-site links or public domain dedications (eg. new public open space).

Through-site links and laneways are to be delivered within one amalgamated site however for longer links more than one development may be required to enable the benefit to be fully delivered.

Proposed amalgamation has also considered existing underground drainage infrastructure and where possible, has been proposed to enable future development to not occur over existing drainage infrastructure.

Constrained sites that have generally been excluded from the lot amalgamations include:

- some heritage items;
- larger recent development (within the last 10 years);
- lots with strata ownership of more than 18 units: due to multiple ownership and difficulty in acquiring the site (Note: existing strata titled stock based on public data accessed via the NSW Strata Hub); and,
- schools and open spaces.

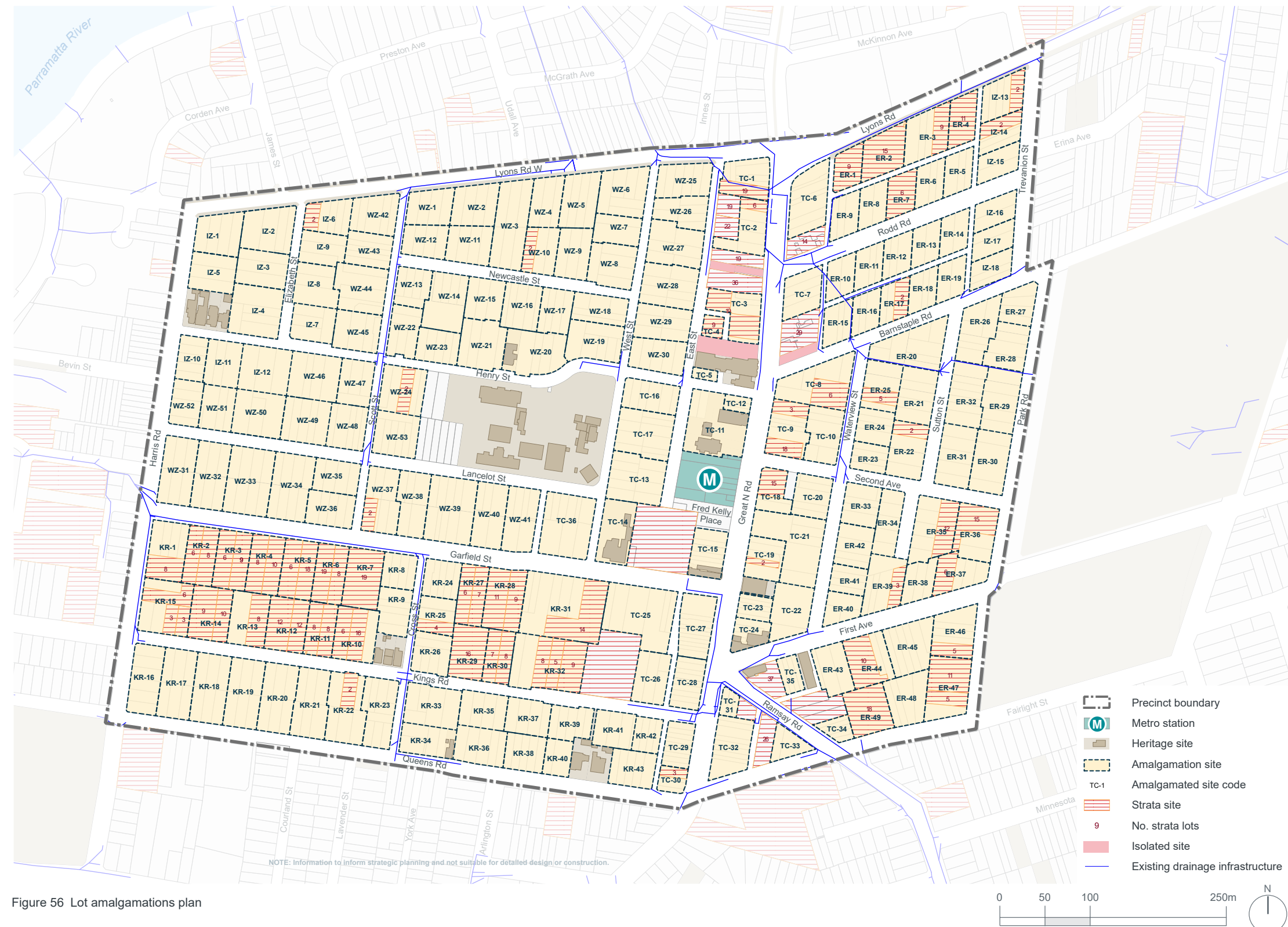


Figure 56 Lot amalgamations plan

4-8 Building Heights

The following height strategy is proposed:

- In proposing the height strategy, the heights endorsed in the Urban Design Framework (2023) and in the Low and Mid-Rise Housing Policy have been considered **minimums**.
- Areas within the existing Mixed Use (MU1) zone are proposed to have a typical maximum building height of 41m (12 storeys).
- Development within existing R2 Low Density Residential and R3 Medium Density Residential zones and within a 800m catchment of the future Metro Station, are proposed to have a typical maximum building height of 26m (8 storeys).
- Development on the edges of the Precinct are proposed to have a maximum building height of 20m (6 storeys) to transition with sensitive surrounding uses including heritage properties and existing R2 Low Density Residential zones
- Sites that provide increased public domain and/or accessible pedestrian links with design excellence are proposed to have access to a potential height bonus, ranging between 33m (10 storeys) up to 83m (25 storeys).
- In the Town Centre opportunities for increased heights are identified on key sites around the new Metro station where this incentive would deliver substantial public benefit such as new open space, community facilities, pedestrian links or vehicular laneways.
- An opportunity for gateway sites with increased height occurs at the northern end of Great North Road, due to the generous width of the intersection at Lyons Road. At the southern end of Great North Road, narrower roads and overshadowing of low density areas to the south of Queens Road and Fairlight Street has restricted the opportunity for increased gateway heights.

All heights are also subject to street and rear setbacks and the built form strategy which creates 4 storey street walls. Reduced heights have also been proposed for some sites which adjoin smaller scale heritage items. Some slight exceptions to the above criteria have also occurred on a case-by-case basis after consideration of existing lot patterns, street character and desired future lot amalgamations.

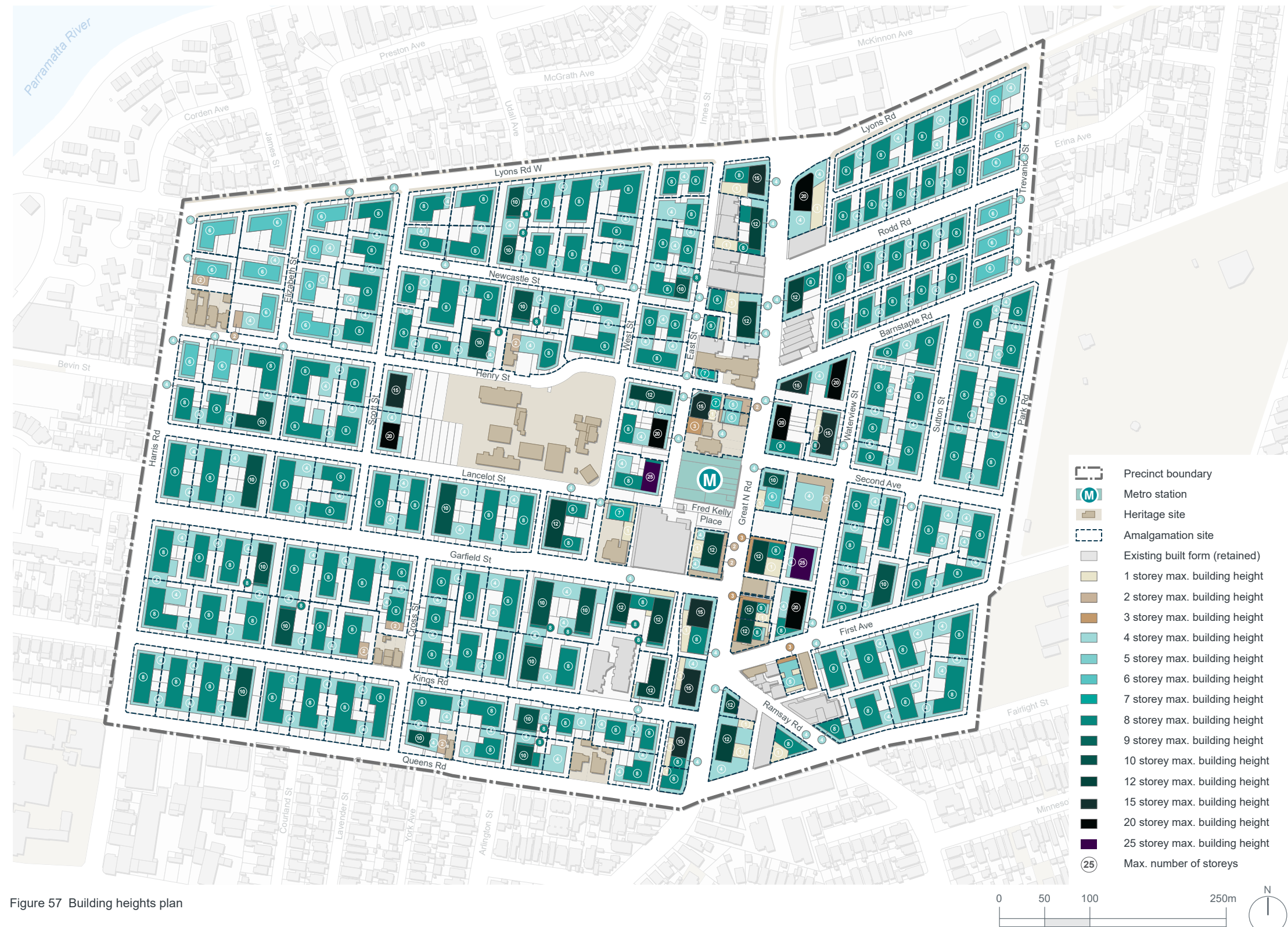


Figure 57 Building heights plan

4-9 Street Wall Heights

A consistent street wall height strategy helps to tie buildings in the streetscape together and ensure that the streets, lanes, links and open spaces that contribute to the public domain respond to the human scale and create a safe and attractive pedestrian experience at ground level.

Typically a street wall height of four (4) storeys for residential apartment buildings and mixed-use typologies is proposed across the Five Dock Precinct. A four (4) storey street wall along Great North Road is consistent with the current DCP and recent developments along the street. The Masterplan also recommends lower street wall heights in key locations along Great North Road around existing heritage buildings.

On narrow streets that run east west a four storey street wall with limited taller towers of up to 8 storeys has been identified as ensuring that the footpath, street trees and buildings on the southern side of the street will still receive some sunshine in winter.

On streets that run north south, the tower forms of up to 8 storeys above the four storey street wall can be longer without compromising sun access in winter to footpaths, street trees and buildings on the other side of the street.

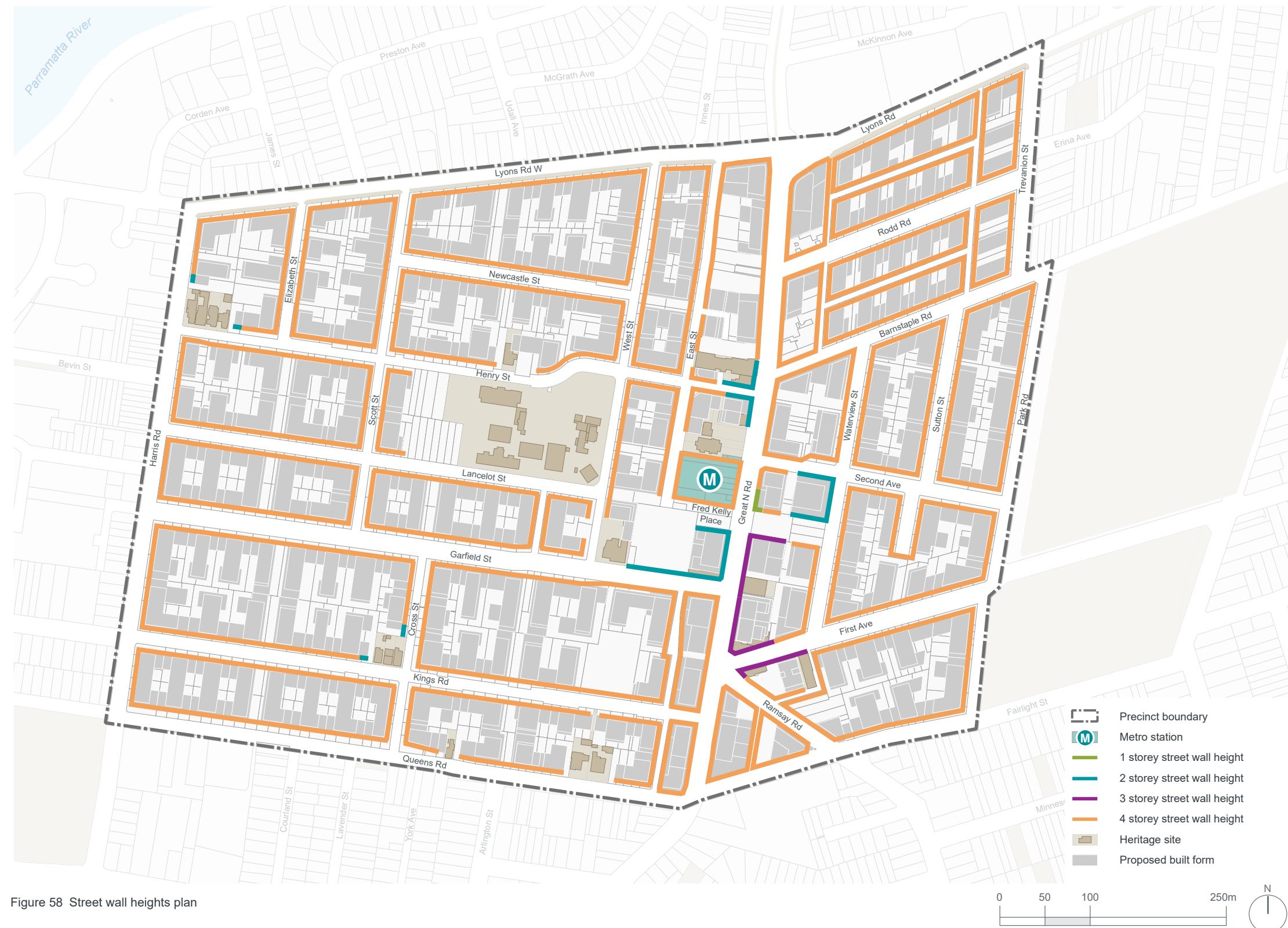


Figure 58 Street wall heights plan

04 The Masterplan

4-10 Upper Level Setbacks

Upper level setbacks help to create building envelopes with an attractive human scale at street level and building separation between apartments that is consistent with the Apartment Design Guide (ADG). Upper level setbacks can also minimise overshadowing and mitigate the visual impacts of taller development.

The following upper level setback strategy is proposed in the Masterplan:

Apartment typologies:

- A 3m upper level setback above the fourth storey along the street frontage.
- Additional upper level setback to rear and side boundaries where an increased setback is required to achieve the minimum ADG separation distances.
- Increased upper level setbacks in specific sensitive locations such as buildings adjacent to heritage items.

Mixed-use typologies (Town Centre):

- The current DCP has a 6m upper level setback along Great North Road which was created to minimise the visual impact of the topmost storey of buildings that were typically only 5 storeys high. As buildings are now typically 12 storeys high a reduced, more efficient 4.5m upper level setback has been applied.
- 3m upper level setback along side setbacks or to laneways.

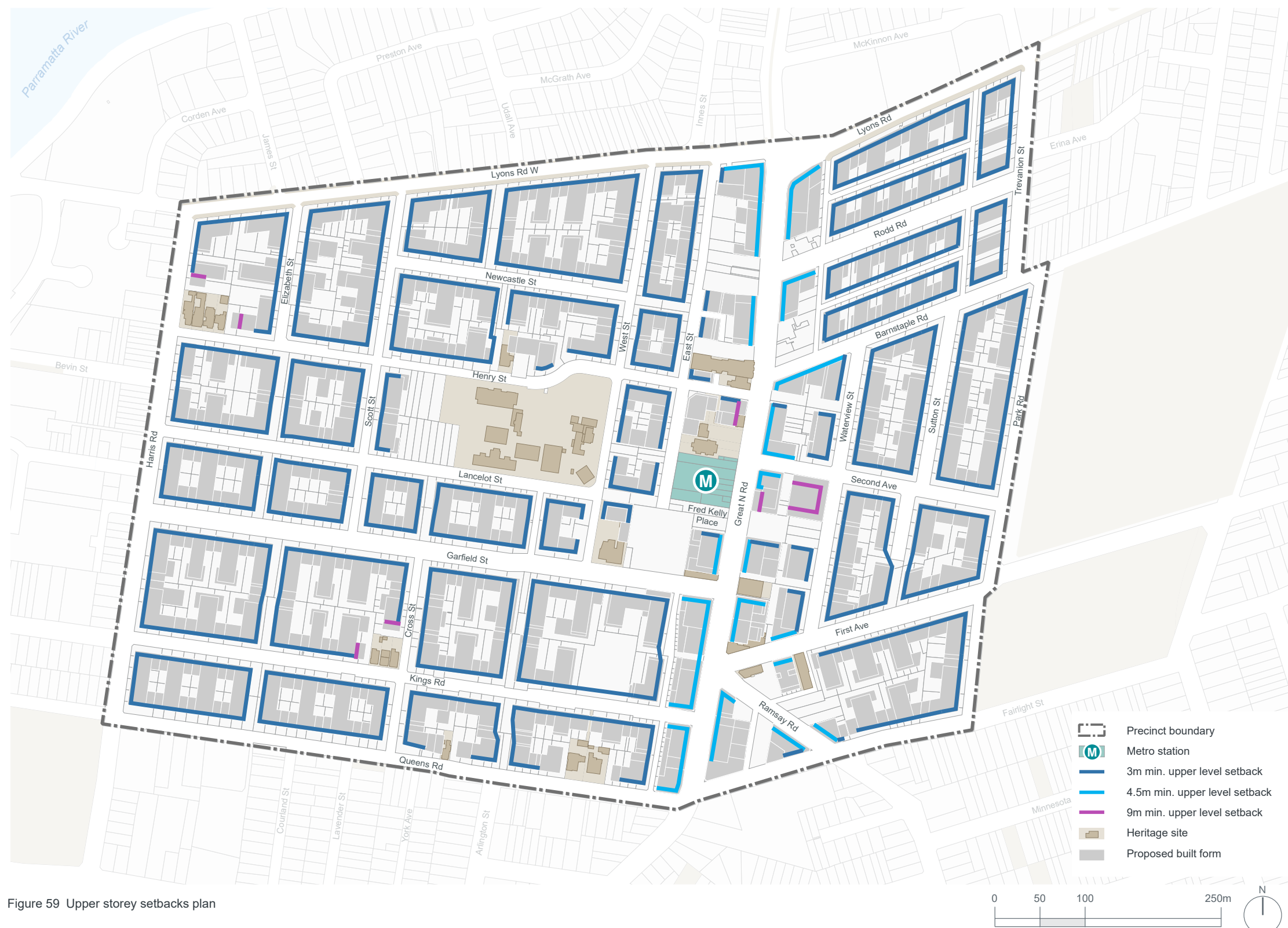


Figure 59 Upper storey setbacks plan

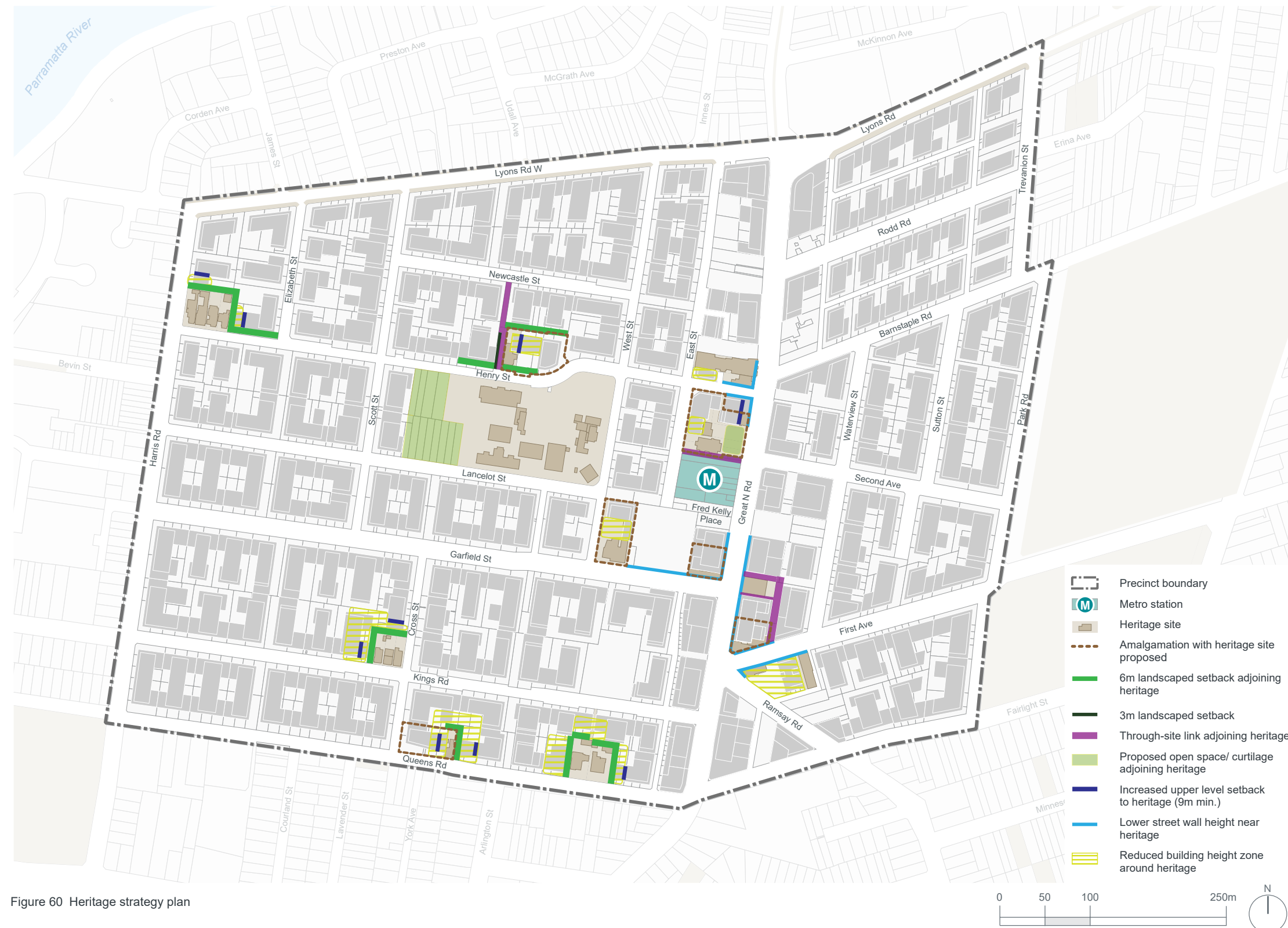
4-11 Heritage Strategy

A wide variety of heritage listed items are located within the Precinct and include private detached homes, shops, St Albans Anglican Church, Five Dock Public School, as well as trees and landscaping.

It is recommended that some heritage properties could be amalgamated with adjoining sites and sensitively integrated into future development. Other heritage lots, due to their design, size or relationship with adjoining lots are proposed to be left unchanged.

Key strategies used to respond to, complement and minimise impacts of future development on an item's heritage significance include:

- Reduced street wall heights for sites adjoining heritage properties within the Town Centre to reflect the height of existing heritage built form.
- Retention of existing heritage facades, parapets, awnings and ground level retail/ commercial activities within the Town Centre.
- Reduced maximum building heights surrounding existing heritage dwellings.
- Increased upper level setbacks for developments surrounding heritage items to reduce the impact of bulk and scale and minimise overshadowing.
- 6m setbacks located around boundaries adjoining heritage sites to create a landscaped buffer.
- The co-location of through-site links adjoining heritage properties (where appropriate) to protect curtilage and increase building separation.
- The co-location of open space adjoining Five Dock Public School and St Alban's Anglican Church to protect curtilage and setting.
- Encouraging multiple dedicated addresses and entries along the street, to reflect the fine grain character of the existing street.
- Encouraging non-residential uses for isolated heritage properties where the residential amenity may be detrimentally impacted by surrounding future development.





04 The Masterplan

4-12 Built Form Envelopes

The building envelopes shown in the Masterplan illustrate a way that the potential density, scale and dwelling yields are achievable within the proposed heights and FSR.

Final built form outcomes will be developed in more detail through architectural design, site surveys and studies by individual landowners.

This section outlines the design thinking that informed the creation of the Masterplan building envelopes. These are set out under the following headings:

1. Mixed Use Buildings in the Town Centre; and
2. Residential Apartment Buildings

Mixed-Use Buildings

To support ground floor retail, create a strong street wall and reinforce the urban character of the Town Centre, mixed use development is built to the boundary with no front or side setbacks.

Non-residential uses on the ground floor within the Town Centre are typically 15m deep, measured from the street frontage. The remaining non-residential ground floor area is assumed to be used for services, loading and vehicular access, and has not been included in FSR calculations.

Along vehicular laneways that occur within the Town Centre there is no setback to laneways however setbacks may be required to accommodate vehicular servicing.

Along vehicular laneways that face residential areas a 3m setback has been proposed to increase separation between residential uses and vehicular servicing, and to encourage landscaping.

An upper level setback of 4.5m is applied along Great North Road. While slightly less than the 6m setback in the current DCP it will allow the visual reinforcement of the current street wall heights, allow the towers to visually recede and provide separation and privacy for future residents.

Residential Apartment Buildings

Consideration of solar access, deep soil and building separation have been key drivers of the building envelopes. This was seen to be particularly critical west of Great North Road, where the residential streets are predominantly narrow and oriented east-west.

- 1 To maximise passive surveillance and solar access to the street, the building typology is a four-storey podium with towers set back from the street and primarily oriented north-south, maximising sunlight to streets.
- 2 0m side setbacks for the podium are used to reduce building depths, discourage 'fat' apartments facing side boundaries and provide a strong street edge. *Note: Some built form breaks may be required between podiums to address flooding risks and convey overland flows.*
- 3 Towers are set back from the street wall and have typical widths between 18m to 22m to maximise the separation between buildings and ensure apartments can have habitable rooms facing side boundaries.
- 4 A typical front street setback of 4.5m has been developed from the principles of the Urban Design Framework (2023), DCP requirements, and ADG separation distances across narrow roads. The setback provides opportunities for landscaping and tree canopy coverage.
- 5 Solar access to the street is reinforced by tower buildings that are set back from the podium by 3m and are typically separated by 12m to 24m, as per ADG requirements. On very constrained sites, towers may have non-habitable uses to western or southern façades, to maximise the number of apartments facing north and east.
- 6 Minimum rear setbacks of 6m are applied to maximise contiguous deep soil zones between sites. This supports healthy soil environments, healthy plant and tree growth and water management, which reduces urban heating.

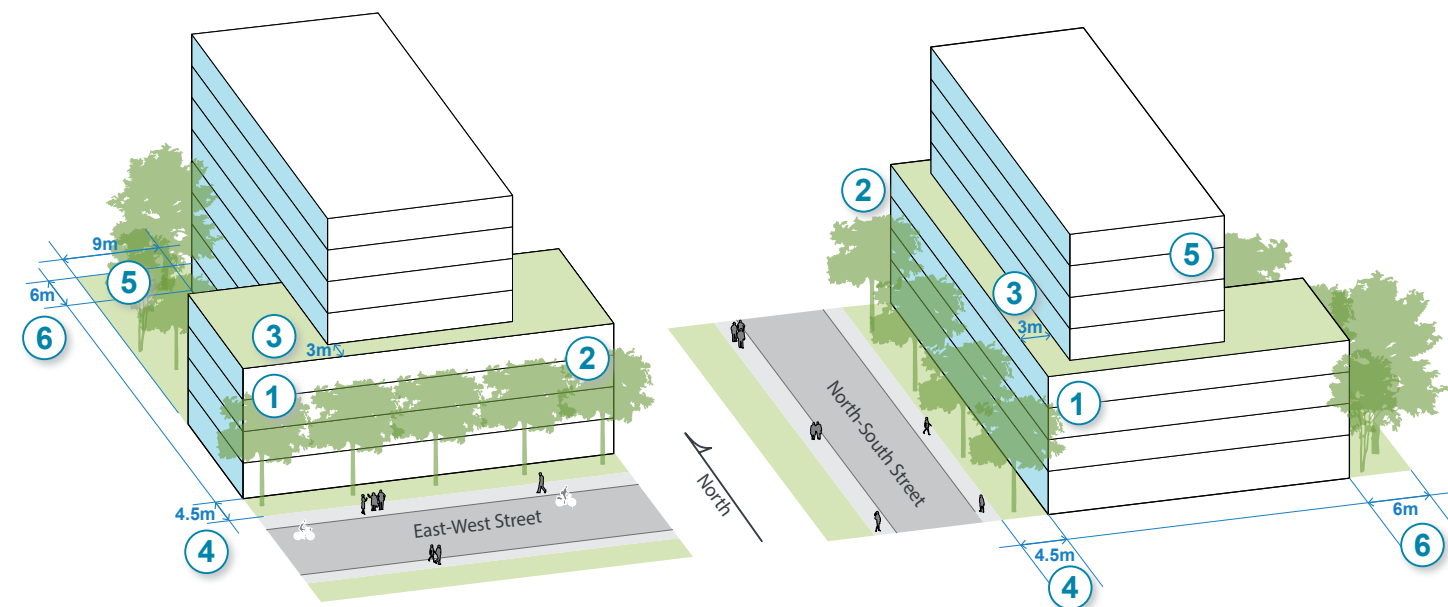


Figure 62 Typical apartment building envelope key dimensions for East-West Streets and North-South Streets

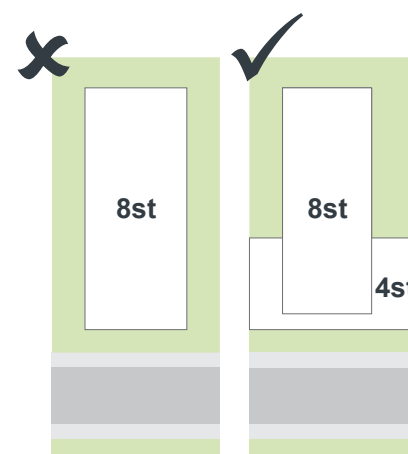


Figure 63 While both buildings above would have the same FSR, the one on the right would provide better residential amenity, improved passive surveillance and increased sunlight to streets.

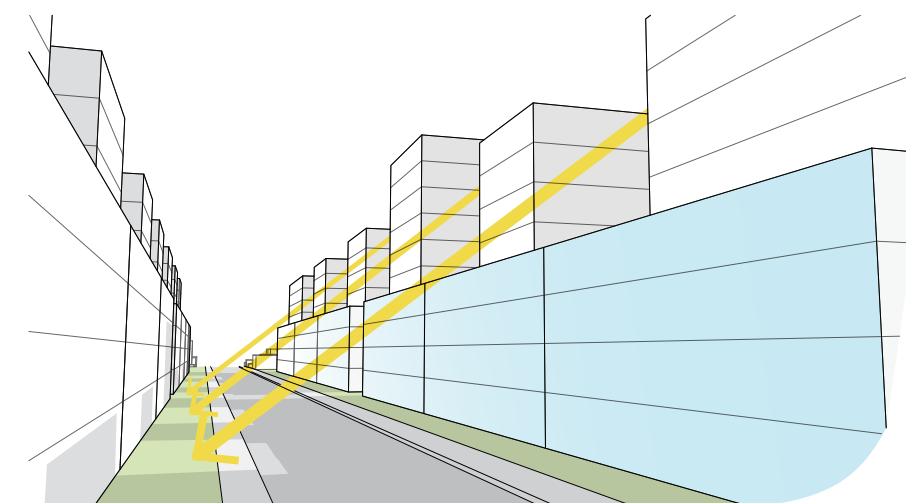


Figure 64 Strong four storey podium providing passive surveillance along the street with taller setback tower elements with building separation allowing for sun to penetrate to the street.

4-13 Precinct Yield Estimates

Assumptions for the testing include:

- Site areas and envelope areas are as measured from CAD however, the CAD plans are not based on detailed survey information.
- The existing Torrens titled housing stock is based on visual assessment / manual dwelling count.
- Existing strata titled stock based on public data accessed via the NSW Strata Hub.
- Existing strata development within the Town Centre is likely to contain a mix of both residential and non-residential properties so the number of “total additional dwellings” may be distorted.
- An average apartment dwelling size of 80m² has been assumed.
- The calculation for the number of dwelling units assumes application of CCB LEP ‘Clause 6.11 Mix of dwelling sizes in residential flat buildings and mixed-used development’.
- To encourage provision of population serving commercial uses in the Town Centre, non-residential uses have been assumed on both the ground and first floor.
- Non-residential uses on the ground floor within the Town Centre have generally been calculated using a 15m deep floor plate measured from the street frontage. The remaining non-residential ground floor use has been assumed for services and loading and has not been included in FSR calculations.

Apartments (Residential)	
Building Efficiency	GFA = 75% of GBA
Net Saleable Area	NSA = 90% of GFA
Dwelling Yield	NSA/80m²
Non-Residential	
Building Efficiency	GFA = 95% of GBA
Net Saleable Area	NSA = 90% of GFA

GBA = Envelopes drawn and measured in CAD

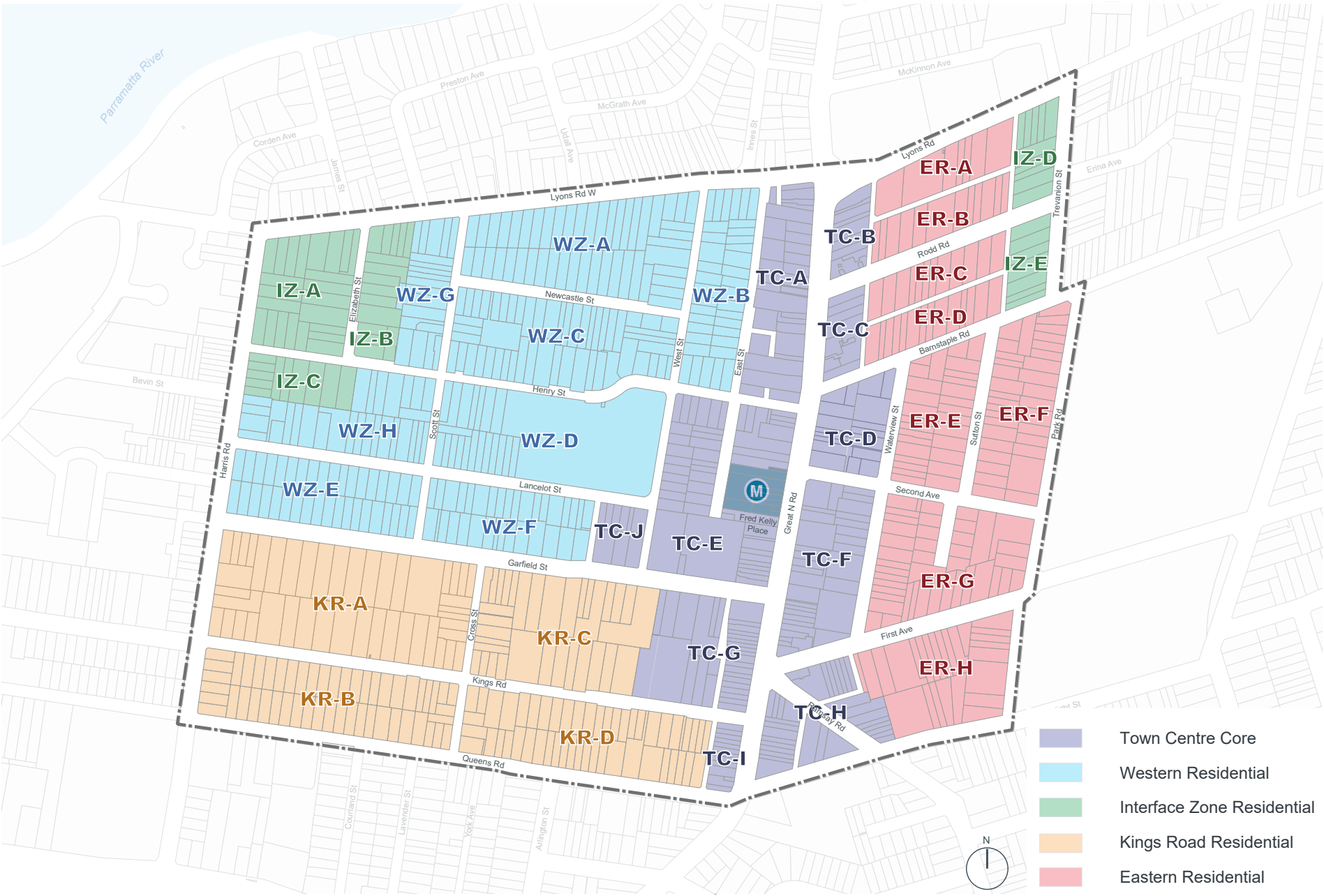


Figure 65 Blocks used to calculate yield estimates

4-13 Precinct Yield Estimates

Block	Sub-Precinct area	Total Amalgamated Lots Area	Commercial envelope	Commercial GFA	Commercial NSA	Residential GBA	Residential GFA	Residential NSA	Dwelling yield	Existing Torrens Dwellings	Existing Strata lots	Total existing dwellings	Total existing dwellings retained	Total Future Dwellings	Total Additional Dwellings	Resultant FSR	Estimated Existing Population	Estimated Future Population
ID No.	in m2	in m2	in m2, as measured	85% of Comm GBA	90% of Comm GFA	Measured	75% of Res GBA	90% of Res GFA	Res/ 80m2 (apartments)			Existing Torrens + Existing Strata		Dwelling yield + dwellings retained	Total Future Dwellings -Total Existing Dwellings	Total GFA/ Total Amalgamated Lots Area	Existing Dwellings * 2.2	Total Future Dwellings * 2.2
IZ-A	14,386	12,276	0	0	0	27,998	20,999	18,899	236	20	0	20	5	241	221	1.7	44	531
IZ-B	16,464	7,537	0	0	0	18,308	13,731	12,358	154	15	2	17	0	154	137	1.8	37	340
IZ-C	21,488	6,237	0	0	0	17,833	13,375	12,038	150	12	0	12	0	150	138	2.1	26	331
IZ-D	4,960	4,960	0	0	0	12,804	9,603	8,642	108	8	4	12	0	108	96	1.9	26	238
IZ-E	4,258	4,258	0	0	0	11,808	8,856	7,970	100	7	0	7	0	100	93	2.1	15	219
WZ-A	26,490	26,490	0	0	0	100,282	75,211	67,690	846	50	2	52	0	846	794	2.8	114	1,861
WZ-B	13,992	13,992	0	0	0	53,880	40,410	36,369	455	38	0	38	0	455	417	2.9	84	1,000
WZ-C	23,626	23,626	0	0	0	81,317	60,988	54,889	686	53	0	53	1	687	634	2.6	117	1,512
WZ-D	26,474	4,752	0	0	0	24,520	18,390	16,551	207	21	2	23	0	207	184	3.9	51	455
WZ-E	16,030	16,030	0	0	0	62,769	47,077	42,369	530	38	0	38	0	530	492	2.9	84	1,165
WZ-F	13,680	13,680	0	0	0	53,787	40,341	36,306	454	31	2	33	0	454	421	2.9	73	998
WZ-G	8,927	8,927	0	0	0	33,981	25,485	22,937	287	19	0	19	0	287	268	2.9	42	631
WZ-H	15,251	15,251	0	0	0	59,457	44,592	40,133	502	30	0	30	0	502	472	2.9	66	1,104
KR-A	36,584	35,442	0	0	0	132,595	99,446	89,501	1,119	20	234	254	3	1,122	868	2.8	559	2,468
KR-B	22,470	22,470	0	0	0	87,127	65,345	58,811	735	50	2	52	0	735	683	2.9	114	1,617
KR-C	24,897	24,897	0	0	0	95,850	71,887	64,699	809	21	104	125	0	809	684	2.9	275	1,779
KR-D	22,159	20,196	0	0	0	70,563	52,922	47,630	569	50	0	50	3	572	522	2.6	110	1,259
TC-A	14,289	7,663	7,224	6,863	6,177	37,743	28,307	25,476	318	0	149	149	96	414	265	4.6	328	912
TC-B	3,738	2,858	3,383	3,213	2,892	15,572	11,679	10,511	131	0	14	14	14	145	131	5.2	31	320
TC-C	3,884	1,921	2,460	2,337	2,103	8,686	6,515	5,863	73	0	29	29	29	102	73	4.6	64	225
TC-D	8,421	8,421	8,437	8,015	7,214	45,272	33,954	30,559	382	8	27	35	0	382	347	5.0	77	840
TC-E	26,877	17,189	15,275	14,511	13,132	60,179	45,135	40,621	508	27	0	27	0	508	481	3.5	59	1,117
TC-F	15,198	14,445	21,983	20,918	18,894	51,183	38,388	34,549	432	3	26	29	0	432	403	4.1	64	950
TC-G	15,012	11,007	10,428	9,906	8,916	53,627	40,220	36,198	452	2	0	2	0	452	450	4.6	4	995
TC-H	10,580	5,888	8,788	8,348	7,513	21,281	15,961	14,365	180	6	90	96	90	270	174	4.1	211	593
TC-I	2,355	2,355	3,023	2,872	2,584	12,612	9,459	8,513	106	0	3	3	0	106	103	5.2	7	234
TC-J	3,742	3,742	2,712	2,577	2,319	15,689	11,767	10,590	132	8	0	8	0	132	124	3.8	18	291
ER-A	7,668	7,668	0	0	0	29,163	21,873	19,685	246	3	44	47	0	246	199	2.9	103	541
ER-B	7,076	7,076	0	0	0	27,891	20,918	18,827	235	11	6	17	0	235	218	3.0	37	518
ER-C	6,800	6,800	0	0	0	26,356	19,767	17,790	222	12	0	12	0	222	210	2.9	26	489
ER-D	6,735	6,735	0	0	0	26,063	19,548	17,593	220	13	2	15	0	220	205	2.9	33	484
ER-E	12,928	12,929	0	0	0	49,577	37,183	33,465	418	28	7	35	0	418	383	2.9	77	920
ER-F	16,745	16,744	0	0	0	65,509	49,132	44,219	553	41	0	41	0	553	512	2.9	90	1,216
ER-G	19,691	19,691	0	0	0	74,684	56,013	50,412	630	45	36	81	0	630	549	2.8	178	1,386
ER-H	17,451	17,451	0	0	0	65,832	49,374	44,436	555	20	49	69	0	555	486	2.8	152	1,222
Totals	511,326	431,602	83,712	79,560	71,745	1,631,800	1,223,850	1,101,465	13,742	710	834	1,544	241	13,983	12,439		3,397	30,763

=Large amounts of existing strata assumed to be amalgamated

Figure 66 Block yield estimate schedule

[illegible]

4-15 FSR and the Low to Mid Rise Housing Policy

The existing zoning and Floor Space Ratio (FSR) controls in the LEP are:

Land Zoning	FSR
R2 (Low Density Residential)	0.5:1
R3 (Medium Density Residential)	0.5 - 0.7:1
MU1 (Mixed Use)	2.5 - 2.7:1

The Low and Mid Rise Housing (LMRH) policy is currently in force in the Precinct outside the MU1 Zone. It permits residential flat buildings and shoptop housing in R2 and R3 zones. The maximum FSR in R2 zones is 0.8:1. In R3 zones within 400m of a railway station or town centre the maximum FSR is 2.2:1 and within 400 to 800m from a railway station or town centre the maximum FSR is 1.5:1.

In some cases where local Council strategies meet or exceed the number of homes achieved by the LMRH policy, the Government has agreed to the local provisions to prevail. Therefore, the approach to the Five Dock Masterplan has been to exceed the number of homes achieved by the LMRH policy, while also fulfilling the vision for Five Dock, delivering public benefit and bringing target FSRs closer to FSR that have been identified as likely to be feasible.

In the R2 and R3 zones within the Masterplan boundary, approximately 5,000 new dwellings can be built under the LMRH policy. In the same area, the Masterplan approach achieves approximately 9,000 new dwellings. New dwellings proposed within the Town Centre are not included in these figures as the MU1 zone is excluded in the LMRH policy.

These figures show the net yield, which is the total number of potential new dwellings achieved after subtracting existing dwellings that would be demolished. Heritage dwellings are not included in this calculation, as they are assumed to remain.

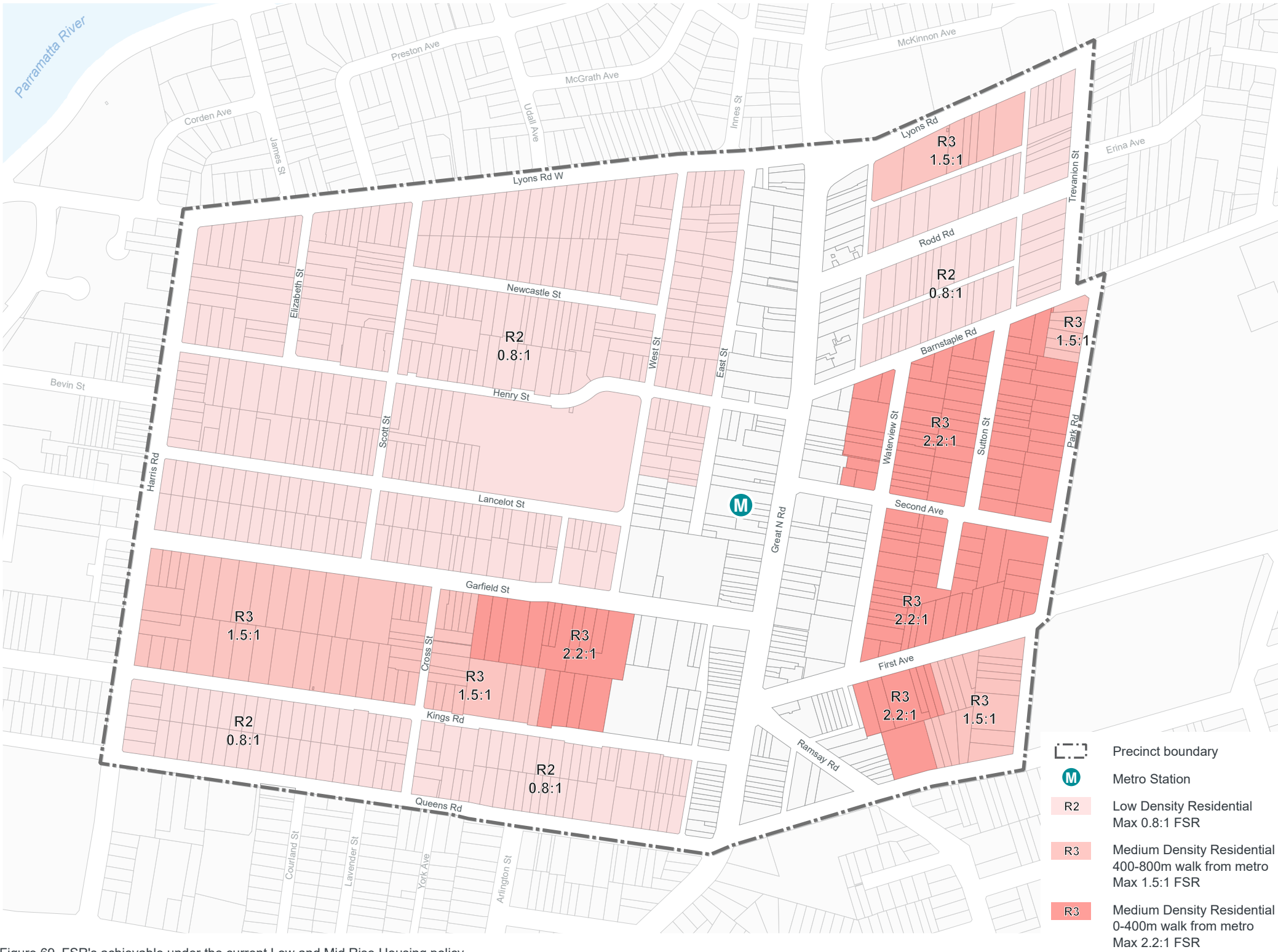


Figure 69 FSR's achievable under the current Low and Mid Rise Housing policy

04 The Masterplan

4-16 Solar Access Assessment

Solar access study aim and methodology

The Five Dock Precinct has a challenging urban structure for solar access, particularly on the western side of Great North Road, as it is dominated by east-west oriented streets which can increase the impacts of overshadowing on streets, open spaces and adjoining buildings. North-south oriented streets typically achieve good solar access and therefore this solar assessment focuses on east-west streets.

A solar access assessment was conducted to assess the impact of the proposed building heights, and the bulk and scale of the proposed building envelopes on overshadowing of the streetscape, public open space and surrounding built form.

Existing solar access to current streets and open spaces in the Precinct was firstly undertaken to understand the current overshadowing impacts along east-west streets in the Study Area. Testing was undertaken between 9am-3pm at mid-winter (21 June) to understand the worst case potential for overshadowing. This revealed that, on average, east-west streets and footpaths currently receive an adequate level of solar access due to the dominant low density residential character of the area with modest building heights, bulk and scale.

The proposed built form shown in the Masterplan results in an increase in overshadowing of east-west road reserves due to the proposed increases in built form height, bulk and scale. Due to the height of buildings to the north, Lyons Road and Lyons Road West maintain a high level of solar access and wide, east-west streets in the Precinct such as Lancelot Street also retain a reasonable level of solar access.

Solar analysis was also undertaken on proposed building envelopes on the southern side of east-west streets. Testing suggests that built form on the southern side of the identified streets is likely to achieve the ADG solar access criteria which requires a minimum of 70% of living rooms and private open spaces of apartments to receive a minimum of 2 hours direct sunlight between 9am and 3pm mid-winter.

Solar access to existing and proposed public open spaces was also analysed. Minimal change to direct solar access at Fred Kelly Place is likely due to the proposed Metro Station built form which is already expected to overshadow much of the plaza in mid winter, leaving only a small strip of sunlight on the southern edge of the space. This means any additional overshadowing should not be allowed.

The proposed new Town Square (east of Great North Road) is able to maintain a minimum of 3 hours direct solar access to at least 50% of its area between 9am and 3pm in mid winter. This is based on the built form heights shown in this Masterplan and assumes the Metro building directly to the north is approximately four (4) storeys in height. To ensure solar access to open spaces in the Precinct the inclusion of Sun Access Planes in the LEP is recommended.

The proposed new open space located west of Five Dock Public School between Henry Street and Lancelot Street is expected to achieve a high level of solar access due to its large size and northern orientation. Five Dock Public School is also expected to receive minimal overshadowing from proposed future development between 9am and 3pm during midwinter.

Existing Precinct Solar Testing

East-west Streets and Footpaths	Solar Access			
	21 June 9am	21 June 12pm	21 June 3pm	Average
Lyons Rd W	High	High	High	High
Lyons Rd	High	High	Reasonable	High
Newcastle St	Reasonable	High	High	High
Rodd Rd	High	High	Reasonable	High
Henry St	Reasonable	Reasonable	Reasonable	Reasonable
Barnstaple Rd	High	High	Reasonable	High
Lancelot St	Reasonable	High	High	High
Second Ave	Reasonable	High	Reasonable	Reasonable
Garfield St	Reasonable	High	High	High
First Ave	High	High	Reasonable	High
Kings Rd	Low	Reasonable	Reasonable	Reasonable
Queens Rd	Reasonable	High	High	Reasonable

Figure 70 Solar access to east-west road reserves with existing Precinct built form

Public Open Space	Solar Access			
	21 June 9am	21 June 12pm	21 June 3pm	Average
Fred Kelly Place	Low	Low	Low	Low
New Town Square	Reasonable	High	Reasonable	Reasonable
Proposed open space Henry St & Lancelot St (adjoining school)	High	High	High	High

Streets, Footpaths and Public Open Space Solar access assessment criteria

Figure 71 Solar access to open spaces with existing Precinct built form

High (>60% space receives sunlight)
Reasonable (40-60% space receives sunlight)
Low (<40% space receives sunlight)

4-16 Solar Access Assessment

Proposed Masterplan Solar Testing

Location Tested	Solar Access			
	21 June 9am	21 June 12pm	21 June 3pm	Average
Lyons Rd W				
Street & Footpaths	High	High	High	High
Buildings Fronting North	Acceptable			
Lyons Rd				
Street & Footpaths	High	High	Reasonable	High
Buildings Fronting North	Acceptable			
Newcastle Street				
Street & Footpaths	Low	Low	Low	Low
Buildings Fronting North	Acceptable			
Rodd Road				
Street & Footpaths	Low	Low	Low	Low
Buildings Fronting North	Acceptable			
Henry Street				
Street & Footpaths	Low	Reasonable	Low	Low
Buildings Fronting North	Acceptable			
Barnstaple Road				
Street & Footpaths	Low	Reasonable	Low	Low
Buildings Fronting North	Acceptable			
Lancelot Street				
Street & Footpaths	Reasonable	High	Reasonable	Reasonable
Buildings Fronting North	Acceptable			
Second Avenue				
Street & Footpaths	Low	Reasonable	Low	Low
Buildings Fronting North	Acceptable			
Garfield Street				
Street & Footpaths	Low	Reasonable	Low	Low
Buildings Fronting North	Acceptable			
First Avenue				
Street & Footpaths	Low	Reasonable	Low	Low
Buildings Fronting North	Acceptable			
Kings Road				
Street & Footpaths	Low	Reasonable	Low	Low
Buildings Fronting North	Acceptable			
Queens Road				
Street & Footpaths	Low	Reasonable	Low	Low
Buildings Fronting North	Acceptable			

Figure 72 Solar access to east-west road reserves with proposed Masterplan built form

Public Open Space	Solar Access			
	21 June 9am	21 June 12pm	21 June 3pm	Average
Fred Kelly Place	Low	Low	Low	Low
New Town Square	Low	Reasonable	Reasonable	Reasonable
Proposed open space Henry St & Lancelot St (adjoining school)	High	High	Reasonable	High

Figure 73 Solar access to open spaces with proposed Masterplan built form

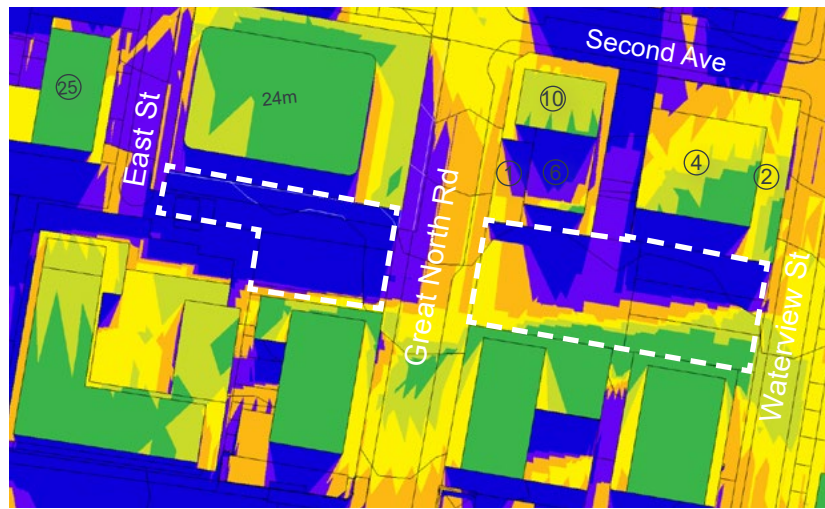


Figure 74 Solar access duration in mid-winter (June 21) between 9am and 3pm to Fred Kelly Place and New Town Square with proposed built form

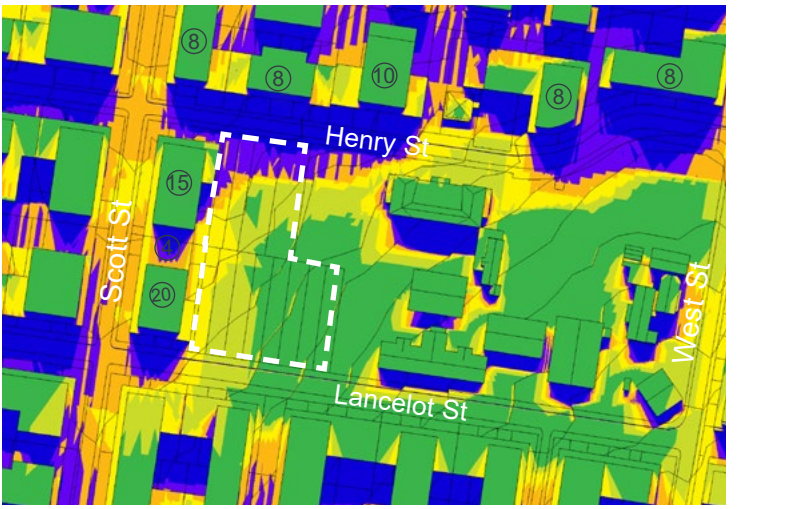


Figure 75 Solar access duration in mid-winter (June 21) between 9am and 3pm to Five Dock Public School and new proposed adjoining open space

Streets, Footpaths and Public Open Space Solar access assessment criteria

High (>60% space receives sunlight)
Reasonable (40-60% space receives sunlight)
Low (<40% space receives sunlight)

North Facing Built Form ADG Solar Access Guidelines (min 70% apartments to receive min 2hrs)

Acceptable (>=70% receive 2hrs)
Not acceptable (<70% receive 2hrs)

04 The Masterplan

4-16 Solar Access Assessment

The shadow diagrams prepared are set at 9am, 12pm and 3pm on 21st June (mid winter) which illustrate the maximum potential overshadowing.



Figure 76 Shadow Diagram 21 June - 9am

— Precinct boundary



Figure 77 Shadow Diagram 21 June - 12pm

— Precinct boundary

04 The Masterplan



Figure 78 Shadow Diagram 21 June - 3pm

— Precinct boundary



Figure 79 Solar access duration in mid-winter (June 21)
between 9am and 3pm

— Precinct boundary





Chapter 5

LEP/ DCP Next Steps

- 5-1 Recommendations Overview
- 5-2 LEP Land Zoning Recommendations
- 5-3 LEP Building Heights Recommendations
- 5-4 LEP FSR Recommendations
- 5-5 LEP Overshadowing of Public Places
- 5-6 Proposed DCP Recommendations
- 5-7 Contributions Plan Recommendations

05 LEP/ DCP Next Steps

5-1 Recommendations Overview

This chapter outlines recommended changes to the Canada Bay Local Environmental Plan (LEP) 2013 and the City of Canada Bay Development Control Plan (DCP) 2013. It also includes potential funding mechanisms to be explored in the Local Infrastructure Contributions Plan. These recommendations are suggested to help implement the outcomes presented in this Masterplan.

The recommendations assume that sites are amalgamated as per the site amalgamation plan and any increase in height or FSR is contingent on the delivery of the proposed infrastructure, such as street widening and new links and lanes.

The apartment building envelopes are based on the proposed site amalgamations and building heights. Reduced lot sizes and/or increased building heights may create inadequate separation distances between apartments, poor internal residential amenity and increased overshadowing. To address this for any future residential development outside the Town Centre which differs from the proposed Masterplan amalgamations, the following controls will be recommended in the DCP/LEP:

- Typical minimal lot width of 36m.
- Typical minimal lot size of 1500m².

Where relevant, the approach and methodology that underpin the planning control changes are explained in more detail.

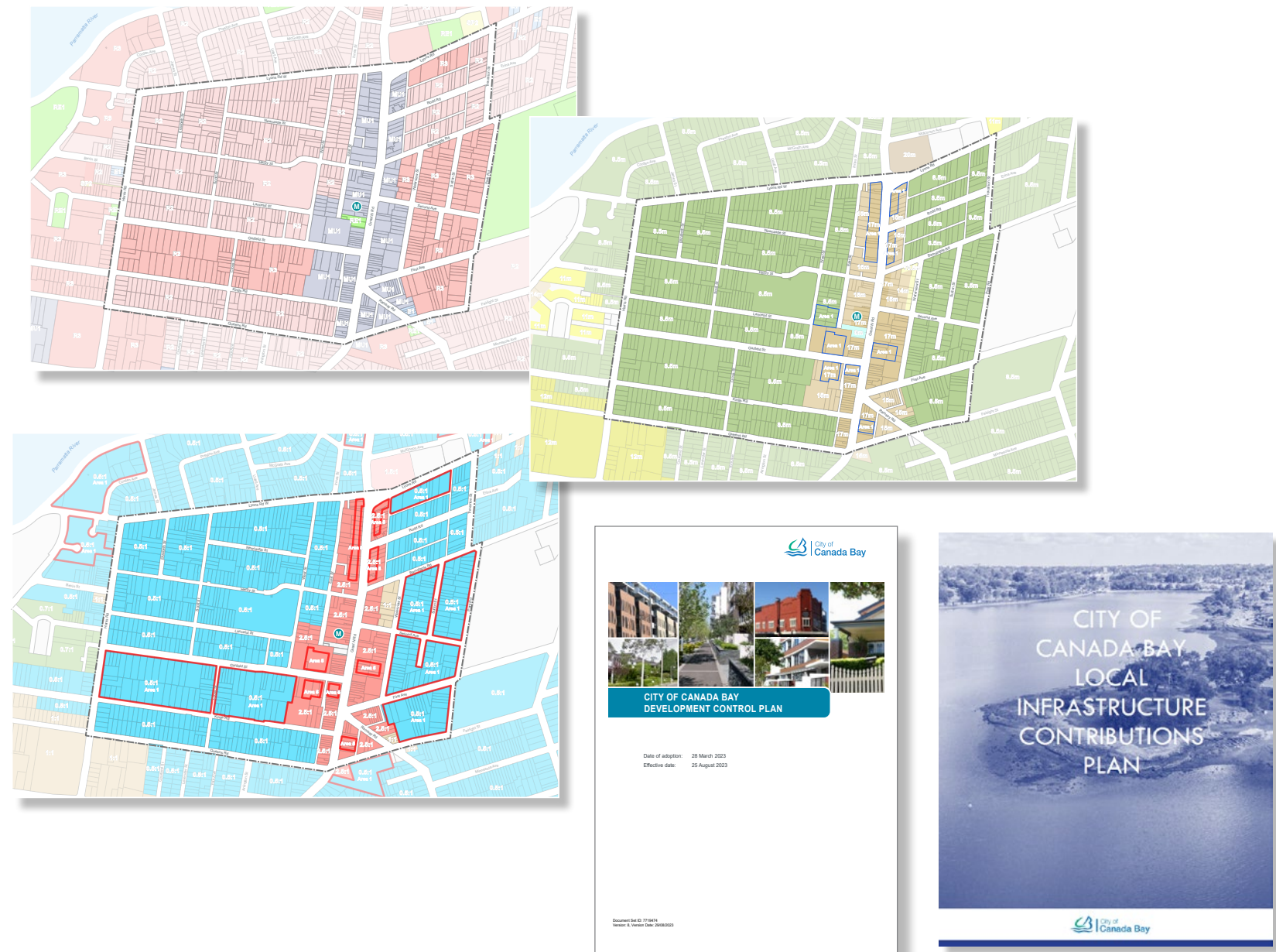


Figure 80 Existing CCB Planning Frameworks

05 LEP/ DCP Next Steps

5-2 LEP Land Zoning Recommendations



Figure 81 Existing LEP Zoning map with recommended changes

The following changes to the LEP land zoning are proposed for Council's consideration and review.

1 R4 High Density Residential zone.

These areas are currently zoned R2 and R3 but will be within 800m of the new Metro Station. It is recommended that these areas become R4 to encourage the development of viable residential flat buildings. To ensure the delivery of the proposed amenity and improvements to the infrastructure including street widening and new open spaces, laneways and links, this should only occur if the Low and Mid-Rise Housing (LMRH) Policy and Affordable Housing Bonus is turned off.

2 MU1 Mixed Use zone.

To accommodate increased demand for retail and commercial facilities in the Five Dock Centre it is recommended that the core of the Town Centre is expanded and the following areas around the new Metro Station be rezoned to MU1:

- The area bounded by Barnstaple Road, Waterview Street and Second Avenue to MU1 zone to match the adjoining properties which face Great North Road. A MU1 zone would help to avoid split zoned sites (ie lots in the same ownership but with different planning controls), and provide greater flexibility for lot amalgamation and through site links. Rezoning could also encourage an east-west ownership pattern spanning between Great North Road and Waterview Street. If an east-west ownership pattern is achieved, the proposed laneway in the current DCP might be reconfigured.

- Extend the existing MU1 zone between East Street and West Street up to Henry Street. A MU1 zone would help to avoid split zoned sites and provide greater flexibility for lot amalgamation and through site links. Rezoning also enables the creation of a new vehicle laneway between East and West Street avoiding the need for a turning circle at the end of East Street.
- Extend the existing MU1 zone along Garfield Street to include the area between Lancelot Street, Garfield Street and School Lane.
- Include the small area of existing E1 zoned land along Ramsay Road.

3 RE1 Public Recreation zone.

Fred Kelly Reserve is currently zoned RE1. This ensures it remains a public space and is not encroached upon by future development. In the long term, the new Town Square to the east of Great North Road should also have a RE1 zoning. In the short term, this public open space may remain zoned MU1 to ensure the proposed mix of development and open space can occur on the amalgamated lot.

The proposed open space near Five Dock Public School should be rezoned to RE1 to ensure it is delivered and remains public in the long term. If Council chooses to purchase the land, it can be rezoned to RE1 in the short term. However, if the park is to be funded by development contributions, rezoning may have to occur in the future, after any relevant land dedications have been delivered and sufficient developer contributions have been collected.

5-3 LEP Building Heights Recommendations

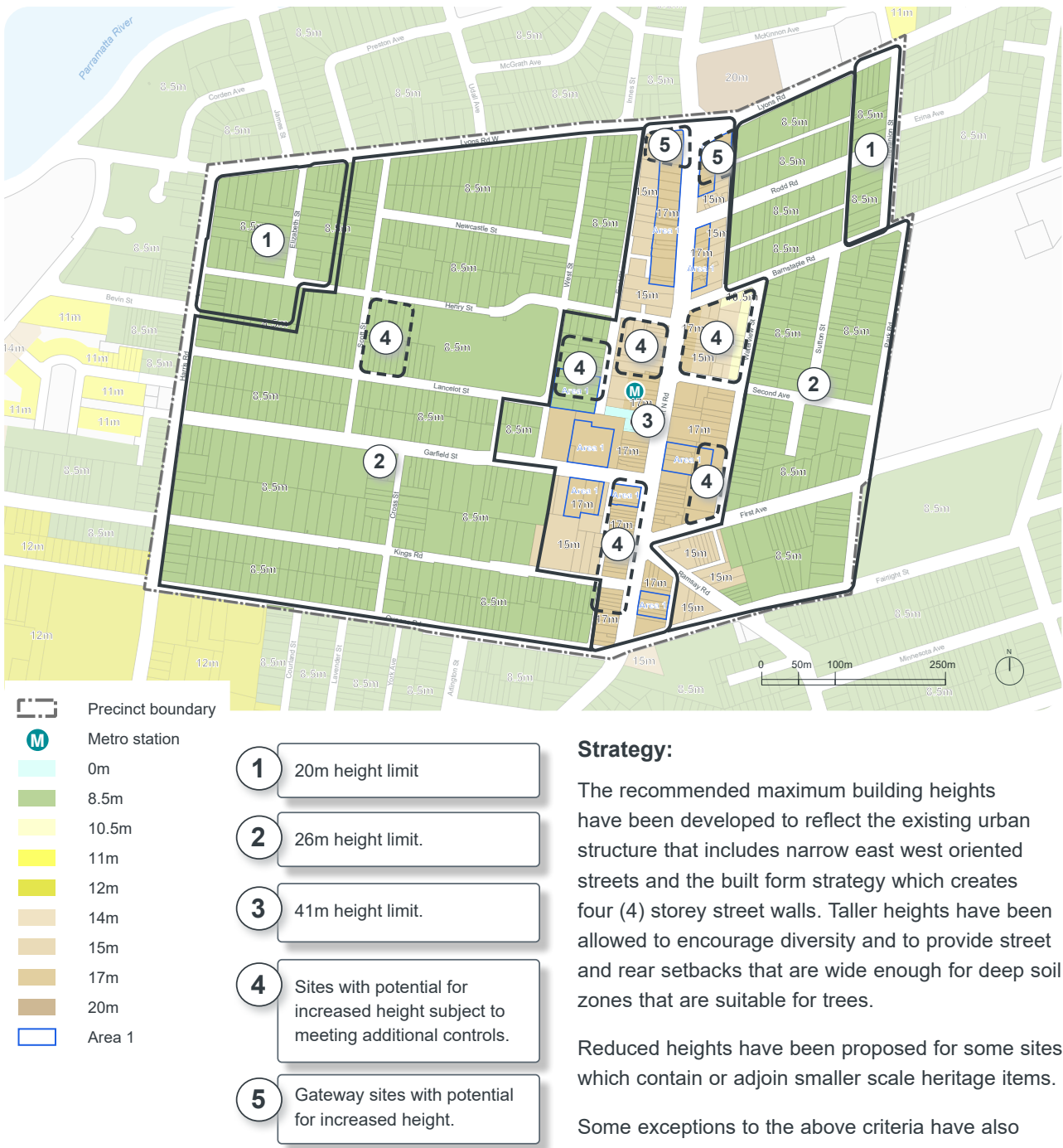


Figure 82 Existing LEP Heights map with recommended changes

1 20m height

Currently zoned R2 Low Density Residential, under the LEP and the Low and Mid-Rise Housing (LMRH) Policy these areas have a maximum building height of 9.5m (2 storeys). If the LMRH Policy is turned off, it is recommended that maximum building height for this area is increased to 20m allowing for apartments up to six (6) storeys high. Two (2) additional storeys (3.2m) of height may be allowable in identified areas to incentivise accessible pedestrian links in nominated locations.

2 26m height

Where this is a R3 Medium Density Residential zone, under the Low and Mid-Rise Housing (LMRH) Policy this area has a maximum building height of 17.5m (4 storeys) which increases to 22m (6 storeys) within 400m of the centre. Where it is a R2 Residential zone, under the LEP and the Low and Mid-Rise Housing (LMRH) Policy these areas currently have maximum building heights of 9.5m (2 storeys). If the LMRH Policy is turned off, to create consistency and encourage development across the Precinct, it is recommended that maximum building height for this area is increased to 26m allowing for apartments up to eight (8) storeys high. Up to two (2) additional storeys of height should be allowed in identified areas to incentivise street widening or lanes and links in nominated locations.

3 41m height

Sites within the Town Centre should have a maximum building height of 41m. This allows for mixed use buildings up to twelve (12) storeys high.

Sites that are to be rezoned to MU1 should also have an increased maximum building height of 41m.

4 Incentive and Infrastructure sites

Maximum height of between 50m (15 storeys) and 83m (25 storeys) could be allowable on larger amalgamated key sites within the centre to encourage the development of constrained heritage sites and incentivise the delivery of new public space, laneways, street widening, and/or accessible pedestrian links. *Note: The current 'Area 1' sites would be revised to apply to sites which may be eligible for additional height subject to site amalgamation, and/or provision of new laneways and links, protection of heritage and achievement of design excellence.*

5 Gateway sites

Two sites have been identified as gateway sites, which mark important corners and identify the entrance to this Precinct from the north. Additional height, up to a maximum 66m (20 storeys), could be considered for these sites if they are amalgamated, achieve design excellence and do not create an unreasonable level of overshadowing.

Overshadowing of public open spaces.

Council will need to limit surrounding building heights to protect public open spaces from an unreasonable level of overshadowing. For clarity it is recommended that Council adopt sun access planes and/or numeric controls. This will target height restrictions to parts of a development which affect open spaces, minimising the impact on development potential.

Methodology:

Calculations used the following floor to floor heights:

Residential Apartments	
Ground Floor	3.6m
Upper floors	3.2m
Shop Top Housing (MU1 zone)	
Ground Floor - Commercial/ retail	4.4m
First Floor - Commercial	3.8m
Upper floors (community)	3.8m
Upper floors (residential)	3.2m

No allowance was provided for lift overruns as CCB LEP Clause 5.6 allows for additional height for architectural features including lift overruns.

05 LEP/ DCP Next Steps

5-4 LEP FSR Recommendations

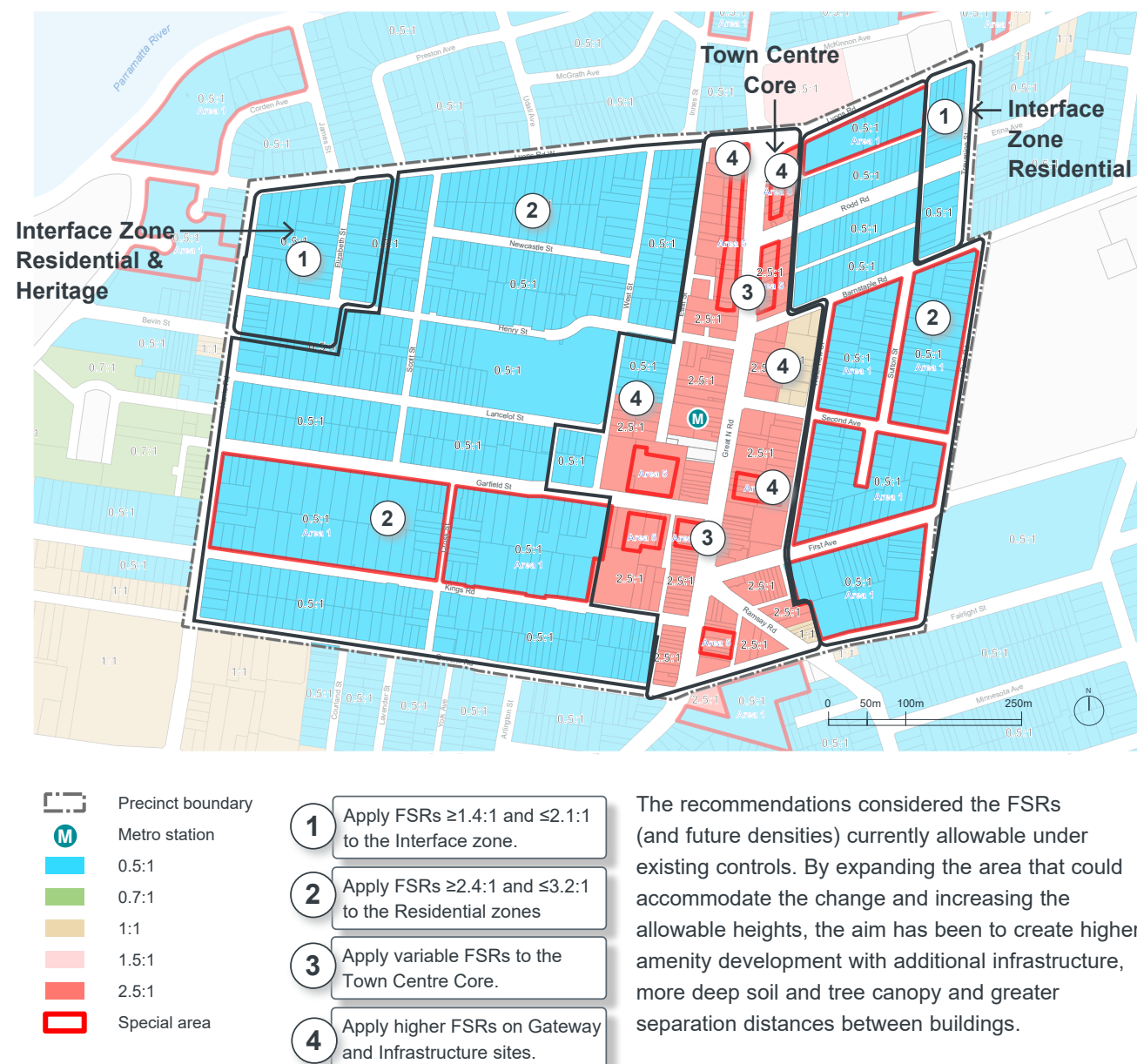


Figure 83 Existing LEP FSR map with recommended changes

The following changes to the LEP maximum floor space (FSR) provisions are proposed for Council's consideration:

1 Interface Zone, Residential & Heritage FSR $\geq 1.4:1$ and $\leq 2.1:1$

As a R2 Low Density Residential zone, under the current LEP and the Low and Mid-Rise Housing (LMRH) Policy these areas have a maximum FSR of 0.65:1 (for Dual Occupancies). It is recommended that the maximum FSRs for this area are increased to between 1.5:1 and 2.1:1. This would be in line with the six (6) storey apartment development tested. To ensure consistency and provide a transition to heritage and nearby lower height precincts it is recommended this only occurs if the Low and Mid-Rise Housing (LMRH) Policy and Affordable Housing Bonus is turned off.

2 Western, Eastern and Kings Road Residential Zones: FSRs $\geq 2.4:1$ and $\leq 3.2:1$

Where these areas are currently a R3 Medium Density Residential zone, under the LMRH Policy they have a maximum FSR of 1.5:1 which increases to 2.2:1 within 400m of the centre. Where they are R2 Low Density Residential zone, under the LEP and the Low and Mid-Rise Housing (LMRH) Policy these areas currently have a maximum FSR of 0.65:1 (for Dual Occupancies).

To encourage feasible development and desired new infrastructure, it is recommended that FSRs across the entire Eastern and Western Residential areas are generally increased to be between 2.4:1 and 3.2:1. Sites that are adjacent to or incorporate heritage lots will have FSRs that are between 1.7:1 and 2.4:1. To ensure consistency and provide a desired amenity this should only occur if the Low and Mid-Rise Housing (LMRH) Policy and Affordable Housing Bonus is turned off.

3 Town Centre Core: Variable FSRs

The area is envisaged as the heart of the local area with access to amenities such as a new metro station, buses, and retail uses. Proposed built form includes ground floor retail and first floor commercial premises, which can have deeper floorplates and therefore generate higher FSRs. The Town Centre Core is arranged around Great North Road, which is a wider north-south street so buildings can be taller and still provide solar access to apartments. To support this more urban character, and to take advantage of the central location and north-south orientation, it is recommended that the maximum FSR are increased. Typically apartment buildings of up to twelve (12) storeys were tested and achieved a median FSR around 4.3:1.

As the centre has a wide range of size and shaped lots, with different frontage lengths, access arrangements and proximity to heritage and open spaces, sites tested achieved FSRs between 1.3:1 to 6.2:1. It is therefore recommended that increases in height and FSRs should be on a site by site basis and subject to provision of infrastructure, achievement of design excellence and consideration of impacts including overshadowing, views and heritage.

4 Gateway and Infrastructure sites

Gateway sites, some corner sites, and sites that delivered key infrastructure and did not overshadow open spaces were identified as locations where additional height and higher FSRs in the 4.2:1 to 6.2:1 range could be possible.

Methodology

The following methodology informed the FSRs:

1. Building envelopes on each amalgamated site were analysed to identify FSRs.
2. Typically sites with recent developments less than 10 years old and/or that included more than 18 strata lots were assumed to remain.

5-5 LEP Overshadowing of Public Places

Overshadowing

With the implementation of the Masterplan, the Five Dock Precinct will have three areas of public open space;

- Fred Kelly Place
- New Town Square (opposite Fred Kelly Place on the eastern side of Great North Road), and
- New open space next to the Five Dock Primary School

It is recommended that the Sun Access Protection Map in the LEP is also revised to include clauses to protect these existing and proposed open spaces from development that would result in a building causing additional overshadowing of a public place identified on the Sun Access Protection Map, during specific times.

Although the proposed areas shown as receiving no additional overshadowing (Figure 84) in the Town Centre are small this is predominately the result of the east west orientation of the open spaces. These proposed areas are also based on the assumption that the future Metro building on the corner of Waterview Street and Second Avenue is 22m high (similar to the Metro Station building height at Fred Kelly Place). However sun access to this open space in mid-winter would be substantially improved if this secondary Metro building is a maximum of only 4 typical storeys (ie 15m) as modelled in Figure 74.

Minimum Requirements

Additions to the LEP table that specifies times during which additional overshadowing is prohibited should be as follows:

Fred Kelly Place

- No additional overshadowing to Fred Kelly Place within 6m north of the southern boundary of the open space between 12:30pm–2:30pm.

New Town Square (opposite Fred Kelly Place on the eastern side of Great North Road)

- No additional overshadowing to Area A between 12:30pm to 2:30pm in mid-winter, incorporating;
 - an area 5m south of the northern boundary of the open space and 12m east of the boundary with Great North Road; and
 - an area 6m north of the southern boundaries of lot B/DP347359 and lot A/DP338480.

New open space next to the Five Dock Primary School

- No additional overshadowing to Area B, an area 20m south of the boundary with Henry Street and 14m east of the western boundary of the open space site between 11am–1:30pm
- No additional overshadowing to Area C, the southern area of the open space between 9am–1pm

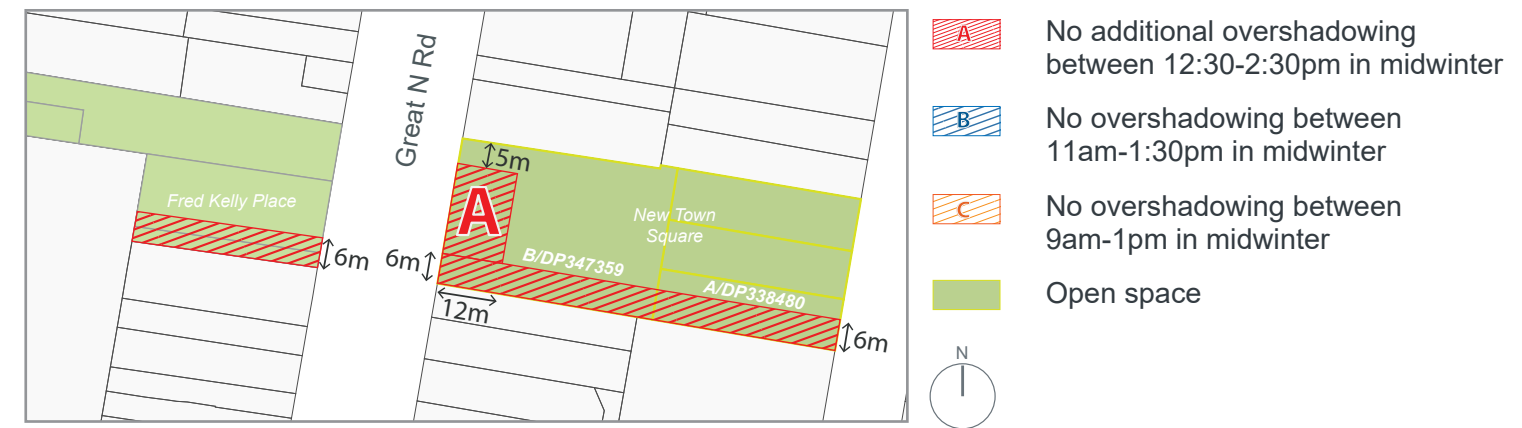


Figure 84 Potential minimum open space overshadowing controls (Fred Kelly Place and new Town Square)



Figure 85 Potential minimum open space overshadowing controls (new park)

05 LEP/ DCP Next Steps

5-6 Proposed DCP Recommendations

Along with changes to the existing CCB LEP, amendments to the existing CCB Development Control Plan (DCP) will be required to deliver the Five Dock Masterplan. It is recommended that these amendments are in two parts:

- Part 1 would involve modifications to the existing G3.2 Five Dock Town Centre DCP chapter which would need an amended boundary to reflect the expanded MU1 zone.
- Part 2 would be a new section for the remaining residential areas within the Precinct boundary.

Recommended amendments to the Five Dock DCP are provided below.

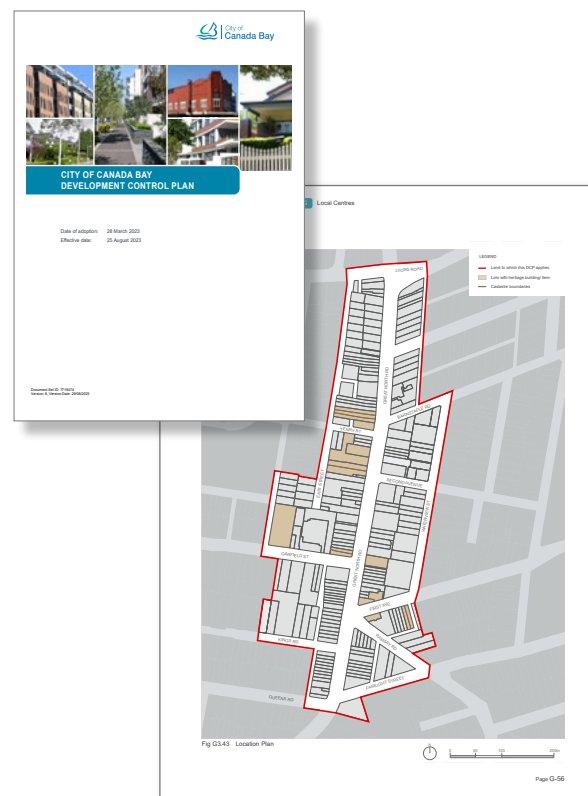


Figure 86 Five Dock Town Centre Location Plan (G3.2 Five Dock Town Centre, CCB DCP)

Building Height and Bulk and Scale

Except for the occasional incentive site or prominent corner location which can benefit from a higher built form, development in the Precinct should seek to create a bulk and scale appropriate for a local centre when viewed from streets, public places and neighbouring properties. Ways to achieve this include careful composition of building mass, height and facade treatment, including horizontal and vertical articulation, projections, recesses, eave overhangs and deep window reveals. Recommendations for the revised DCP include:

- Preparation of a detailed “Building Envelopes” Plan that shows the maximum building heights and storeys across the Precinct.
- Preparation of Sectional Building Envelopes diagrams that illustrate the desired building heights across the Precinct.
- Objectives i.e. new development is to ensure the bulk and scale is consistent and in keeping with the desired future character and streetscape; reduce overshadowing and perceived bulk when viewed from public places and neighbouring properties.
- Controls that encourage gateway and key incentive sites, utilising design excellence, could receive a possible height and/or FSR bonus.
- Controls that enable sites which provide increased public domain, laneways and/or accessible pedestrian links and design excellence to receive a possible height and/or FSR bonus.
- For all buildings over 12 storeys high define a maximum tower floor plate area, similar to PRCUTS, with an maximum GFA of 750m² GFA and a maximum street frontage length of 45m.
- To ensure any continuous street wall has a mix of facades, articulation, massing and architectural character and does not present as a single long podium form require podiums $\geq 40m$ to be broken into smaller elements with a different architectural character where all are $< 25m$.

Street Wall Heights and Upper Level Setbacks

Establishing street wall heights creates a lower level podium and ensures a consistent building scale, in particular along streets that contain a diverse mix of uses, building typologies and heritage items.

Street wall heights, in conjunction with upper level setbacks, also influence the amount of sunlight that reaches streets, public places and neighbouring properties.

The following performance criteria, design guidance and controls are recommended for inclusion in a revised DCP:

Street wall height:

- Objectives that require a consistent street wall height to define and spatially enclose the street; ensure coherence of the streetscape; respond to pedestrian perception of building bulk, scale and height; ensure buildings respond to adjacent development; and manage shadow impacts on streets, public spaces and adjacent properties.
- Written and drawn controls that define a typical four (4) storey street wall for apartment and mixed use typologies.
- To encourage articulation and interest, where buildings have a front setback control allow balconies, terraces, sun shading devices and architectural features below the street wall height to extend up to 1.5m beyond the primary building setback, provided the total length of all such features does not exceed 50%.
- Controls that require new development to maintain and facilitate continuous building frontage and a consistent street wall along Great North Road, within the Town Centre, and along key activity routes.

Upper level setbacks:

- Any development above the street wall height should typically feature a minimum upper level setback of 3m for a typical apartment development, or 4.5m for built form in the Town Centre that fronts Great North Road and Ramsay Road. Depending on the site's orientation, increased upper level setbacks may be required for development to the north of public places to ensure sufficient solar access, or where there are sensitive interfaces to heritage items.
- Preparation of a built form section showing the street wall height, upper level setbacks, minimum floor level heights and if applicable articulation/projection zones (see Figure 87 for an example below).

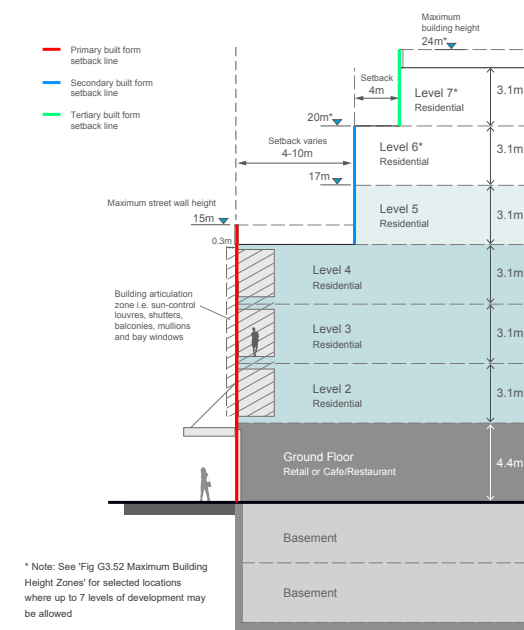


Fig G3.51 Example street frontage section showing maximum potential building height

Figure 87 Example built form section (G3.2 Five Dock Town Centre, CCB DCP)

Note: This is one of the sections in the existing DCP that would require amendments to reflect the proposed Five Dock Masterplan

5-6 Proposed DCP Recommendations

Transitions and Sensitive Interfaces

Development around sensitive uses such as heritage items and the Five Dock Public School should have DCP controls that ensure an appropriate transition and interface. Overlooking of the school site from surrounding residential buildings should be avoided by use of increased setbacks and the location of open space on the boundary with the school site. The potential co-location of open space with the school aids in separation of the school site and surrounding residential buildings, as well as facilitating potential new drop off and pick up locations for the school.

The following performance criteria, design guidance and controls are recommended for inclusion in a revised DCP:

- Building heights should reduce towards adjacent low-rise residential dwellings, sensitive interfaces, and heritage buildings.
- Proposed developments should show sensitivity towards neighbouring heritage items and ensure adequate transition, minimal overshadowing, and avoid unreasonable visual impact on these items by considering the height, bulk and scale of proposed developments.
- Where development is adjacent to a heritage item, street wall heights and setbacks of new development may be required to vary.
- Building and facade design responds to the scale, materials and massing of heritage items through aligning elements such as eaves lines, cornices and parapets, facade articulation, proportion and/or rhythm of existing elements and complementary colours, materials and finishes.
- Development in close proximity to the School site should consider ways to avoid overlooking to maximise the privacy of students.

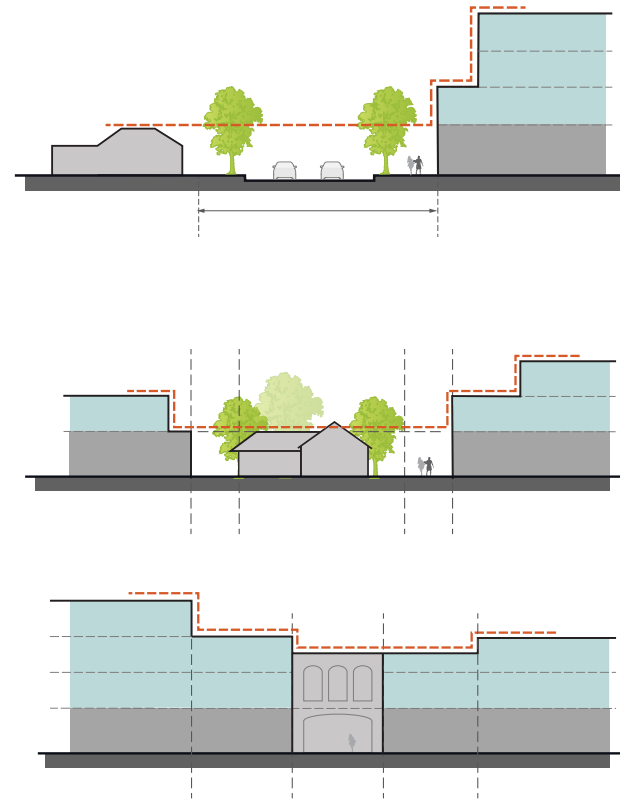


Figure 88 Sensitive building design principle diagrams

Solar Access and Overshadowing

It is important to consider the impact of any new development on the solar access of surrounding built form, streets and public spaces. Development to the north in particular needs to facilitate adequate direct sunlight access to buildings and streets and open space areas to the south.

Recommendations for the revised DCP include:

- Objectives that promote maximum solar access to the public domain as well as existing and future built form.
- Numerical standards that relate to a spatial outcome i.e. "No additional overshadowing to an area within 6m north of the southern boundary of the open space between 12:30pm–2:30pm in mid-winter."

- Consideration of Apartment Design Guide solar access requirements i.e. living rooms and private open spaces of at least 70% of apartments in a building to receive minimum 2hrs direct sunlight between 9am and 3pm mid-winter.
- Design controls that minimise overshadowing to neighbouring dwellings and private open space including boundary setbacks, upper level setbacks, building bulk and scale, and siting of driveways and pathways.
- Additional controls for development adjacent to proposed open spaces including more restrictive building heights, and ground and upper level setbacks.

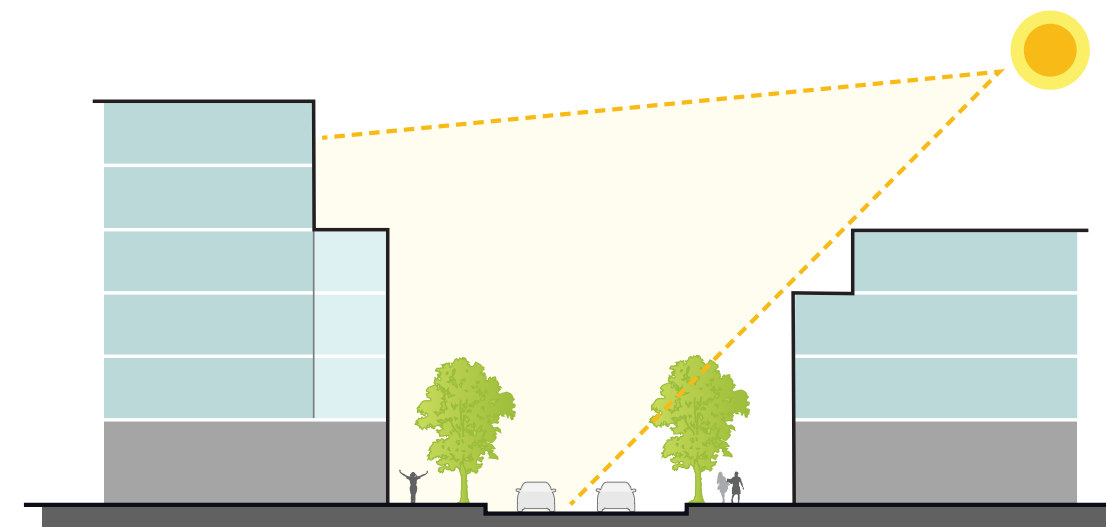


Figure 89 Public domain solar access principle diagram

05 LEP/ DCP Next Steps

5-6 Proposed DCP Recommendations

Front Setbacks & Addressing the Street

Building setbacks along a street not only establish the alignment of buildings, they also provide for landscaping and deep soil areas, building entries and a transition between public and private spaces.

The following performance criteria, design guidance and controls are recommended for inclusion in a revised DCP:

- Preparation of a detailed 'Street Setback' plan that identifies front setback requirements across the Precinct.
- Objectives that require front setbacks to be deep soil, landscaped, facilitate casual surveillance of the street, and add to the desired streetscape character.
- Objectives that establish the desired spatial proportions of the street, define the street edge, reinforce the desired character, and create a threshold by providing a clear transition between public and private spaces.
- Objectives that ensure a high quality design of the front setback is achieved, and which require buildings to contribute to the streetscape character, add visual richness, complexity, interest and a vertical rhythm; and address the street frontage, corners and public open spaces through entrances, lobbies, windows and balconies. For example, to identify a maximum height that a built form entrance can be elevated above the ground level of the public domain (e.g. footpaths). The design of ground floor apartments should also encourage direct access between the footpath and built form entrance.
- Articulation requirements that control how far balconies, ground floor terraces or entrance structures can protrude into the front setback.
- Controls that identify requirements for building setbacks and front fences, including the height, transparency and materiality, ensuring sight lines between pedestrians and vehicles are not obstructed.



Example of an elevated residential dwelling on the ground floor that is directly accessed off the footpath.

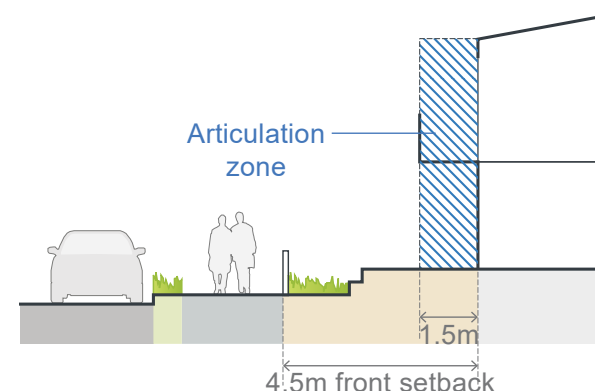


Figure 90 Possible front setback and articulation zone

Side and Rear Setbacks

Side and rear setbacks separate a development from neighbouring sites. Within the Town Centre, a continuous street wall is desired with zero side setbacks. For apartment typologies across the Precinct, a 0m side setback will be permitted for 4 storey podiums up to a maximum length of 18m. Taller built form requires and has been shown with, increased side and rear setbacks to reflect ADG requirements.

Recommendations for the revised DCP include:

- Controls to require a minimum, consistent and connected 6m rear deep soil zone to allow for medium and large canopy trees to be retained or planted.
- Controls that permit a 0m side setback up to a depth of a no more than 18m behind the front landscaped setback. This will maximise the proportion of the building facing the street and minimise the area of the building facing a side boundary. The 0m side setback will be restricted to the first 4 storeys of apartment podiums and the DCP will identify appropriate design solutions for the non habitable/ blank walls that may be created in the short term while the Masterplan vision is being delivered.

Parking and Servicing

Many of the streets in the Precinct are very narrow and this increases the need to discourage car ownership and private vehicular use across the Precinct. One way to do this is by encouraging car sharing, unbundling residential car parking from apartments and reduced car parking rates.

It is recommended that the maximum car parking rates for the Precinct are the Residential Parking Category B rates in the current Canada Bay DCP. These rates are suitable for Mixed Use zones, areas within 400m of a MU1 Mixed use zone and within 800m of a Metro Station.

Controls will also need to recognise that development will need to consider and accommodate detailed design requirements for access for servicing, deliveries and waste collection, particularly in the Town Centre and along narrow laneways.

5-6 Proposed DCP Recommendations

Accessible Pedestrian Links and Open Space

New links and open spaces across the Precinct have been identified to strengthen the existing access network and support increased walking, cycling and the use of public transport, and link key destinations within and beyond the Town Centre.

The following performance criteria, design guidance and controls are recommended for inclusion in a revised DCP:

- Objectives that require development to provide laneways, accessible pedestrian links and public open space to improve the permeability of any long urban block in the Precinct.
- Preparation of a 'Public Domain' plan that identifies the location of improved existing and desirable new linkages and open spaces.
- Dedications and/or provision of laneways, active transport links and accessible pedestrian links that are a minimum of 6m wide.
- Laneway design could be restricted to one-way traffic to reduce conflicts and increase opportunities for landscaping.
- Active transport links must provide a shared path suitable for cyclists, pedestrians and other uses that is a minimum of 3.6m wide plus landscaping.
- Accessible pedestrian links must be fully accessible and the pathway, path grade and path surface must be suitable for a variety of users including pedestrians, those pushing prams and for wheelchair uses. The pathway is to be a minimum of 3m wide plus any landscaping, seating etc.
- Controls to encourage proposed developments which adjoin laneways, active transport and accessible pedestrian links to address the link at ground level with entries and windows.



Example of a landscaped accessible pedestrian link

- Consideration should be given to how developments engage with active transport and accessible pedestrian links by requiring landscaping, front walls and fencing, transitions between the private domain and the laneway, balconies and terraces, driveways and the placement of front doors, windows and gates.
- New laneways and links are to be consistent with Crime Prevention through Environmental Design (CPTED) principles (e.g. clear sight lines), and should be naturally ventilated, well-lit after hours and publicly accessible 24/7.
- Laneways that facilitate vehicular movement should locate parking access and loading or servicing away from main pedestrian areas and active frontages.
- Open space should be designed to be safe and secure for all users by considering how landscaping and built form contributes to public surveillance of open spaces, legibility of entry ways, clear distinction between public and private spaces, and lighting.
- Any buildings near public open space should be designed to enhance the safety and amenity of the open space. This includes ensuring there is adequate surveillance and overlooking of open spaces from habitable rooms and balconies.

Tree Canopy and Landscape

Urban trees provide visual and environmental amenity and provide shade and urban cooling. The City of Canada Bay has a strategy to increase the tree canopy of the area, including increasing canopy cover on private land. Lower level landscaping of streets, public and communal open spaces also contribute to streetscape amenity and supports local habitat.

The provision of contiguous and continuous tree canopy coverage reduces urban heat and improves ecological health and diversity, wildlife corridors, local amenity and the health and the well-being of the community. It is particularly important to plan for tree canopy coverage in higher density areas as there can be conflict with large basement car parks.

The following tree canopy and landscape performance criteria, design guidance and controls are recommended for inclusion in a revised DCP:

- All development outside the Town Centre will be required to demonstrate how it contributes to the City of Canada Bay urban tree canopy target of 25%.
- To provide continuous tree canopy at the front and rear of lots, basement excavation should not occur within the front, or rear of buildings at ground level. Ideally, basements should also not extend closer than 3m to side boundaries but this can be difficult to achieve on narrow sites.
- Requirements to consider the impact of location and extent of driveways and internal pedestrian paths on landscaping, street trees and active street frontages.



Existing tree canopy coverage in the Precinct

- Requirements to consider and protect existing trees both within the public domain and within and adjoining private development sites where possible.
- Trees and landscaped areas planted on structures are to have sufficient soil depth, volume and irrigation to ensure long term growth and vigour.

05 LEP/ DCP Next Steps

5-6 Proposed DCP Recommendations

Active Frontages

The way in which buildings address the public domain has a direct influence on the character, safety and amenity of an area. Detailed pedestrian-scale visual environments, viewed at walking speed, combined with 'active' uses such as retail shops, cafes and restaurants, and interactive uses, such as terrace style residential entries are key success factors in creating (and sustaining) pedestrian activity in the Five Dock Precinct.

Recommendations for the revised DCP include:

- Preparation of an 'Active Frontages' plan that identifies the location and types of required and desired active frontages across the Precinct. This may include a mix of 'Vibrant', 'Friendly' and 'Mixed' facades similar to PRCUTS.
- Objectives that require buildings to contribute to the streetscape character, add visual richness, complexity, interest and vertical rhythm along Great North Road, and support the safety and passive surveillance of the public domain.

- Objectives that encourage building uses that can support active frontages including cafes, restaurants, retail spaces and outdoor dining along Great North Road.
- Design controls that can support the quality of active frontages, including the provision of pedestrian awnings, facade modulation and articulation, clear glazing, front elevation room uses, lighting and business operating hours.
- Numerical standards to promote quality activated frontages, such as maximum lengths of unarticulated walls, shopfront widths, pedestrian awning heights, front building line setbacks and ground floor entrance levels.
- Suggest materials, textures, colours and detailing to provide a mix of visual interest at pedestrian level and speed.

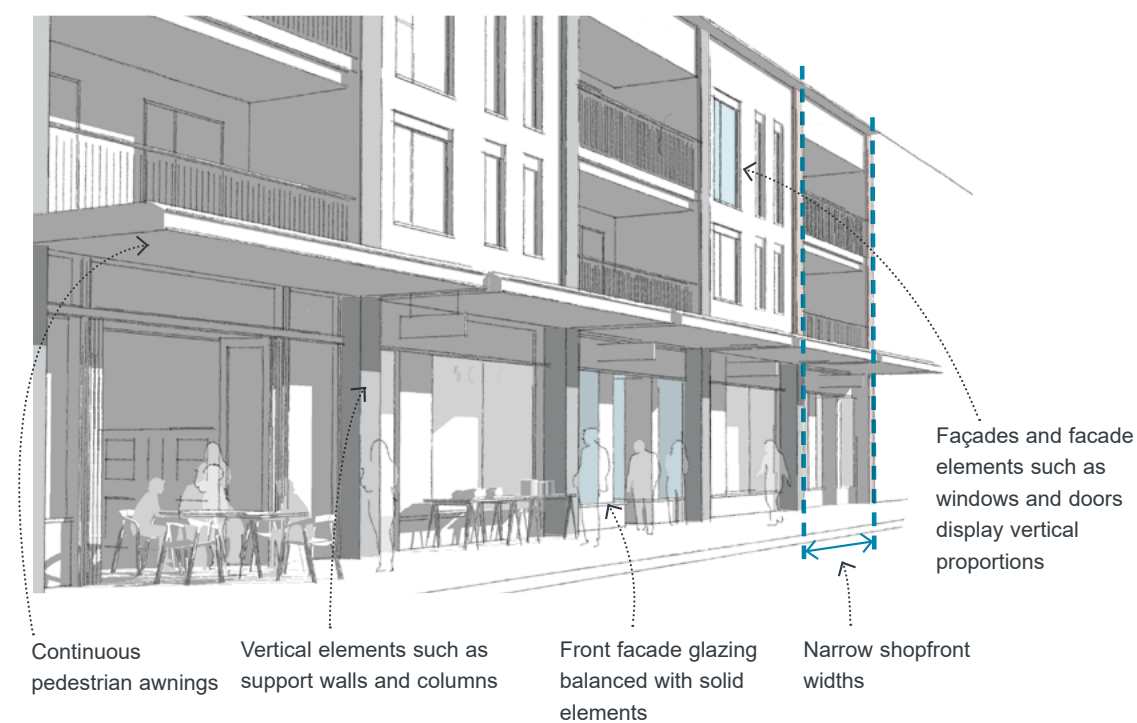


Figure 91 Example diagram showing design guidance for active frontages

5-7 Contributions Plan Recommendations

Funding mechanisms are to be explored for the following works proposed in the Masterplan:

- Expansion to Fred Kelly Place and new Town Square,
- New open space adjacent to Five Dock Public School,
- Accessible pedestrian links,
- Expansion of street road reserves and new laneways, and
- Public domain improvements.

Possible funding mechanisms include development contributions through section 7.11 or 7.12 mechanisms, Voluntary Planning Agreements (VPA), dedications, or other income sources such as government grants.

Expansion to Fred Kelly Place

A small extension of Fred Kelly Place to the north, and some public domain upgrades will be delivered by Sydney Metro. Any additional public domain upgrades (for example upgrading Fred Kelly Place) will likely be funded via developer contributions and would be added to the City of Canada Bay Local Infrastructure Contributions Plan 2022 (LICP).

New Town Square

The new Town Square to the east of Great North Road is represented in the LICP in items such as:

- PD5 Deliver new open space in Five Dock Town Centre / Fred Kelly Place (east),
- PD6 Deliver new open space in Five Dock Town Centre (3,000m²), and
- PD10 New Town Square – including raised threshold and Waterview Street link.

New open space (adjacent to the Five Dock Public School)

The Masterplan proposes the new open space, adjacent to the Five Dock Public School in the western part of the Precinct, can be delivered as follows:

- Four parcels of land are proposed to be dedicated to Council upon redevelopment where that development seeks to maximise development in accordance with incentive height of building and FSR standards.
- The remaining parcels of land are proposed to be reserved for public open space and acquired by Council. All land would be acquired by agreement with the landowner and in accordance with the Land Acquisition (Just Terms Compensation) Act 1991.
- Land dedicated or acquired for public purposes will be embellished by Council. Alternatively, developers may choose to undertake works in kind to deliver embellishments in exchange for an offset to development contributions.

If land had not been reserved for public purpose, application of the broader masterplan height and floor space ratio approach would have been applied to all sites between Scott Street and the school. For these sites, a maximum height of 8-storeys and an associated floor space would have been applied. These development standards would be complemented by setbacks consistent with other sites adjacent heritage items in the precinct, separation between the school and new development to the west (providing a buffer and reducing privacy and overshadowing risks), consistent application of podiums and tower heights from the immediate street blocks, and any other site-specific sensitivities.



Figure 92 Potential open space delivery plan

An individual lot, such as a 400m² parcel, does not have the capacity to accommodate an 8-storey built form. Development of this scale is expected to occur only through site amalgamation, enabling an appropriate building footprint, setbacks, amenity, and a cohesive urban design outcome consistent with the broader masterplan.

The Incentive Height and Floor Space Ratio applied to Key Sites WZ-24 and WZ-53 are not relevant to other land given the unique requirement to provide public open space.

05 LEP/ DCP Next Steps

5-7 Contributions Plan Recommendations

Road Widenings

Road widenings will primarily be delivered through incentive height of building and FSR standards with dedication of land to Council by the developer.

Road widening is proposed on the southern side of Kings Road and impacts a number of properties, including the rear of 18 Queens Road. This property is heritage listed and unlikely to be redeveloped. It is recommended that the relevant road widening is achieved by acquisition in accordance with the Land Acquisition (Just Terms Compensation) Act 1991.

Active Transport and Accessible Pedestrian Links

Active Transport and Accessible pedestrian links are to be delivered by developments, and incentivised through planning controls (see Section 5-3 and 5-4 on LEP changes). For example, allowable floor space can be calculated based on the size of the land before dedication, combined with bonus heights so that the FSR can be achieved.

Land will be retained in private ownership and easements created to permit public access over the links.

Expansion of streets and new laneways

This Masterplan outlines specific street road reserves that would benefit from widening. This widening is envisaged to be dedicated to Council as individual lots are developed and significant dedication may be incentivised through planning controls such as bonus height and/or floor space (see Section 5-3 and 5-4 on LEP changes).

New laneways are proposed between Great North Road and Waterview Street to improve connectivity and loading of retail and commercial tenancies. The LICP makes provision for some of these laneways, but may need updating to ensure all of the recommendations are reflected. Existing items in the LICP include:

- R7 Laneway construction First and Second Avenue Five Dock (6m wide), and
- R8 New north-south laneway to improve access to adjoining sites.

It is recommended to ensure long term flexibility and ensure all properties can access the laneway, all new laneways which will accommodate vehicular access should be dedicated to Council and/or remain in Council ownership. Dedication will ensure the land remains publicly accessible in the long term, and has no encumbrances such as overhanging development or basements.

Public domain improvements

Public domain improvements include proposed reconfiguration of streets, formalisation of parking spaces and bicycle infrastructure, potential traffic calming, and planting of trees and other landscape elements. These are proposed to be funded via developer contributions through the LICP, which already includes the following items:

- OS9 Streetscape improvements to improve walkability (100m),
- R3 Bike paths and shared pathways to implement Council's Bike Plan are represented,
- PD11 Five Dock Public Domain Streetscape (Stage 2 - Southern end),
- W5 Five Dock Park Barnstaple Road frontage footpath, and
- W6 Five Dock Park Ingham Avenue footpath.

To realise all of the proposed improvements outlined in this Masterplan, the LICP will need updating, and additional items will be required.

Affordable Housing

To ensure permanent affordable housing is delivered, it is recommended that the Five Dock Precinct is added to the nominated locations required to deliver a minimum percentage of the Gross Floor Area of new development as affordable housing under Canada Bay Affordable Housing Contributions Scheme.

This would make this Precinct similar to other Canada Bay Precincts such as PRCUTS and Rhodes East and in line with Council's LSPS. The minimum percentage of affordable housing will be subject to detailed economics viability analysis but should be a minimum of 2%.

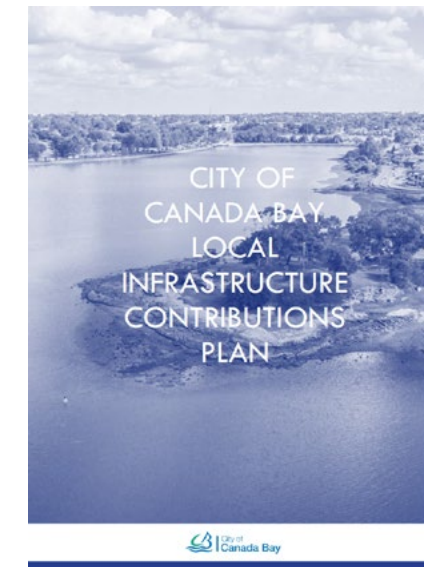


Figure 93 The City of Canada Bay Local Infrastructure Contributions Plan (LICP) details the works that are being funded through the contributions paid by developers when they develop sites within Canada Bay.

5-8 Calibration with recent State Government policies

The Precinct

The Masterplan is the result of detailed consideration of the place including its underlying landform, built and urban structures and the desired future qualities of the Five Dock Local Centre. While growth is anticipated and facilitated, transformation of the Precinct also needs to reflect the capacity of the place and its urban structure to accommodate this change.

As identified in the Bitzios Traffic and Transport Report many of the local streets in the Precinct are very narrow, compromising vehicle and pedestrian safety. Loading, servicing, vehicular access and garbage collection is typically more challenging on narrow streets and it can be difficult to provide street trees and footpaths. Buildings on either side of a narrow street typically appear taller and are closer together. Where streets have an east west alignment, narrow streets can also result in increased overshadowing of streets and buildings.

The Precinct also contains a number of heritage items. In the Town Centre these are typically two storey high, mixed use and civic buildings, while outside the centre heritage buildings are typically small single storey detached houses. The Masterplan has responded to detailed heritage advice and proposed increased setbacks and reduced heights and FSRs for properties located on or close to these heritage items.

Street widening, building heights, FSRs and car parking standards have been carefully considered to address the issues created by heritage and the narrow streets while still creating high amenity and maximising the development potential of the Precinct.

NSW State Planning Reforms

The Precinct is also affected by recent changes to NSW Government planning controls, particularly the Affordable Housing Bonus in the Housing SEPP. This could allow buildings with FSRs and Heights up to 30% higher than those identified in this plan. This could result in development within the residential areas increasing from buildings with four (4) storey street podiums and apartments above of up to eight (8) storeys, to buildings with six (6) storey podiums and apartments above up to ten (10) storeys.

In the Town Centre this could result in mixed use buildings increasing from twelve (12) storeys to fifteen (15) or sixteen (16) storeys, with taller buildings of twenty-five (25) storeys potentially increasing to thirty-two (32) storeys. In the Town Centre it is assumed to ensure compatibility with heritage items and recent development the four (4) storey street podium height would not increase.

Increased heights would be difficult to accommodate across the Precinct as taller development would require increased setbacks to meet the separation distances recommended in the ADG and, as sites are typically small, site amalgamations could impact development feasibilities. Taller and bulkier buildings would also create increased overshadowing impacts and development on the southern side of the narrow streets will struggle to achieve the minimum recommended ADG solar standards.

The building envelopes recommended balance maximising development with the feasibility and amenity challenges of small sites on narrow streets. Under the Low and Mid-Rise Housing Policy (LMRH) in the Housing SEPP the FSR would be 2.2:1 and a 30% Affordable Housing Bonus would result in an FSR of 2.86:1. By setting the residential FSRs around 2.9:1 the theoretical development capacity has already been factored into the design while also allowing feasible development with a minimum of 2% permanent affordable housing and public domain infrastructure improvements.

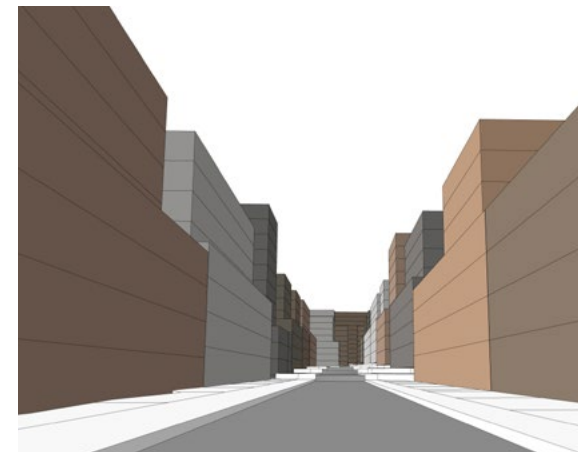


Figure 94 Streetview looking east along Newcastle St (Masterplan Heights)



Figure 95 Streetview looking east along Newcastle St (Masterplan Heights + 30%)

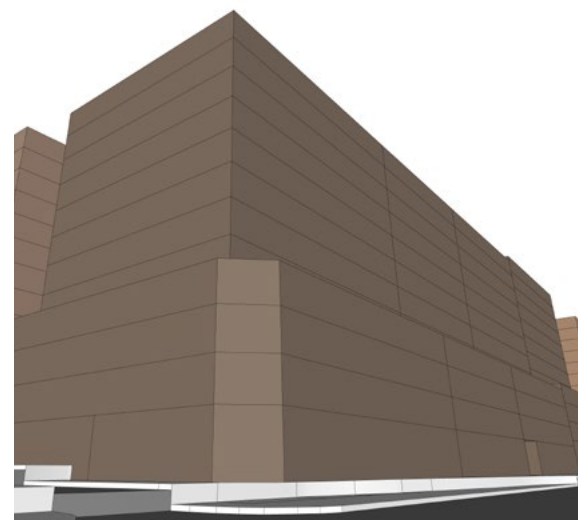


Figure 96 Streetview looking north along GNR (Masterplan Heights)

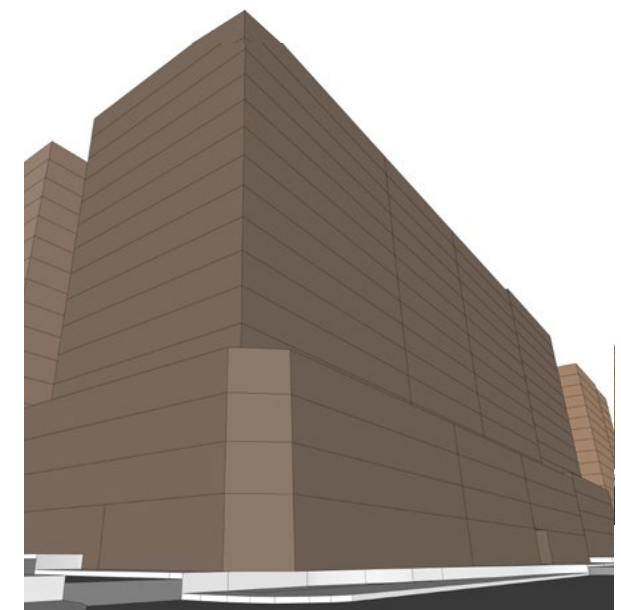


Figure 97 Streetview looking north along GNR (Masterplan Heights + 30%)

05 LEP/ DCP Next Steps

5-8 Calibration with recent State Government policies

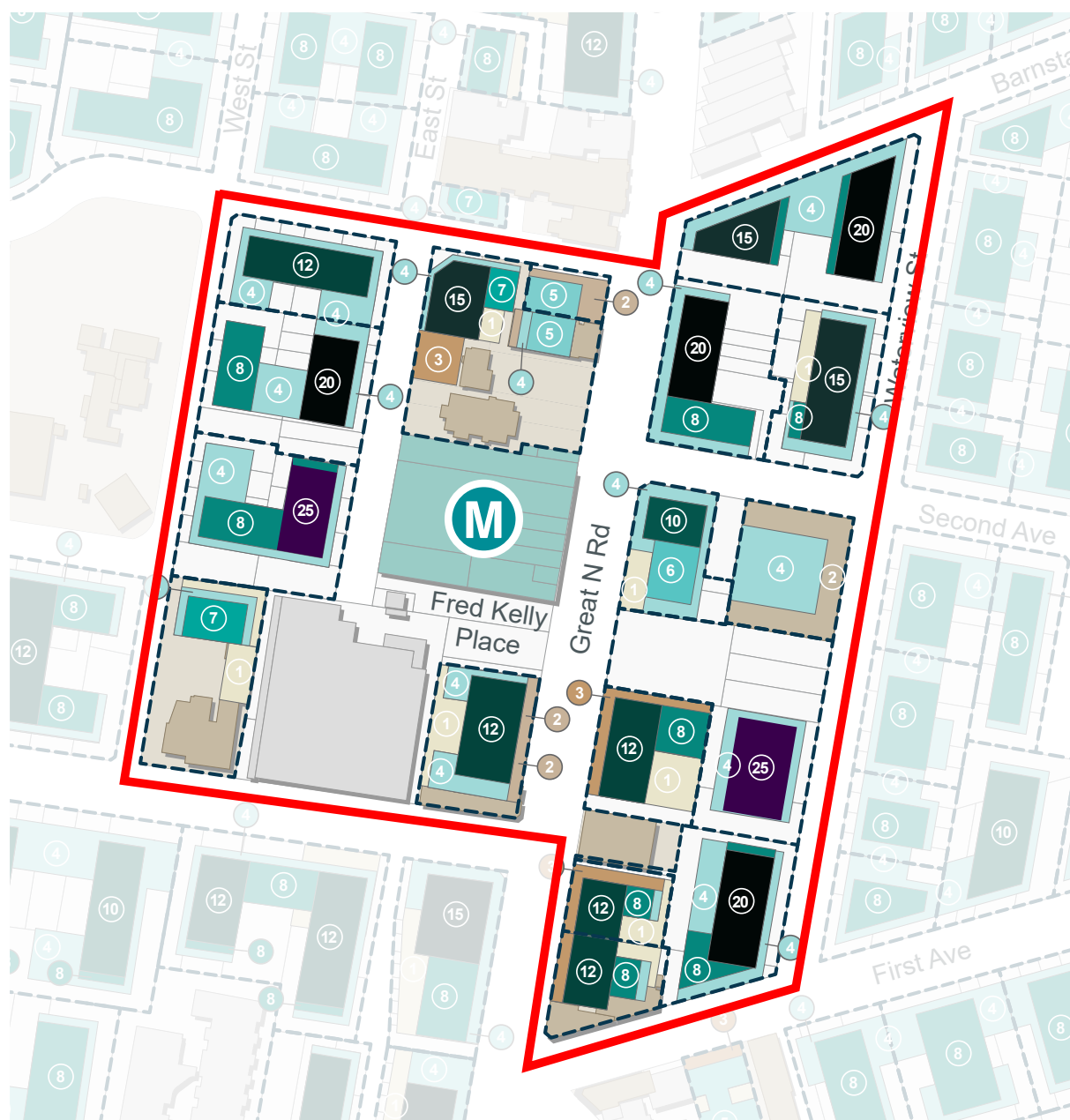


Figure 98 Proposed Five Dock Precinct Inner Area

Affordable Housing Bonus

To ensure the Masterplan accurately reflected the scale and impacts of potential development an alternate approach was explored that assumed the Affordable Housing Bonus could not be switched off and therefore recommended FSRs and Heights needed to be reduced by 30%. This approach was seen as less desirable as there was a risk that if development did not take up the bonus provisions in the Housing SEPP, the overall amount of development in the Precinct would be reduced. Reducing the recommended FSRs also made development and the provision of permanent affordable housing less feasible.

The detailed studies that informed the development of the Masterplan, including traffic, open space requirements, social, community and retail needs assessment, have been based on the predicted numbers that could be delivered by the plan. It should be recognised that there has been no allowance made for the likely impacts, especially additional community needs or traffic impacts, if there was widespread take-up of the 30% increased development possible under the Housing SEPP.

However while it is recommended that the affordable housing bonus under the Housing SEPP is switched off across the Precinct there is an argument for retaining it in an "Inner Area" immediately around the future Metro Station to increase the amount of temporary affordable housing (for fifteen years) provided in the Precinct. As this is the most accessible part of the centre and where increased traffic would be highly problematic, this additional housing should be provided with minimal carparking. This should also assist in reducing the cost (e.g. rents) of this temporary affordable housing and the cost of the housing after it reverts to market housing.

Delivering the Masterplan Vision

The Masterplan reflects and responds to a detailed analysis of the challenges and opportunities of the Precinct. When identifying recommended increases to heights and FSR the approach taken was to seek to provide feasible development and exceed the amount of development permissible under the Low and Mid-Rise Housing (LMRH) Policy and the Affordable Housing Bonus provisions in the Housing SEPP while also delivering substantial additional public benefits such as new open spaces, street widening and increased accessibility, permeability and amenity.

To reduce confusion and ensure these benefits are delivered it is recommended that the LMRH SEPP and the Affordable Housing Bonus provisions in the Housing SEPP are switched off across the entire Five Dock Precinct except in a small 'Inner Area' immediately adjacent to the new Metro Station.

This will ensure the level of amenity envisaged will be delivered and that future development does not significantly exceed the planned capacity of the roads and traffic management and the detailed assessment of the additional open space, social, community and retail needs of the Precinct.

