

CONTEXT

FIVE DOCK PUBLIC DOMAIN PLAN

City of Canada Bay Council / July 2025

Proudly funded by the Commonwealth Government and NSW Government in association with the City of Canada Bay.

Five Dock Public Domain Plan

By

CONTEXT

in collaboration with GML Heritage, Studio GL, Cred Consulting, Atlas Economics, Flux Consultants, GRC Hydro, Bitzios Consulting, JBS&G, for

City of Canada Bay Council

CONTEXT and our design team collaborators acknowledge the Traditional Custodians of the land, and recognise Elders past and present.

Through authentic engagement with Aboriginal people and the landscapes within which we work, we strive to deepen our understanding of Country and our relationship with its People.

Document Control

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C	16.07.2025	Revised Final Issue	HW /RL	SJ



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1.1 Executive Summary

Five Dock Public Domain Plan Objectives

The objectives of the Public Domain Plan are to:

- (a) Provide guidance on delivery of 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 delivery of the Masterplan;
- (b) Determine what changes, if any, need to be made to relevant planning and policy documents to achieve Council's target of 25% tree canopy coverage across the precinct;
- (c) Provide a list of required public domain infrastructure and high-level indicative costings for public domain components, provided by a Quantity Surveyor.
- (d) Ensure that any variations to the Masterplan or Council's plans and studies will increase the quality of the urban design outcomes and are justified on planning and public amenity grounds;
- (e) Ensure that the Public Domain Plan delivers high quality public domain outcomes and creates environments with a high level of amenity for future residents;



MAYERS
Fragosto

FIVE DOCK
MEDICAL CENTRE
8753 4700

PHARMACY

FIVE DOCK
PARKING AREA
1/2 F

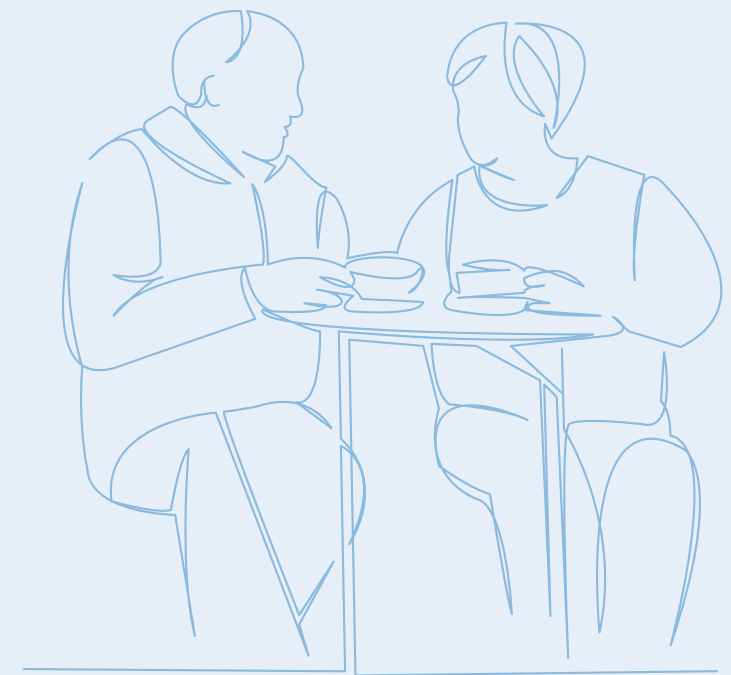
CREATIVE SAND ART

Private Events / Catering
Chadley
Crust

GD
The Centre for
Digestive Diseases
Phone: 9713 0000

2.0 Introduction

- 2.1 Background Documents
- 2.2 Site Context
- 2.3 Site Location
- 2.4 Landscape Character
- 2.5 Cultural Context



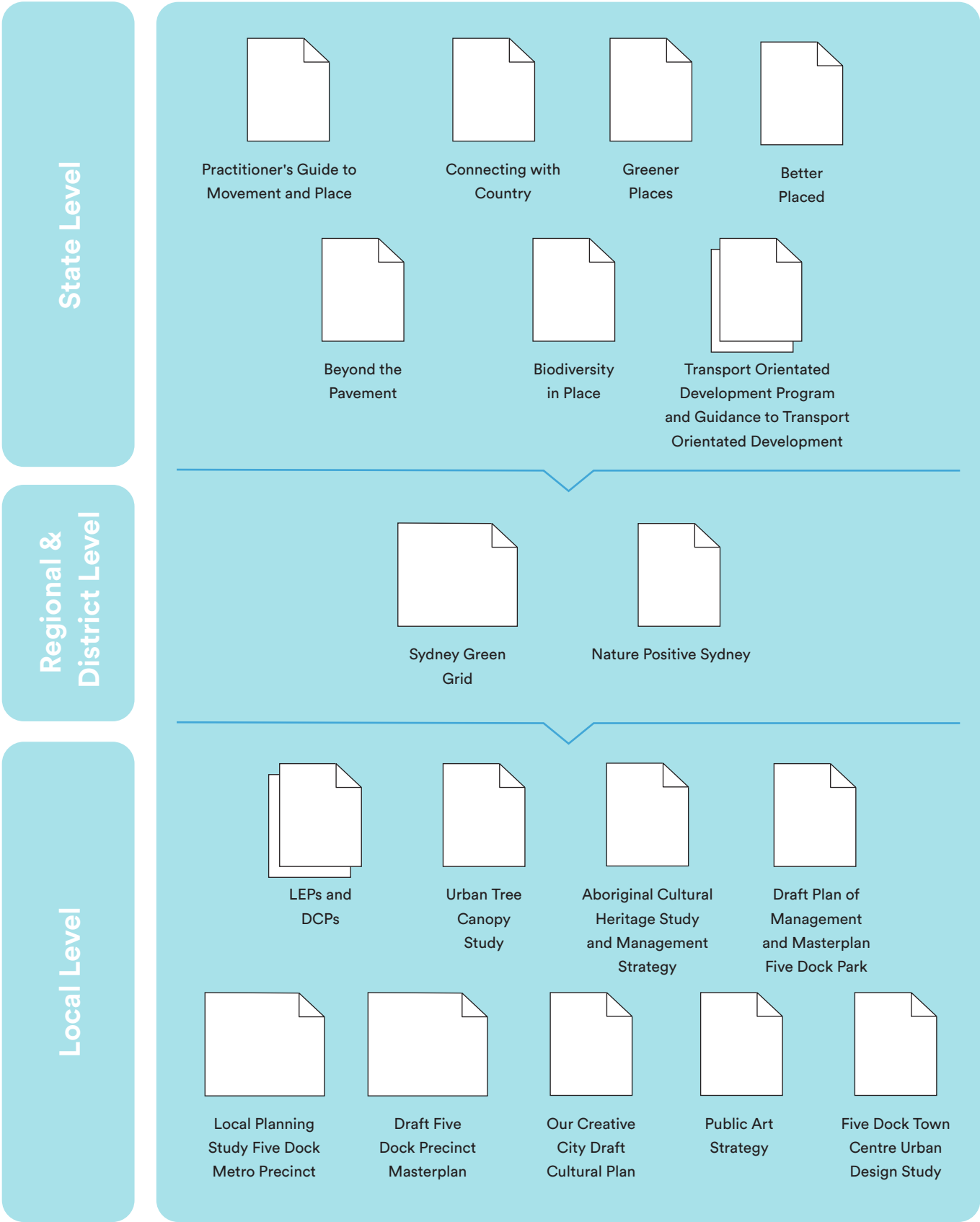
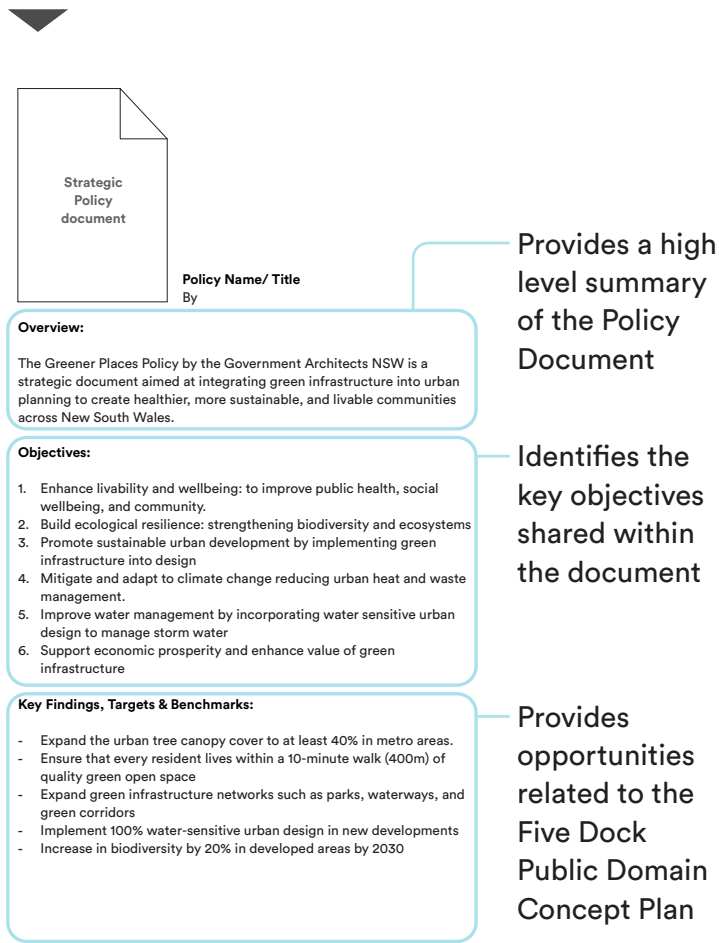


2.1 Background Documents

The planning and policy framework presented herein reviews the policies and plans shaping our design approach of the Five Dock Public Domain Plan.

The plan will contribute to the delivery of the objectives and strategic goals set out by these documents

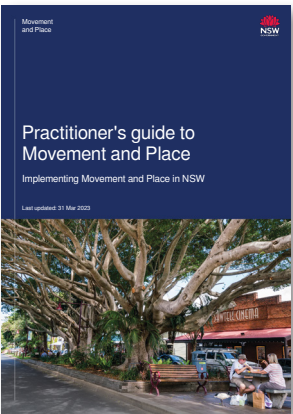
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The policies and their relevant objectives, principles, actions, targets and benchmarks are further categorised to support and inform a placed based approach for the Five Dock Precinct Public Domain Concept Plan.



2.1 Background Documents



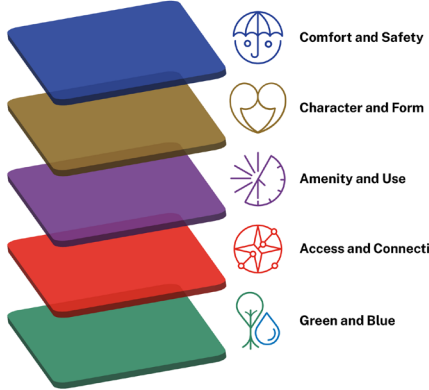
Practitioner’s guide to Movement and Place
TfNSW

Overview:

This guide establishes a unified framework for place-based transport and urban planning across NSW, detailing how built environment practitioners can adopt a Movement and Place approach by promoting collaboration across disciplines and government levels, providing a process for implementation across diverse projects, and outlining criteria for evaluating the alignment of movement and place in both current and future contexts.

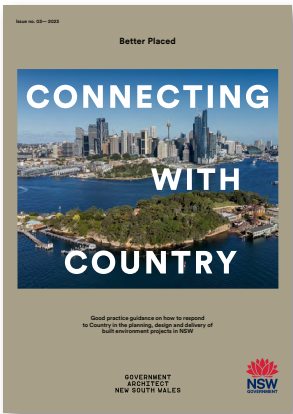
Objectives:

- 1. Create streets and public spaces that provide safe and efficient transport routes
- 2. Prioritise pedestrians, cyclists, and public transport users over cars
- 3. Design streets and spaces that are accessible and enhance the quality of life



Key Findings, Targets & Benchmarks:

- Streets to have multiple modes of transport, including walking, cycling, public transport
- Increasing pedestrian and cycling trips by 30% by 2030
- Increase the urban tree canopy along key streets and public spaces by 20% by 2030
- Incorporate water-sensitive urban design (WSUD)



Connecting with Country
GANSW

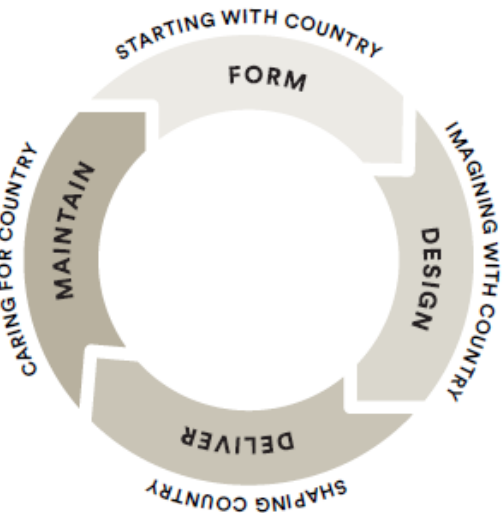
Overview:

GANSW is currently working with recognised Aboriginal knowledge holders and professionals as well as the design industry, government and community to develop practical guidance about how to Design with Country.

We are particularly interested in the cultural qualities of the landscape and how this can inform the design process, outcome, and ongoing evolution of the Precinct.

Objectives:

- Better fit
- Better performance
- Better for community
- Better for people
- Better working
- Better value
- Better look and feel



Greener Places
GANSW

Overview:

The Greener Places Policy by the Government Architects NSW is a strategic document aimed at integrating green infrastructure into urban planning to create healthier, more sustainable, and livable communities across New South Wales.

Objectives:

- 1. Enhance livability and wellbeing: to improve public health, social wellbeing, and community.
- 2. Build ecological resilience: strengthening biodiversity and ecosystems
- 3. Promote sustainable urban development by implementing green infrastructure into design
- 4. Mitigate and adapt to climate change reducing urban heat and waste management.
- 5. Improve water management by incorporating water sensitive urban design to manage storm water
- 6. Support economic prosperity and enhance value of green infrastructure

Key Findings, Targets & Benchmarks:

- Expand the urban tree canopy cover to at least 40% in metro areas.
- Ensure that every resident lives within a 10-minute walk (400m) of quality green open space
- Expand green infrastructure networks such as parks, waterways, and green corridors
- Implement 100% water-sensitive urban design in new developments
- Increase in biodiversity by 20% in developed areas by 2030

2.1 Background Documents



Better Placed
GANSW

Overview:

Better Placed is a guide for planning and designing cities, towns, and communities that are responsive to the needs of people and the environment. The policy focuses on delivering high-quality outcomes in architecture, urban design, and landscape architecture, ensuring places are safe, accessible, and reflect the unique characteristics of their surroundings.

Objectives:

1. Design for people responding to human needs, including accessibility, safety, comfort, and social engagement
2. Design for context, ensuring the design respects and responds to the surrounding environment.
3. Promote environmental sustainable design
4. Encourage meaningful consultation and collaboration between stakeholders
5. Design for better experiences, encouraging activity and social interaction.
6. Promote a culture of design excellence by ensuring the project meets high standards of architectural and urban design quality.

Key Findings, Targets & Benchmarks:

- Better fit (contextual, local, and of its place)
- Better performance (sustainable, resilient, and functional)
- Better for community (inclusive, connected, and diverse)
- Better for people (safe, comfortable, and livable)
- Better working (functional, efficient, and fit for purpose)
- Better value (creating and adding value)
- Better look and feel (engaging, inviting, and attractive)



Beyond the Pavement
TfNSW

Overview:

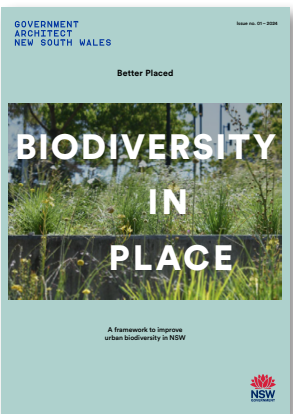
Beyond the Pavement focuses on embedding high-quality urban design into transport projects, such as roads, railways, and public spaces. The policy advocates for a ‘place-based’ approach, where transport infrastructure supports broader community goals such as safety, accessibility, environmental sustainability, and urban vitality

Objectives:

1. Ensure that transport infrastructure supports the surrounding urban fabric, complements land use, and enhances the local character
2. Prioritise design excellence in all transport projects to improve both the functionality and appearance
3. Sustainability and Environmental Responsibility
4. Focus on creating safe, inclusive, and accessible spaces around transport infrastructure
5. Connection to Place
6. Involve local communities, stakeholders, and experts in the planning and design of transport projects

Key Findings, Targets & Benchmarks:

- Increase Active Transport Connections
- Maximise Public Amenity and Open Space:
- Ensure that 100% of projects involve community and stakeholder consultation
- Ensure that 100% of transport infrastructure meets accessibility standards, providing equal access to all users



Biodiversity in Place
GANSW

Overview:

The Biodiversity in Place Policy aims to incorporate biodiversity conservation into urban planning and development processes. It recognises the importance of protecting natural habitats, species, and ecological systems in urban areas, as well as integrating green infrastructure to maintain healthy ecosystems.

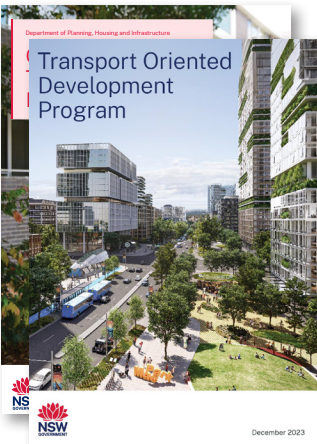
Objectives:

1. Protect existing natural habitats and wildlife in urban areas and actively restore degraded ecosystems
2. Encourage the inclusion of green infrastructure such as parks, green roofs, urban forests, and wetlands in urban development
3. Develop networks of green spaces and biodiversity corridors to connect fragmented habitats
4. Support Climate Resilience through Biodiversity
5. Ensure that urban development projects do not result in a net loss of biodiversity.

Key Findings, Targets & Benchmarks:

- No net loss of biodiversity in urban developments by 2030
- Restore or plant 10% more native vegetation in urban areas by 2030
- Ensure that 100% of local councils have community biodiversity programs in place by 2025
- Increase the amount of urban green space by 30% by 2036

2.1 Background Documents



Transport Orientated Development Program and Guidance to Transport Orientated Development
NSW Department of Planning

Overview:

TOD developments are designed to be mixed-use, pedestrian-friendly, and offer a high quality of life. They support a shift away from car dependency towards more sustainable travel patterns, including walking, cycling, and public transport. TODs are part of the broader strategy to accommodate population growth.

Objectives:

- 1. Promote Public Transport Usage
- 2. Encourage Sustainable Urban Growth
- 3. Design developments that prioritise pedestrian access, cycling, and active transport modes
- 4. Support the creation of mixed-use precincts that integrate residential, commercial, and recreational spaces

Key Findings, Targets & Benchmarks:

- Increased Public Transport Use
- Achieve a 20% increase in walking and cycling trips within TOD precincts by 2030
- Deliver 10% of TOD precinct areas as public open space, including parks, green corridors, and plazas



Sydney Green Grid
NSW Department of Planning

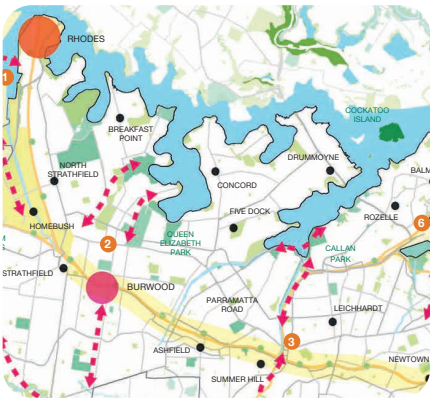
Overview:

The Sydney Green Grid promotes the creation of a network of high quality open spaces that supports recreation, biodiversity and waterway health.

The Green Grid will create a network that connects strategic, district and local centres, transport hubs, and residential areas, such as Homebush, Strathfield, Burwood and Five Dock.

Objectives:

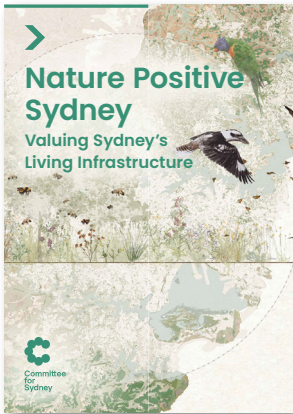
- 1. Enhance Connectivity of Green Spaces
- 2. Improve Access to Green Spaces for All Communities
- 3. Mitigate Climate Change and Urban Heat
- 4. Support Biodiversity and Ecosystem Health
- 5. Encourage Active Lifestyles and Wellbeing



Central District Access to Open Space Plan

Key Findings, Targets & Benchmarks:

- Green Space Access within 10 Minutes
- Expand the Urban Tree Canopy
- Implement water-sensitive urban design (WSUD)
- Increase Biodiversity in Urban Areas
- Deliver New Regional Parks and Green Spaces
- Ensure that green corridors and parks are connected to public transport networks



Nature Positive Sydney
GANSW

Overview:

The Nature Positive Sydney initiative, led by the NSW Government Architect, is part of broader efforts to restore and protect biodiversity in urban environments across the state. The initiative aims to move beyond traditional sustainability approaches by actively enhancing biodiversity through design and planning, making nature a fundamental component of urban spaces.

Objectives:

- 1. Nature Positive Development: Encouraging urban planning that restores and enhances ecosystems rather than minimising harm.
- 2. Biodiversity Integration: Including natural elements in urban areas like rooftops, balconies, and public spaces.
- 3. Data-Driven Decision Making: Using spatial tools and data to map areas of high biodiversity and guide urban development decisions.

Targets & Benchmarks:

- Landscape Restoration and Species Recovery: Restore ecosystems and recover threatened species, contributing to national conservation goals.
- Net Positive Outcomes: New statutory standards require developments to demonstrate how they will achieve biodiversity gains, going beyond “no net loss” standards.
- Private and Public Investment: Strategies are in place to leverage both private and public funds to support ecosystem restoration and biodiversity conservation efforts.

2.1 Background Documents



LEP and DCP
City of Canada Bay Council

Overview:

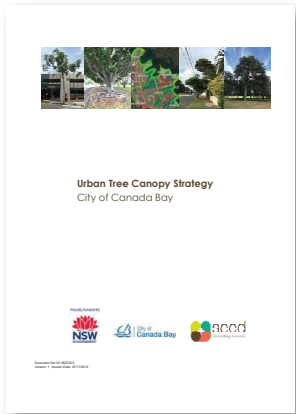
The Canada Bay Council Local Environmental Plan (LEP) and Development Control Plans (DCPs) aim to guide development within the local government area while maintaining its character and promoting sustainability.

Objectives:

- 1. The LEP uses zoning to control land use, ensuring a balanced mix of residential, commercial, and recreational areas.
- 2. A focus on enhancing the area’s green spaces, street trees, and canopy cover, while improving access to parks and community facilities. Additionally, the DCPs promote active transport infrastructure like cycle paths and pedestrian-friendly streets.
- 3. The plans protect and enhance the unique village feel of areas like Five Dock, emphasising the importance of maintaining heritage, promoting public spaces, and integrating new developments without losing the area’s cultural identity.

Targets & Benchmarks:

- Increase the tree canopy coverage across the council area to improve urban cooling, biodiversity, and the overall aesthetic of public streets and spaces
- Targeted enhancements in the public realm include new public plazas, such as Fred Kelly Place highlighted as a civic and green focal point within Five Dock.



Urban Tree Canopy Study
City of Canada Bay Council

Overview:

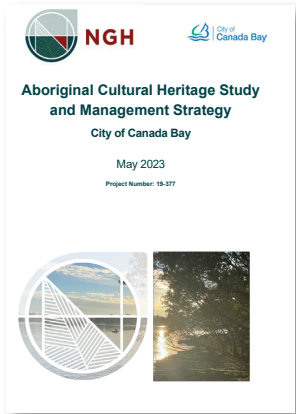
- Five Dock comprises 12.3% of the Council area and has a higher than average proportion of impervious cover (62%) and unplantable space (8%).
- Five Dock has approximately 15.6% tree canopy coverage.
- Highest amount of tree canopy coverage is located on private land rather than public land, making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

Objectives:

- 1. Increase canopy coverage: Canada Bay’s current canopy cover at 18%, is lower than the metropolitan Sydney average of 27.5%.
- 2. Integration with the Sydney Green Grid: The strategy aligns with broader efforts, like the Sydney Green Grid, to create a connected network of green spaces

Targets & Benchmarks:

- Commits Council to increasing its tree canopy cover across Canada Bay to at least 25% by 2040, an increase of over 6%.



Aboriginal Cultural Heritage Study and Management Strategy
City of Canada Bay Council

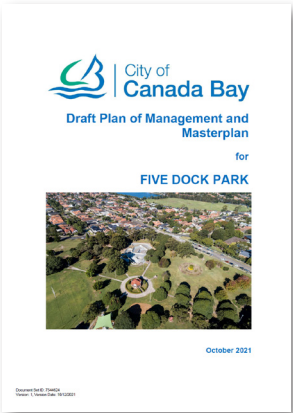
Overview:

The document provides insights and learnings from the Aboriginal Cultural Heritage Study and Management Strategy for the City of Canada Bay, focusing on historical overview, archaeological context, sensitivity mapping, site assessments, discussions, conclusions, and recommendations.

Objectives:

- 1. Conserve and manage Aboriginal Cultural Heritage (ACH) sites.
- 2. Provide a comprehensive and updated record of ACH sites.
- 3. Improve knowledge of areas with potential unrecorded ACH sites.
- 4. Recommend clear development assessment requirements for ACH sites.
- 5. Contribute ACH information to land use and development planning.
- 6. Guide the protection and management of ACH sites on Council-managed lands.
- 7. Improve community awareness and respect for ACH values.
- 8. Support the presentation and celebration of ACH sites and cultural identity.
- 9. Facilitate appreciation and respect for ACH values within the Council.
- 10. Build a consultative relationship with the local Aboriginal community.

2.1 Background Documents



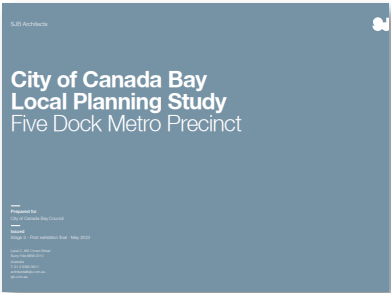
Draft Plan of Management and Masterplan Five Dock Park
City of Canada Bay Council

Overview:

Draft Plan of Management and Masterplan for Five Dock Park for The City of Canada Bay, outlines the strategic framework for the future use, development, and maintenance of the park.

Objectives:

- 1. Maintain High-Quality Facilities and Services
- 2. Support Diverse Uses: Accommodate organised sporting and school use, casual/independent leisure and recreation activities, community or social activities, and special events.
- 3. Enhance Accessibility: Improve access and use of the park and its facilities by people of all ages and abilities.
- 4. Preserve and Enhance Park Character: Maintain the park’s character and visual appeal as a classic “parkland” setting with open lawns, trees, groves, and ornamental gardens. Maintaining the heritage values of the park’s formal layout and 1920s period park qualities.
- 5. Address Climate Change: Reinforce the park’s role as a cool, green refuge zone within the urban landscape and promote access and vegetation connections to surrounding areas.



Local Planning Study Five Dock Metro Precinct
City of Canada Bay Council

Overview:

The Local Character Statement (LCS) was developed in response to the proposed Sydney Metro West (SMW) station at Five Dock, considering the strategic significance of this new transport infrastructure, which earlier studies had not addressed. The LCS is part of a broader framework of documents, including the “Stage 1: Background and Strategic Context Review,” the “Sydney Metro West Station Precincts - Local Character Statements Engagement Summary Report,” the “Local Character Statement,” and the “Stage 2: Draft Final Report Urban Design Framework.”

Key Findings, Targets & Benchmarks:

The Study identified eight (8) separate future local character sub-precincts based on the feedback from the community and site analysis, as well as considerations for strategic drivers of change. These Included:

- Town Centre Core
- Transition sub-precinct
- School and residential sub-precinct
- Low density residential (west)
- Kings Bay Precinct (PRCUTS) Interface
- Medium density residential
- Low density residential (south-west)
- Residential



Five Dock Precinct Masterplan - Draft, June 2025
Studio GL for the City of Canada Bay Council

Overview:

The Masterplan is a continuation of the significant work already undertaken by Council and outlines a way to increase housing combined with a high quality of urban design and public domain.

Overarching Urban Design Principles:

- 1. Support Transport Oriented Development (TOD)
- 2. Protect the character of the place and reduce impacts on heritage items
- 3. Expand and enhance the open space network
- 4. Preserve and expand tree canopy coverage
- 5. Prioritise pedestrian within safe and quieter urban blocks
- 6. Improve accessibility across the Precinct
- 7. Strengthen active cycle links
- 8. Reinforce the high street and civic facilities

2.1 Background Documents



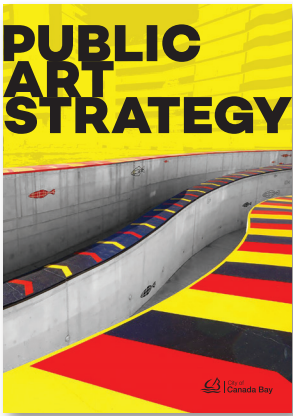
Our Creative City, Draft Cultural Plan 2023-2033
City of Canada Bay Council

Overview:

The Draft Cultural Plan is a strategic document that outlines our community’s shared vision for the City’s artistic and cultural future through to 2033. It reflects the input gathered from workshops, online polls, surveys, and feedback received in person, by phone, and via email.

Vision:

- 1. **First Nations first.** Acknowledge the rich First Nations history in the area, celebrate their culture, and support the world's oldest living culture.
- 2. **Creative economy.** Better promote artists' work and help make the City of Canada Bay a more dynamic and exciting place to live.
- 3. **Displaying creativity.** Places like art galleries offer an essential space for artists to display photography, digital and video art in an intimate and accessible setting.
- 4. **Diverse cultures, vibrant events, and a proud heritage.** Invest in the City's vibrant cultural life will generate activity, stimulate the local nightlife economy, support community harmony and celebrate the diversity of the community.



Public Art Strategy
City of Canada Bay Council

Overview:

This Public Art Plan explores the themes, sites, and opportunities available within the City and encourages artworks that are innovative, low-maintenance, and of high aesthetic quality. It focuses on the need for public art that is engaging, transformative and reflects the cultural identity of the City of Canada Bay.

Key Findings, Targets & Benchmarks:

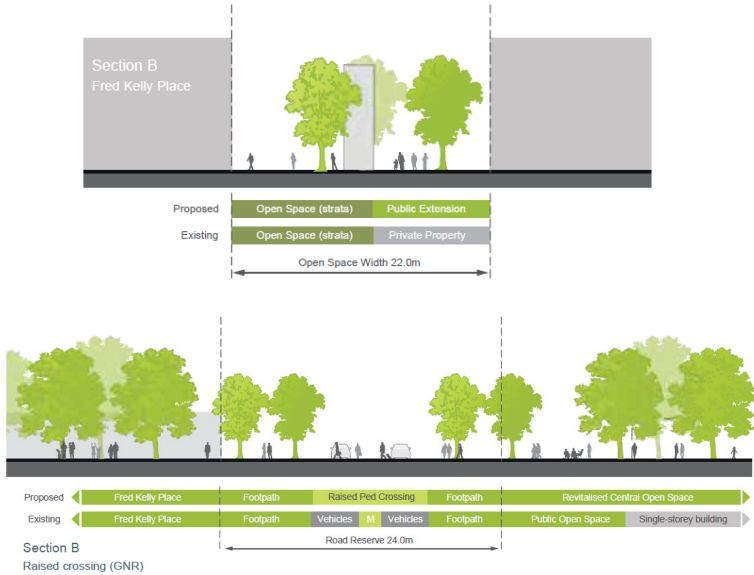
- The City of Canada Bay has increasingly used art as part of place making across the City.
- There are 10 existing public art pieces in Five Dock.
- The City of Canada Bay will promote art that reflect the cultural, social and environmental significance of the area, respond to major sites as well as smaller localities, create connections along and across the foreshore and Parramatta River, celebrate heritage yet add contemporary cultural layers, support a culture of interaction, engagement and dialogue, achieve sustainable design and fabrication, exemplify excellence in public art & design.
- Public art has an exciting role in defining the boundaries and entry points of local government areas especially in a time of growth and new residential development. Place marking on both a city-wide and a neighbourhood level can build local distinctiveness and a sense of arrival to city places.



Five Dock Town Centre Urban Design Study, April 2014
City of Canada Bay Council

Overview:

The study consists of two parts - the "Recommendations" report and the "Background" report. The first part outlines the vision and future direction for the town centre, with proposed actions ranging from broad framework strategies to specific street and site transformations. The second part details the process, including stakeholder consultations, site analysis, policy reviews, and specialist advice that informed the recommendations.



2.2 Site Context

Sydney Metro West

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

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 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 and is 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, the 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 be a residential and mixed-use precinct with buildings up to twenty-four (24) storeys along Parramatta Road.



Canada Bay Corridor Context Diagram
Source: Five Dock Masterplan, Prepared by Studio GL for City of Canada Bay Council

2.3 Site Location

Five Dock is located approximately 10km from CBD, and sits within the City of Canada Bay, a local government area in the Inner West, bounded to the north by the Parramatta River and to the south by Parramatta Road. It is also bounded by Iron Cove to the east, and Homebush Bay to the west.

The Five Dock Precinct is defined by a prominent retail corridor running north-south along Great North Road. The precinct covers the area bordered by Lyons Road to the north, Harris Road to the west, Queens Road to the south, and Five Dock Park to the east.

The Precinct is surrounded by significant open spaces, including Halliday Park to the north, and Five Dock Park along with the sports fields at Timbrell Park to the east. The area is also home to several schools within the local catchment, such as Domremy Catholic College, Rosebank College, and Five Dock Primary School.



Five Dock Precinct Diagram

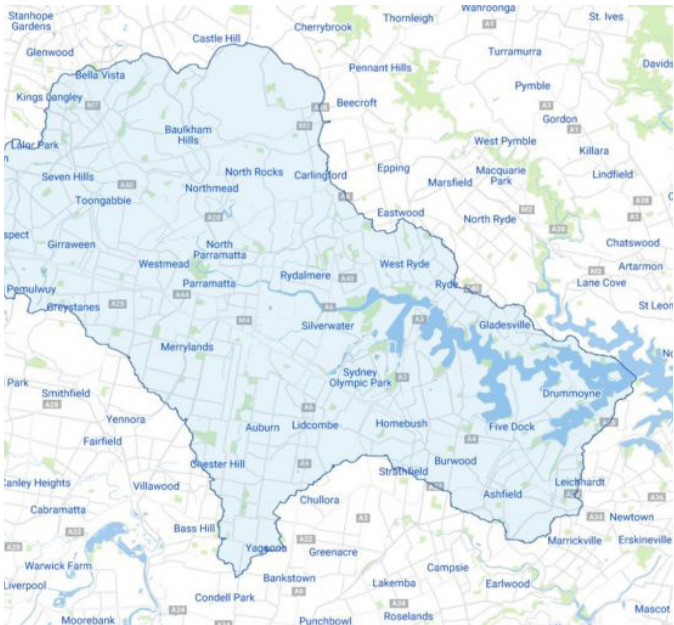
Not to scale

2.4 Landscape Character

Five Dock, is characterised by its position within the Parramatta River catchment, an integral part of its natural landscape. The area's topography gently slopes towards the river, creating a network of natural drainage patterns and watercourses.

Endemic vegetation communities, including remnants of the endangered Turpentine-Ironbark Forest, Northern Hinterland Wet Sclerophyll Forests (remnant - Five Dock Park) and Saline Wetlands (remnant - Halliday Park shoreline), contribute to the local ecological identity. These communities, once widespread, thrive on shale-based soils and includes species such as Grey Ironbark (*Eucalyptus paniculata*) and Turpentine (*Syncarpia glomulifera*). These ecological elements, combined with the area's riparian corridors, form a distinctive landscape that blends urban development with significant natural assets.

The cultural heritage landscape of Five Dock is enriched by iconic plantings such as Jacaranda trees and Magnolia species, which, alongside native vegetation, contribute to the area’s historical and aesthetic significance, symbolising both its colonial past and ongoing community identity.



Parramatta River Catchment
City of Canada Bay has over 35km of shoreline along the Parramatta River and Iron Cove.



Geology
RWA - Black to dark grey shale
QHA - Silty sands to clay
RH - Medium to coarse grain quartz sandstone



2.5 Cultural Context

Location on Country

- On the journey through Canada Bay Council, Five dock sits on saltwater Country
- Totems include Goanna and Black and White Cockatoos
- The tree for this station is the Yanderra Turpentine Tree (*Syncarpia glomulifera*)
- Preferred tree for the construction of nawi (canoes) for the Burramattagal, Wangal and Gadigal peoples

Aboriginal cultural landscape

The City of Canada Bay is part of the traditional lands of the Wangal clan, one of the 29 tribes of the Eora nation. The Wangal people inhabited what is now known as the City of Canada Bay for thousands of years prior to European settlement. The Wangal people held a deep connection to the land and landscape of Canada Bay. The bushlands and foreshore areas were their lands, their home and part of the territory they were responsible for. Traditionally, the lives of the Wangal people were strongly focused around the harbour and its foreshore. The local area of Hen and Chicken Bay was traditionally a major meeting place for Aboriginal people from Port Jackson and the wider Sydney region and as such is a significant cultural and historical site within our City.

Five Dock is marked by estuarine inlets. These were once swamps at the mouths of small freshwater streams that ran into the harbour from large flat areas of shale and clay overlying sandstone. These flat areas were formed by many years of gentle erosion. Mangroves grew in muddy

marshes, also known as flats. The sandstone around the Five Dock area derives from the fertile, deep clay soils of shale from the Wianamatta Group which is a geological feature of the Sydney Basin. Wianamatta means ‘mother place’.

Walking in two worlds and two-way learning...

Aboriginal people and migrants worked together on the wharves and other industrial areas. This intersection of diverse cultures contributed to the rich multicultural fabric of Five Dock, which continues to shape the community’s identity today.

Implication on Public Domain Concept Plan

- Any subsequent development of this Masterplan should include comprehensive engagement with First Nations people.
- Opportunities for Aboriginal co-design and employment should be actively explored with the Wangal Clan for any subsequent development of this Plan.
- The protection and preservation of the Aboriginal cultural landscape, and intangible cultural values is of critical importance to any further development of the Five Dock Public Domain Concept Plan.



Yellow-Tailed Black Cockatoo



Sulphur-crested Cockatoo



Goanna, Lace Monitor



Turpentine Tree, *Syncarpia glomulifera*

References:
Aboriginal Cultural Heritage Study and Management Strategy (City of Canada Bay, May 2023)
Connecting with Country Guide (Sydney Metro West, November 2022)

NOTE: This is a high level desktop study of Five Dock’s Cultural heritage, and requires a Connecting with Country process undertaken in future stages.

2.5 Cultural Context

Designing with Country

Country holds memory. It holds knowledge, wisdom, and identity - expressed through landforms, water systems, plant life, and cultural practices that have shaped this place for thousands of generations. For First Nations peoples, Country is not just land. It is a living entity to which people are intrinsically connected - spiritually, culturally, and physically.

As part of the Five Dock Public Domain Plans, we acknowledge that we are at the beginning of a longer journey. While engagement with First Nations communities has not yet commenced, we recognise its importance and the need to ensure that future stages of the project are shaped through respectful consultation.

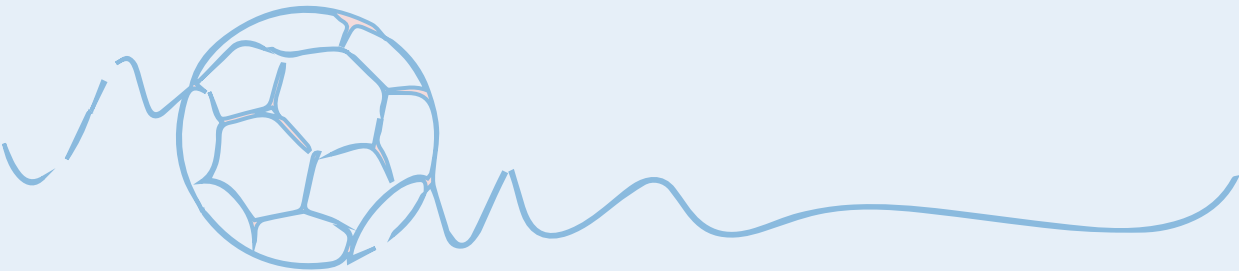
Cultural narratives have not been interpreted at this stage, but we understand that this process must be led in collaboration with Traditional Custodians.

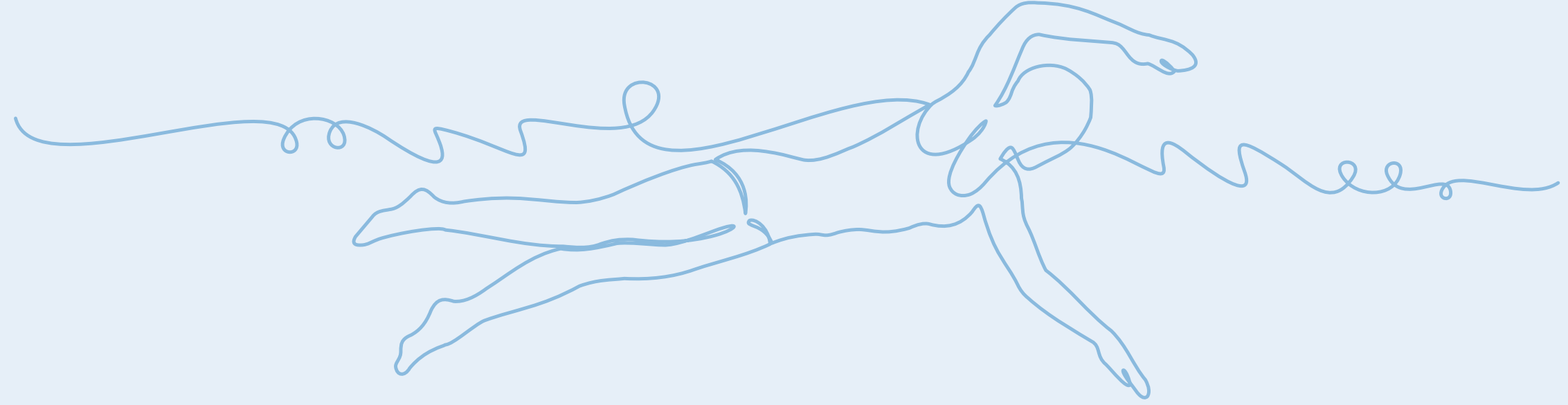
There is an opportunity, in future stages, to develop a meaningful relationship with Country - through collaboration with Traditional Custodians and knowledge holders, and in alignment with the NSW Government's *Design with Country* policy framework. This will include exploring ways to interpret Country through planting design, storytelling, public art, site materials, and broader landscape expression.

Although urbanisation has often obscured the presence of Country, it is never truly lost. Country exists beneath and within the built environment - remembered in the soil, in the stories, and in the living systems that persist. Future project phases should aim to support the reawakening of these layers of knowledge and meaning.

03 Site Analysis and Opportunities

3.1	Arrival Points & Landmarks
3.2	Views & Vistas
3.3	Land Use
3.4	Active Transport
3.5	Mobility & Access
3.6	Open Space
3.7	High Quality
3.8	Accessibility
3.9	Heritage
3.10	Ecology & Habitat
3.11	Urban Canopy
3.12	Urban Heat

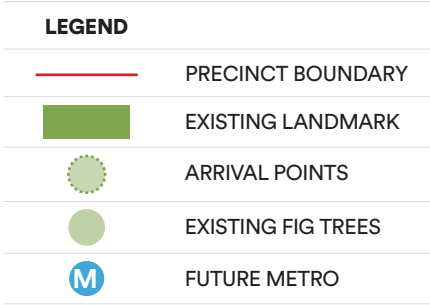




3.0 Site Analysis and Opportunities

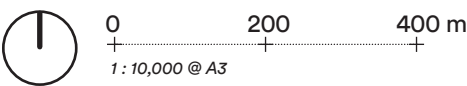
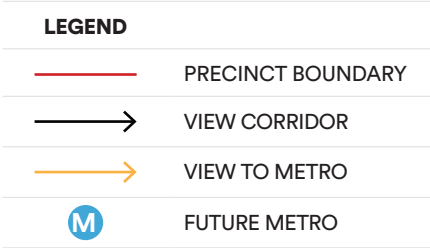
3.1 Arrival Points & Landmarks

- 1. Opportunity to improve the arrival experience of Great North Road, Garfield and Second Ave as a connector to Five Dock Park.
- 2. Existing median street tree planting along Great North Road provides a sense of arrival to the town centre and should be retained.
- 3. A landscaped gateway is found at the intersection of Great North Road and Lyons Road.



3.2 Views & Vistas

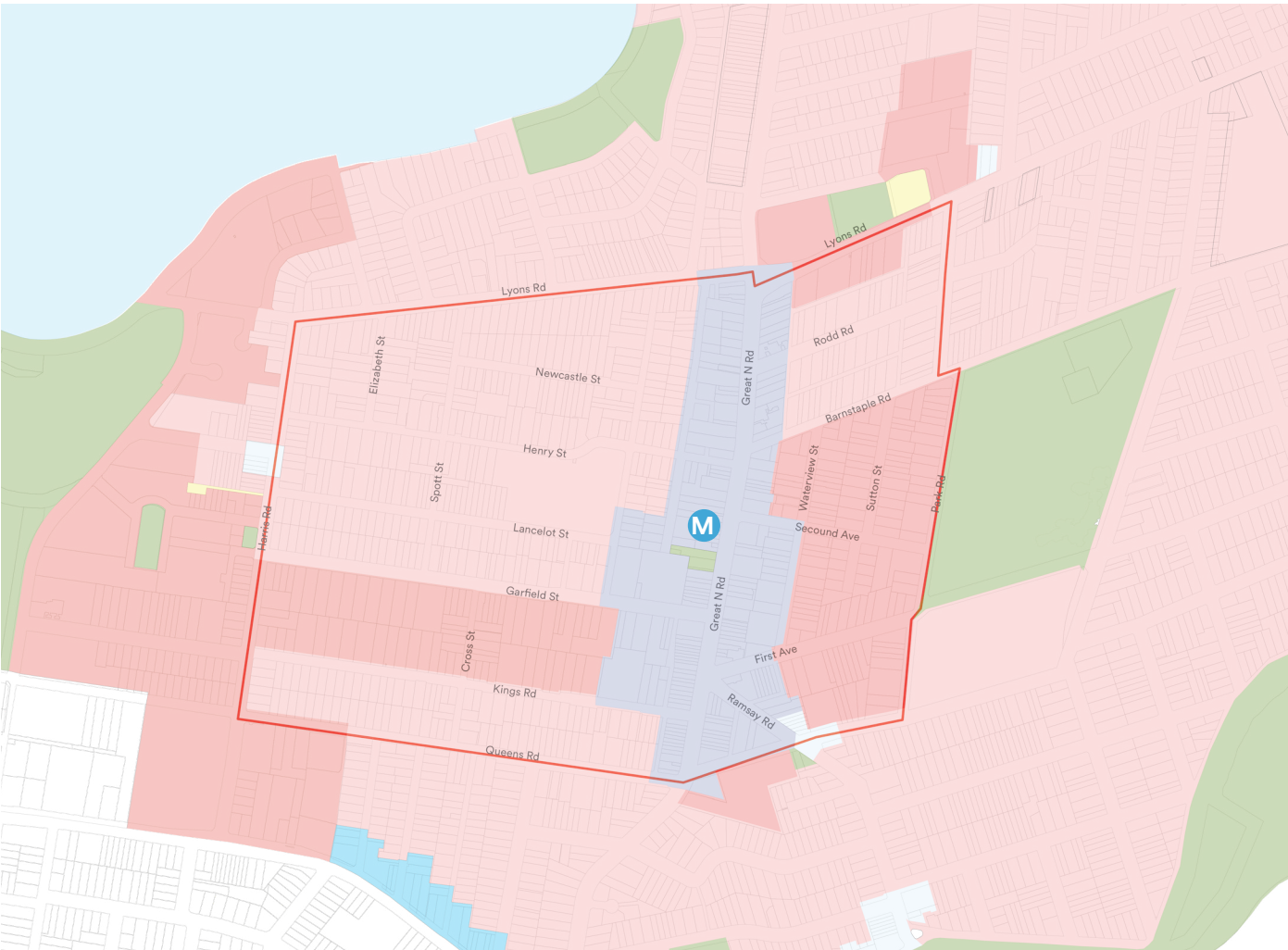
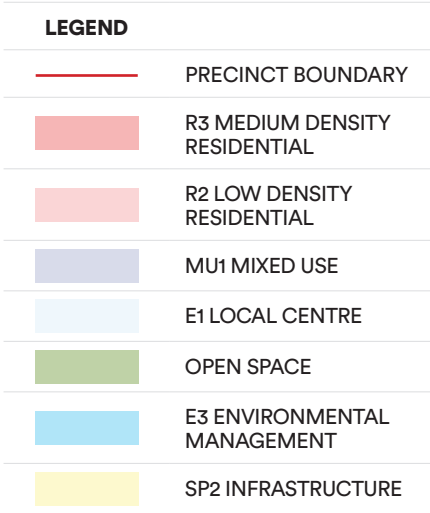
- 1. Opportunity to strengthen the links to the Parramatta River and existing open space
- 2. Strong vistas to existing heritage buildings including, The Church, Bank, Five Dock Park and the Five Dock Village with the new Metro Station.



3.0 Site Analysis and Opportunities

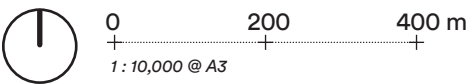
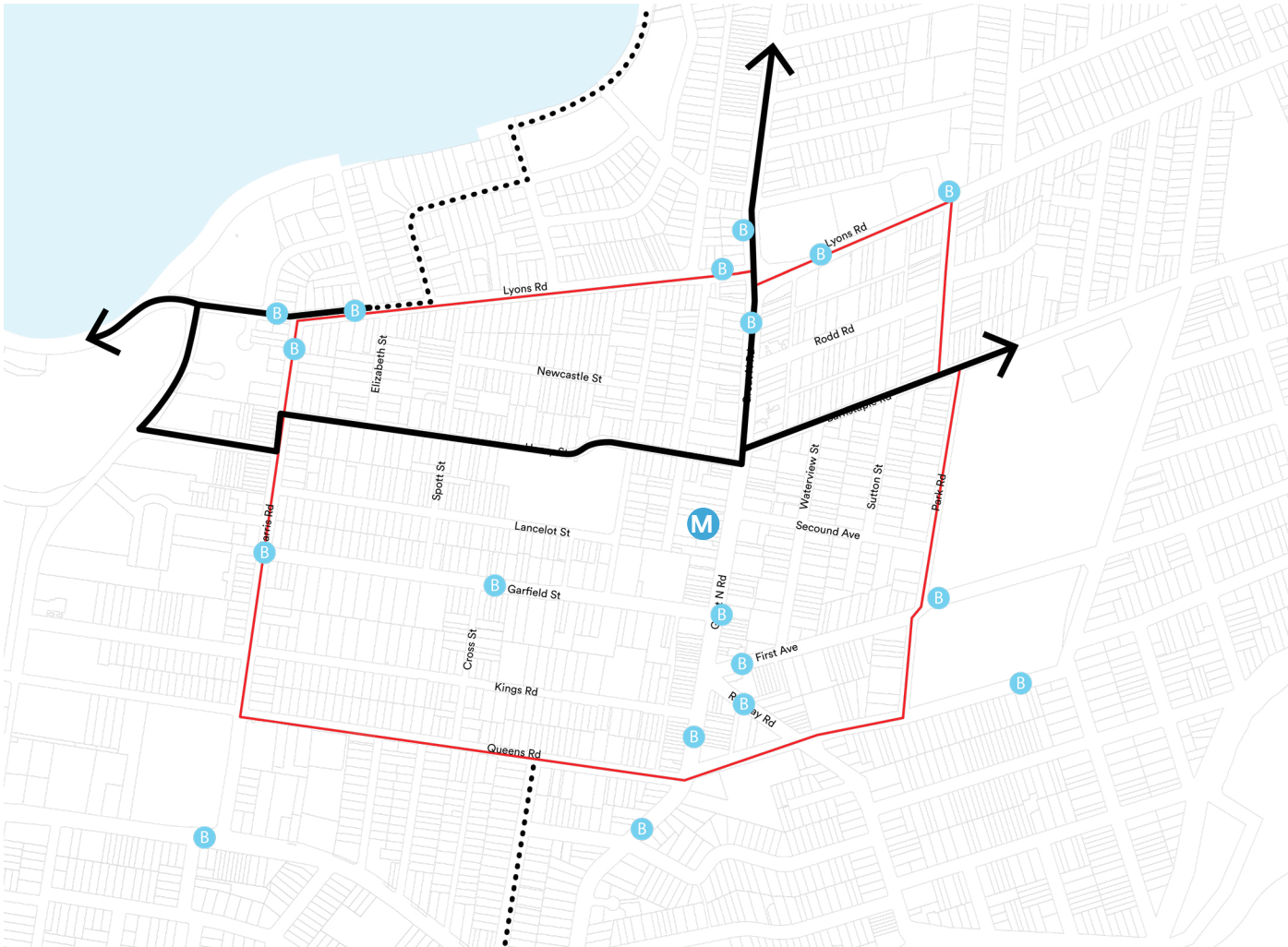
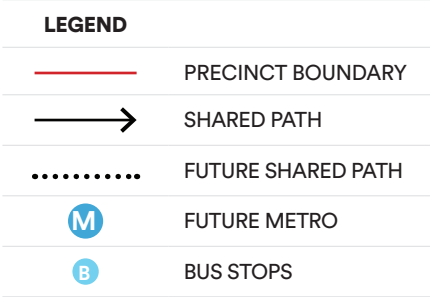
3.3 Land Use

- 1. Limited Open Space within the Precinct: The key open spaces, Five Dock Park and Halliday Park, are located outside the precinct boundaries, highlighting a lack of significant open spaces within the precinct itself.
- 2. Planned Expansion of Civic Space: The 2013 urban design study recommended expanding Fred Kelly Place to create a more defined civic focal point, suggesting a need for increased public open space and improved land use to support community activity within the precinct.



3.4 Active Transport

- 1. Great North Road is the primary north-south pedestrian and vehicle link
- 2. An existing on road cycleway link runs along Henry Street and connects to regional on road cycleways
- 3. Opportunity to connect to future active transport links and open space proposed with the PRCUTS stage 1 and 2 documents.
- 4. Opportunity to connect active transport links to future green networks along the Parramatta River edge.



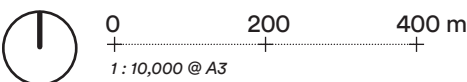
3.0 Site Analysis and Opportunities

3.5 Road Width

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 outlined below. 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 Avenue, 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. 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.



Five Dock Existing Road Width Diagram
Source: Five Dock Masterplan, Prepared by Studio GL for City of Canada Bay Council

3.6 Open Space

- 1. Five Dock Park and Halliday Park serve as the primary open spaces for the precinct, both are situated outside its boundaries.
- 2. The 2013 masterplan proposed expanding Fred Kelly Place and increasing open space to establish a central civic focal point alongside the new Metro Station
- 3. Tree canopy coverage is limited across the precinct, except along Great North Road, and Garfield Street.

LEGEND	
	PRECINCT BOUNDARY
	EXISTING OPEN SPACE
	PROPOSED OPEN SPACE

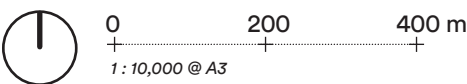
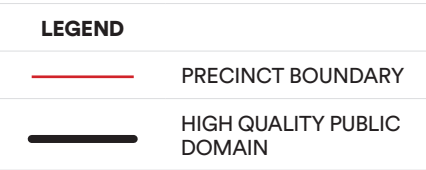


3.0 Site Analysis and Opportunities

3.7 High Quality

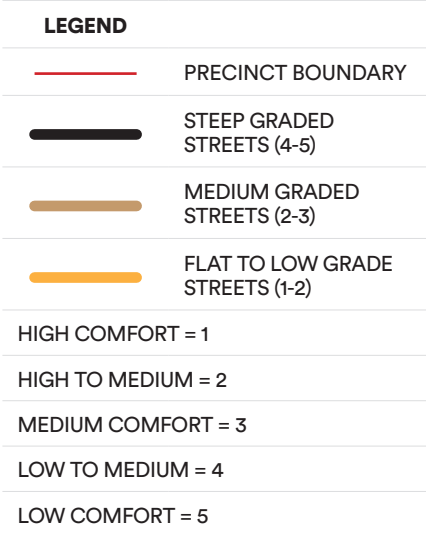
The existing Five Dock Village along Great North Road has undergone upgrades since the 2013 urban design study. It has been shown that high quality of pedestrian environments should be categorised by;

- Sufficient space for pedestrian circulation,
- A uniform and durable paving surface throughout the precinct,
- A clarity and legibility of the public domain,
- A consistent and well maintained landscape
- Pedestrian facilities and street furniture for activation and respite
- Provides food and beverage breakout zones
- Improvised canopy coverage



3.8 Accessibility

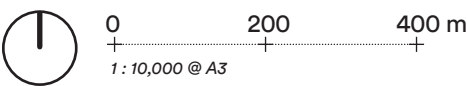
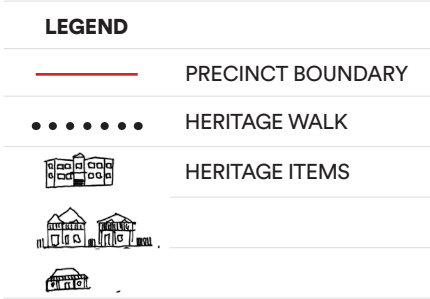
1. The Five Dock Station Precinct predominantly slopes down towards the Parramatta River in a northerly and north-westerly direction.
2. Most streets within the precinct are relatively flat grades and comfortable for pedestrians, however a lack of public domain amenity and limited tree canopy coverage creates an uncomfortable journey and experience.



3.0 Site Analysis and Opportunities

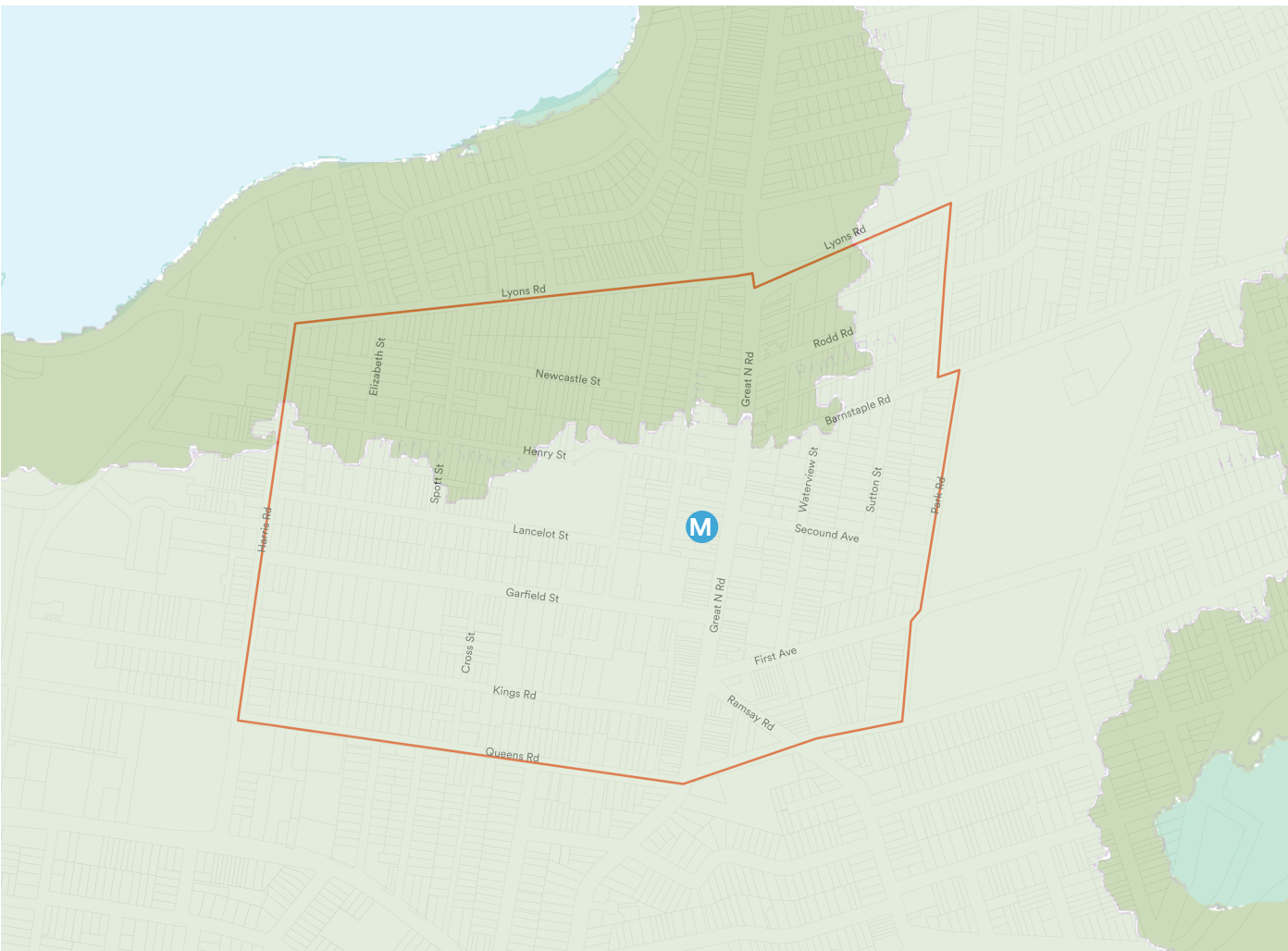
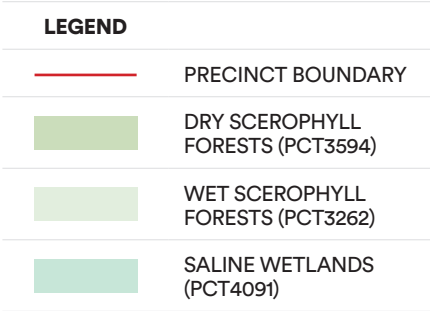
3.9 Heritage

- 1. Five Dock has a diverse heritage, with several buildings and sites of historical importance, reflecting its early colonial settlement and development in Sydney’s inner west.
- 2. Balancing the preservation of heritage-listed sites with development presents ongoing challenges in maintaining the precinct’s historical character.
- 3. Opportunity to protect and enhance heritage items, such as property fence lines, significant built form and landscape.



3.10 Vegetation Community Group Areas

- 1. The precinct has minimal native vegetation, with much of the area already developed, reducing the availability of natural habitats for local wildlife.
- 2. The existing parks and open spaces, such as Five Dock Park and Halliday Park, are disconnected, limiting the creation of ecological corridors that could support biodiversity and provide habitat continuity for native species.

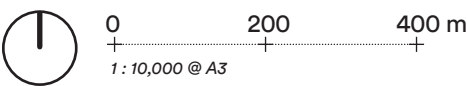
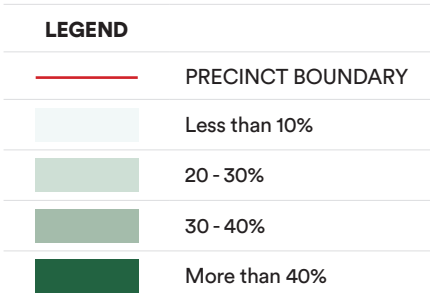


Source: City of Canada Bay Council GIS VCG Data

3.0 Site Analysis and Opportunities

3.11 Urban Canopy

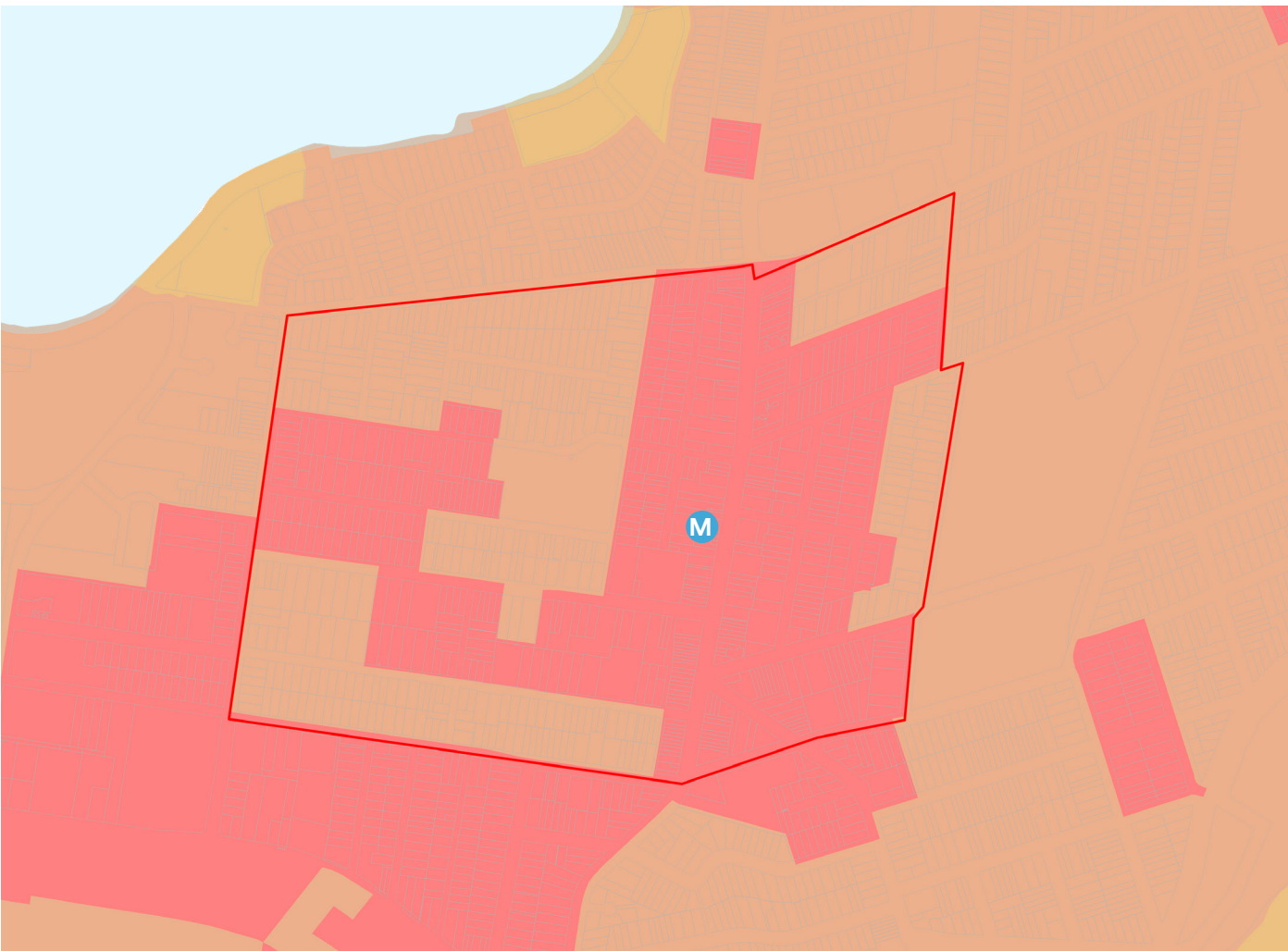
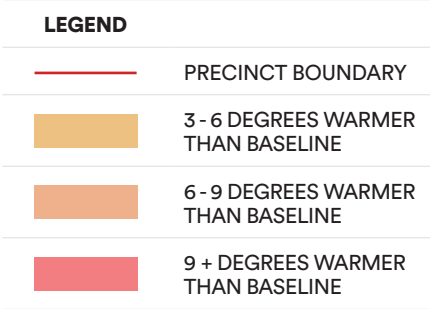
- 1. Five Dock has approximately 15.6% tree canopy coverage (as per Urban Tree Canopy Strategy 2019).
- 2. There is minimal green infrastructure beyond a few key streets like Great North Road and Garfield Street.
- 3. Existing tree canopy is concentrated primarily along specific streets, while large portions of the precinct, particularly residential and commercial areas, lack adequate vegetation, contributing to urban heat challenges.



Source: SEED, NSW Government (<https://www.seed.nsw.gov.au/>)

3.12 Urban Heat

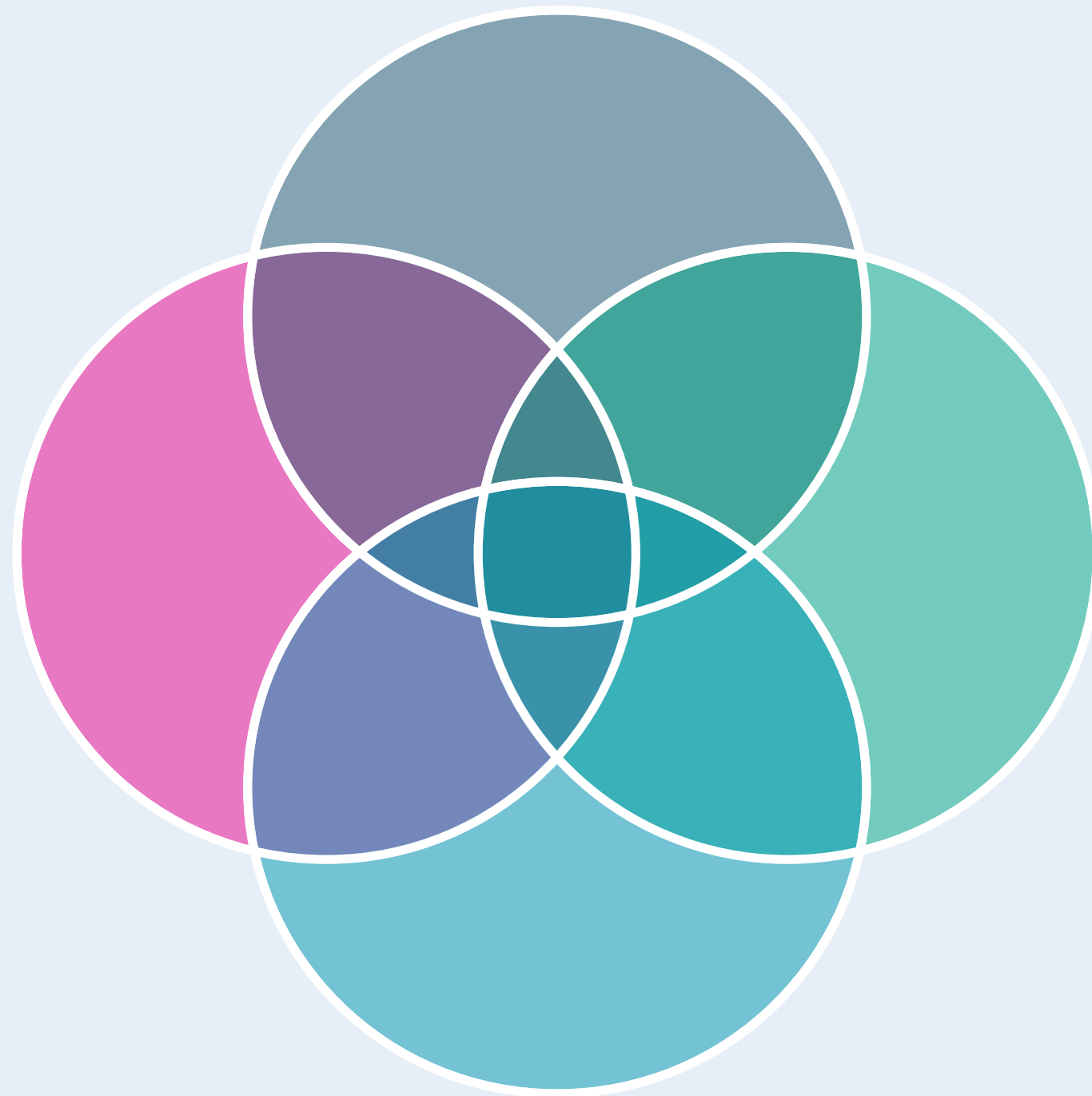
- 1. The Five Dock precinct experiences elevated temperatures due to extensive hard surfaces and limited tree canopy, contributing to urban heat island effect, particularly during summer
- 2. A lack of sufficient greenery and shaded areas across the precinct further contributing to increased heat retention and making public spaces less comfortable for pedestrians.



Source: SEED, NSW Government (<https://www.seed.nsw.gov.au/>)

4.0 Public Domain Plan Objectives

- 4.1 City of Canada Bay Strategic Directions
- 4.2 City of Canada Bay Targets
- 4.3 Five Dock Public Domain Plan Methodology
- 4.4 City of Canada Bay, Five Dock Masterplan



4.1 City of Canada Bay Strategic Directions



DIRECTION:
**INFRASTRUCTURE AND
TRANSPORT**

2036 GOAL 1	Manage local assets to ensure they continue to meet the City's needs and address climate adaptation issues
2036 GOAL 2	Manage traffic and parking to minimise congestion and improve the City's road safety
2036 GOAL 3	Encourage active and accessible transport opportunities



DIRECTION:
**SUSTAINABLE AND THRIVING
ENVIRONMENT**

2036 GOAL 1	Reduce greenhouse gas emissions
2036 GOAL 2	Increase urban tree canopy
2036 GOAL 3	Reduce waste to landfill through waste avoidance and increasing recycling and reuse
2036 GOAL 4	Enhance and protect native flora and fauna to support local biodiversity
2036 GOAL 5	Improve access to, and enhance quality of, foreshore and waterways



DIRECTION:
CONNECTED COMMUNITY

2036 GOAL 1	Foster an inclusive community where diversity is welcomed and celebrated
2036 GOAL 2	Celebrate, recognise, and honour Aboriginal and Torres Strait Islander cultures
2036 GOAL 3	Provide the community with equitable access to a range of programs, services, and facilities
2036 GOAL 4	Promote a community where residents feel safe and enjoy good health
2036 GOAL 5	Provide open space, facilities, and programs that promote active lifestyles



DIRECTION:
VIBRANT URBAN LIVING

2036 GOAL 1	Create vibrant local village centres and community hubs
2036 GOAL 2	Improve access to local art, culture, and creative activities
2036 GOAL 3	Promote the City as an attractive, welcoming place to do business
2036 GOAL 4	Ensure the built environment respects neighbourhood character and responds deftly to evolving community needs

Addressed in the Public Domain
Plan by CONTEXT

4.2 City of Canada Bay Targets



DIRECTION:
**INFRASTRUCTURE AND
TRANSPORT**

RESILIENT CITIES

- 1 5% of trips made by cycling by 2036
- 2 20% of trips made by walking by 2036
- 3 Increase EV charge points in LGA
- 4 30% increase in total km of cycleways



DIRECTION:
**SUSTAINABLE AND THRIVING
ENVIRONMENT**

CONNECTED TO NATURE

- 1 25% tree canopy cover by 2040
- 2 No loss of native species
- 3 Ensure the built environment respects neighbourhood character and responds deftly to evolving community needs
- 4 100% of Council procurement for civil works, construction and street furniture to include preference for locally sourced recycled content by 2023
- 5 All Council's facilities run on 100% renewable electricity
- 6 Triple the amount of solar PV capacity in Canada Bay by 2025



DIRECTION:
CONNECTED COMMUNITY

- 2036 GOAL 1 Foster an inclusive community where diversity is welcomed and celebrated
- 2036 GOAL 2 Celebrate, recognise, and honour Aboriginal and Torres Strait Islander cultures
- 2036 GOAL 3 Provide the community with equitable access to a range of programs, services, and facilities
- 2036 GOAL 4 Promote a community where residents feel safe and enjoy good health
- 2036 GOAL 5 Provide open space, facilities, and programs that promote active lifestyles

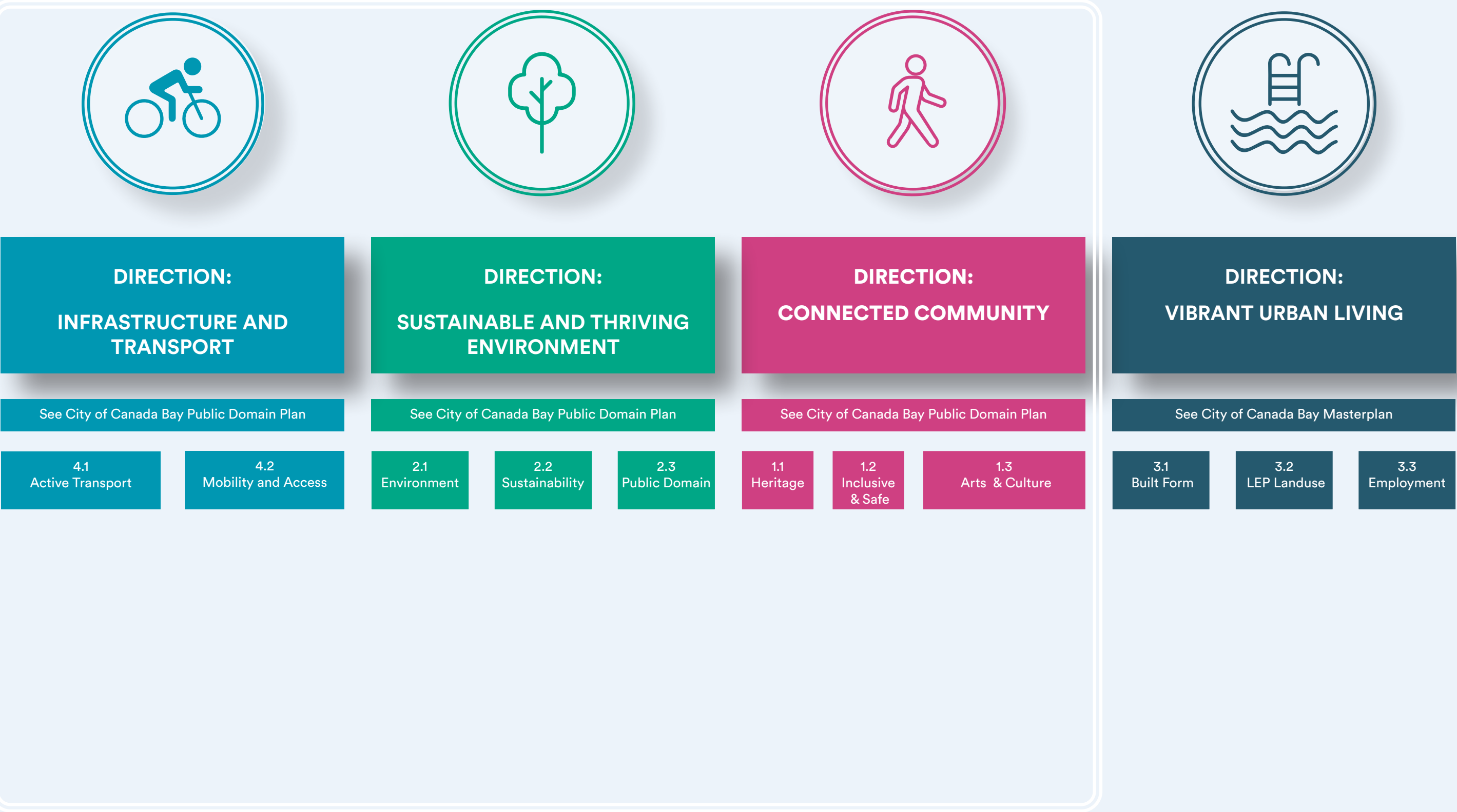


DIRECTION:
VIBRANT URBAN LIVING

- 2036 GOAL 1 Create vibrant local village centres and community hubs
- 2036 GOAL 2 Improve access to local art, culture, and creative activities
- 2036 GOAL 3 Promote the City as an attractive, welcoming place to do business
- 2036 GOAL 4 Ensure the built environment respects neighbourhood character and responds deftly to evolving community needs

Addressed in the Public Domain
Plan by CONTEXT

4.3 Five Dock Methodologies



Addressed in the Public Domain
Plan by CONTEXT

4.4 Five Dock Masterplan, City of Canada Bay

The NSW State Government is responding to the current housing shortage by promoting the development of more diverse housing types in well-connected areas close to public transport, open space, schools, and essential services. These locations, including Five Dock, have been identified as having the infrastructure needed to support a growing population.

The new Five Dock Metro Station, opening in 2032 on Great North Road, will offer direct access to Sydney and Parramatta CBDs in under 10 minutes—bringing rail services to the area for the first time. This major infrastructure investment is expected to boost both housing supply and employment opportunities within the local community.

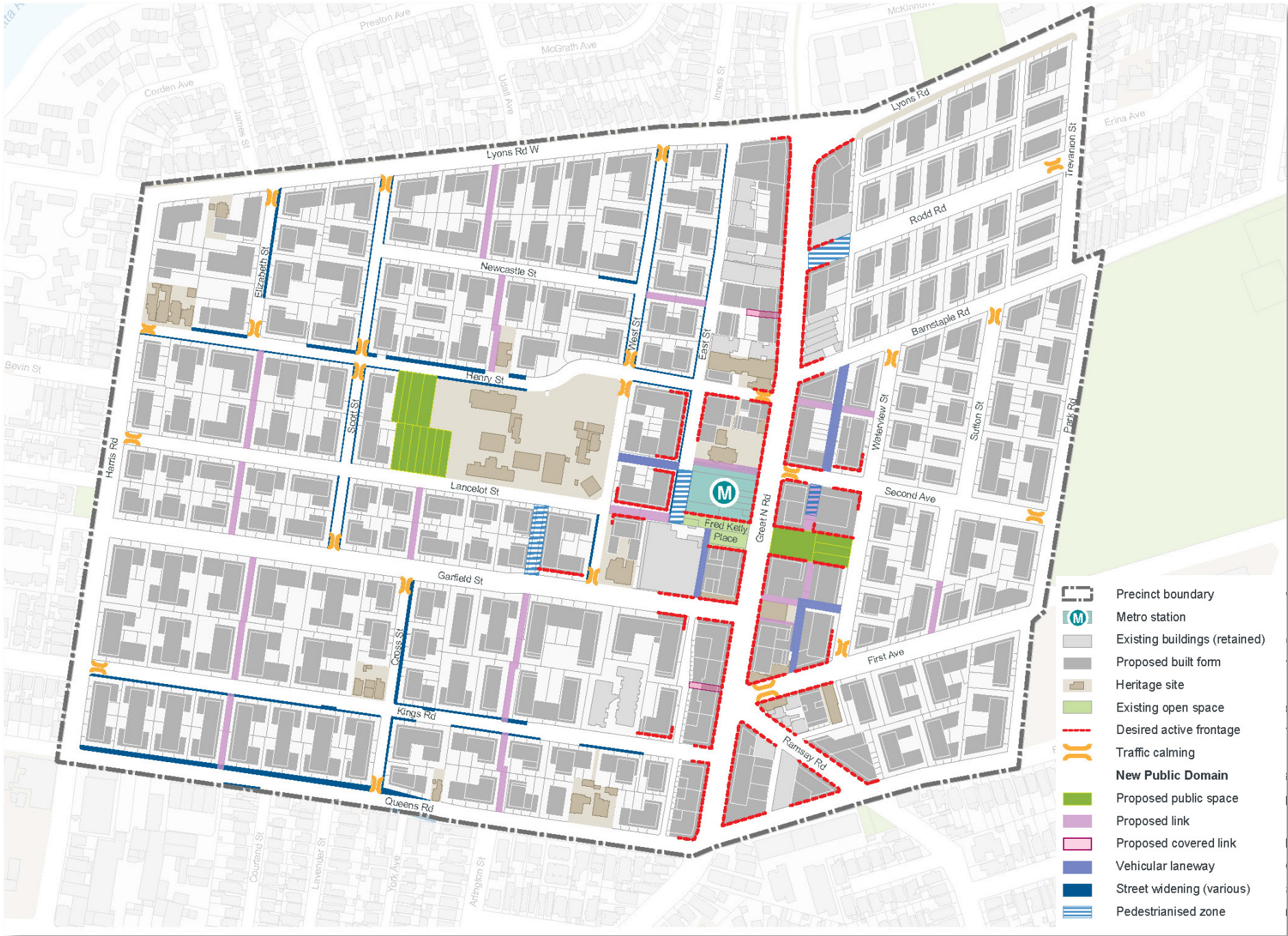
In response, the City of Canada Bay Council has developed the Five Dock Precinct Masterplan, building on years of strategic planning and community engagement. Prepared by Studio GL, the Masterplan outlines how increased housing and dwelling diversity can be delivered alongside high-quality urban design and a public domain that ensures livability for current and future residents.

The key elements of the Masterplan include:

- Expansion of public spaces
- New and expanded open spaces
- Concentrated built form
- Diverse building types
- Improved walking and cycling links
- Wider, more generous streets
- Increased tree canopy coverage
- Enhanced connectivity
- A green spine.

The plan seeks to minimise the loss of on street parking, however a reduction in parking is proposed in certain locations where there are improved outcomes for public domain, urban design or traffic management/mitigation.

Road changes are subject to further traffic assessment.



Five Dock Masterplan - Proposed public domain plan

Source: Five Dock Masterplan - Final Draft, Prepared by Studio GL for City of Canada Bay Council , June 2025

Not to scale

5.0 Public Domain Vision

- 5.1 Five Dock Public Domain Vision
- 5.2 Design Principles





Five Dock Public Domain 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. Fred Kelly Place is a focal point of the centre and this community core will be strengthened with the new Metro Station entry and expanded public domain in this centralised location.

The new Metro Station will serve as an origin and destination precinct for the centre. It will be a catalyst to build upon the established retail and residential character of the local centre and unlock opportunities to provide additional open spaces, walking and cycling connections, enhance local amenity and increase housing diversity.



5.2 Design Principles

5.2.1 Urban Design

The following overarching urban design principles synthesise the main drivers for the Five Dock Station Precinct. They align with those prepared in the Five Dock Masterplan (Studio GL, 2025) and have helped inform the development of this Public Domain Plan.



1. Support Transport Oriented Development (TOD)

Density is focused around the Metro Station, reflecting the TOD principles. 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. Protect the character of the place and reduce impacts on 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.



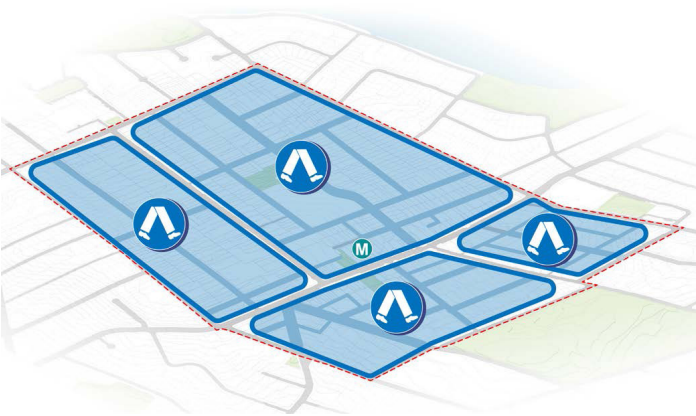
3. Expand and enhance the open space network

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.



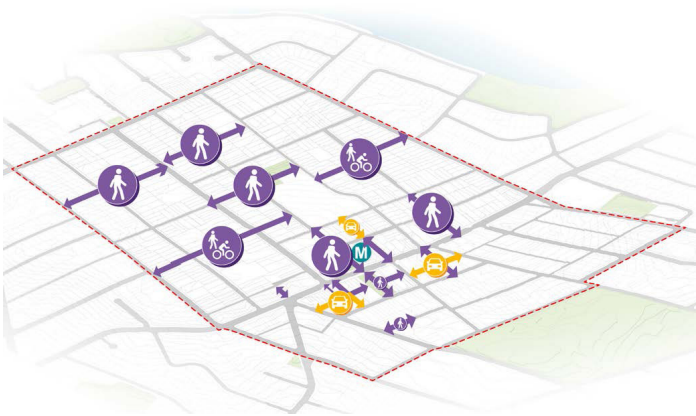
4. Preserve and expand tree canopy coverage

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).



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.



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.



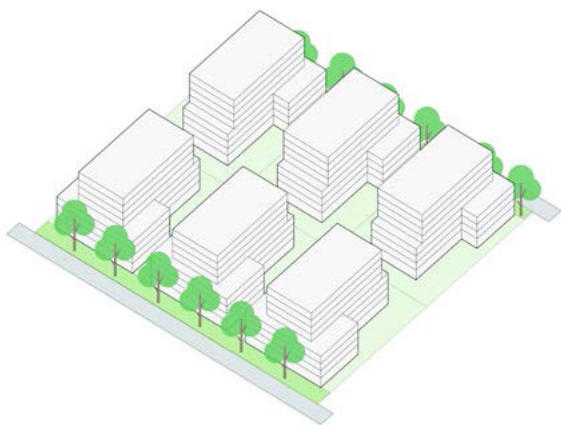
8. Reinforce the high street and civic facilities

Reinforce 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.

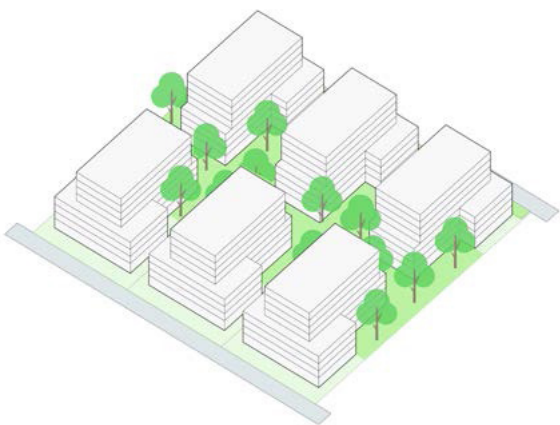
5.2 Design Principles

5.2.2 Built Form Principles

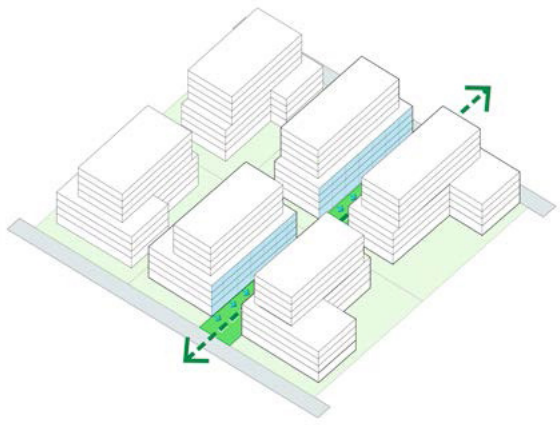
The following built form principles have identified in the Five Dock Masterplan (Studio GL, 2025) and serve as guiding principles that control the proposed built form for the Five Dock Precinct.



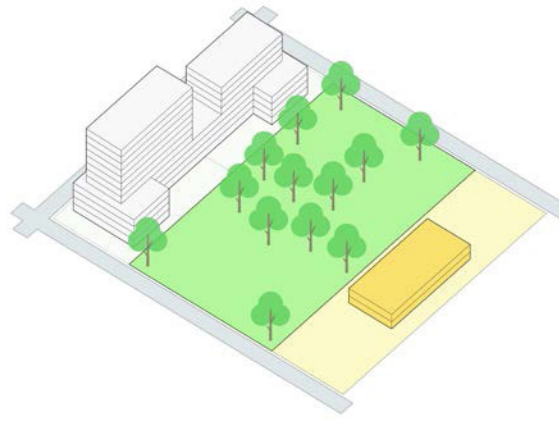
1. Provide a front landscape setback of 4.5m in residential zones or 6m along key Green Streets to facilitate tree canopy and landscaping.



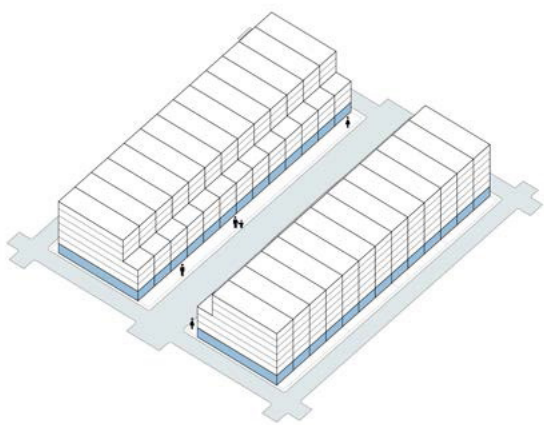
2. Preserve and enhance tree canopy coverage by protecting existing trees and requiring deep soil zones and enhanced streetscapes to reduce urban heat.



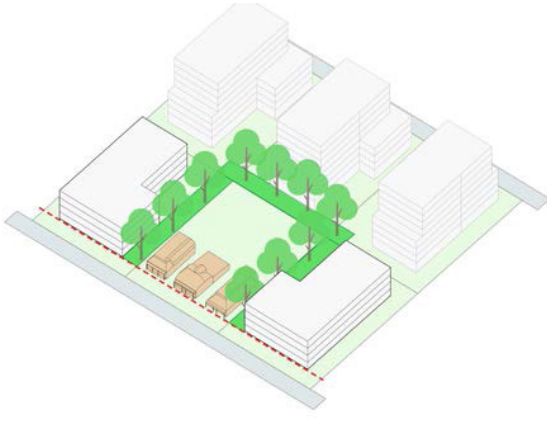
3. Integrate accessible pedestrian links into long blocks to increase permeability and improve connectivity. Orient built form to front pedestrian links to increase surveillance and create a safer environment at ground level.



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.



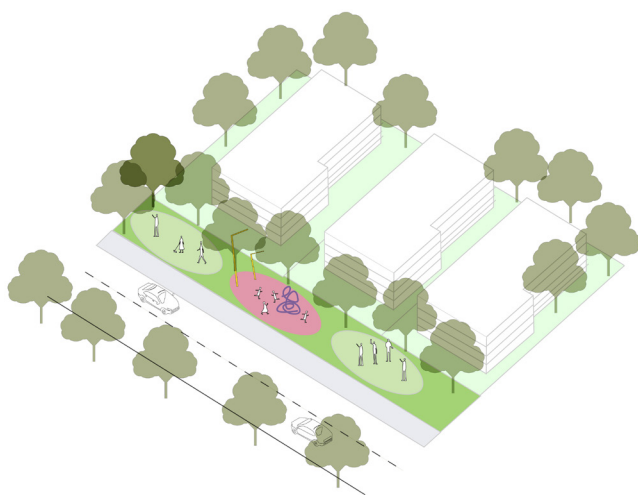
7. Protect solar amenity to existing and future open spaces, especially the upgraded Fred Kelly Place.



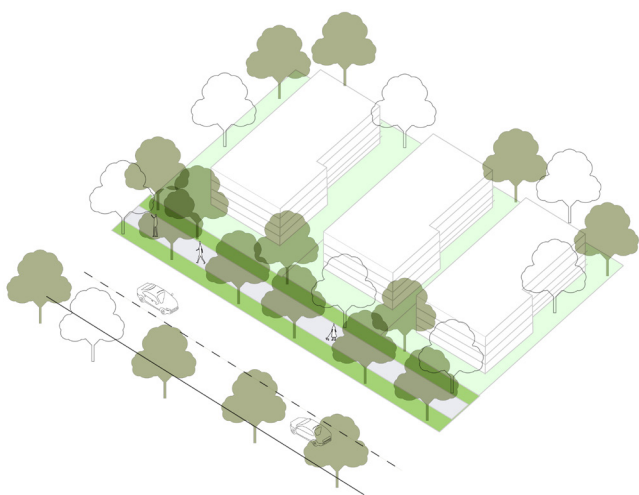
8. Encourage amalgamation of lots to create efficient buildings with suitable separation distances for development over three (3) storeys. Require minimum lot sizes outside the town centre core of approximately 1,000m².

5.2 Design Principles

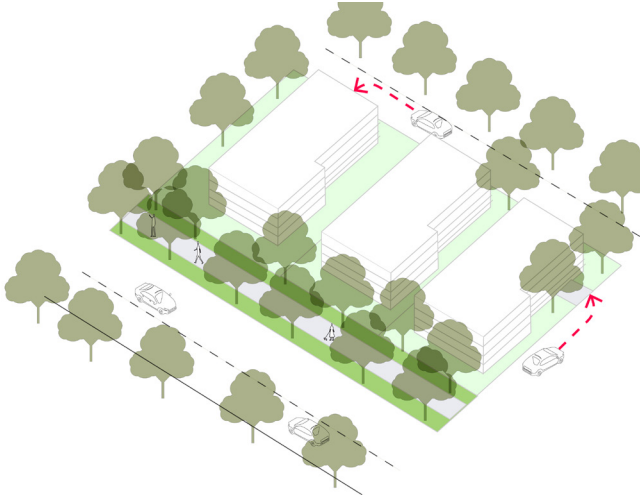
5.2.3 Public Domain Principles



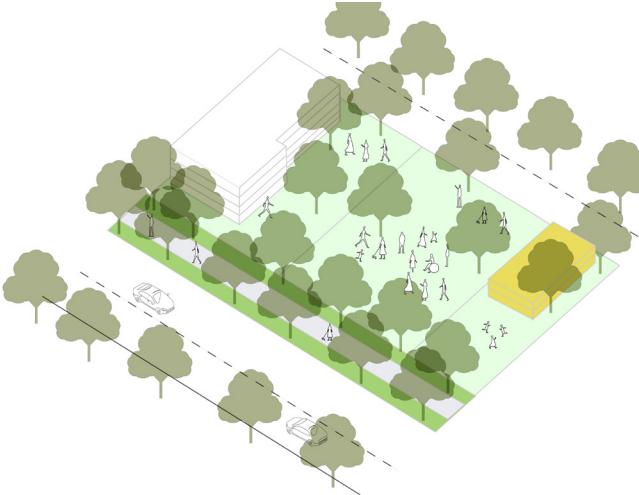
1. Increase capacity for canopy coverage and local activation by providing linear parks within large setback zones of wide street reserves.



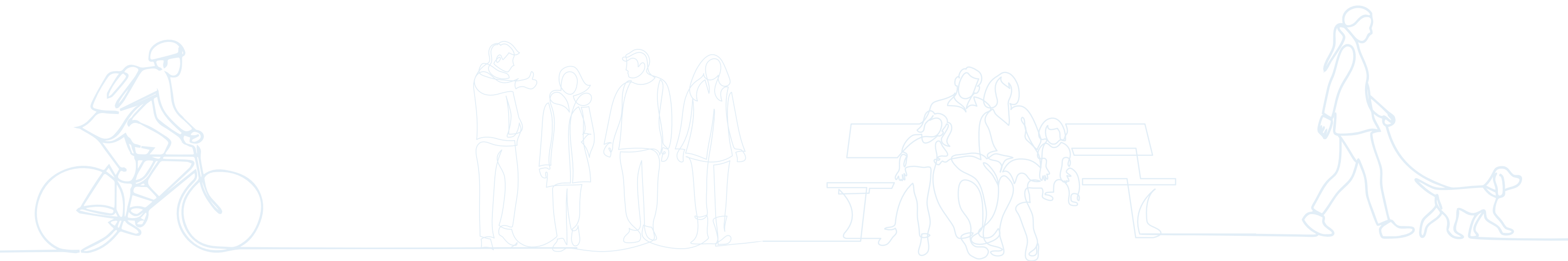
2. Preserve and enhance tree canopy coverage by protecting existing trees and requiring deep soil zones and enhanced streetscapes to reduce urban heat.



3. Support generous setbacks by designing access driveways into laneways or side streets.

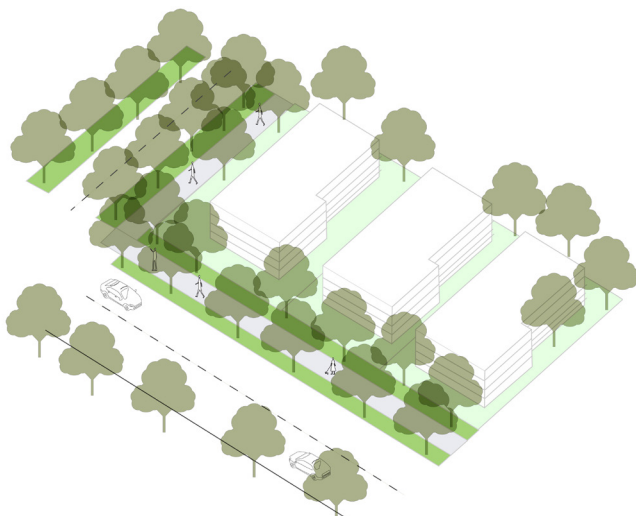


4. Co-locate open space with Five Dock Primary School and provide increased building separation to minimise overlooking of the school.

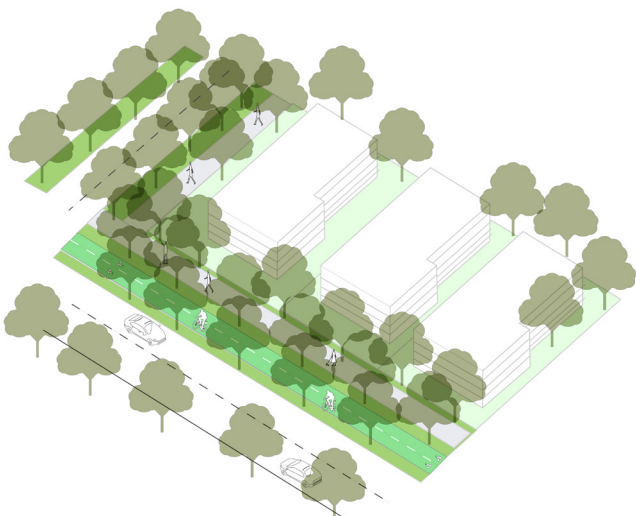


5.2 Design Principles

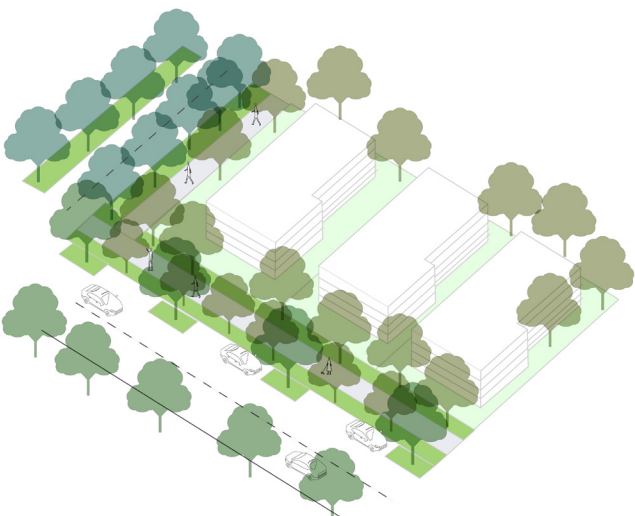
5.2.4 Streetscape Principles



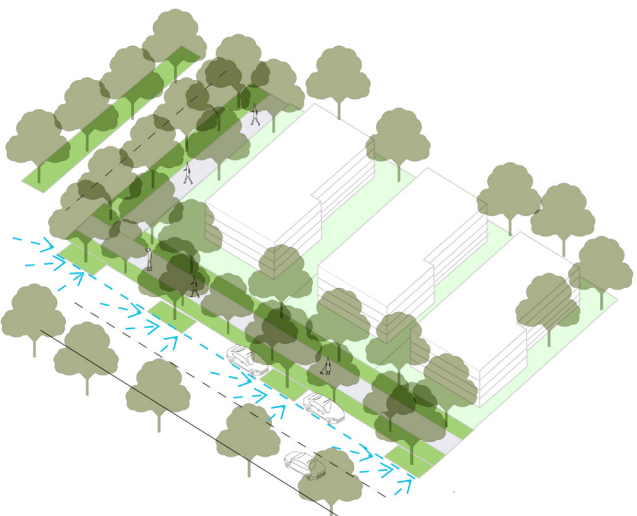
1. Enhance shading and cooling streets by placing street trees on northern and western aspects to shade over footpaths, cycleways and roads



2. Provide planted and kerb barriers to provide safe and shaded separation between cyclists and motorists



3. Utilise smaller tree species in footpaths and larger species in Blisters Parking zones to accommodate for future root growth capacity



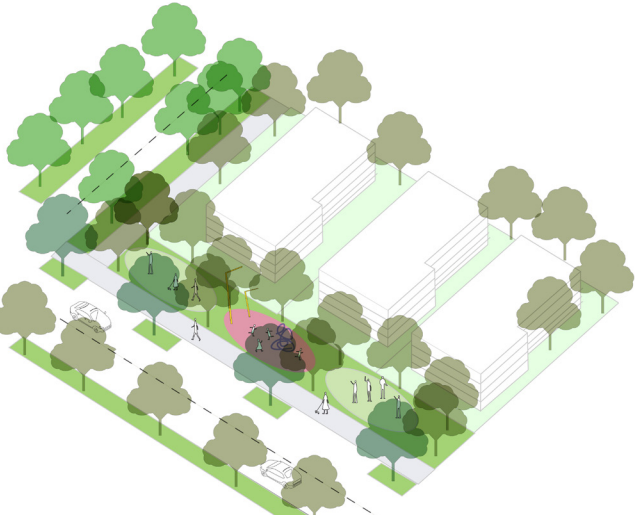
4. Support passive water irrigation by integrating kerb channels



5. Increase language of place and continuation of native species by infilling existing avenues



6. Support safe pedestrian experience by designing generous High Street and Secondary Street footpath widths and encouraging pedestrian connections away from Main Roads



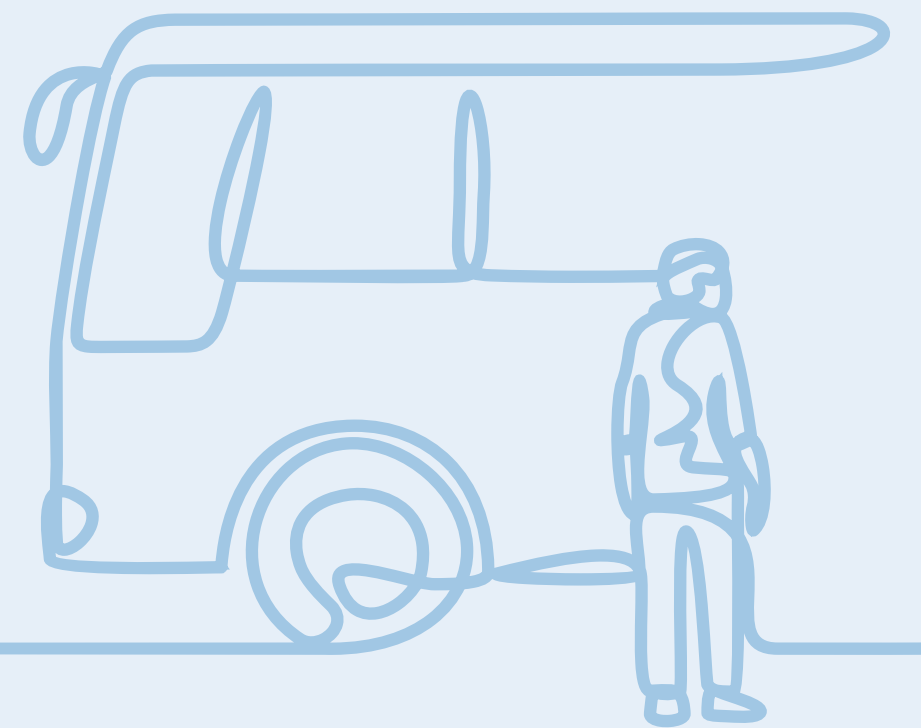
7. Define local characteristics by designing avenue lined streets that link canopy coverage across to Linear Parks



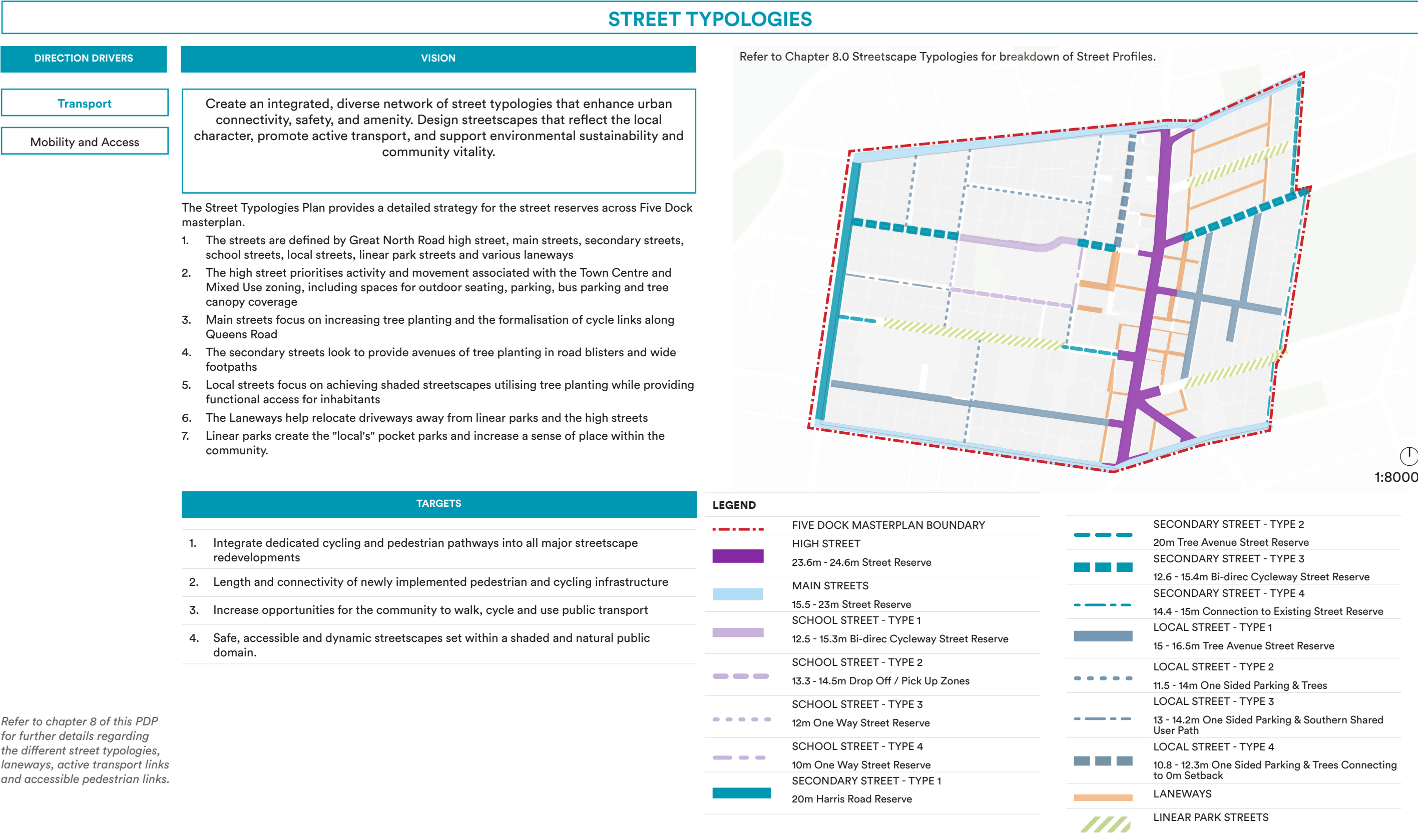
8. Enhance the High Street of Great North Road by increasing the capacity to provide outdoor seating and activated frontages.

6.0 Site Wide Strategies

- 6.1 Direction: Infrastructure and Transport
- 6.2 Direction: Sustainable and Thriving Environment
- 6.3 Direction: Connected Community



6.1 Direction: Infrastructure and Transport



6.1 Direction: Infrastructure and Transport



CONNECTIVITY INFRASTRUCTURE

DIRECTION DRIVERS

Transport

Mobility and Access

VISION

Five Dock will be supported by connected, accessible, and resilient infrastructure that enables safe, sustainable, and inclusive movement for all. Integrated transport and well-maintained public assets will enhance community connection, support active lifestyles, and meet the evolving needs of our growing population.

The connectivity infrastructure plan outlines the pedestrian and cyclist connectivity links which strengthen ease of movement throughout the precinct.

1. Activation and enhancement of Great North Road high street
2. Enhancement of public domain within town centre and residential laneways through tree and vegetation planting, gathering and seating zones, formalised parking and high quality material finishes
3. Inclusion of 3 x linear parks within streetscapes to provide park space for the community and promote a heightened sense of place and shaded streets
4. A walkable town centre that prioritises equitable movement for everyone.

TARGETS

1. Focus new development within walking distance of centres, parks and public transport to reduce car dependency
2. Support high amenity, walkable, cycling friendly streetscapes underpinned by mixed use development
3. Prioritise walkable neighbourhoods with, pedestrian infrastructure including safe crossings, smart technology driven lighting, clear and legible wayfinding and places for rest and respite
4. Aim to significantly increase walking / cycling mode share (currently only 5%) through better infrastructure and safer environments.

Refer to Chapter 8.0 Streetscape Typologies for breakdown of Street Profiles.

1:8000

LEGEND

FIVE DOCK MASTERPLAN BOUNDARY

HIGH STREET

3M PROPOSED ACCESSIBLE PEDESTRIAN LINK

6M PROPOSED ACCESSIBLE PEDESTRIAN LINK

6M PROPOSED COVERED ACCESSIBLE PEDESTRIAN LINK

ACTIVE TRANSPORT LINK

SHARED USER PATH

6M PEDESTRIAN TOWN CENTRE LANEWAY

o o o o

11M PEDESTRIAN TOWN CENTRE LANEWAY

6M VEHICULAR RESIDENTIAL LANEWAY

6M VEHICULAR TOWN CENTRE LANEWAYS

8M VEHICULAR TOWN CENTRE LANEWAY

15M VEHICULAR TOWN CENTRE LANEWAYS

2M SPECIAL PRECINCT LANEWAY

6M SPECIAL PRECINCT LANEWAY

11M SPECIAL PRECINCT LANEWAY

LINEAR PARKS

PLAZA

PARK

CONTEXT

FIVE DOCK PUBLIC DOMAIN PLAN /
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Canada Bay

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6.1 Direction: Infrastructure and Transport



ACTIVE TRANSPORT

DIRECTION DRIVERS	VISION
Transport Mobility and Access	A walkable and bike-friendly precinct where people of all ages can move safely and easily through a connected and accessible pathway / cycle network within and with links to beyond the Five Dock precinct. The active transport plan outlines the key implementations of active transport within the Five Dock masterplan. 1. Shared user path spatial allowances included on Harris Road and on Lancelot Street between Harris Road and West Street 2. Implementation of a bi-directional separated cycle lane along the northern side of Henry Street and Barnstaple Road as part of the Kings Bay - Bay Run Cycle Route 3. Creation of a north-south primary cycle route which connects Arlington Street (south of the precinct) through a series of active transport links to the new metro station, then north through more active transport links, across Lyons Road to Udall Avenue and the River Run Cycle Route 4. Generous width footpaths throughout the precinct to encourage walking and other forms of active transport.
TARGETS	
1. Measure sustainable transport journeys, trips taken by walking, cycling and public transport 2. Increase the percentage of trips conducted fully or partly by walking, cycling or public transport 3. Deliver sections of the City of Canada Bay cycling infrastructure by expanding the on and off road cycling routes	



LEGEND	
	FIVE DOCK MASTERPLAN BOUNDARY
	SEPARATED BI-DIRECTIONAL CYCLE LANE (NORTH OF STREET RESERVE)
	ONE WAY CYCLE LANE (NORTH & SOUTH OF STREET RESERVE)
	ACTIVE TRANSPORT LINK
	PEDESTRIAN AND CYCLIST SHARED PATH
	SHARED SPACE ACTIVE TRANSPORT LINK
	PLAZA

6.1 Direction: Infrastructure and Transport



CROSSINGS AND INTERSECTIONS

DIRECTION DRIVERS

Transport

Mobility and Access

VISION

A precinct where pedestrian and cyclist crossings are safe, accessible, and seamlessly integrated into the transport network, enabling active transport as a desirable option for all residents. Through considered intersection and crossing design, reduce congestion, enhance safety, and promote sustainable, healthy lifestyles for the community.

The crossings and intersections plan outlines the proposed treatments applied throughout the precinct:

- 3m wide pedestrian / cyclist refuge islands are included on Garfield Street and Queens Road along the identified primary north-south cycling route (outlined within the *Studio GL Masterplan - Active Transport Strategy*)
- Traffic calming measures applied within Secondary and Local Street typologies in alignment with the Studio GL Masterplan
- Clear identification, signage and visibility of all pedestrian crossings applied within the precinct
- A tabled intersection including pedestrian crossings in two locations:
 - Fred Kelly Place on Great North Road
 - The Rodd Road closure which meets Great North Road
- Pedestrian refuge islands or crossings where active transport links or accessible pedestrian links meet streets.

TARGETS

- Expand and improve the footpath and pedestrian walking network
- Increase walking mode share within the precinct
- Improve intersection safety for pedestrians
- Improve access to key destinations
- Promote and support the implementation of the 15 min city concepts within the precinct

The following aspirational future target is also to be noted:

- Create continuous threshold between Garfield Street and Second Avenue.

LEGEND

FIVE DOCK MASTERPLAN BOUNDARY

RAISED PEDESTRIAN CROSSING

PEDESTRIAN CROSSING

TRAFFIC CALMING

TABLED INTERSECTION

PEDESTRIAN REFUGE ISLANDS 2M WIDTH

PEDESTRIAN REFUGE ISLANDS 3M WIDTH

SIGNALISED INTERSECTIONS

CONTEXT

FIVE DOCK PUBLIC DOMAIN PLAN /
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PEDESTRIAN WALKABILITY	
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DIRECTION DRIVERS

VISION

Transport

Mobility and Access

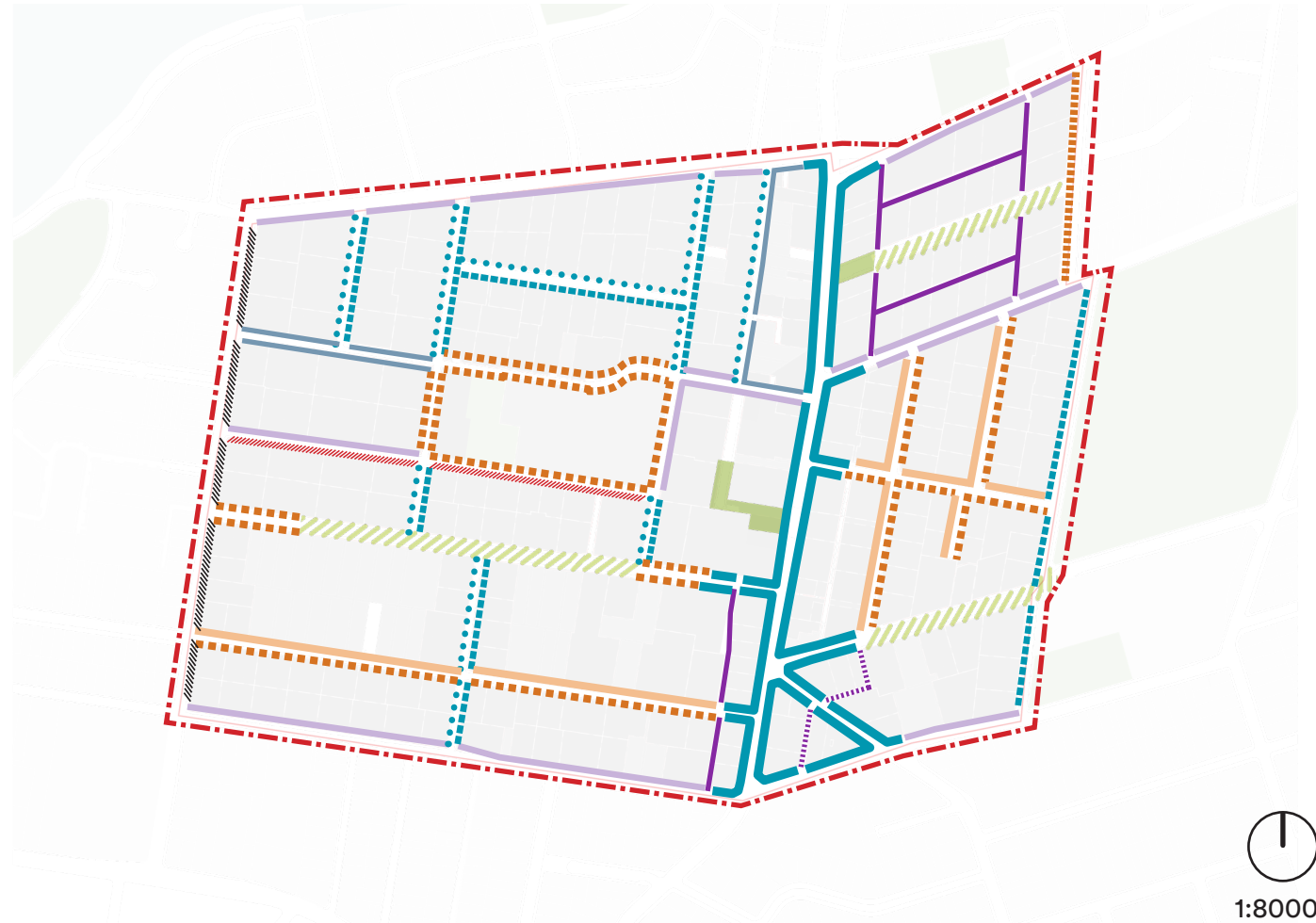
A connected and accessible urban environment where walking is a safe, convenient, and preferred mode of transport for residents and visitors alike. By enhancing pedestrian infrastructure, reducing traffic congestion, and improving public space design, the aim is to create vibrant, walkable communities that support healthy, active lifestyles and reduce reliance on cars.

The pedestrian walkability plan defines the footpath width strategy by:

1. Optimising the town centre walkability by providing the following:
 - A minimum 4m width footpath allowance along the High Street typology
 - Comfortable spatial allowances for pedestrian movement within all the town centre laneway typologies
2. Utilising narrower footpaths on main road typologies to increase verge space for large tree avenue planting and promote a safer pedestrian experience by orienting pedestrian movement onto High Streets, Secondary Streets and Linear Park Streets
3. Provide generous widths for pedestrians around Five Dock Public School and the new Five Dock park
4. Incorporation of shared user paths along Harris Road (eastern side) and on Lancelot Street between Harris Road and West Street (southern side)
5. Provide generous footpaths along Secondary and Local Street typologies where large tree planting provides canopy coverage and shade for users.

TARGETS

1. Expand and improve the footpath and pedestrian walking network
2. Increase walking mode share within the precinct
3. Improve intersection safety for pedestrians
4. Improve access to key destinations
5. Promote and support the implementation of the 15 min city concepts within the precinct



LEGEND

- | | |
|---|-------------------------------|
|  | FIVE DOCK MASTERPLAN BOUNDARY |
|  | 4.0 - 4.8m FOOTPATH |
|  | 3.5m SHARED USER PATH |
|  | NOM. 2.0-2.5m FOOTPATH |
|  | 2.5m SHARED USER PATH |
|  | 2.0m FOOTPATH |
|  | NOM. 1.8m FOOTPATH |
|  | 1.8m FOOTPATH |
|  | 1.5m FOOTPATH |
|  | 1.2m FOOTPATH |

- | | |
|---|--|
|  | SLOW SPEED SHARED SPACE
PEDESTRIAN, VEHICLE, CYCLIST |
|  | AS PER EXISTING |
|  | LINEAR PARK |
|  | PLAZA |

6.2 Direction: Sustainable and Thriving Environment



Environment

Sustainability

Public Domain

1To maximise the coverage of native vegetation

2Retain existing native vegetation where feasible.

3Retain and protect existing vegetation and habitat on site until replacement vegetation and habitat are established.

VISION

Establish an extensive and resilient urban canopy that significantly improves environmental quality, enhances public health, and promotes urban biodiversity. Foster a comfortable and attractive public realm by strategically increasing tree coverage throughout the precinct.

OBJECTIVES

1

2

3

1. Substantially expand tree canopy coverage across streets, parks, and public open spaces to mitigate urban heat and improve air quality

2. Enhance local biodiversity and ecological connectivity through strategic species selection and planting

3. Improve community health, well-being, and comfort by providing shaded and pleasant outdoor environments

4. Establish clear guidelines and strategies for the sustainable management and maintenance of the urban canopy.

TARGETS

1. 25% tree canopy coverage by 2040

2. Plant new native and climate resilient tree species

3. No net loss of native species

1:8000

LEGEND

FIVE DOCK MASTERPLAN BOUNDARY

PROPOSED CANOPY

RETAINED EXISTING CANOPY

REMOVED EXISTING CANOPY

NOTE: The current Five Dock Masterplan can achieve a canopy coverage percentage of 29.8%. This is based on a calculation of the tree planting within the public domain, front setbacks and the retained existing trees.

6.2 Direction: Sustainable and Thriving Environment



DIRECTION DRIVERS

Environment

Sustainability

Public Domain

OBJECTIVES

1

Use native and locally endemic species wherever possible.

2

To protect and enhance endangered and vulnerable species from negative impacts of urban development

3

To provide improved connectivity along existing or broken habitat corridors.

VISION

Develop a vibrant, sustainable, and diverse tree canopy that aligns with the distinct character zones throughout the precinct. Enhance local biodiversity, cultural heritage, and streetscape aesthetics through strategic tree species selection and placement.

1.

Curate a diverse palette of predominantly native tree species which can be further tailored to specific character zones

2.

Enhance local biodiversity and ecological resilience through careful species selection

3.

Complement the heritage and contemporary architectural character of each precinct zone

4.

Support community well-being by providing appropriate shade, reducing urban heat, and creating a visually appealing public domain

5.

Utilise best practise design initiatives to ensure all tree planting has the best chances of successful healthy growth

6.

Integrate sustainable and low-maintenance species suitable for the local climate and soil conditions

7.

Encourage residents and the local community to participate in tree planting programs fostering a collaborative approach and increasing local custodianship.

TARGETS

1.

Ensure a minimum of 80% native species planting in all new streetscapes and public domain projects

2.

25% tree canopy coverage by 2040

1:8000

LEGEND

FIVE DOCK MASTERPLAN BOUNDARY

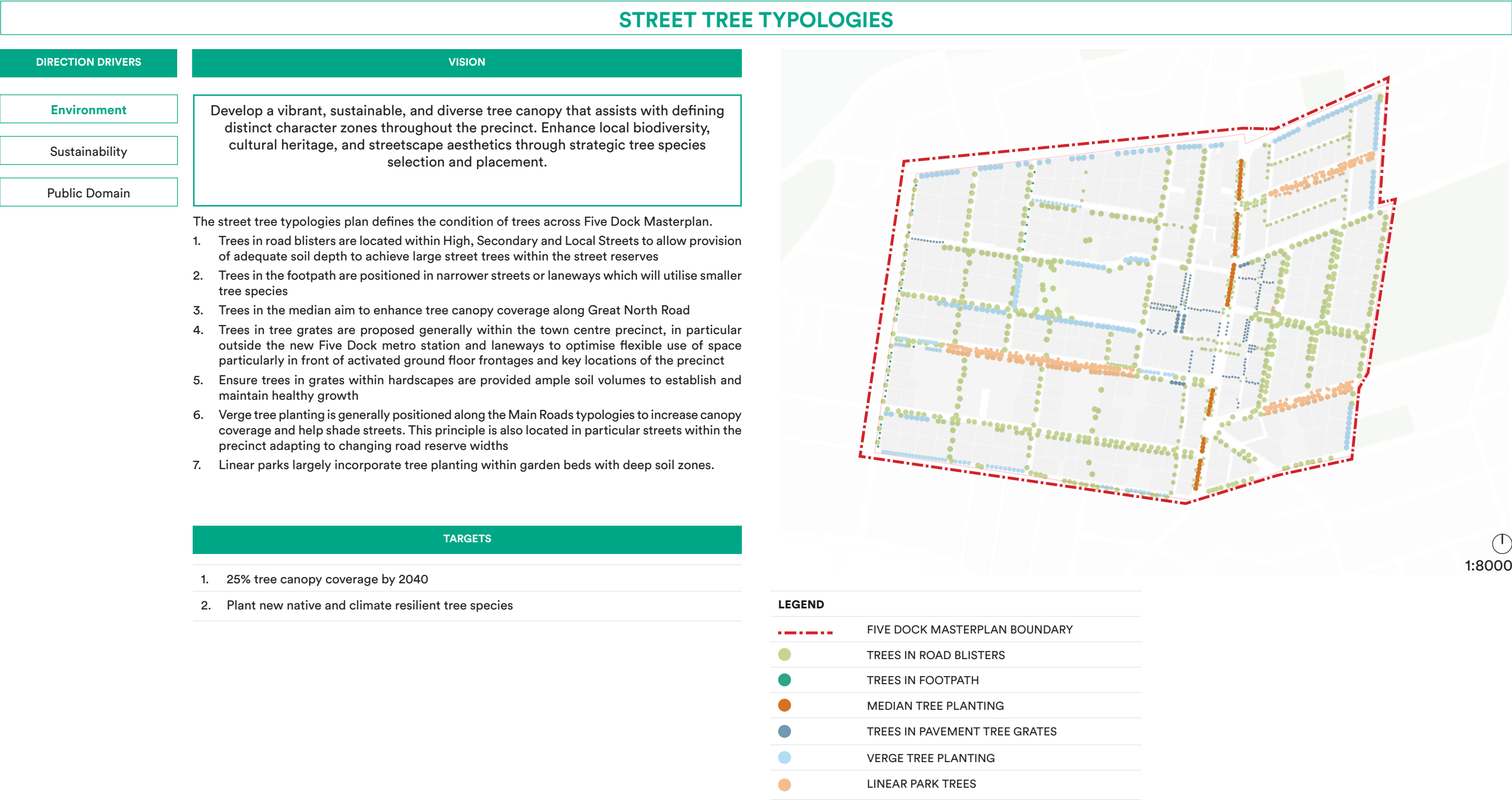
LARGE CANOPY TREE SPECIES

MEDIUM CANOPY TREE SPECIES

SMALL CANOPY TREE SPECIES

Refer to the City of Canada Bay Development Control Plan, Part B - B6.3 City of Canada Bay tree species for suitable tree species

6.2 Direction: Sustainable and Thriving Environment



6.2 Direction: Sustainable and Thriving Environment



URBAN COOLING

DIRECTION DRIVERS	VISION
Environment	A more climate-resilient community, prioritising strategies that reduce impacts from extreme heat, enhance environmental sustainability, and support equitable access to cooling resources. A public domain where the landscape performance helps cool the urban environment. The Five Dock Urban Cooling plan addresses the resilience strategies proposed to achieve urban cooling, aiming to reduce heat absorption and increase water retention and infiltration across the Five Dock precinct by: 1. Enhancing the use of permeability and porous surfaces in park and open spaces to maximum rainwater retention and infiltration into the ground. Increase in soil moisture and promote evaporative cooling to lower local ambient temperatures. 2. Providing large planted setbacks to residential properties to increase canopy coverage for a cooler pedestrian and cyclist experience within the public domain 3. Reduction in certain road widths to reduce overall hard surfaces and increase planting within streetscapes aims to reduce heat absorption 4. Utilise design principles such as large tree planting on western and northern sides of road corridors to optimise shading of the public domain 5. Promote tree planting within built form setbacks to increase canopy coverage and assist in cooling the urban environment.
Sustainability	
Public Domain	
TARGETS	
1. 25% tree canopy coverage by 2040 2. Plant new native and climate resilient tree species All new development must prioritise the use of permeable materials in the private and public domain for: 1. Pedestrian pathways 2. Parks and open spaces 3. Civil spaces	



LEGEND	
	FIVE DOCK MASTERPLAN BOUNDARY
	PUBLIC DOMAIN PLANTING
	SETBACK PLANTING
	PUBLIC DOMAIN TURF

6.2 Direction: Sustainable and Thriving Environment



SOCIAL INFRASTRUCTURE

DIRECTION DRIVERS

Environment

Sustainability

Public Domain

VISION

Develop inclusive, accessible, and vibrant social infrastructure that enhances community cohesion, well-being, and resilience. Provide adaptable spaces and facilities that support diverse community activities, foster social connections, and enrich residents' quality of life.

The social infrastructure plan identifies existing and proposed social infrastructure within the precinct. The Five Dock Masterplan aligns with and expands upon the City of Canada Bay's Social Infrastructure Action Plan (2019) including:

1. Improve and share the community spaces and places already existing
2. New multi-purpose community facilities to address existing gaps and cater to forecast population growth
3. Services and programs responding to exiting and emerging community and cultural interests
4. Build and maintain effective partnerships between Council, services providers, private sectors and government bodies

Other social infrastructure improvements within the precinct include:

5. Upgrade of Fred Kelly Place: extension of the plaza into 106 Great North Road
6. The closure of Rodd Road at the connection to Great North Road and the creation of a linear park on Rodd Road.
7. The introduction of linear parks on Garfield Street and First Avenue
8. The new Five Dock park west of the Five Dock Public School.

TARGETS

1. New open space in the town centre (minimum 0.3ha)

LEGEND

FIVE DOCK MASTERPLAN BOUNDARY

PLAZAS

PARKS

LINEAR PARKS

EDUCATION - SCHOOL

OUTDOOR MULTI-SPORTS COURTS

CONTEXT

FIVE DOCK PUBLIC DOMAIN PLAN /
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6.2 Direction: Sustainable and Thriving Environment



Environment

Sustainability

Public Domain

1To connect people with nature

2To contribute to maintaining or improving the City of Canada Bay open space area

3To provide sufficient and high quality of local open space within reasonable walking distance.

VISION

Foster community health and well-being offering residents the Opportunity for physical activity and relaxation within the built Environment within a 400m walking catchment.

OBJECTIVES

1. The Masterplan and Pubic Domain Plan introduces a New Five Dock Park adjacent to Five Dock School

2. A closure of a portion of Rodd Road and introduction of a local's linear park for the remainder of the road

3. Introduction of 2 x additional local's linear parks on portions of Garfield Street and First Avenue

4. Identifying the civic space around the new metro station, Fred Kelly Place and 106 Great North Road as usable public open space

TARGETS

1. 20% of all trips made by walking by 2036

2. Develop and maintain a network of pedestrian pathways that connect key destinations, including: parks, schools, the civic centre and commercial areas

3. Ensure that all residents have access to quality open spaces within a short walking distance from their homes

4. Align open space development with public transport routes to facilitate easy access without the need for private vehicles.

PROVISIONS

1. All new development not within 400m walking distance to an existing open space must investigate opportunities for, and if possible, integrate public open space within the site or nearby

2. All new multi-residential development must provide open space that complies with Apartment Design Guidelines (ADG) part 3D Communal and public open space

3. All new multi-residential development with 60 or more dwellings not within 200m walking distance to 0.1 ha of existing open space is encouraged to exceed the ADG minimum open space area requirement.

OPEN SPACE WALKABILITY

LEGEND

FIVE DOCK MASTERPLAN BOUNDARY

EXISTING PUBLIC OPEN SPACE

PROPOSED PUBLIC OPEN SPACE

EXISTING 400M WALKING CATCHMENT

PROPOSED 400M WALKING CATCHMENT

CONTEXT

FIVE DOCK PUBLIC DOMAIN PLAN / CITY OF CANADA BAY COUNCIL / JULY 2025

City of Canada Bay

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6.3 Direction: Connected Community



SIGNAGE AND WAYFINDING

DIRECTION DRIVERS	VISION
Heritage Inclusive and Safe Arts and Culture	Utilise public art as a cornerstone of placemaking and cultural expression, enriching public spaces with works that reflect the area's identity, heritage, and diversity. Integrate public art and walking trails / loops to enhance placemaking and community engagement. This strategy provides guidance on key locations and the types of wayfinding and signage. 1. A wayfinding and signage strategy should be developed to capture a precinct wide approach and detail it's application throughout Five Dock and it's connection to the broader Council area 2. Directional signage and wayfinding should direct the various users, including cyclists and pedestrians to key destinations or points of interest (for example: cycle routes, community running routes, loops / trails, links beyond the extents of this Public Domain Plan - i.e. bay run) 3. Informative signage should clearly communicate information. Some key locations envisaged to include informative signage are: heritage buildings, Five Dock Town Centre, public art / interpretive pieces, community spaces / places, parks and linear parks 4. The town centre will incorporate informative signage to convey essential information to help people navigate, understand and use public spaces safely and effectively 5. Smart technology incorporated into informative signage, particularly in key high traffic locations 6. Signage is to be consistent and contextual with a design language that is responsive to the character of Five Dock.
TARGETS	
1. Signage and wayfinding that is accessible for all users 2. Improve access to key destinations 3. Increase walking mode share within the precinct 4. Easy to navigate to and from the new metro station location	



LEGEND	
	FIVE DOCK MASTERPLAN BOUNDARY
	DIRECTIONAL
	HERITAGE
	INFORMATIVE
	ART

PUBLIC ART WALKING LOOP

DIRECTION DRIVERS

Heritage

Inclusive and Safe

Arts and Culture

OBJECTIVES

- | | |
|---|---|
| 1 | Implement principles identified within the City of Canada Bay Council Public Art Strategy. |
| 2 | A future where public art and walking are integral to the community's cultural expression and placemaking efforts |

VISION

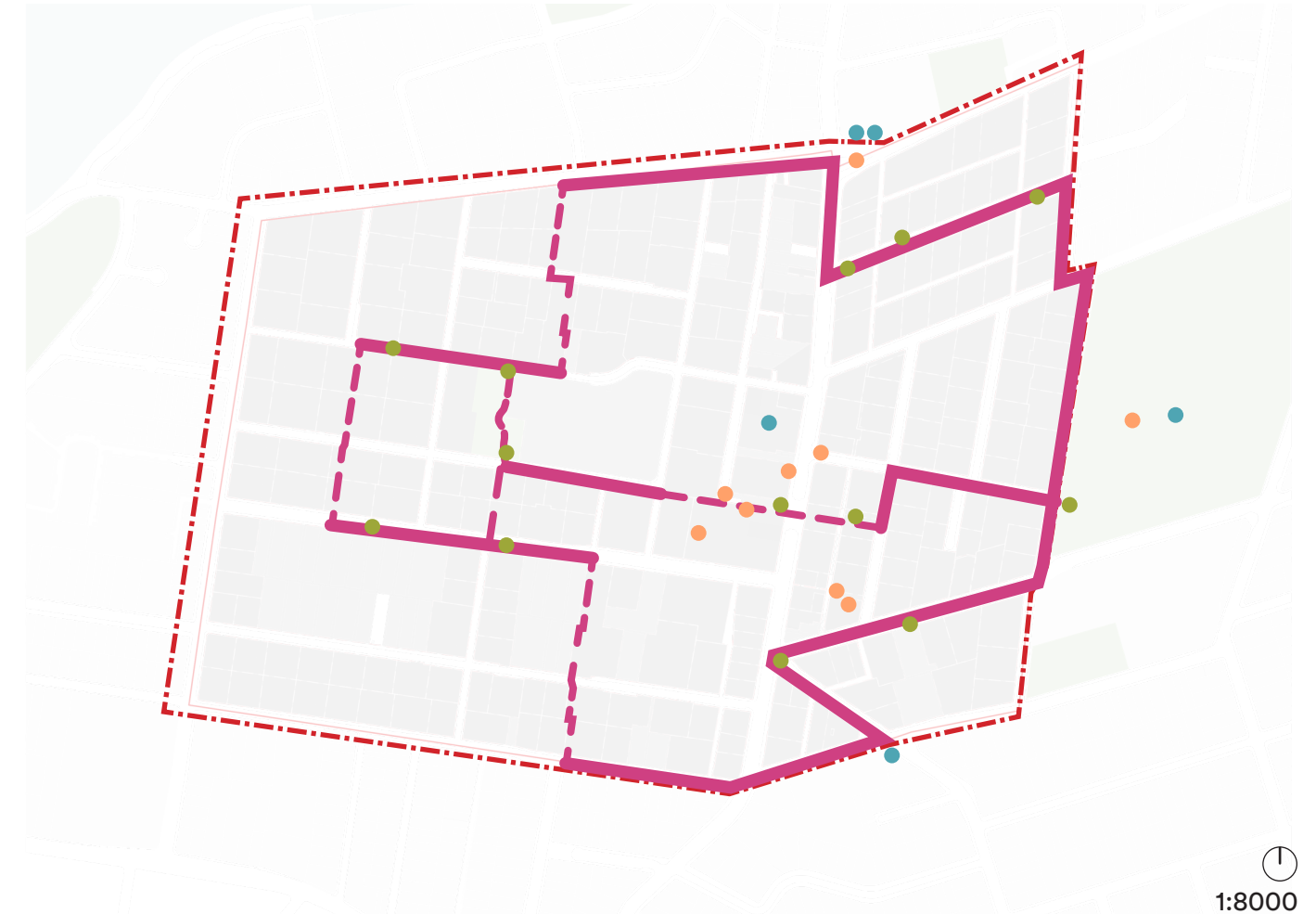
Utilise public art as a cornerstone of placemaking and cultural expression, enriching public spaces with works that reflect the area's character, heritage, and diversity. Integrate public art and walking trails / loops to stimulate engagement in shared public spaces.

The public art walking loop provides guidance on the potential of connections within Five Dock to enable a public art walking loop.

1. Foster a vibrant, inclusive and culturally rich environment while ensuring the sustainability and long-term impact of public art within the precinct
2. Celebrate, showcase and depict themes as outlined in the CoCB Public Art Strategy within the public domain
3. Encourage the combination of physical activity with cultural experiences
4. Create site-specific cultural references and environmentally friendly, culturally sensitive art that enhances public spaces
5. Art of all scales woven into the urban fabric (murals, painting, sculpture, engravings, interactive, ephemeral and more)
6. Engage local artists or community groups annually to promote community participation.

TARGETS

1. Develop public artworks along walking and cycling trails with themes like environment, heritage, and maritime culture
2. Celebrate Aboriginal heritage and industrial working life through interpretive artworks and cultural projects
3. Develop public art projects that reflect the aspirations of the City's cultural policies and local issues
4. Allocate a 'percent for art' in major capital infrastructure projects.



LEGEND

- | | |
|---|-------------------------------|
|  | FIVE DOCK MASTERPLAN BOUNDARY |
|  | WALKING LOOP ROUTE |
|  | PEDESTRIAN LINKS |
|  | EXISTING PUBLIC ART |
|  | EXISTING MONUMENT & PLAQUES |
|  | PROPOSED PUBLIC ART |

6.3 Direction: Connected Community



SMART TECHNOLOGY AND LIGHTING

DIRECTION DRIVERS

Heritage

Inclusive and Safe

Arts and Culture

OBJECTIVES

1

Improve accessibility to quality services for the community through smart practices

2

Apply international best practice Dark Sky principles throughout the precinct

3

Implement principles identified within the City of Canada Bay Council Smart City Plan.

VISION

Harness innovative smart technology to transform the public domain into an intelligent, sustainable, and responsive urban environment. Improve community well-being, safety, efficiency, and connectivity by integrating advanced technological solutions into urban infrastructure. Apply international Dark Sky best practice principles throughout the precinct.

The smart technology and lighting plan provides guiding statements and locations to implement smart technology and apply targeted best practice lighting principles.

1. A lighting strategy should be developed to capture lighting hierarchy and how it's applied throughout the precinct. Town centre core and civic spaces, laneways, active transport links and different street typologies all have varying requirements
2. Enhance public accessibility and navigation with smart technology and information capture systems to assist with wayfinding
3. Foster community engagement and digital inclusion through interactive technological platforms
4. Deploy smart technologies and intelligent automated systems to enhance safety, security and surveillance of public spaces
5. Improve efficiency in resource management, maintenance and environmental sustainability through smart monitoring and controls
6. Signature multifunctional lighting along the High Street typology, throughout Fred Kelly Place and around the new metro station.

TARGETS

1. Implement integrated smart lighting and surveillance systems across key public spaces by 2028
2. Achieve at least 30% reduction in energy and water usage within public facilities through smart resource management systems
3. Install comprehensive smart wayfinding systems at all major entry points and key precinct locations
4. Apply international best practice Dark Sky principles throughout the precinct.

1:8000

LEGEND

FIVE DOCK MASTERPLAN BOUNDARY

SIGNATURE MULTI FUNCTIONAL LIGHTING

ARTISTIC AND MULTI FUNCTIONAL LIGHTING

LOW LEVEL FUNCTIONAL LIGHTING

SURVEILLANCE AND SECURITY FOCUS

KEY CYCLIST ROUTES

CONTEXT

FIVE DOCK PUBLIC DOMAIN PLAN /
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6.3 Direction: Connected Community



DIRECTION DRIVERS

Heritage

Inclusive and Safe

Arts and Culture

OBJECTIVES

1

Enhance the vibrancy of town centres by supporting a diverse range of events that reflect the community's cultural diversity and interests.

2

A flexible and event-ready public domain that incorporates adaptable spaces, integrated infrastructure and accessible amenities to support the hosting of events

VISION

A vibrant and inclusive community where diverse, place-based events activate public spaces, celebrate local culture, and strengthen social and economic connections

1. Support annual City of Canada Bay events such as Ferragosto, Christmas carols and Neon Nightfall by providing modern flexible spaces which cater to a variety of event types

2. Create more inviting public spaces suitable for hosting events, community gatherings, performances or festivals with improvements to pedestrian areas and amenities

3. Use events as a platform to build social cohesion, encourage community participation, and promote inclusivity

4. Organisation of cultural events that celebrate the precinct's diversity including art walks and exhibitions featuring local and indigenous artists and community groups

5. Leverage events to stimulate local economies by increasing foot traffic and supporting local business

6. Utilise the open space created within the Five Dock New Park for small scale community gatherings or events such as weekend markets

TARGETS

1. Encouragement of local festivals, markets, and cultural celebrations to activate public spaces and foster community spirit

2. Promotion of Five Dock as a destination for cultural and recreational events, attracting visitors and boosting local commerce

EVENTS

LEGEND

FIVE DOCK MASTERPLAN BOUNDARY

NEW PARK

GREAT NORTH ROAD

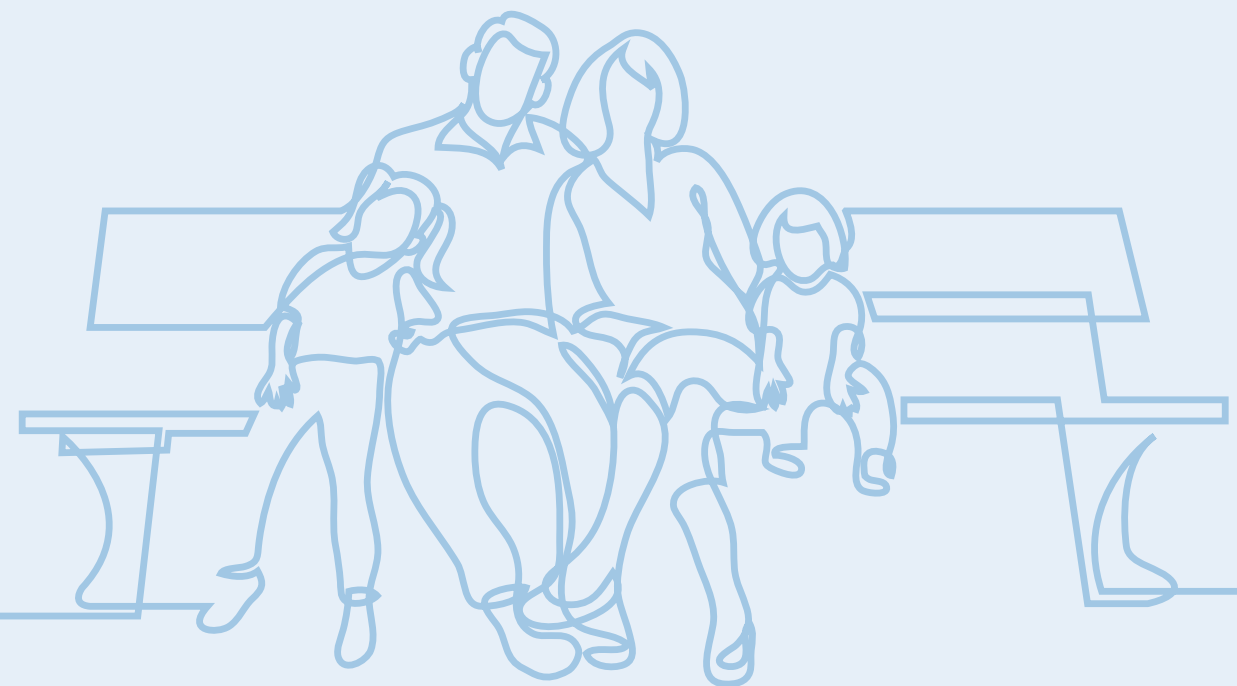
FRED KELLY PLACE

RODD ROAD CLOSURE

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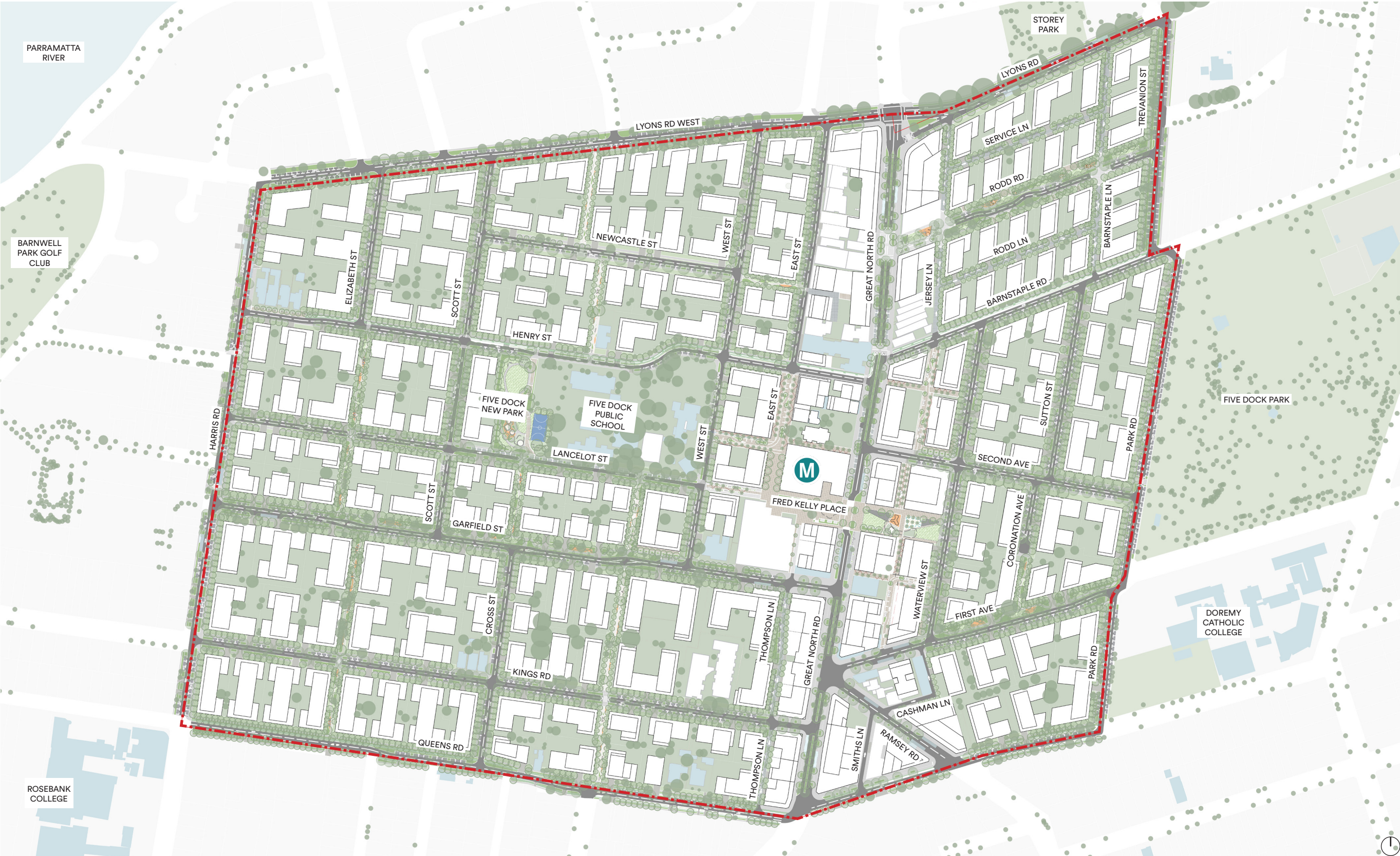
7.0 Five Dock Character

- 7.1 Five Dock Masterplan
- 7.2 Five Dock Character
- 7.3 Town Centre Character Plan
- 7.4 Western Residential Character Plan
- 7.5 Kings Road Residential Character Plan
- 7.6 Eastern Residential Character Plan
- 7.7 Interface Zone Residential Character Plan

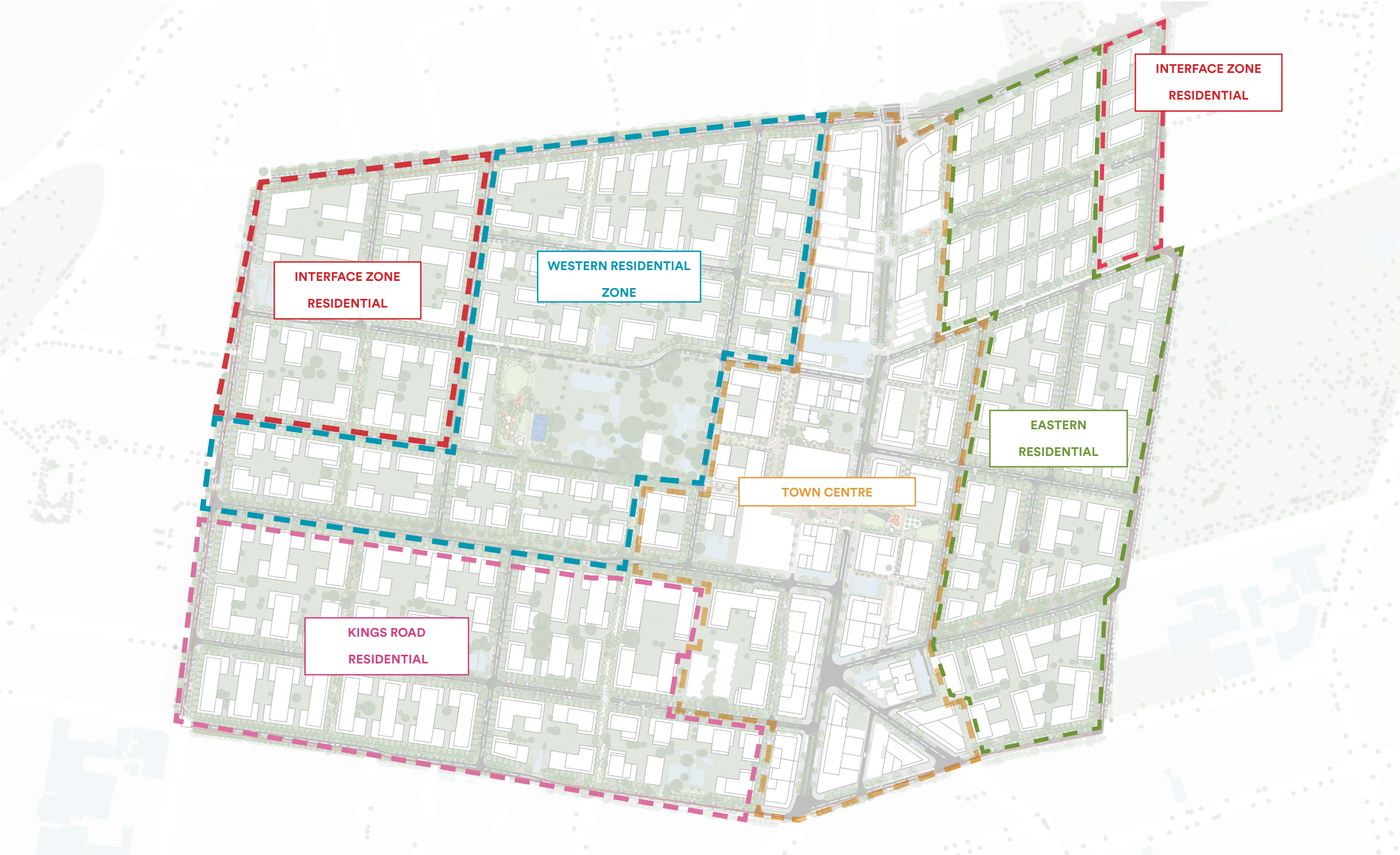




7.1 Five Dock Masterplan



7.2 Five Dock Character



7.3 Town Centre Character Plan



TOWN CENTRE

The Town Centre Core serves as the vibrant heart of Five Dock, focusing on lively pedestrian environments and active public spaces. Public domain enhancements will foster social interaction, support a robust commercial and community life, and promote easy access to public transport and local amenities.

Key Qualities:

- Enhanced pedestrian-friendly streetscape along Great North Road
- Active street frontages encouraging retail and dining with outdoor spaces coupled with mixed use built form development
- Extended and upgraded Fred Kelly Place as a prominent civic gathering area
- Integrated public art installations highlighting local culture
- Streetscape improvements with consistent landscaping, seating, and lighting.



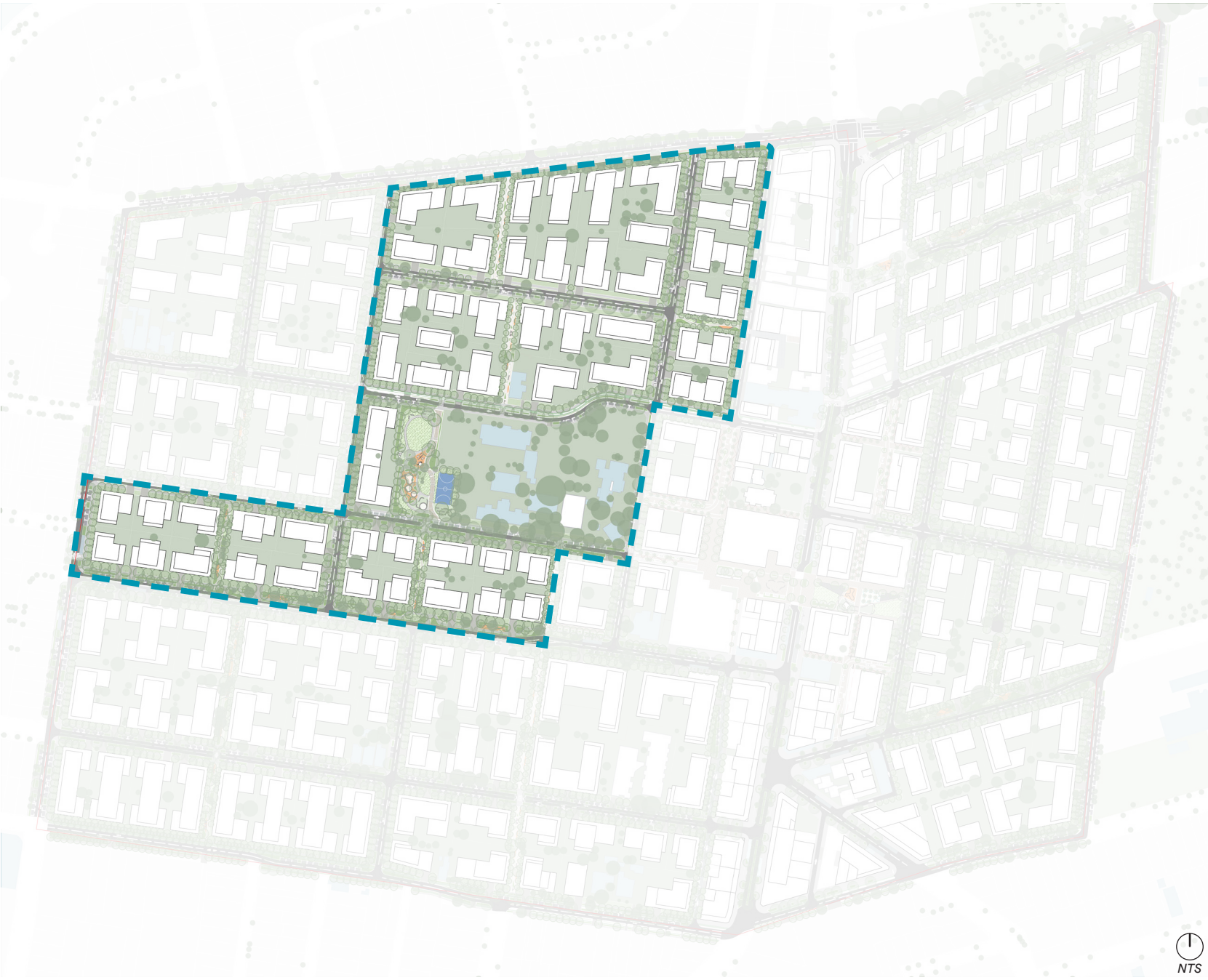
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CONTEXT

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7.4 Western Residential Character Plan

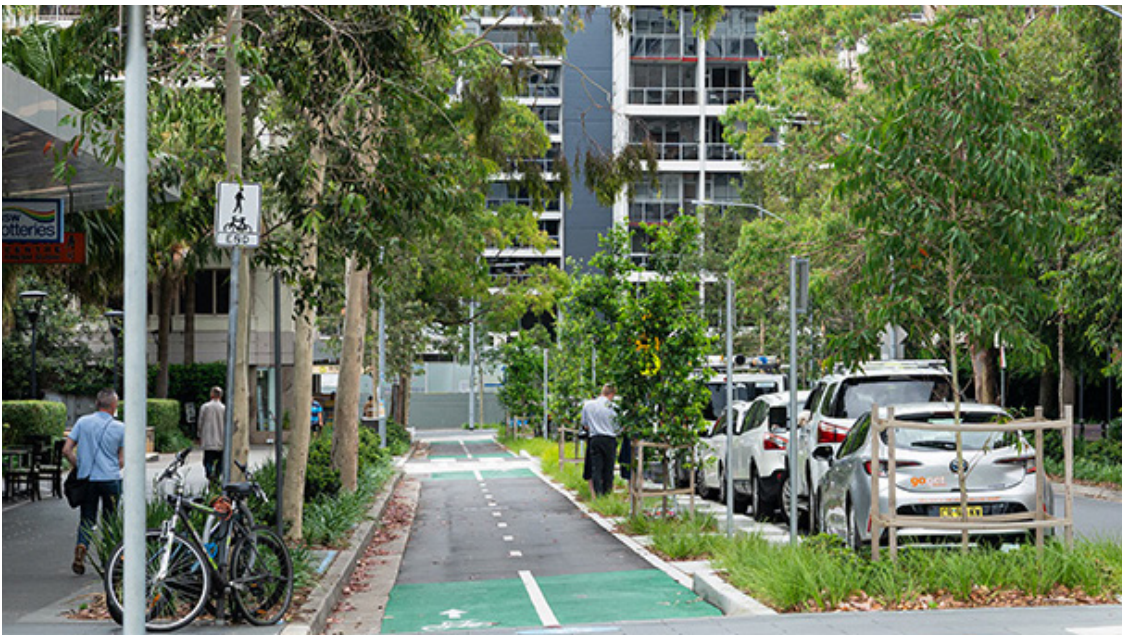


WESTERN RESIDENTIAL ZONE

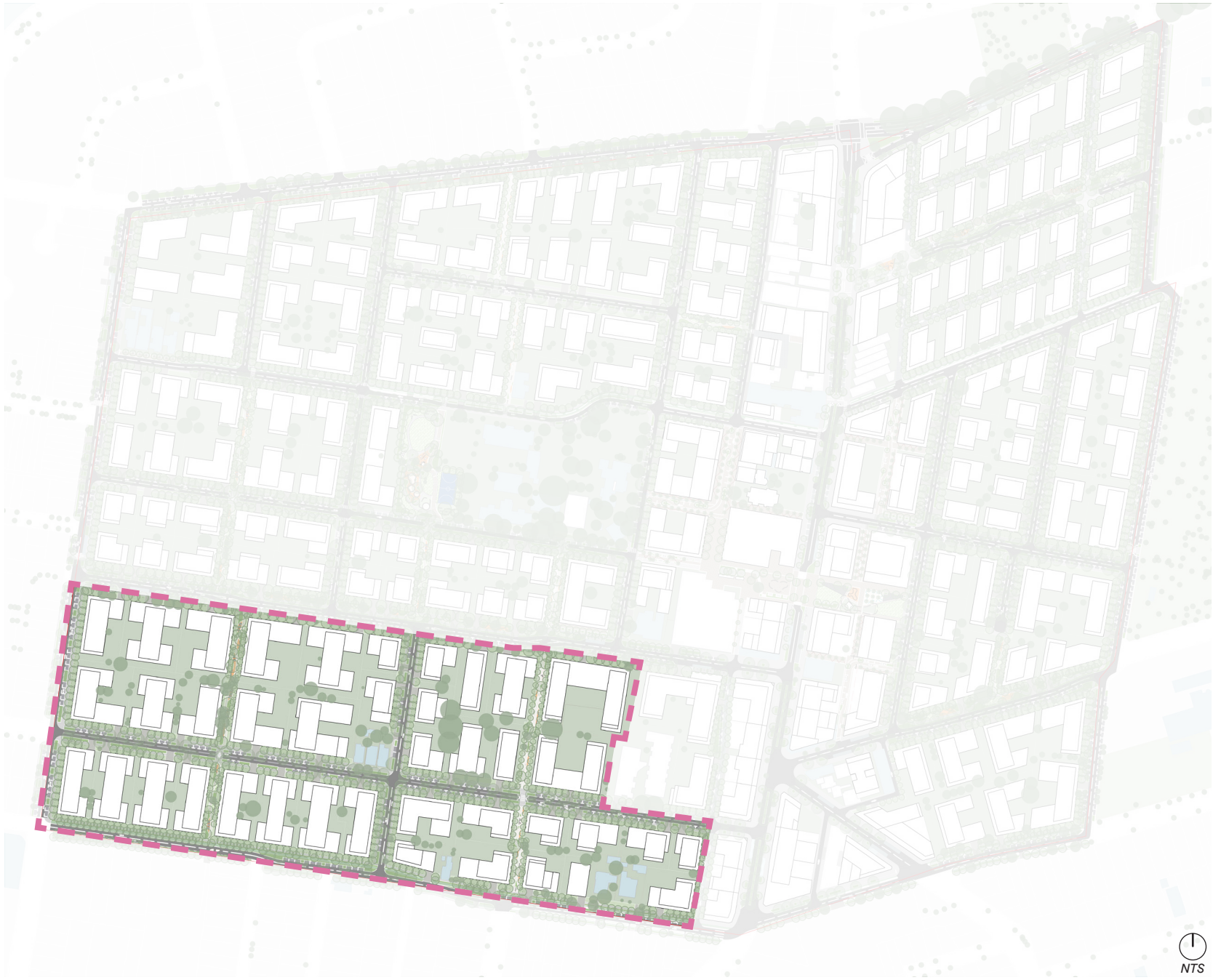
The Western Residential precinct is envisioned as an attractive residential neighbourhood that prioritises pedestrian and cyclist-friendly environments and high-quality public spaces. Its leafy streets and comfortable pedestrian connections will create a peaceful community atmosphere suitable for families and residents.

Key Qualities:

- Tree-lined streets providing shade and visual amenity
- Improved pedestrian connections and safer street crossings
- Generous green setbacks and landscape buffers enhancing residential character
- Public seating and street furniture strategically located to encourage community interaction
- Traffic calming measures to promote a safe and quiet environment.



7.5 Kings Road Residential Character Plan



KINGS ROAD RESIDENTIAL

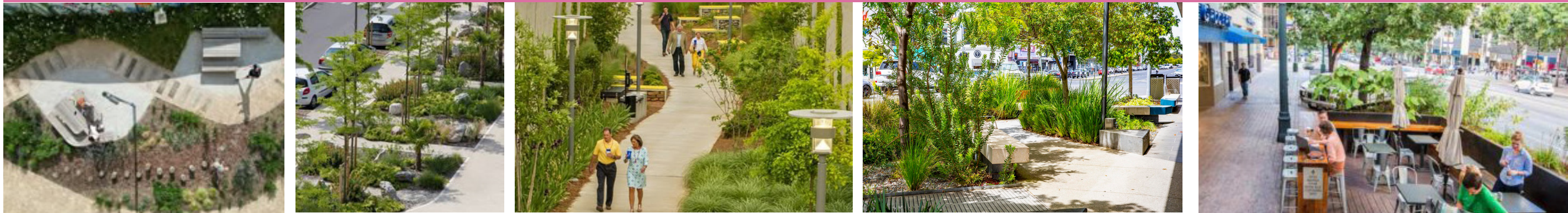
This precinct will accommodate a medium-density residential character, serving as a transitional zone towards higher density areas to the south. Public spaces will support increased residential population while providing comfortable and attractive pedestrian experiences.

Key Qualities:

- Wide pedestrian paths and dedicated cycling routes
- Ample street trees enhancing canopy coverage for environmental and aesthetic benefits
- Enhanced streetscape design promoting safety, comfort, and attractiveness
- Pedestrian-friendly crossings and intersection improvements
- Community gathering spaces and green corridors linked to surrounding parks and open spaces.



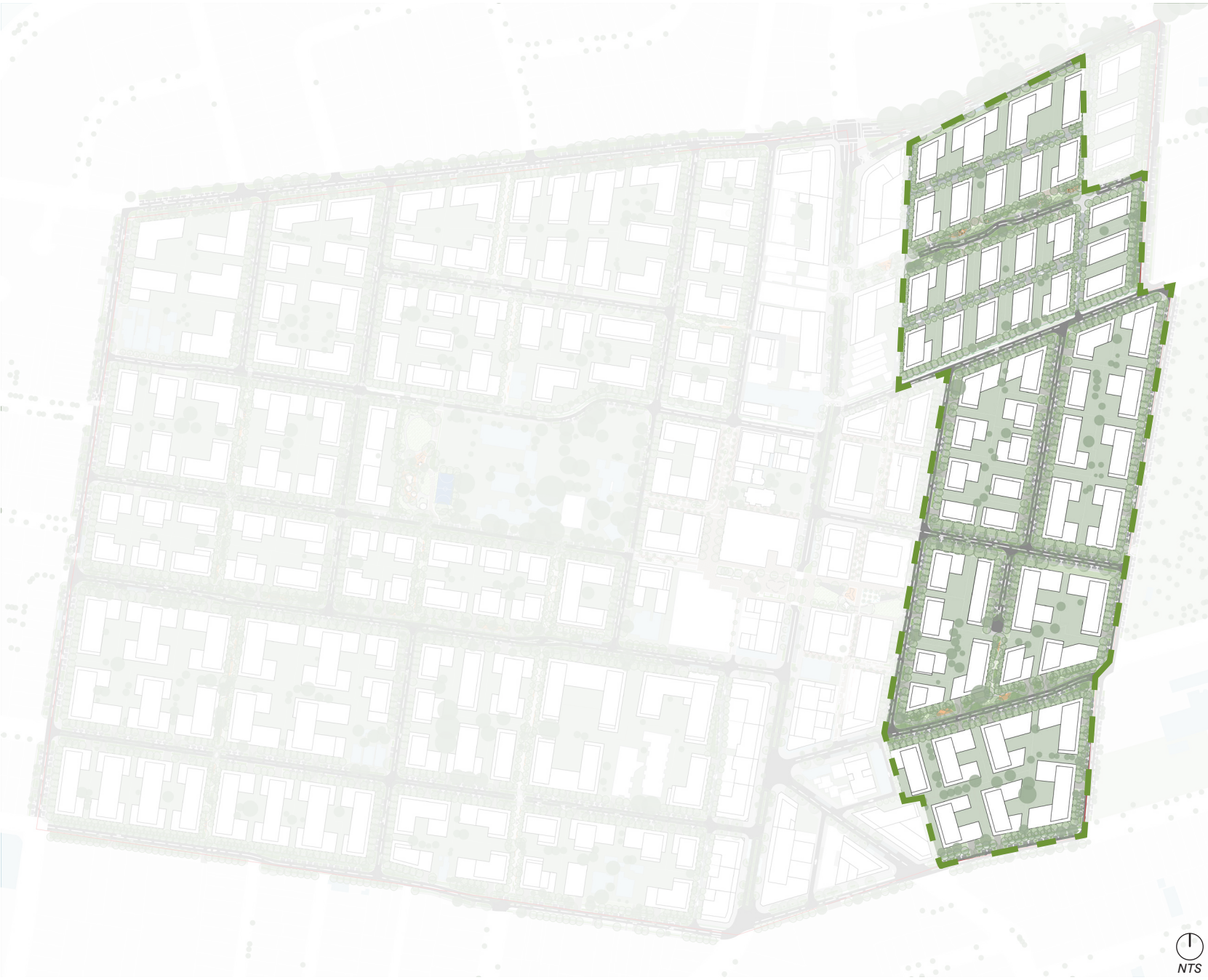
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CONTEXT

FIVE DOCK PUBLIC DOMAIN PLAN /
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7.6 Eastern Residential Character Plan

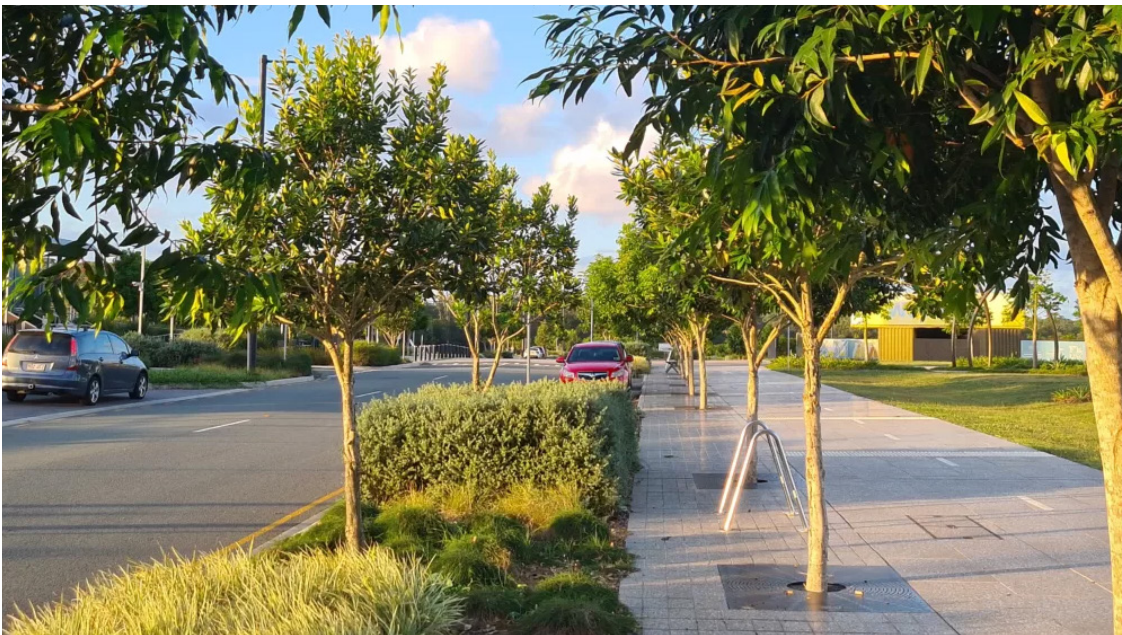


EASTERN RESIDENTIAL

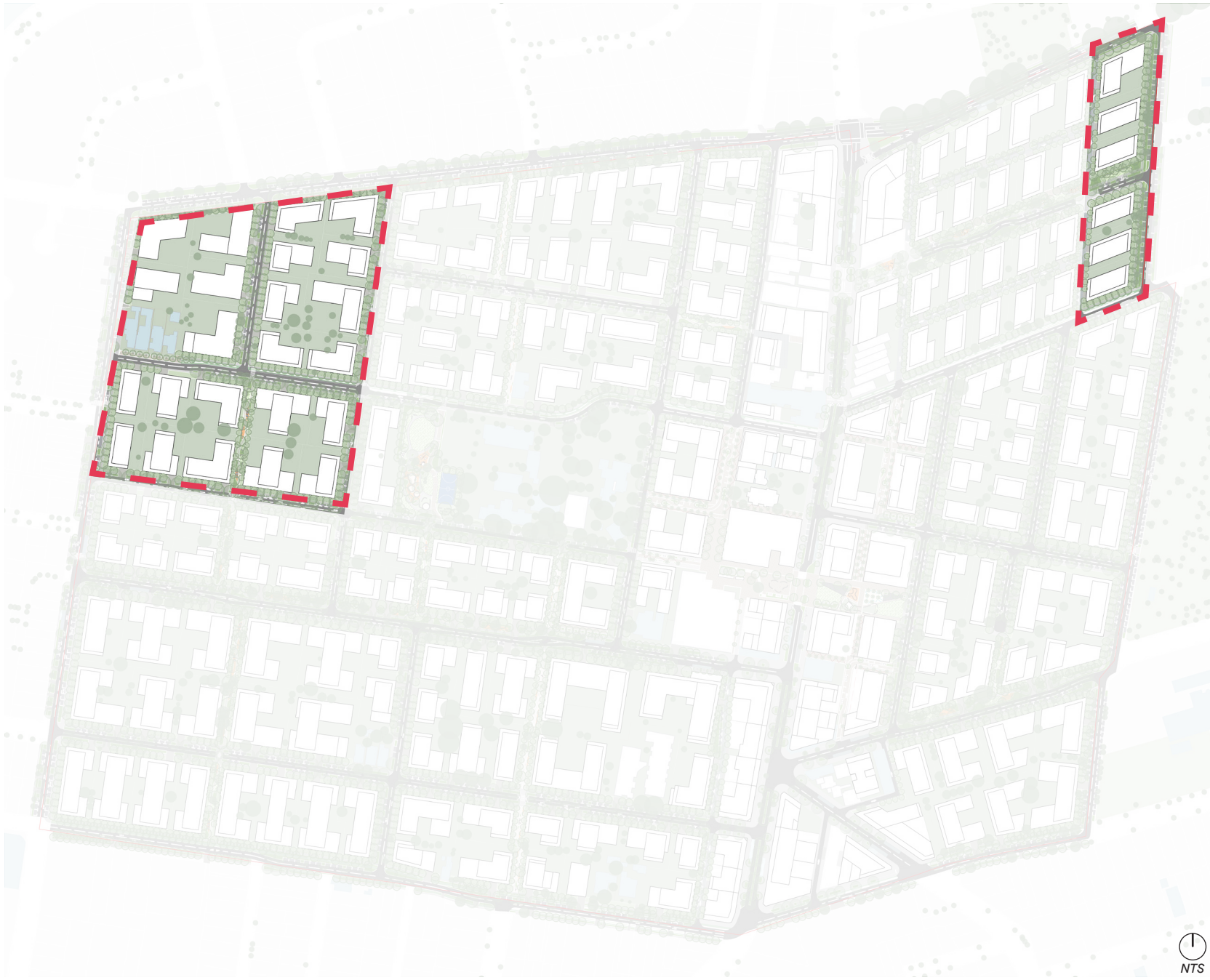
The Eastern Residential precinct will capitalise on its proximity to Five Dock Park, offering a serene residential setting enriched by quality open spaces and enhanced walkability. The streets and public spaces will integrate seamlessly with natural surroundings, creating a visually cohesive and community-oriented environment.

Key Qualities:

- Strengthened pedestrian links to Five Dock Park
- Increased native tree planting and biodiversity-focused landscaping
- Consistent public domain treatments, including seating, lighting, and footpaths
- Traffic-calmed streets fostering a quiet and relaxed residential atmosphere
- Improved public amenities, including park access points and rest areas.



7.7 Interface Zone Residential Character Plan



INTERFACE ZONE RESIDENTIAL

The Interface Zone Residential area aims to sensitively transition from the higher-density core towards the established residential zones. Public domain elements will emphasis harmony with adjacent heritage sites and residential neighbourhoods, enhancing local character through thoughtful design.

Key Qualities:

- Landscaped buffers and gardens to provide visual and acoustic privacy
- Pedestrian pathways clearly defined and accessible, linking to main activity areas
- Street designs sensitive to heritage elements, respecting their visual prominence
- Enhanced street lighting and consistent wayfinding
- Selective use of materials and landscaping to reinforce local identity.



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8.0 Streetscape Typologies

- 8.1 High Street
- 8.2 Main Streets
- 8.3 School Streets
- 8.4 Secondary Streets
- 8.5 Local Streets
- 8.6 Linear Park Streets
- 8.7 Laneways
- 8.8 Active Transport Links
- 8.9 Accessible Pedestrian Links



Refer to Chapter 6.0 Infrastructure and Transport Directions Street Typologies and Connectivity Infrastructure for Strategic Key Plan.



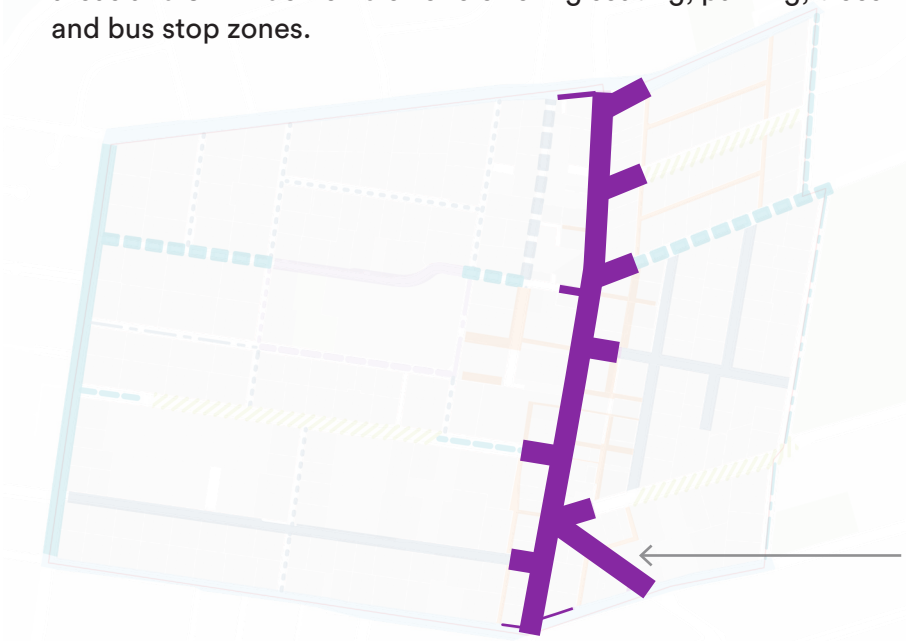
8.1 High Street

Great North Road 23-24.6m street reserve

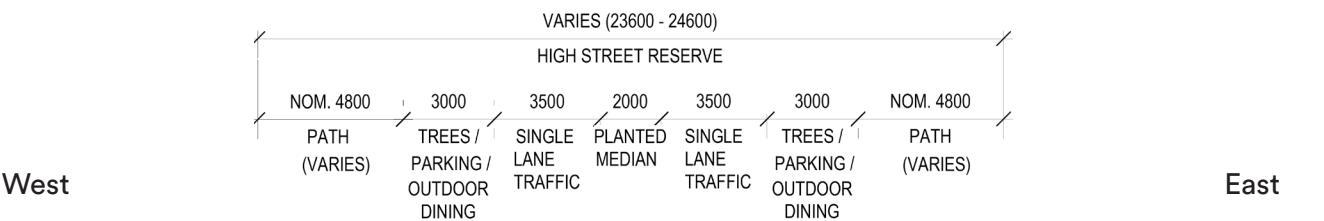
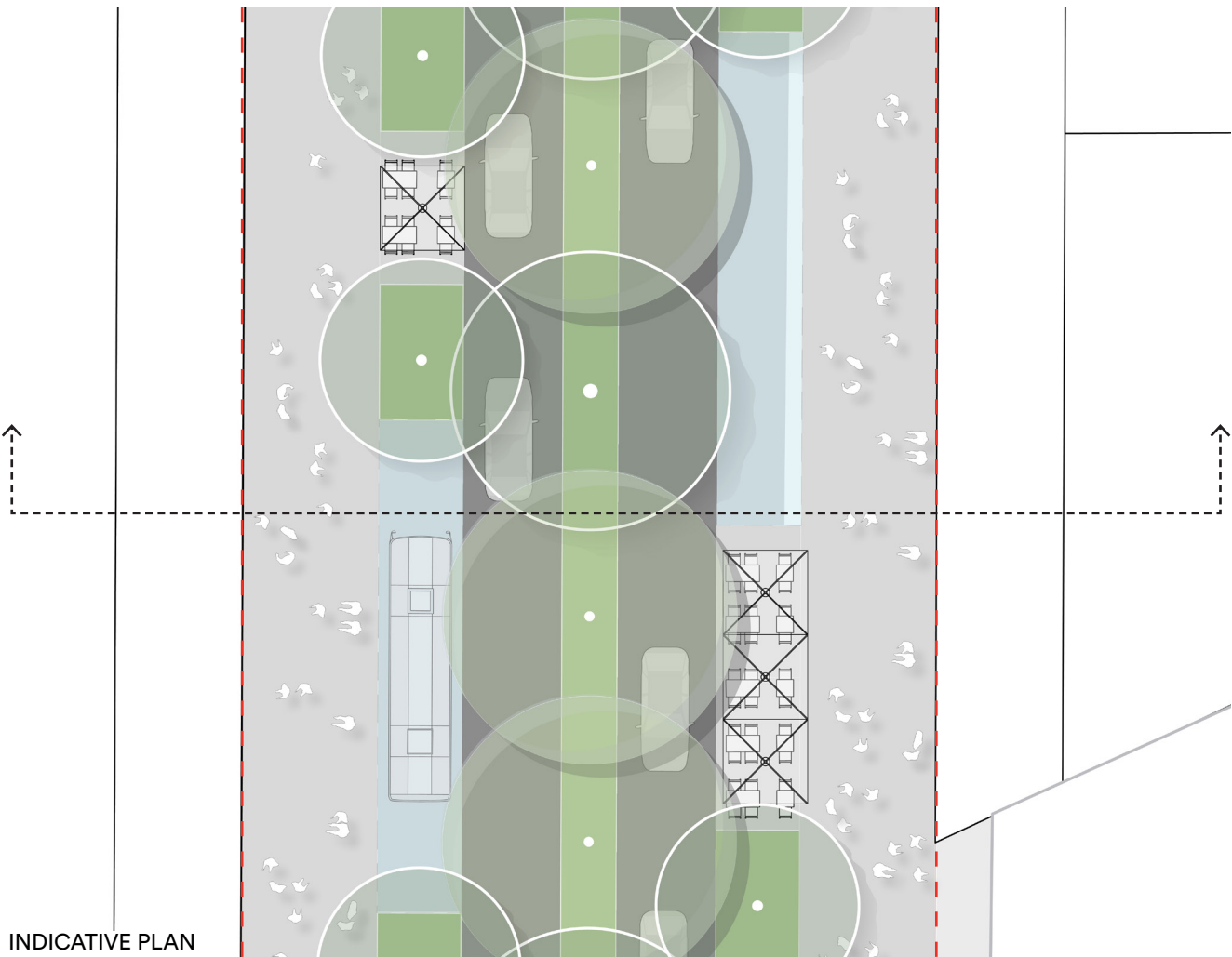
The proposed character of Great North Road is to create a vibrant, pedestrian-friendly street where lush landscaping enhances the urban environment and permeability along a linear town centre and improves pedestrian connectivity to and from the Metro Station.

Design Guides

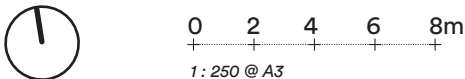
- 1. Maintain and enhance central green spine with canopy tree planting
- 2. Retain seating frontages to existing buildings being retained
- 3. Define a special precinct approach to Five Dock Station and Fred Kelly Place (See *Detailed Precincts Plan: Town Centre Core*)
- 4. Enhance performance of bus transport capacity and stops along Great North Road with introduction of a southern bus drop off zone
- 5. Introduction of Kiss and Ride outside Five Dock Metro Station
- 6. Introduce raised table crossing across Fred Kelly Place and 106 Great North Road to slow traffic and encourage safe pedestrian movement
- 7. Retain minimum 4m wide pedestrian corridor / active frontage areas and 3m wide flexible zone offering seating, parking, trees and bus stop zones.



NOTE: Ramsey Street applies the High Street typology without the central planted median and reduced path widths



Not to scale



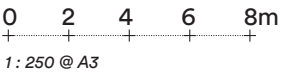
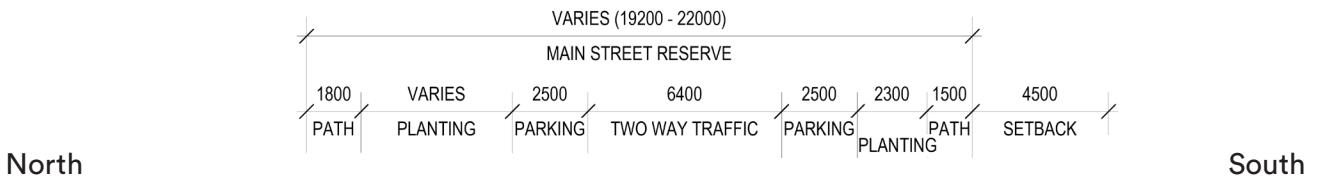
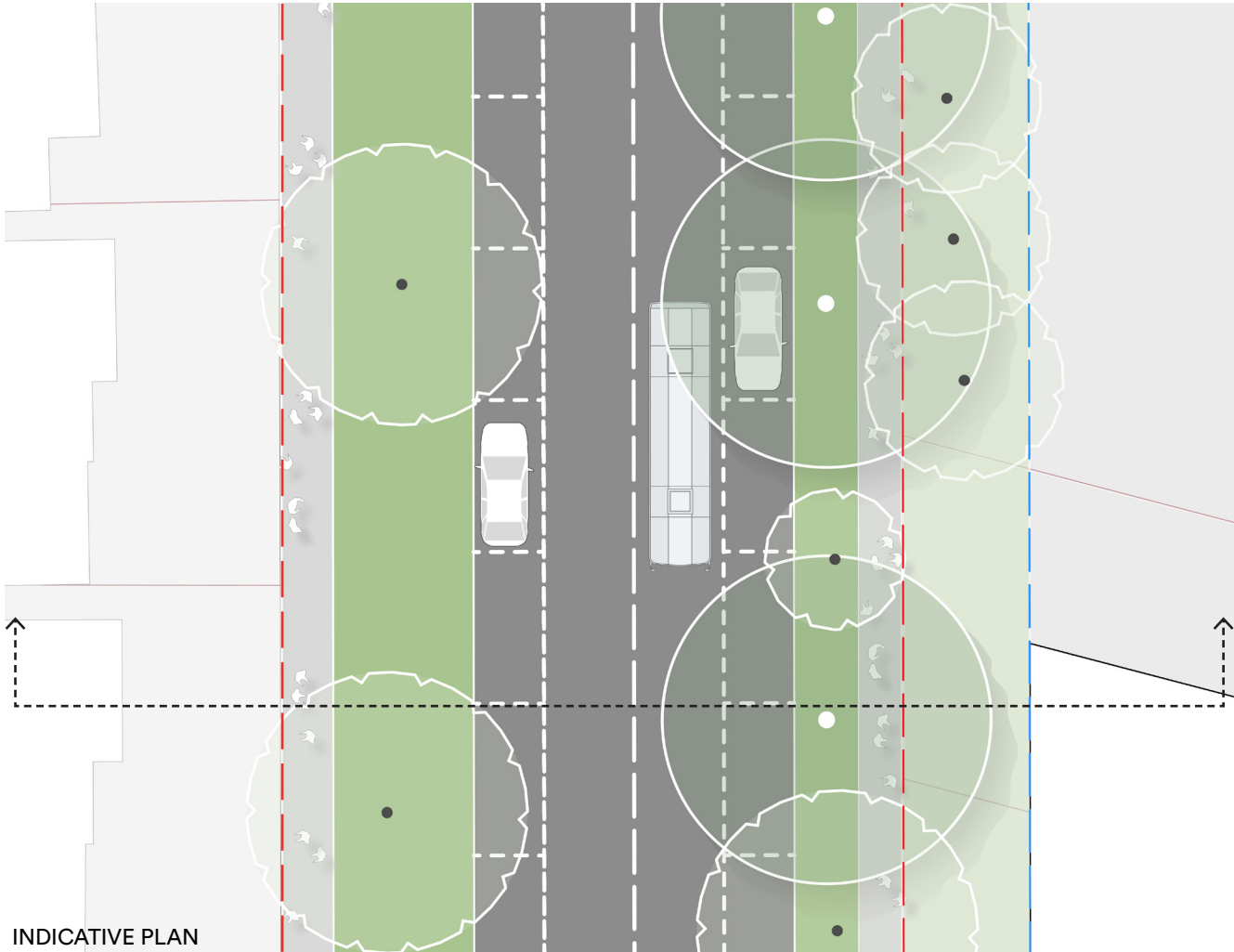
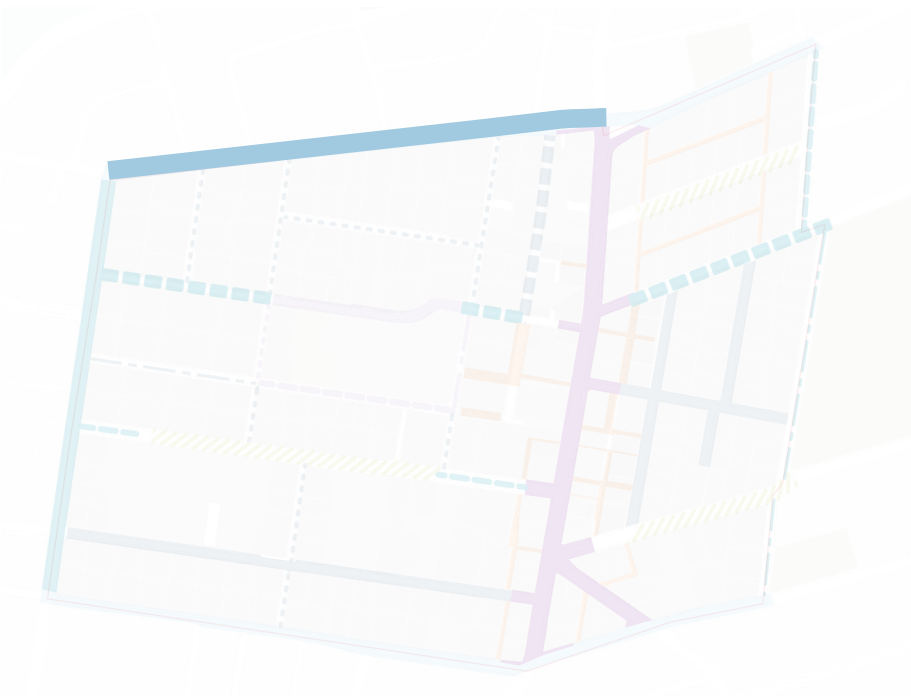
8.2 Main Streets

Lyons Road West 23m street reserve

The proposed character of Lyons Road has been considered to maintain vehicular transport routes while increasing tree canopy coverage and planting. Existing large canopy trees to be retained and protected where possible.

Design Guides

- 1. Existing northern verge conditions largely to be retained including existing large canopy trees
- 2. Existing southern verge power lines to be relocated underground
- 3. Reduction in car parking width from 3.6m to 2.5m
- 4. Widening of existing travel lanes from 3m to 3.2m
- 5. Utilise a 1.5m footpath on southern side of road with verge planting/turf to promote pedestrians ease of access into secondary, local and active transport links within Five Dock.



8.2 Main Streets

Lyons Road East 20m street reserve

The proposed character of Lyons Road has been considered to enhance the existing residential connectivity of the street. Maintaining existing vehicular movement and existing large canopy trees lead to street level upgrades on the southern side of the reserve.

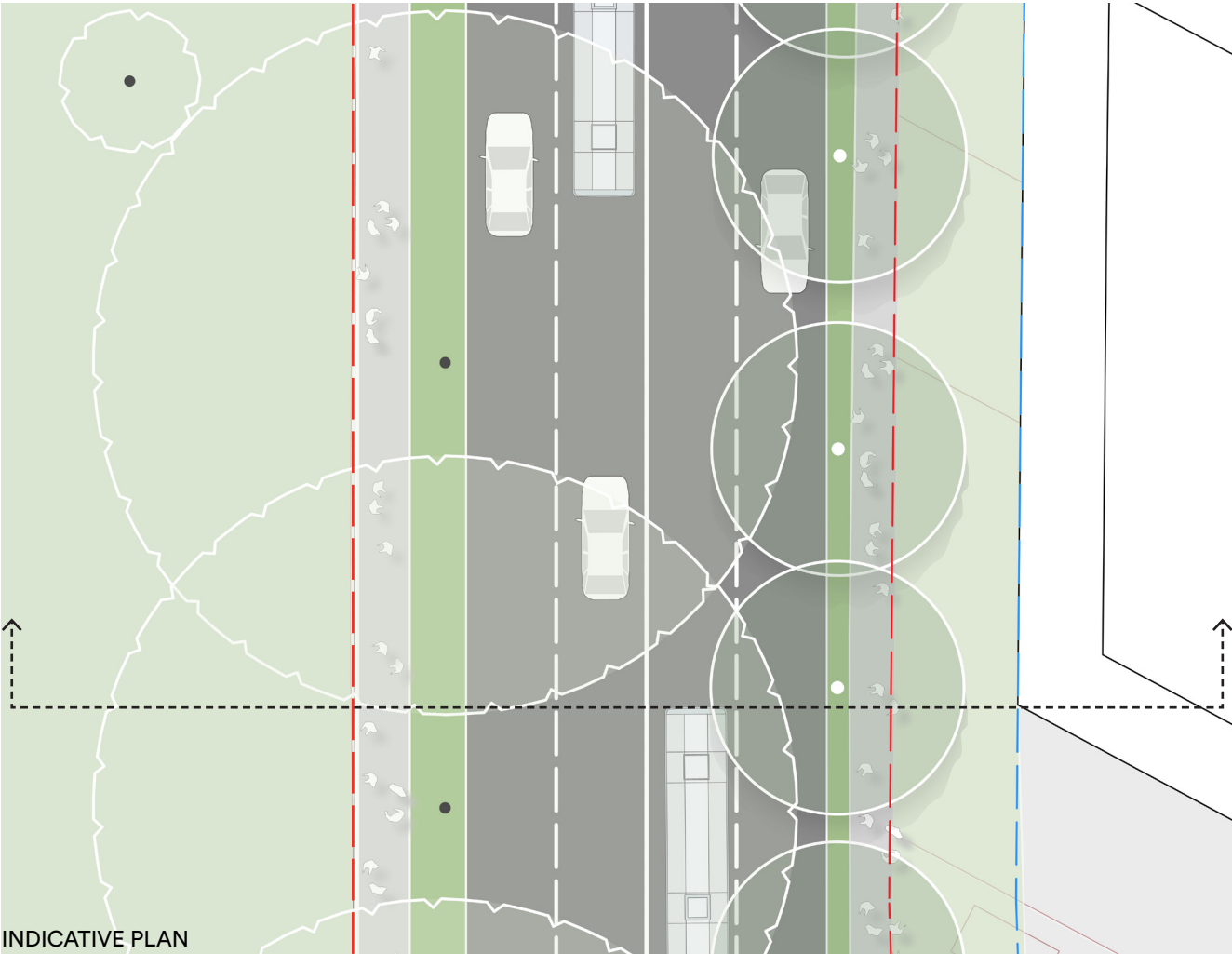
Design Guides

1. Retention of northern verge and existing figs
2. Existing southern verge power lines to be relocated underground
3. Removal of low quality planting on southern side of road reserve
4. Create a formalised Ficus Avenue, by increasing tree planting on southern side
5. Utilise a 1.5m footpath on southern side of road with verge planting/turf to promote pedestrians ease of access into secondary streets and laneways within Five Dock.



CONTEXT

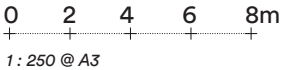
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North



South



8.2 Main Streets

Queens Road Reserve varies

The proposed character of Queens Road has been considered to enhance the existing residential and recreational activity of the street, while prioritising pedestrian movement through cycling and generous pedestrian footpaths.

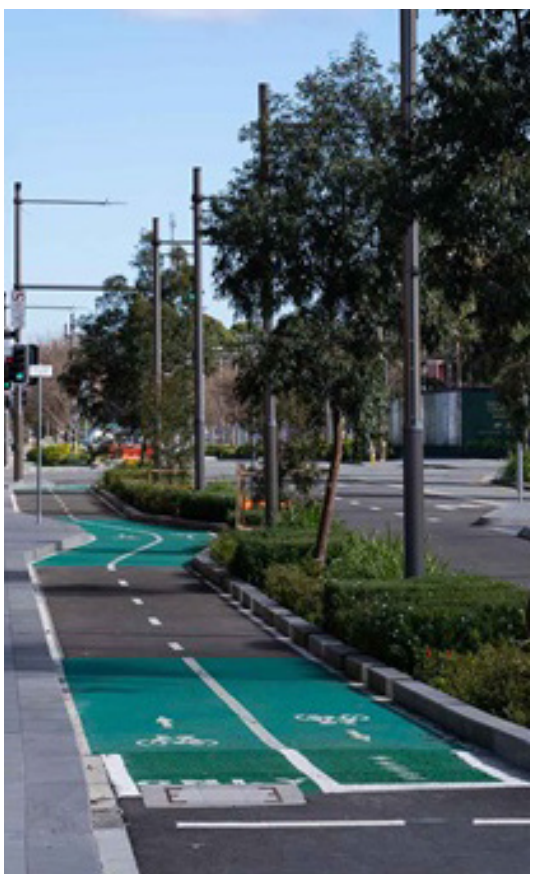
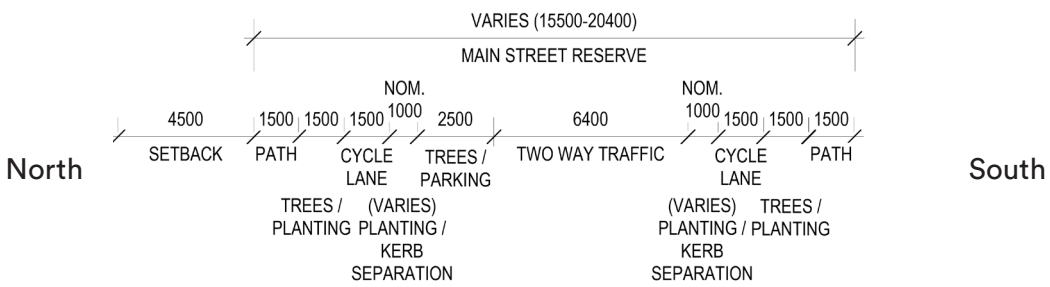
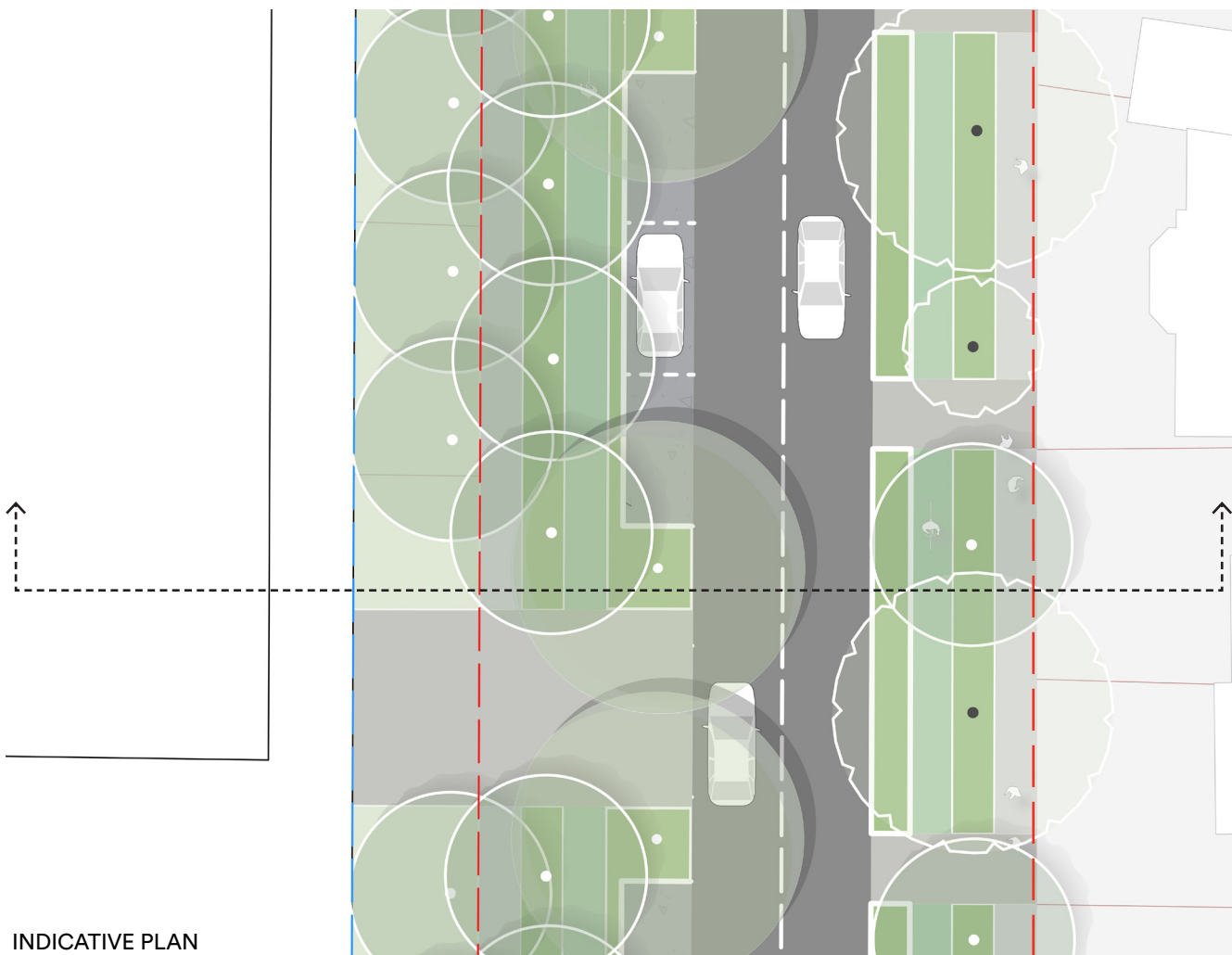
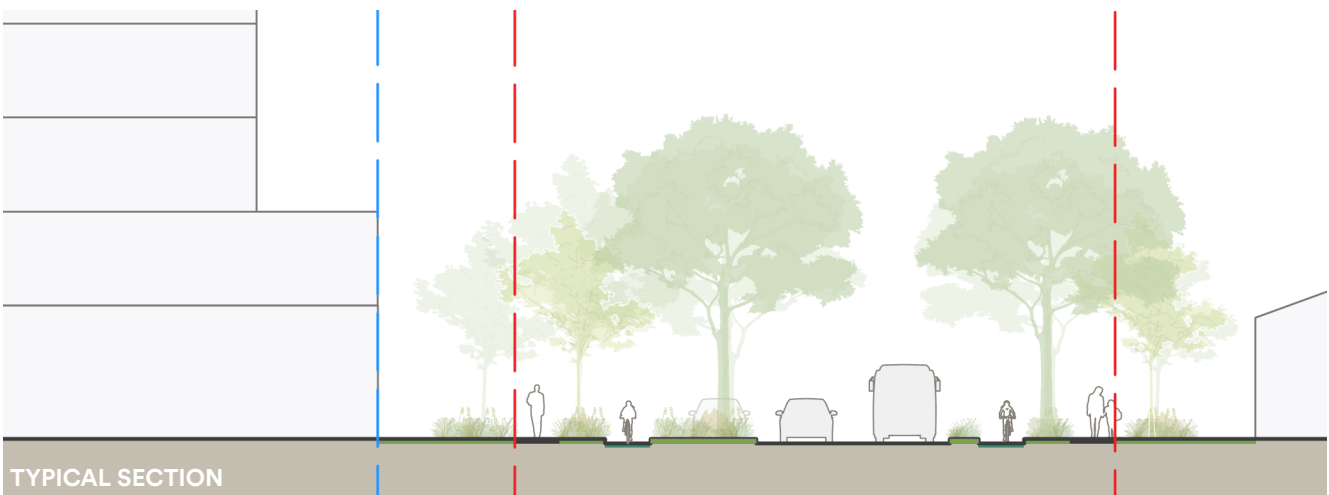
Design Guides

- 1. Enhance CoCB cyclist routes along Queens Road and connect to the strategies applied in the PRCUTS by providing an east-west cycle on either side of the road with generous planting buffers and kerb barriers
- 2. Design a shaded a cool environment for cyclists and pedestrians by designing and positioning planting and trees to the northern aspect of footpaths and cycle lanes.
- 3. Utilise a 1.5m footpath on the northern side of the road with verge planting
- 4. Promote pedestrians ease of access into local, secondary streets and laneways within the Five Dock precinct
- 5. When road reserve narrows, the 2.5m trees / parking is the first spatial allowance to be removed from this typology
- 6. Existing verge power lines to be relocated underground.

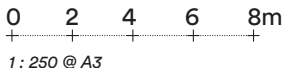


CONTEXT

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Indicative precedent imagery



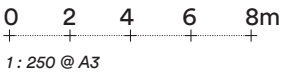
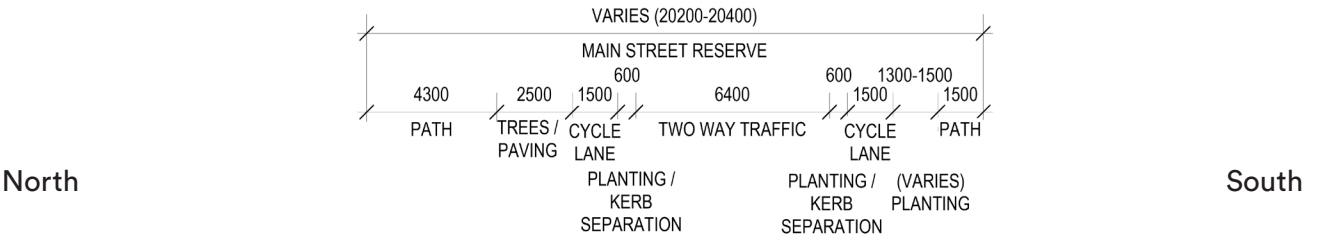
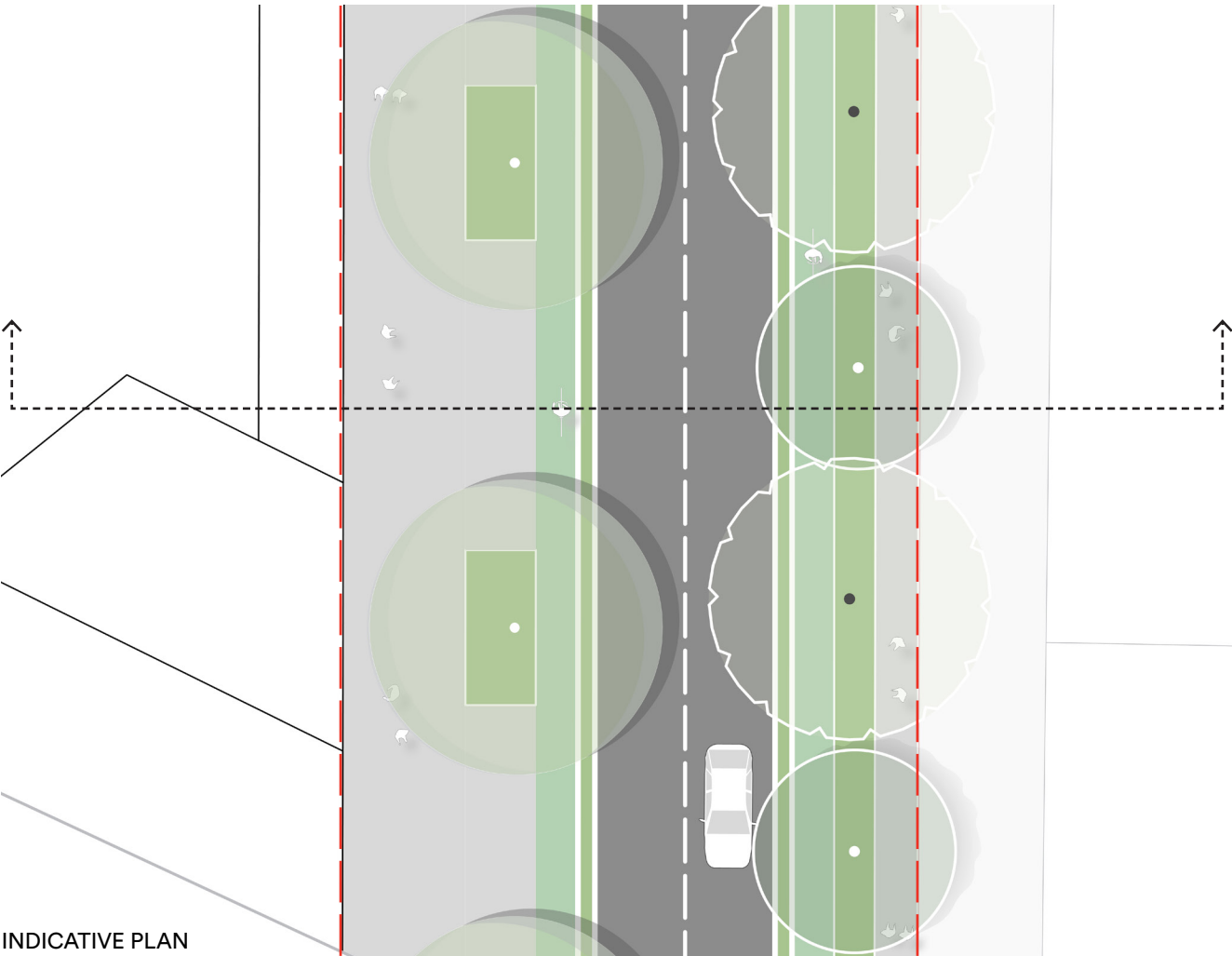
8.2 Main Streets

Queens Road Reserve varies

The proposed character of Queens Road has been considered to enhance the existing residential and recreational activity of the street, while prioritising pedestrian movement through cycling and generous pedestrian footpaths.

Design Guides

- 1. Enhance CoCB cyclist routes along Queens Road and connect to the strategies applied in the PRCUTS by providing an east-west cycle on either side of the road with generous planting buffers and kerb barriers
- 2. Design a shaded a cool environment for cyclists and pedestrians by designing and positioning planting and trees to the northern aspect of footpaths and cycle lanes
- 3. Along the interface with the Town Centre - High Street typology, the minimum 4m wide pedestrian corridor and tree planting is to be applied on the northern side of Queens Road
- 4. Kerb and planting separation between cycle lanes and vehicular traffic
- 5. Existing verge power lines to be relocated underground.



8.2 Main Streets

Queens Road Reserve varies

The proposed character of Queens Road has been considered to enhance the existing residential and recreational activity of the street, while prioritising pedestrian movement through cycling and generous pedestrian footpaths.

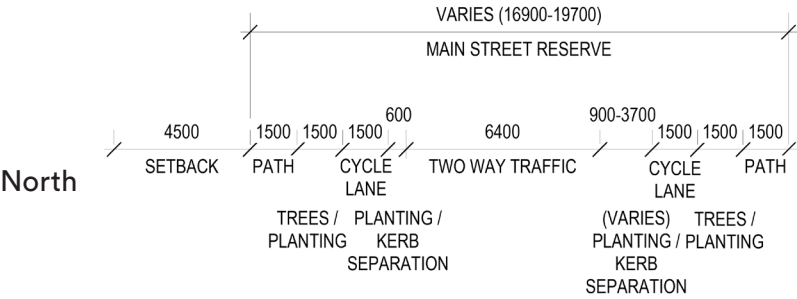
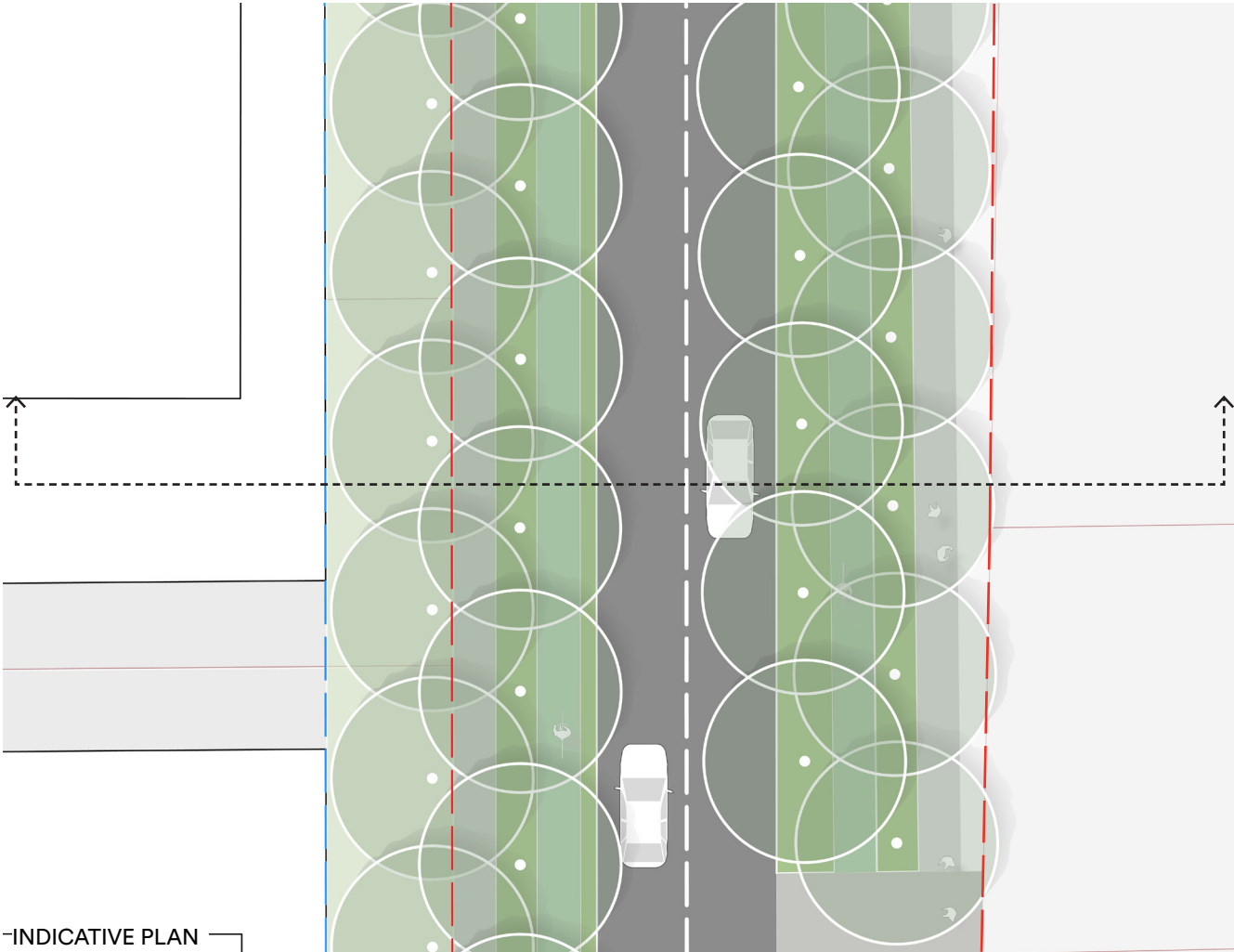
Design Guides

- 1. Enhance CoCB cyclist routes along Queens Road and connect to the strategies applied in the PRCUTS by providing an east-west cycle on either side of the road with generous planting buffers and kerb barriers
- 2. Design a shaded a cool environment for cyclists and pedestrians by designing and positioning planting and trees to the northern aspect of footpaths and cycle lanes.
- 3. When road reserve narrows, the 2.5m trees / parking is the first spatial allowance to be removed from this typology to establish a shaded streetscape
- 4. Existing verge power lines to be relocated underground.

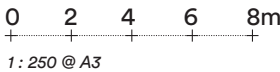


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South



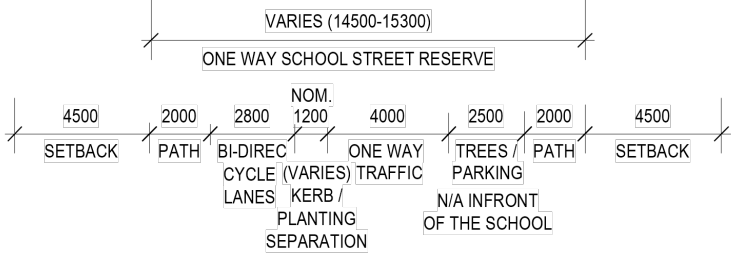
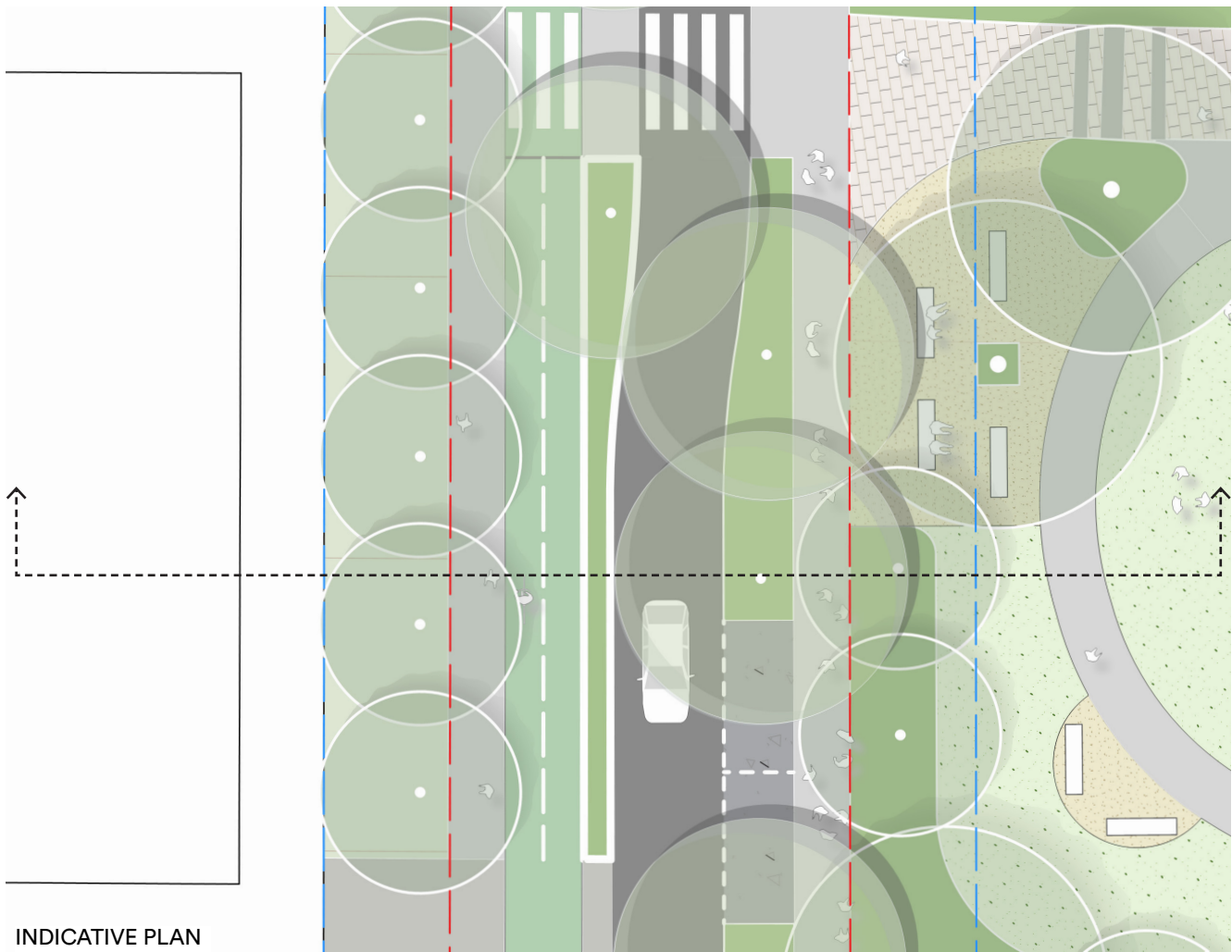
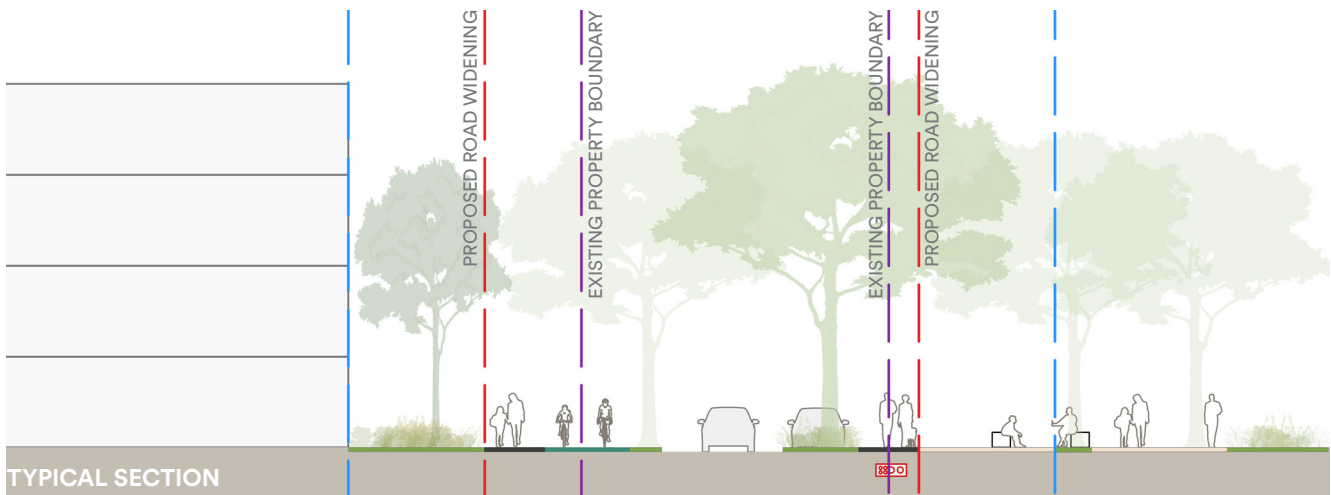
8.3 School Streets

Type 1 12.5-15.3m cycleway street reserve

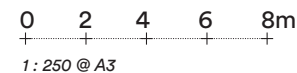
Henry Street serves as a vital connector, incorporating a separated bi-directional cycleway that forms a key link of the regional network. Enhanced with new street tree plantings, the design prioritises a comfortable and inviting experience for pedestrians, promoting shade and a greener streetscape.

Design Guides

- 1. Enhance CoCB cyclist routes along Henry Street by providing a separated bi-directional east-west cycle lane with generous planting buffers and kerb barriers
- 2. Design a shaded and cool environment for cyclists and pedestrian by designing and positioning planting and trees to the northern aspect of footpaths and cycle lanes
- 3. One way westbound traffic lane forming part of the anti-clockwise loop around Five Dock Public School
- 4. Canopy trees and car parking located on the southern side
- 5. Planting separation between road and cyclists for safety and cooling
- 6. Kerb allowances between cyclists and pedestrian for safety
- 7. Existing verge power lines to be relocated underground
- 8. Pedestrian priority through this area including crossings and connections to the wider pedestrian connectivity network.



Indicative precedent imagery



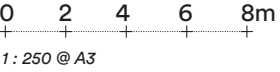
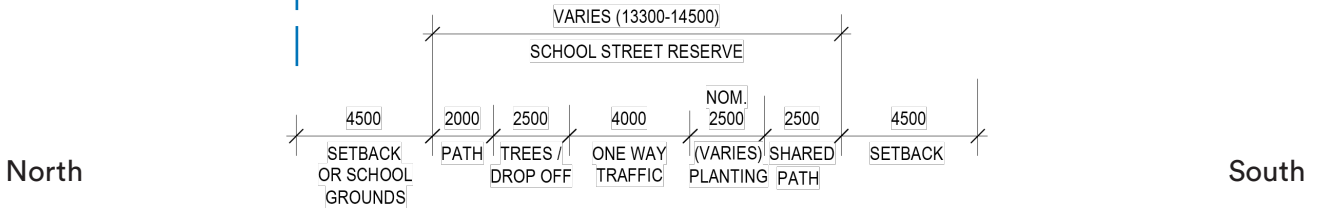
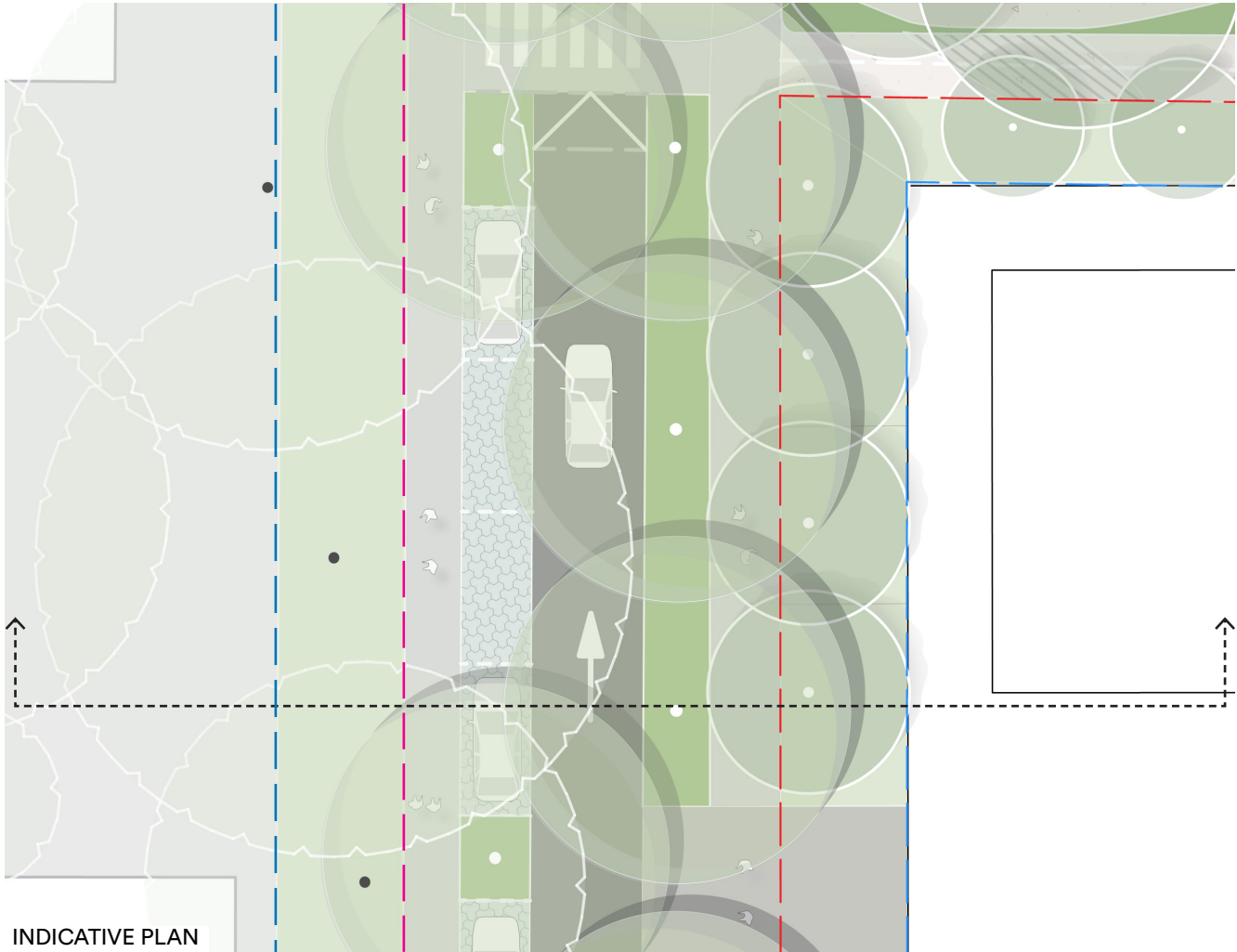
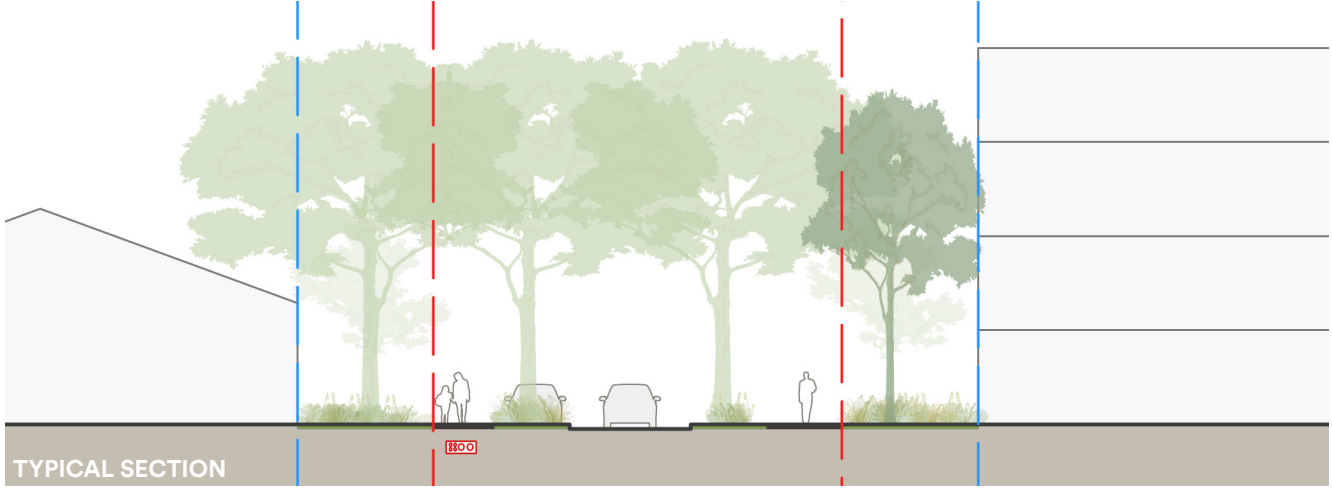
8.3 School Streets

Type 2 13.3-14.5m street reserve

The proposed character of Lancelot Street envisions creating intimate, pedestrian-friendly spaces enriched with greenery and shade-providing trees, fostering a calm and inviting atmosphere. Dedicated drop off / pick up zones are strategically integrated to support access to Five Dock Public School.

Design Guides

- 1. Drop off / pick up parking spaces combined with canopy tree planting on northern side of the road adjacent Five Dock School for cooling over road
- 2. One way eastbound traffic lane forming part of the anti-clockwise loop around Five Dock Public School
- 3. Generous 2.5m shared path for cyclists and pedestrians to southern side of road reserve
- 4. Consistent tree planting to southern side of road reserve for cooling over shared footpath
- 5. Pedestrian priority through this area including crossings and connections to the wider pedestrian connectivity network.



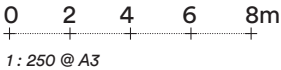
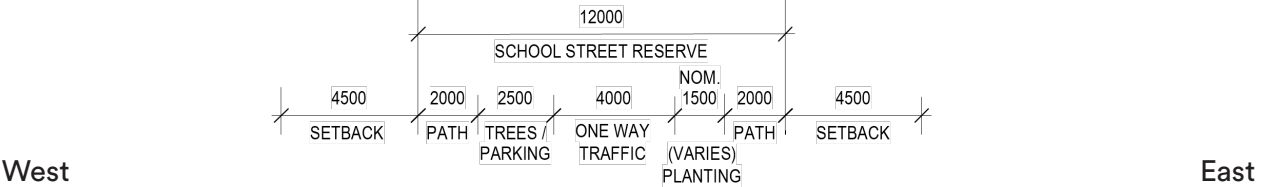
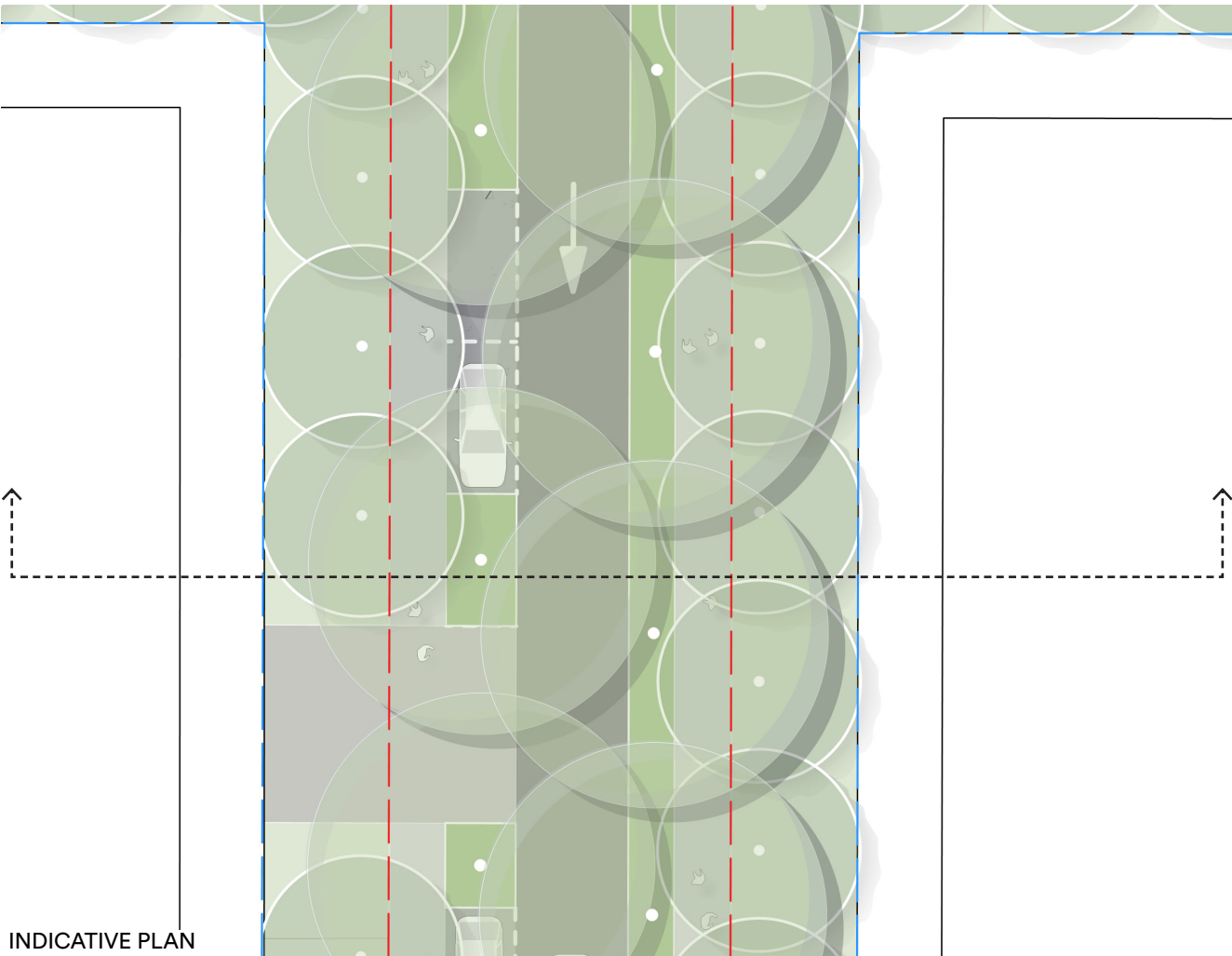
8.3 School Streets

Type 3 12m street reserve

This block of Scott Street aims to enhance the streetscape with new street tree plantings, the design prioritises a comfortable and inviting experience for pedestrians, promoting shade and a greener streetscape.

Design Guides

- 1. One way southbound traffic lane forming part of the anti-clockwise loop around Five Dock Public School
- 2. Existing verge power lines to be relocated underground
- 3. Western side tree planting to provide shading over paths and roadway
- 4. One sided car parking amongst the trees positioned on the western side of the reserve
- 5. Comfortable 2m wide footpaths catering to an expected high volume of pedestrians
- 6. Design a shaded a cool environment with trees and planting on the eastern edge road verge.



8.3 School Streets

Type 4 10m street reserve

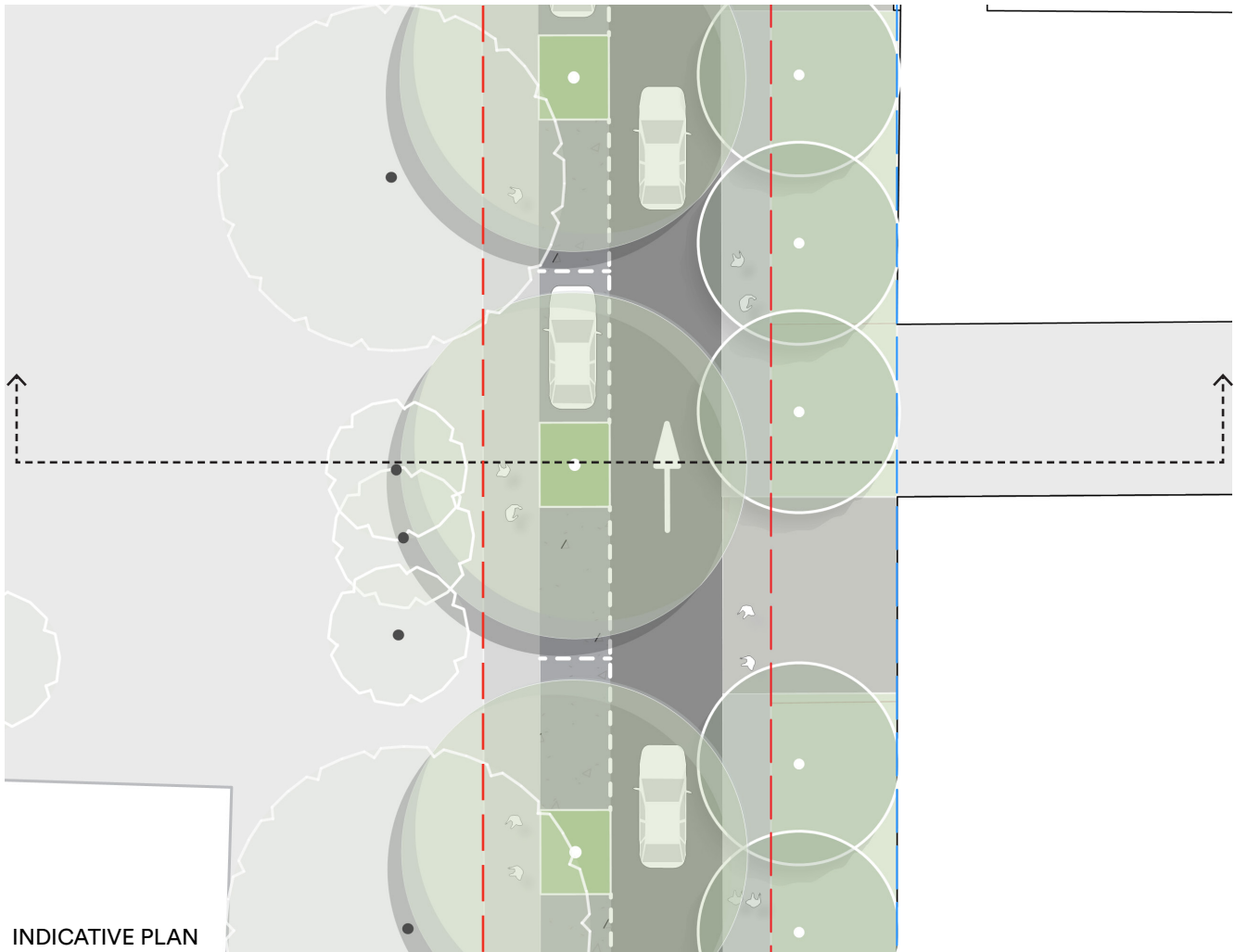
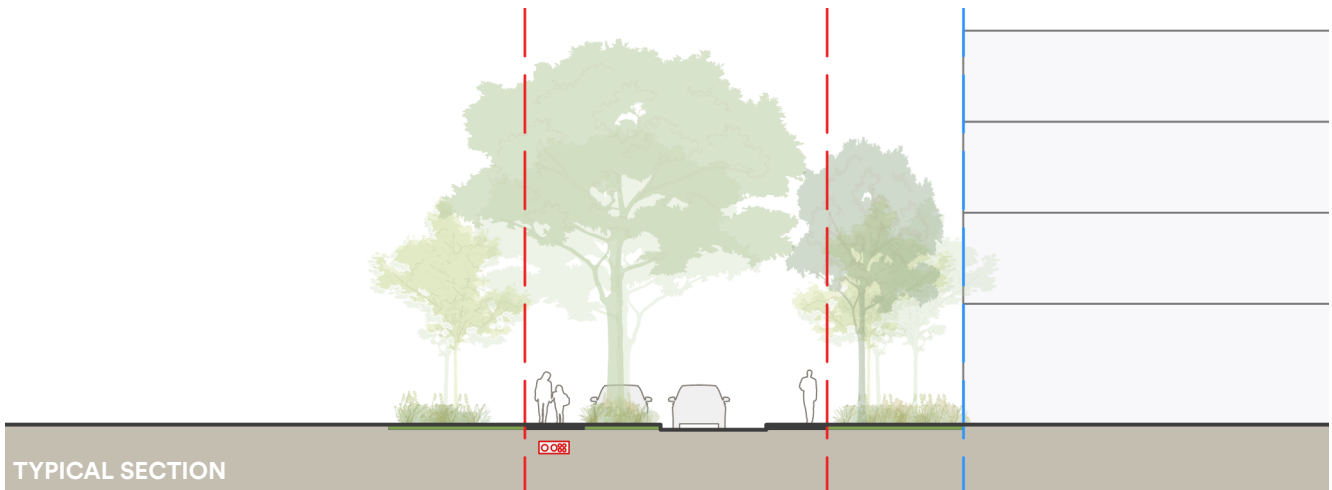
This block of West Street aims to enhance the streetscape with new street tree plantings, the design prioritises a comfortable and inviting experience for pedestrians, promoting shade and a greener streetscape.

Design Guides

- 1. One way northbound traffic lane forming part of the anti-clockwise loop around Five Dock Public School
- 2. Existing verge power lines to be relocated underground
- 3. Western side tree planting to provide shading over paths and roadway
- 4. One sided car parking amongst the trees positioned on the western side of the reserve
- 5. Comfortable 2m wide footpath along Five Dock Public School boundary catering to an expected high volume of pedestrians.

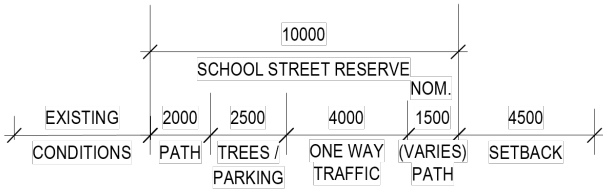


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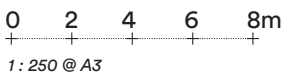


INDICATIVE PLAN

West



East



8.4 Secondary Streets

Type 1 Harris Road 20m street reserve

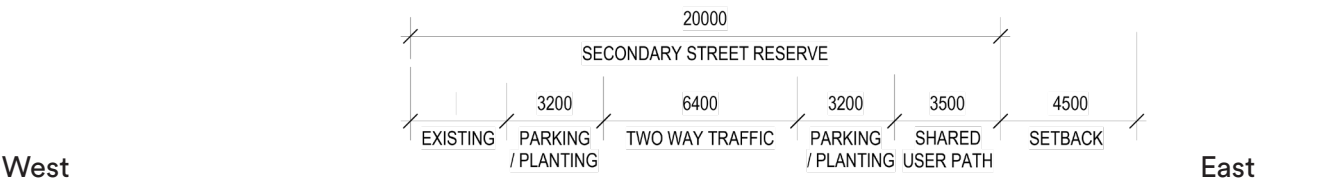
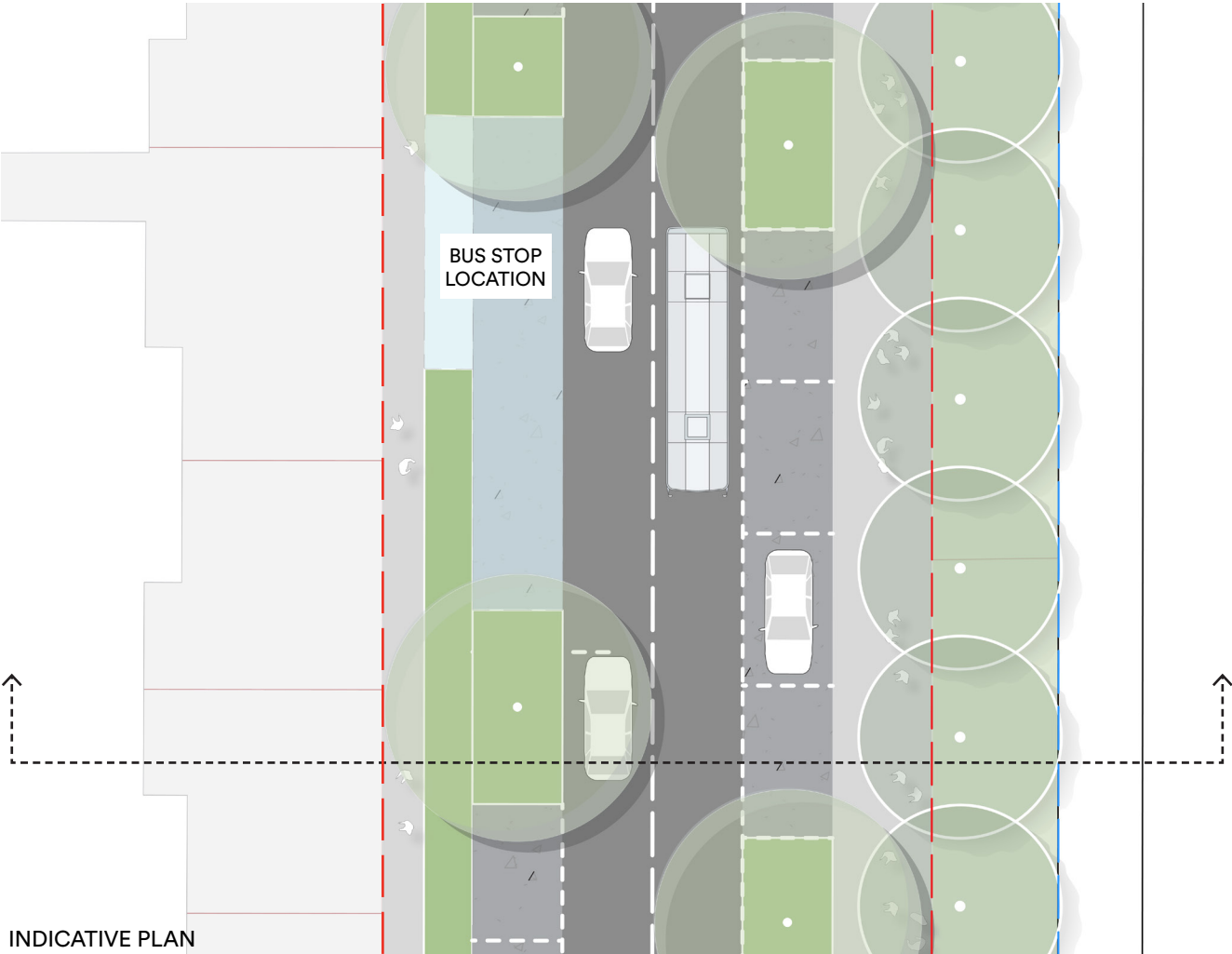
The Masterplan aims to preserve Harris Road's role as a vital local connection to the major corridor of Parramatta Road and connection to Parramatta River. The proposal enhances pedestrian amenities including a 3.5m wide shared user pathway to create a more welcoming and accessible streetscape.

Design Guides

- 1. Retention of western footpath, verge and tree planting as existing
- 2. Existing eastern verge power lines to be relocated underground
- 3. Generous 3.5m wide shared user pathway on the eastern side of the street
- 4. Canopy tree planting added to the western side of the street to help shade the roadway
- 5. Introduction of tree planting in parking lanes to shade the shared user path on eastern side of street reserve.

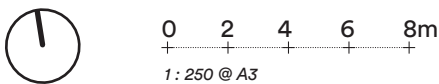


CONTEXT



West

East



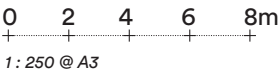
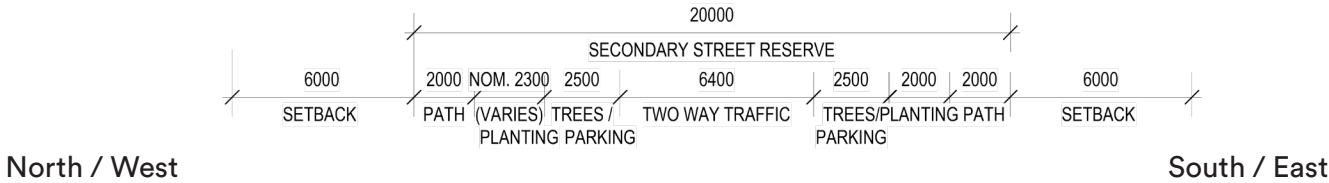
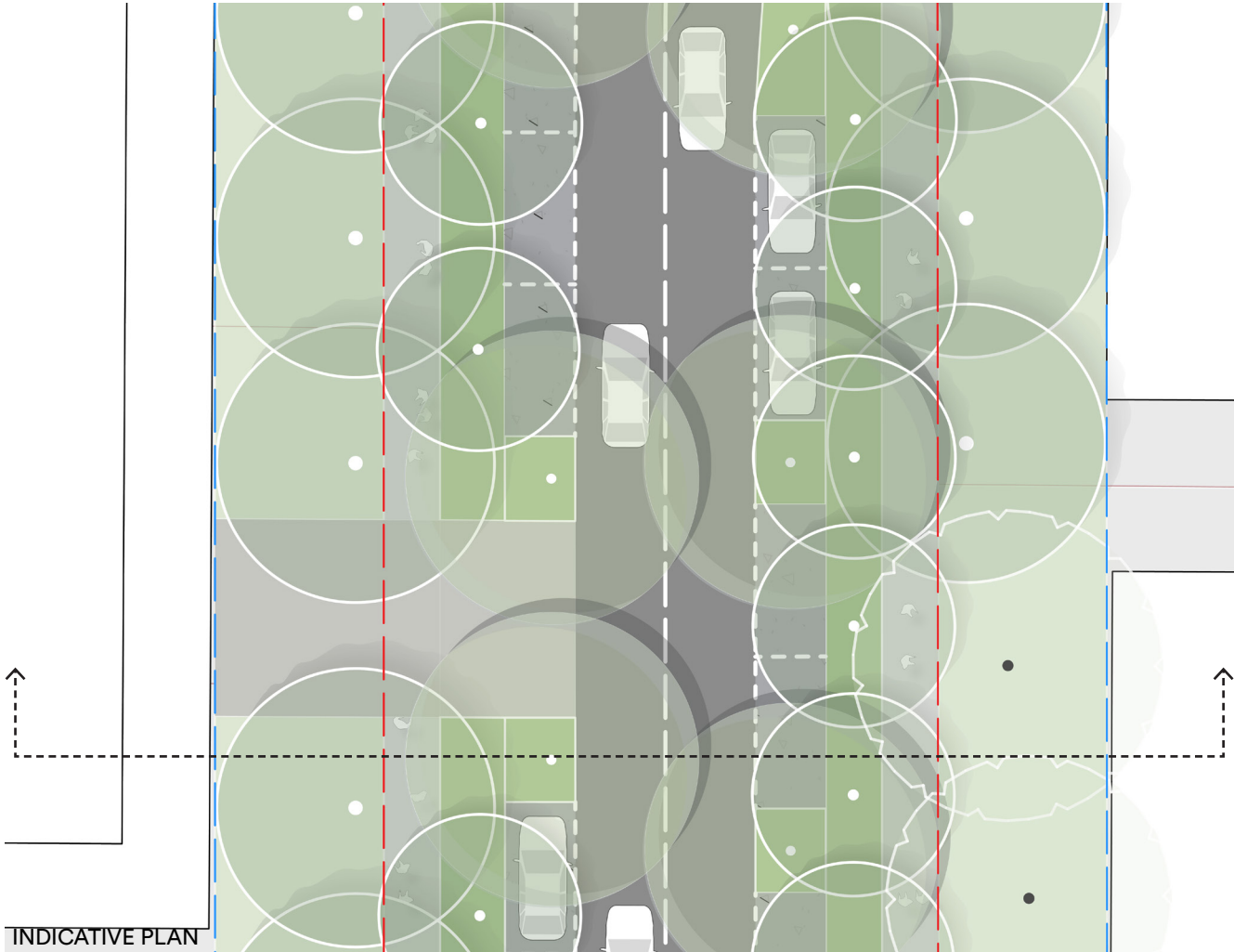
8.4 Secondary Streets

Type 2 Tree avenue 20m street reserve

The tree avenue typology acts as a multi-functional space that supports vehicular traffic and on-street parking, featuring landscaped verges and wide footpaths that promote walkability and human comfort.

Design Guides

1. Human comfort drives the addition of canopy trees, planting and the creation of a shaded public domain
2. Existing verge power lines to be relocated underground
3. Comfortable 2m wide pathways on the either side of the street
4. Canopy tree planting added to the western / northern sides of the street to help shade the roadway
5. Introduction of tree planting in parking lanes to shade the shared user path on eastern side of street reserve.
6. Trevanion Street will retain it's existing condition along it's eastern edge.



8.4 Secondary Streets

Type 3 12.6-15.4m cycleway street reserve

The proposed character of Barnstaple Road & Henry Street (outside the school street typology) prioritises safety, movement and connection. These streets incorporate a separated bi-directional cycleway that forms a key link of the regional network.

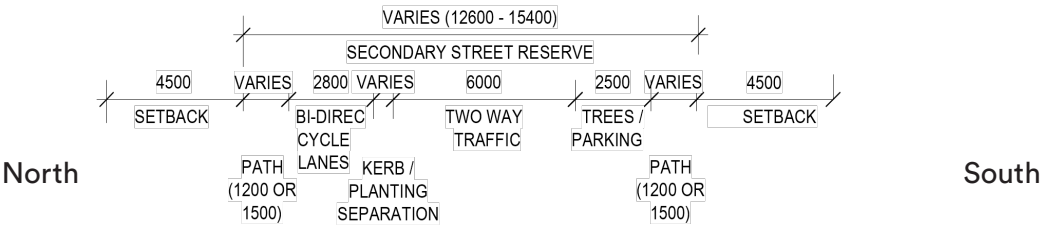
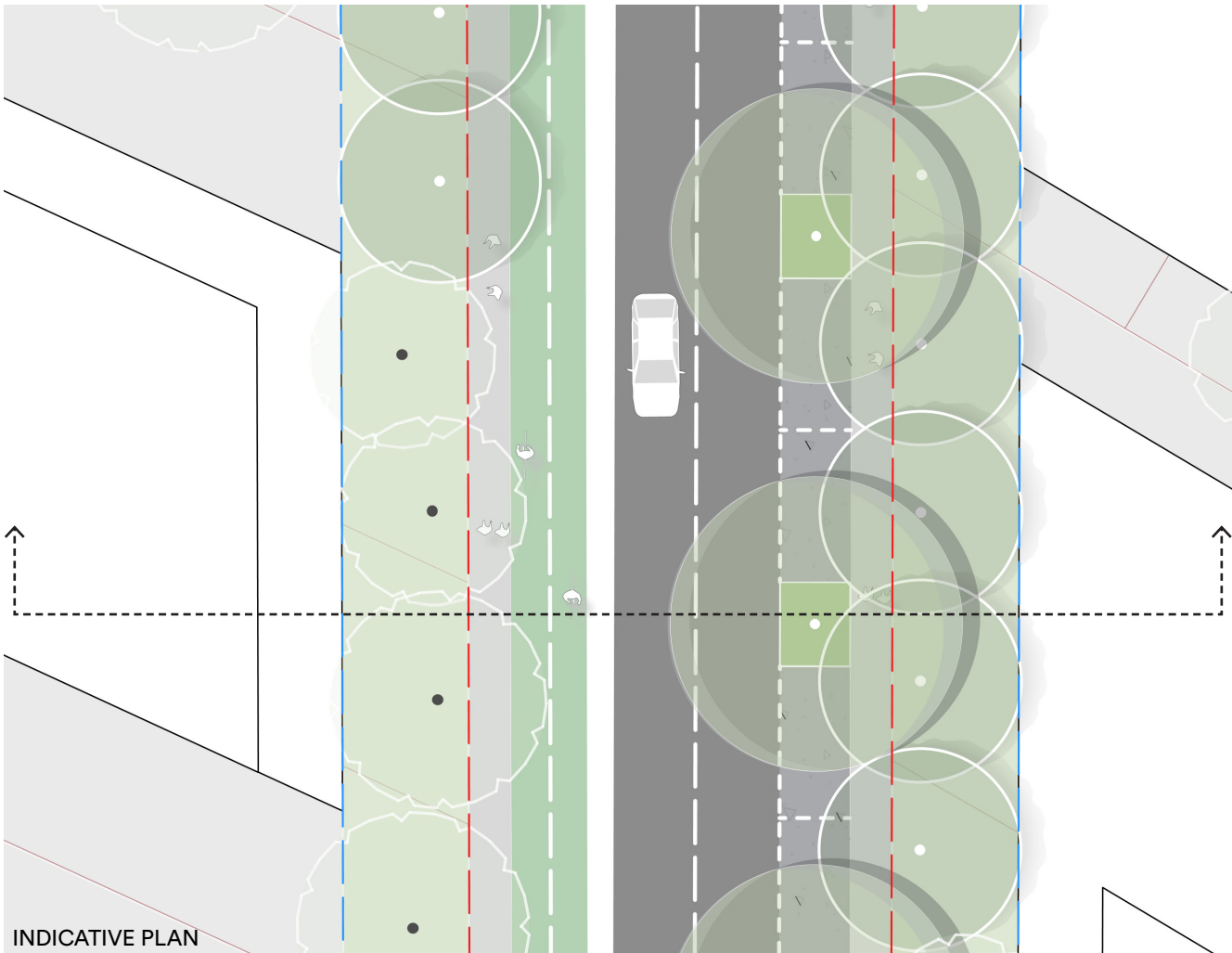
Design Guides

- 1. Orientation of parking and tree planting to southern side of road to provide shade and cooling
- 2. Existing verge power lines to be relocated underground
- 3. Enhance CoCB cyclist routes by providing a separated bi-directional east-west cycle lane with planting buffers and kerb barriers
- 4. Canopy trees and car parking located on the southern side
- 5. Planting / kerb separation between road and cyclists for safety and cooling
- 6. Built form driveway locations to be provided in rear laneways or adjacent north south streets where possible.

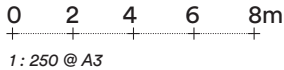


CONTEXT

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Indicative precedent imagery



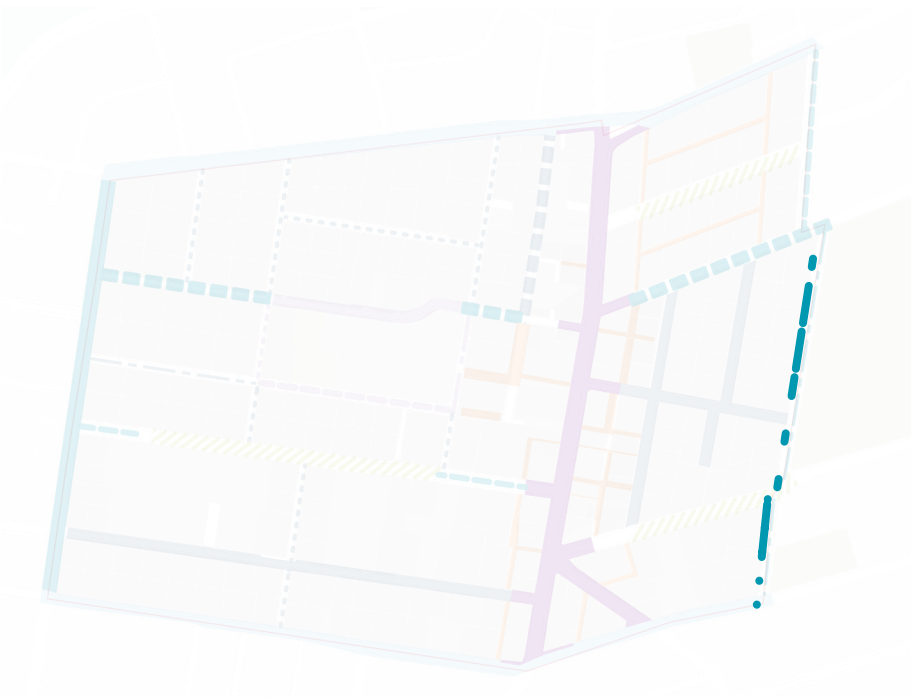
8.4 Secondary Streets

Type 4 Park Road 14.4-15m street reserve

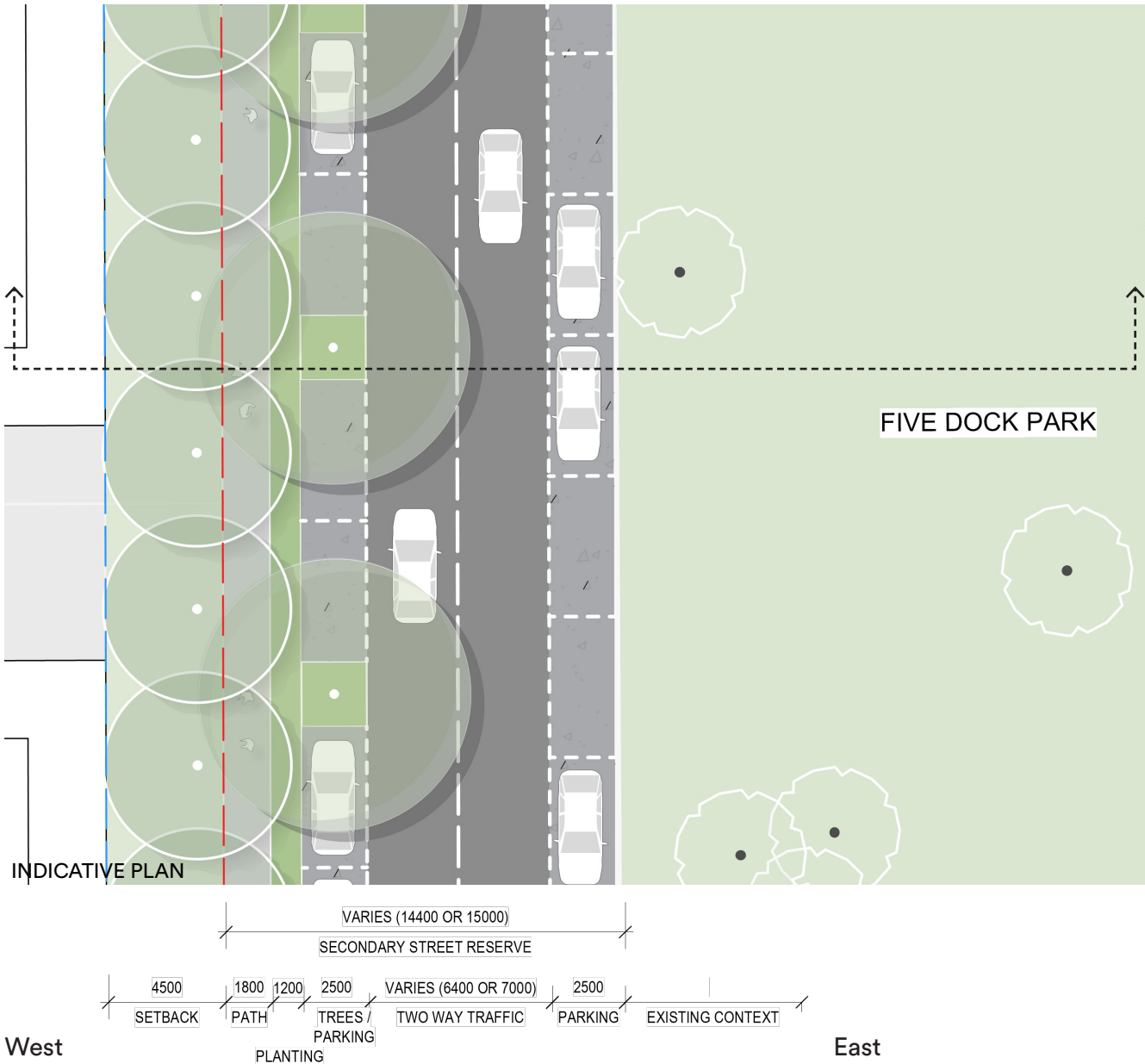
The street design along Park Road will be characterised by plentiful Planted beds lining comfortable paths of travel for motorist and pedestrian movement, enhancing pedestrian and landscape amenity along Five Dock Park.

Design Guides

- 1. Orientation of canopy trees and parking to the western side of road providing shade to footpaths and roadway
- 2. Connection to existing eastern conditions maintained
- 3. Improved pedestrian connections to and from Five Dock Park in key locations
- 4. Wider 1.8m footpath positioned along the western edge of the street reserve



CONTEXT



0 2 4 6 8m
1: 250 @ A3

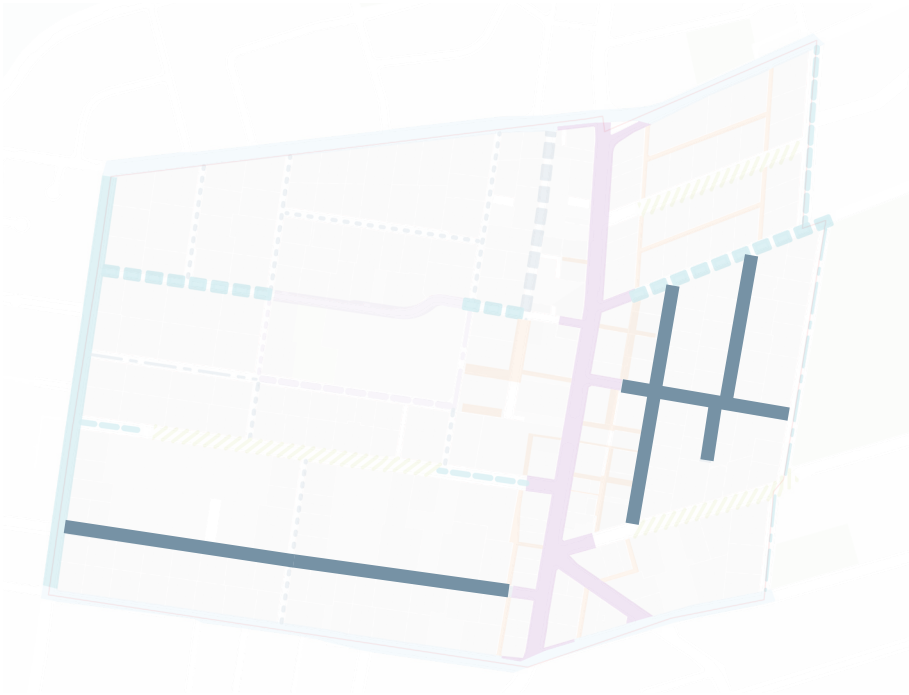
8.5 Local Streets

Type 1 Tree avenue 15-16.5m street reserve

The tree avenue typology acts as a multi-functional typology that supports vehicular traffic and on-street parking, featuring landscaped blisters and wide footpaths that promote walkability and human comfort.

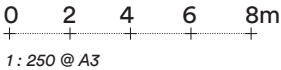
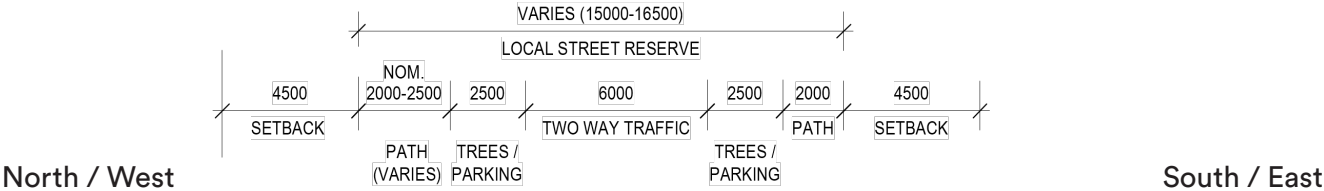
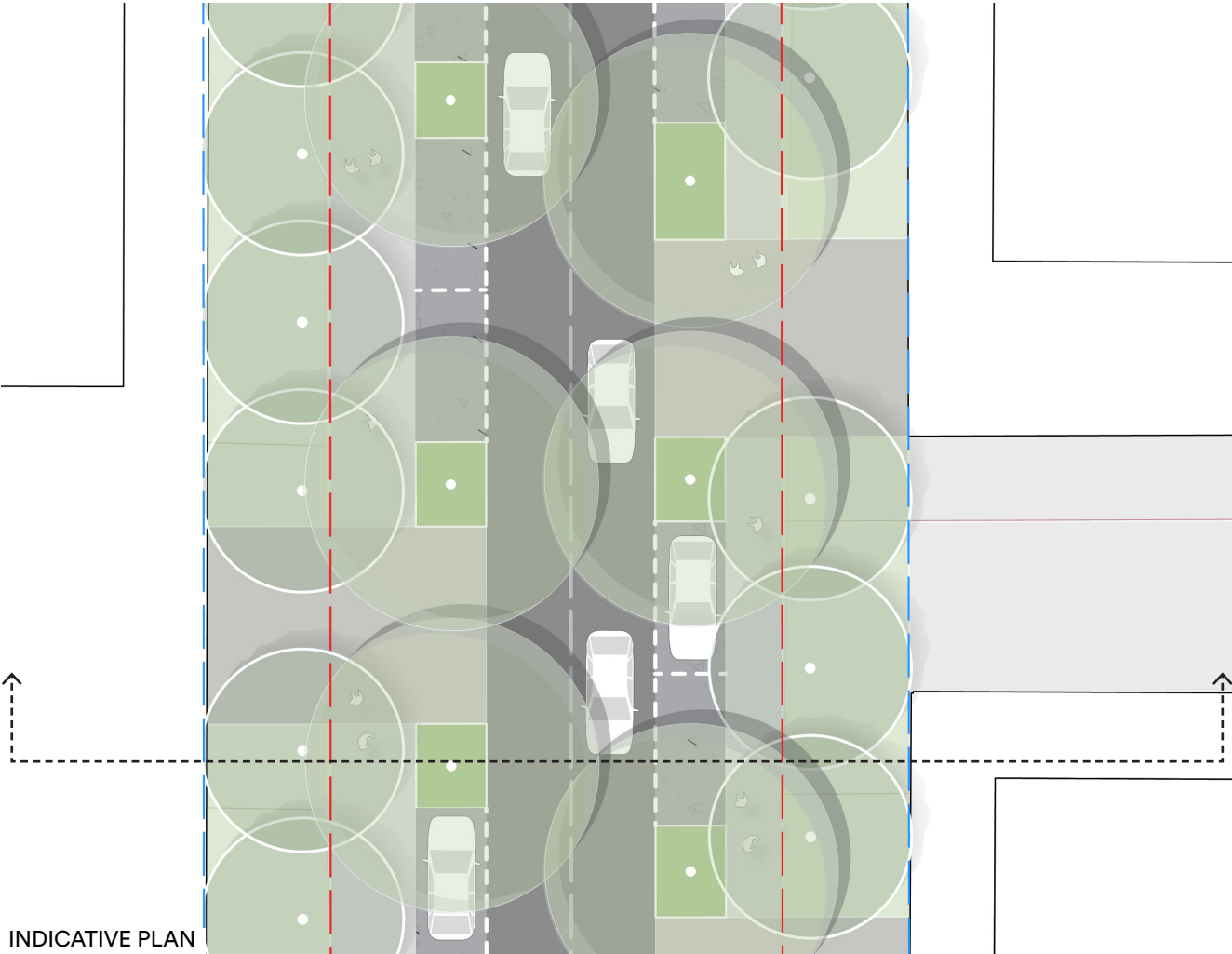
Design Guides

- Human comfort drives the addition of canopy trees, planting and the creation of a shaded public domain
- Existing verge power lines to be relocated underground
- Generous 2m wide footpaths on the south / eastern side and variable 2-2.5m wide footpaths on the north / western side of the streets
- Built form driveway locations provided in local streets where possible when adjacent secondary streets
- Canopy tree planting added to both sides of the street to help shade the road and pathways



CONTEXT

FIVE DOCK PUBLIC DOMAIN PLAN /
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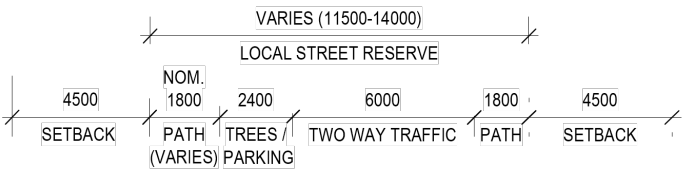
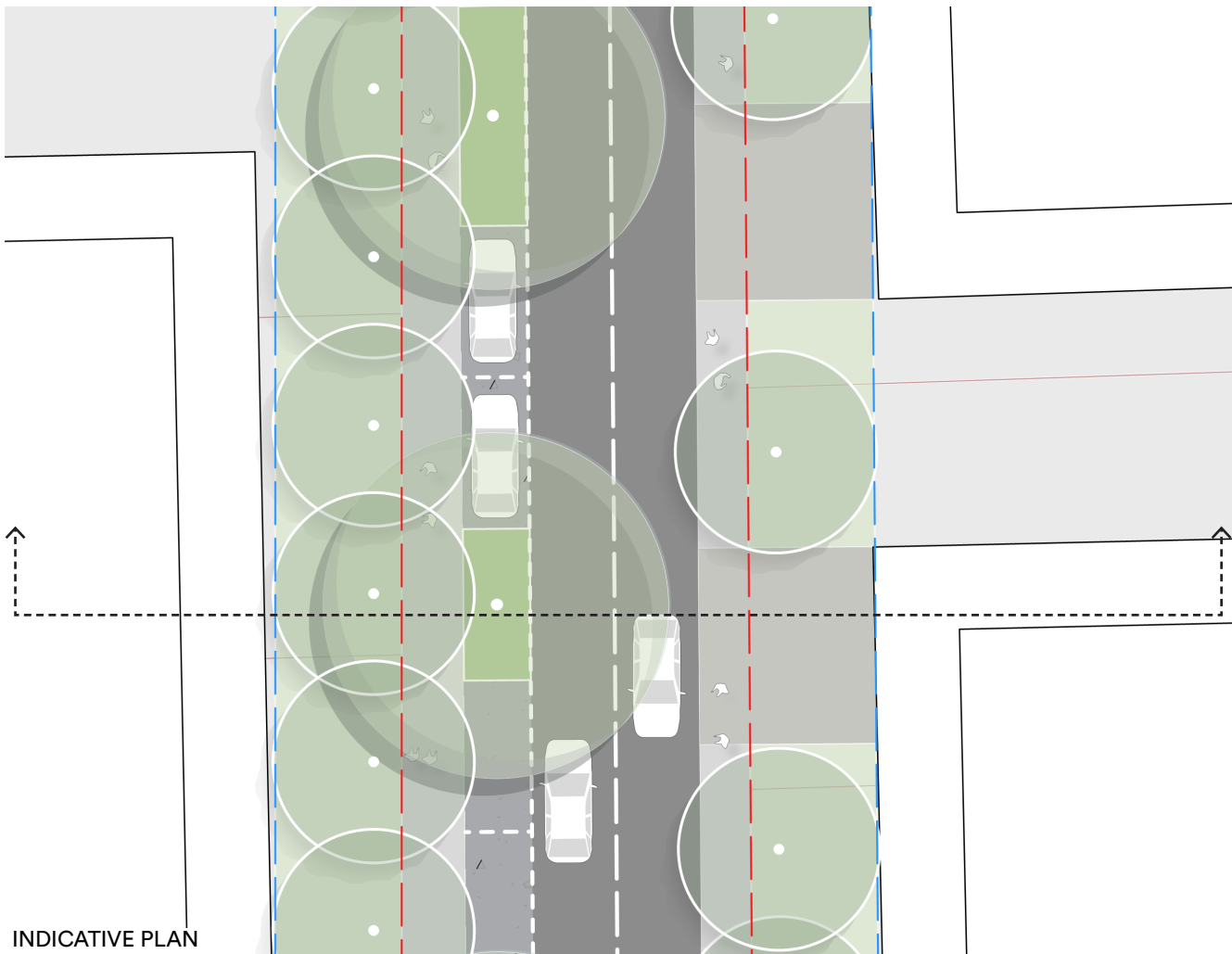
8.5 Local Streets

Type 2 11.5-14m street reserve

This local street typology aims to enhance the streetscape with new street tree plantings, the design prioritises a comfortable and inviting experience for pedestrians, promoting shade and a greener streetscape.

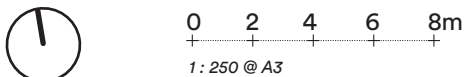
Design Guides

- 1. Northern or western side tree planting to provide shading over paths and roadway
- 2. Existing verge power lines to be relocated underground
- 3. One sided car parking amongst the trees positioned on the western or northern side of the street reserve
- 4. Where the street reserve is > 12m wide, a 2.5m wide row of tree planting and parking can be included on the southern / eastern road edge (in addition to what is shown here adjacent)
- 5. Built form driveway locations provided in local streets where possible when adjacent school or secondary streets



North / West

South / East



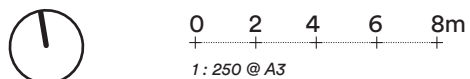
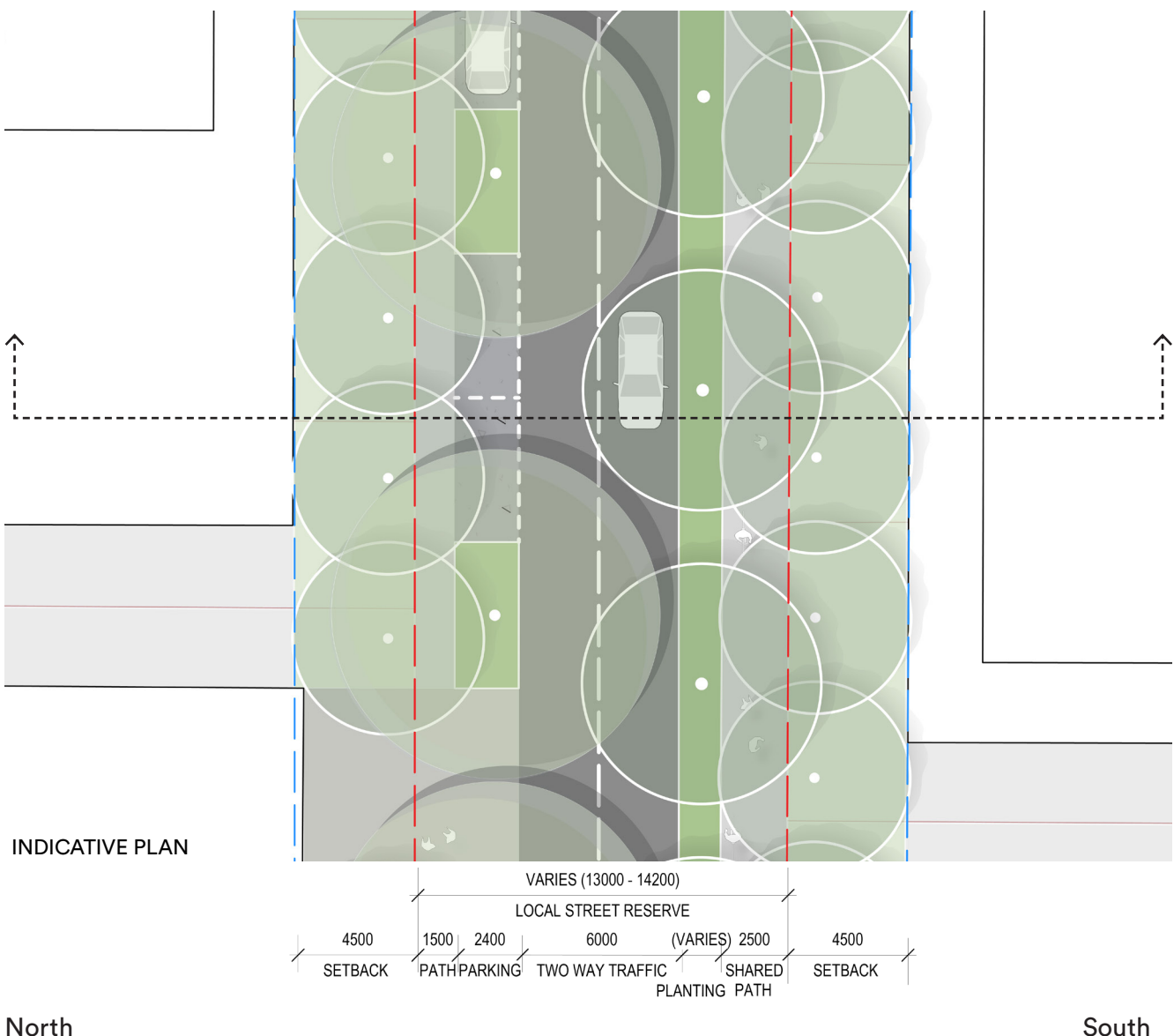
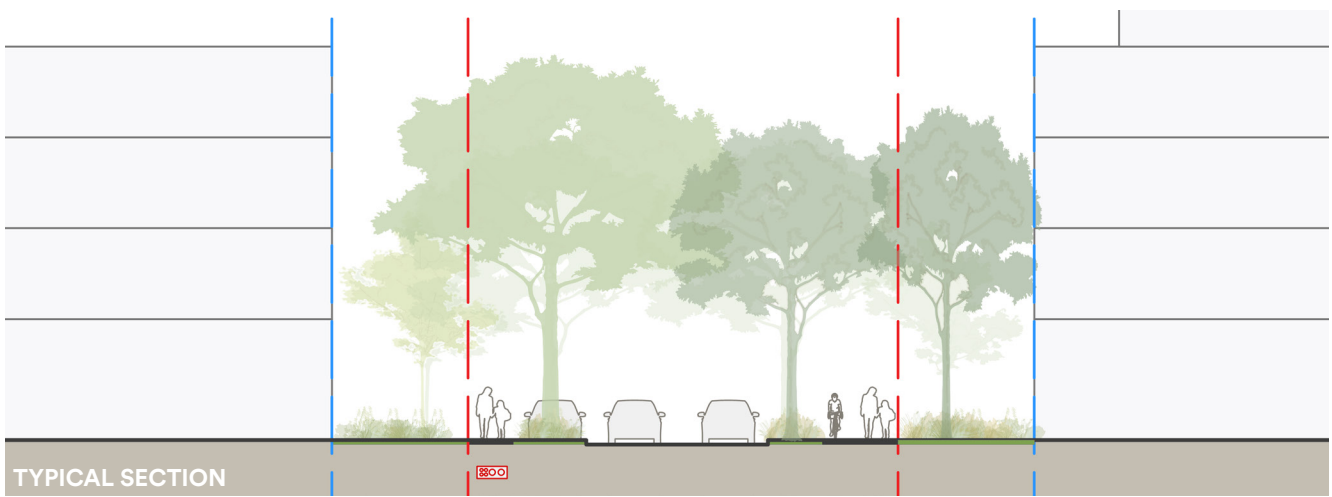
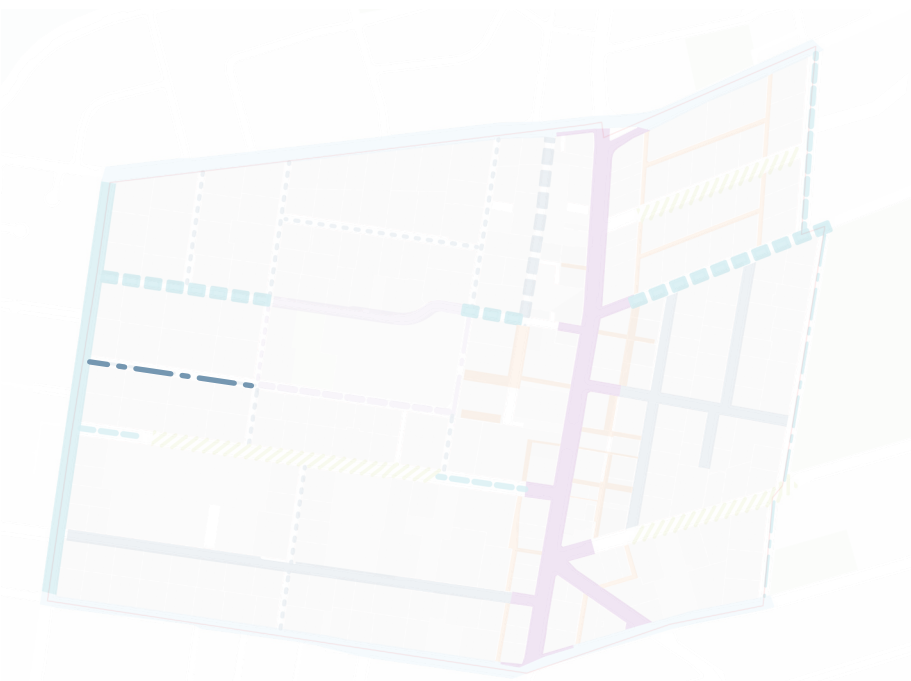
8.5 Local Streets

Type 3 Lancelot Street West 13-14.2m street reserve

The proposed character of Lancelot Street envisions creating a comfortable, pedestrian-friendly streetscape enriched with greenery and shade-providing trees, promoting a cooler streetscape. A shared user path on the southern side of the street reserve helps create a consistent shared user path from Harris Road to West Street.

Design Guides

- 1. Human comfort and urban cooling drive the positioning of canopy tree planting amongst the car parking on the northern side, shading the paths and roadway
- 2. Existing verge power lines to be relocated underground
- 3. A 1.5m wide footpath on the northern side of the street reserve
- 4. Generous 2.5m wide shared path for cyclists and pedestrians to the southern side of the road reserve
- 5. Canopy tree planting introduced where possible on the southern verge to shade the SUP
- 6. Two-way traffic allowance from Harris Road to Scott Street.



8.5 Local Streets

Type 4 East Street North 10.8-12.3m street reserve

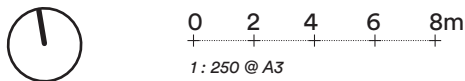
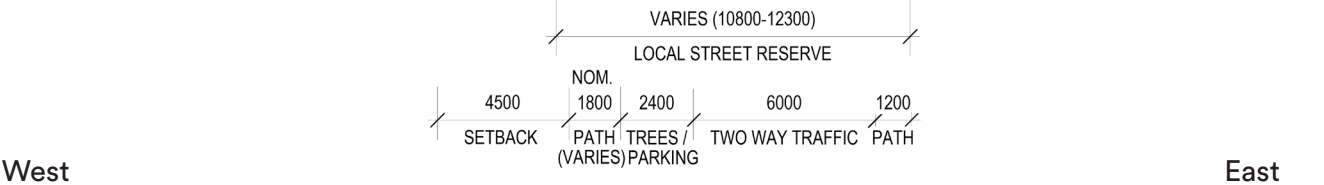
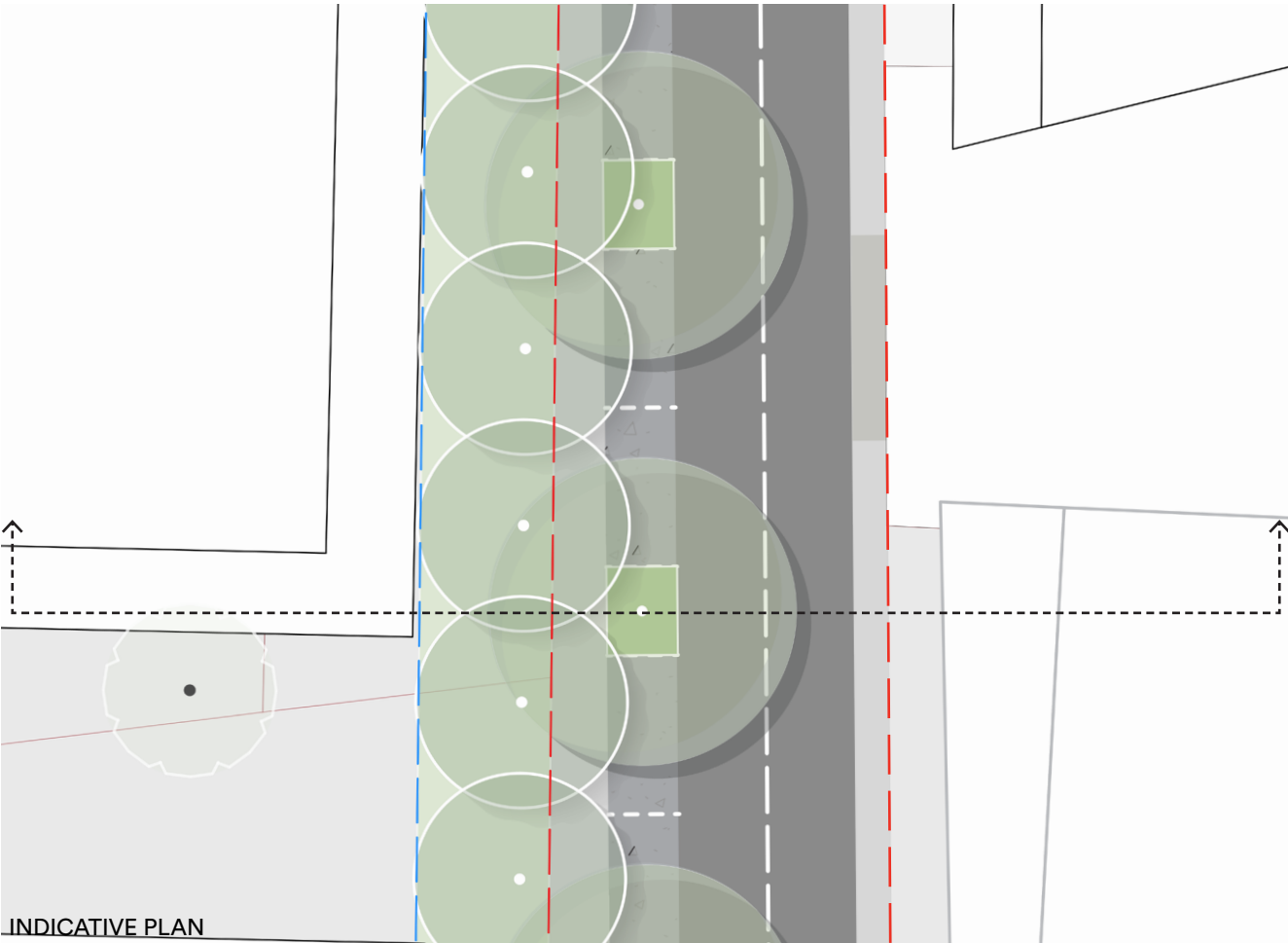
This block of East Street aims to enhance the streetscape with new street tree plantings, the design prioritises connection with existing retained infrastructure to create a comfortable and inviting experience for pedestrians, promoting shade and a cooler streetscape.

Design Guides

- 1. Western side tree planting to provide shading over paths and roadway
- 2. Existing verge power lines to be relocated underground
- 3. One sided car parking amongst the trees positioned on the western side of the street reserve
- 4. Maintain the existing driveways and existing 1.2m wide eastern footpath
- 5. The width of the western footpath is variable
- 6. Built form driveway locations provided in local streets where possible when adjacent school or secondary streets



CONTEXT



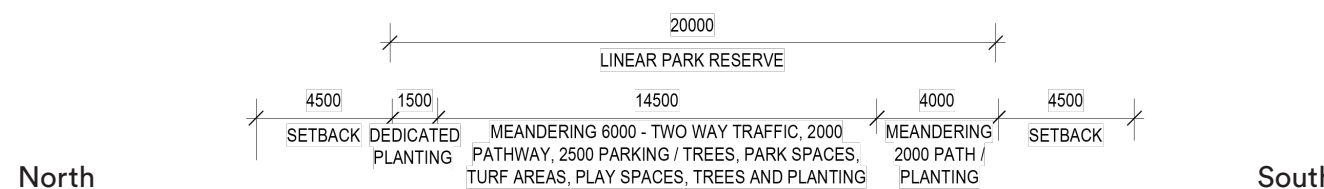
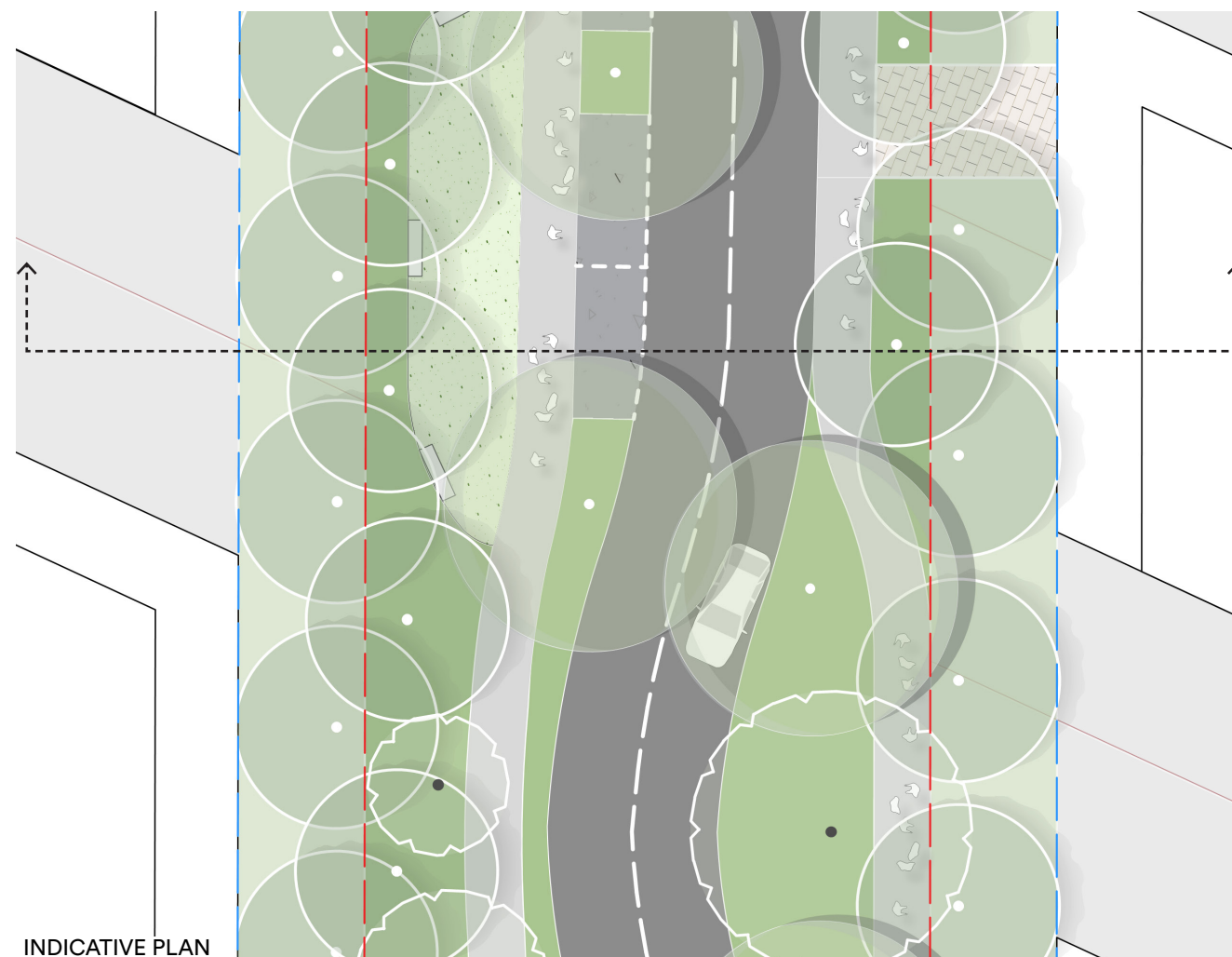
8.6 Linear Park Streets

Linear Park Streets 20m street reserve

The vision for Linear park streets is to transform them into a vibrant 'green' community street, serving as an urban front yard. This design incorporates activated turf areas, play spaces, spaces for respite and community gathering and provides space for spill-out green environment from adjacent frontages, fostering connection to nature, community and social engagement.

Design Guides

1. Human comfort drives the addition of canopy trees, planting and the creation of a shaded public domain
2. Incorporation of places of pause and respite within a meandering and robustly planted public realm
3. Create moments for play opportunities within this typology to allow for community connection and activation
4. Pedestrian access provided to all new developments
5. Existing verge power lines to be relocated underground
6. Retention of healthy existing canopy trees where possible
7. Driveway locations to be provided in adjacent / parallel local streets or laneways where possible
8. Garfield Street to incorporate a 6.4m wide two-way traffic roadway following CoCB engineering advice.



NOTE: Garfield Street includes 2 x 3200mm wide lanes of traffic to cater for existing bus routes following CoCB engineering advice.

0 2 4 6 8m
1 : 250 @ A3



8.7 Laneways

Type 1 6m Pedestrian Town Centre Laneways

The proposed character of these town centre laneways focuses on high quality planting, materiality and urban elements to compliment the town centre character.

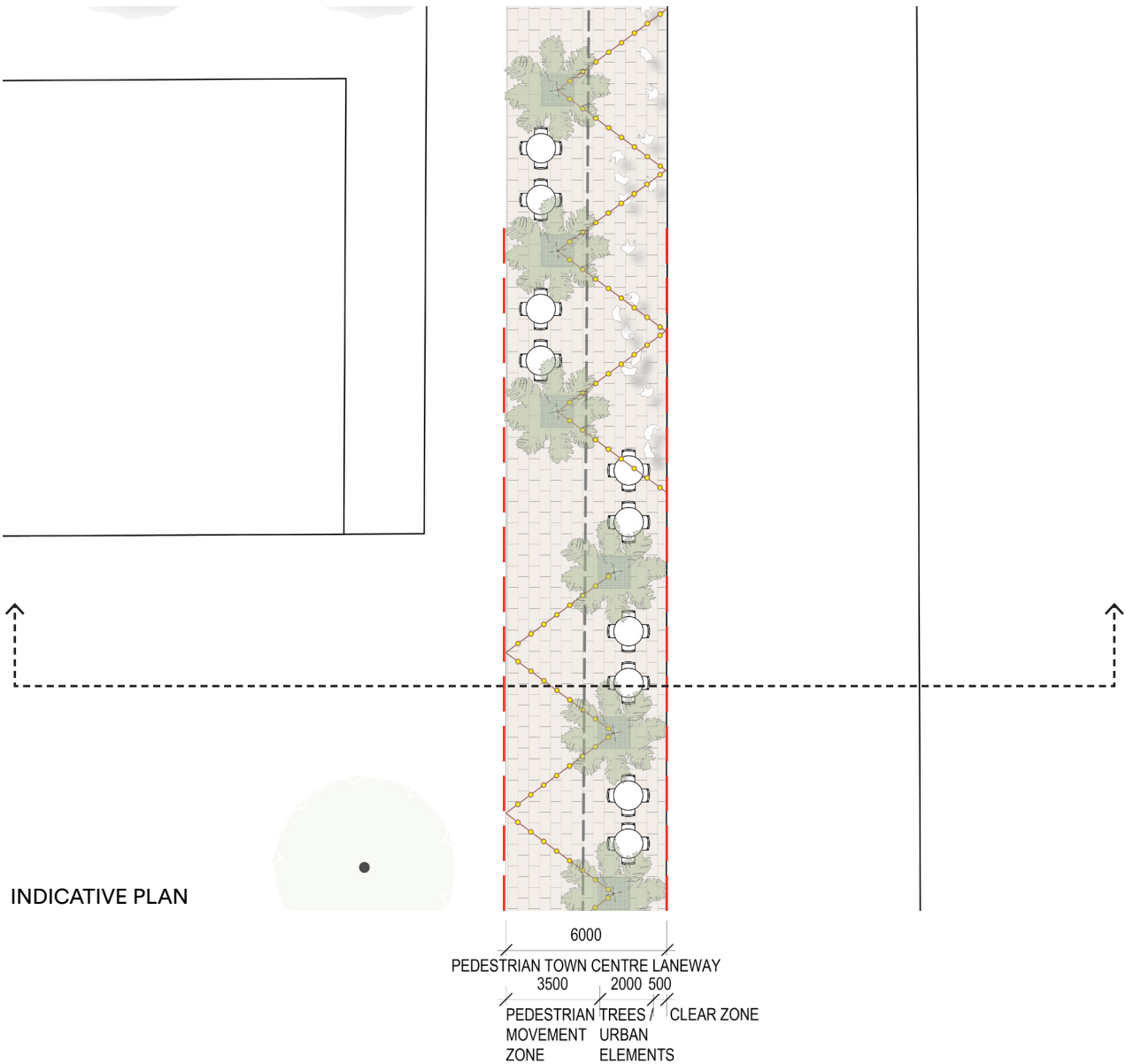
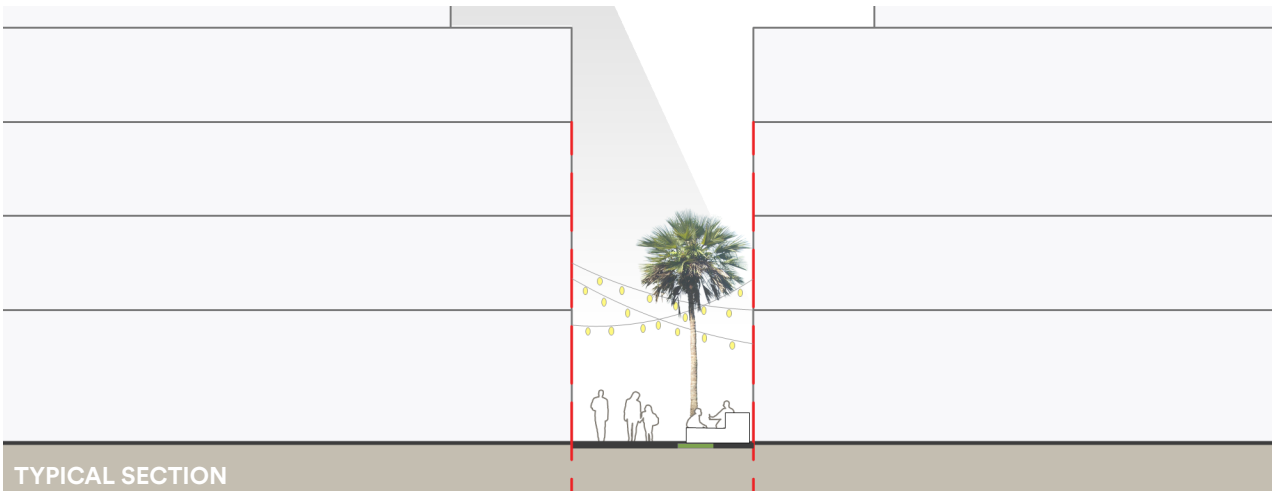
Design Drivers

- 1. Town centre laneways adding to a connected and accessible urban fabric which are safe and comfortable for users at all hours
- 2. Smart technology and dark sky principles drive the lighting responses within the town centre laneways
- 3. A 3.5m movement zone meanders through the laneways allowing access to built form where required
- 4. This typology can be applied in either orientation enabling the clear zone to be applied to built form where applicable
- 5. Incorporation of palm trees or clean single trunk tree species in tree grates within the town centre core.



CONTEXT

FIVE DOCK PUBLIC DOMAIN PLAN /
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Indicative precedent imagery

0 2 4 6 8m
1 : 250 @ A3

8.7 Laneways

Type 2 11m Pedestrian Town Centre Laneways

The proposed character of this town centre laneways focuses on high quality planting, materiality and urban elements to compliment the town centre character.

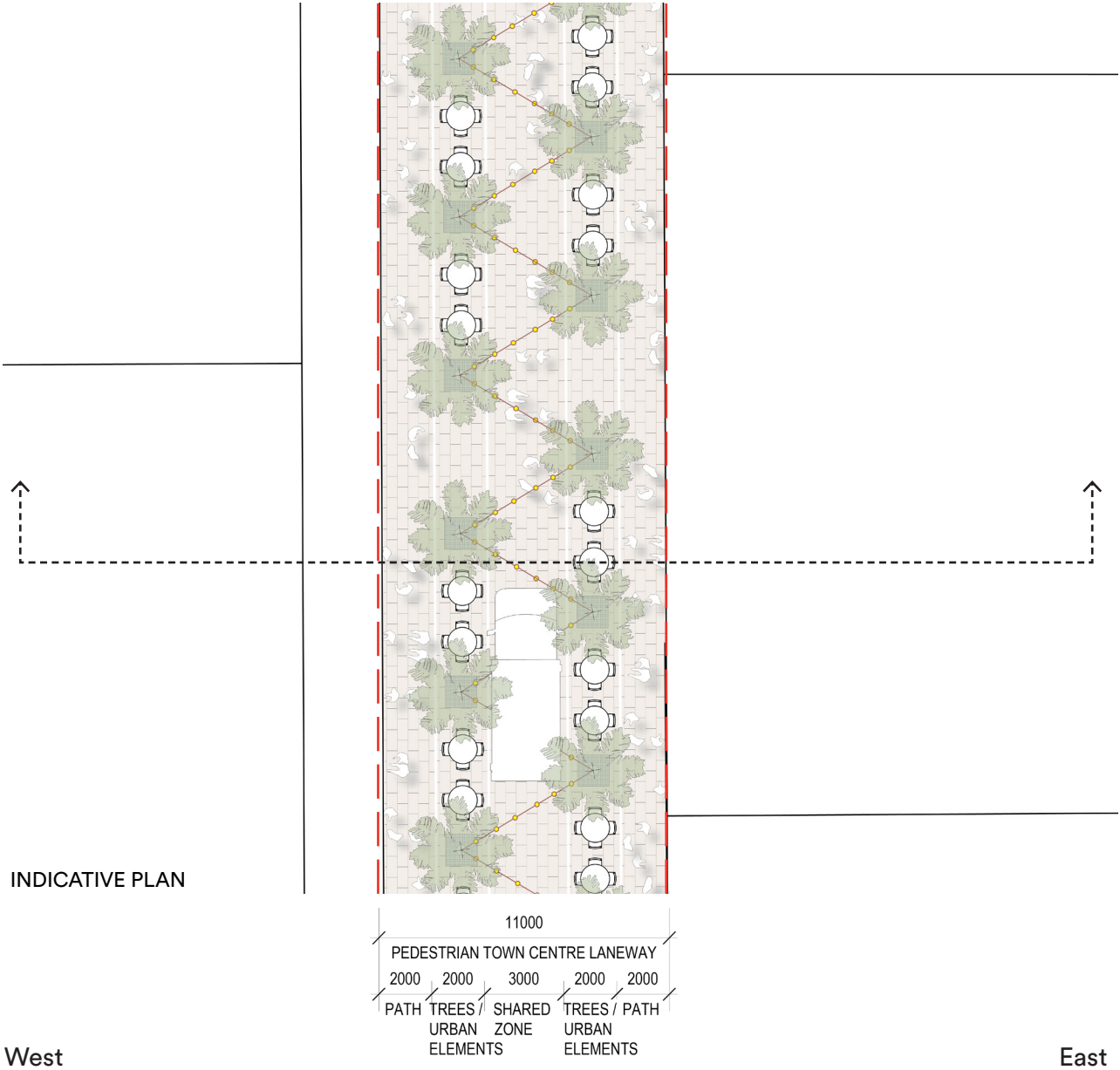
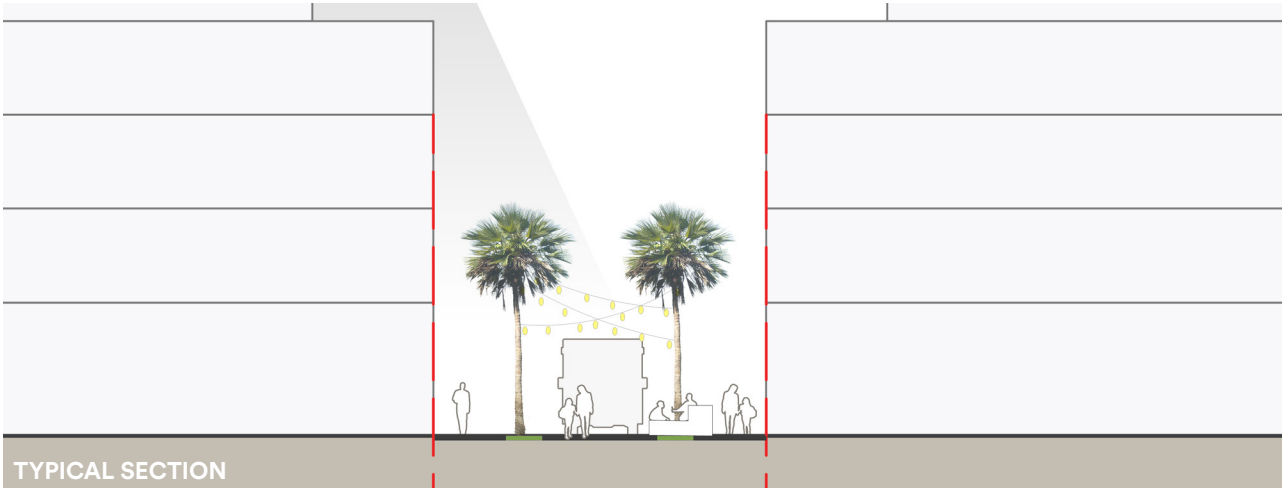
Design Guides

- 1. A laneways connection which acts as shared space while also providing emergency vehicle access to Fred Kelly Place when required.
- 2. A shared 3m central movement zone acts as the primary movement zone for pedestrians and cyclists alike
- 3. Dedicated 2m paths adjacent the built form on either side
- 4. Smart technology and dark sky principles drive the lighting responses within the town centre laneways
- 5. Incorporation of palm trees or clean single trunk tree species in tree grates within the town centre core.



CONTEXT

FIVE DOCK PUBLIC DOMAIN PLAN /
CITY OF CANADA BAY COUNCIL / JULY 2025



Indicative precedent imagery

0 2 4 6 8m
1 : 250 @ A3

8.7 Laneways

Type 3 8m Vehicular Town Centre Laneways

The slow speed vehicular laneways within the town centre aim to support ground floor active frontages while enabling one-way vehicular movement within a shared space. Planting, materiality and high quality urban elements compliment the town centre character.

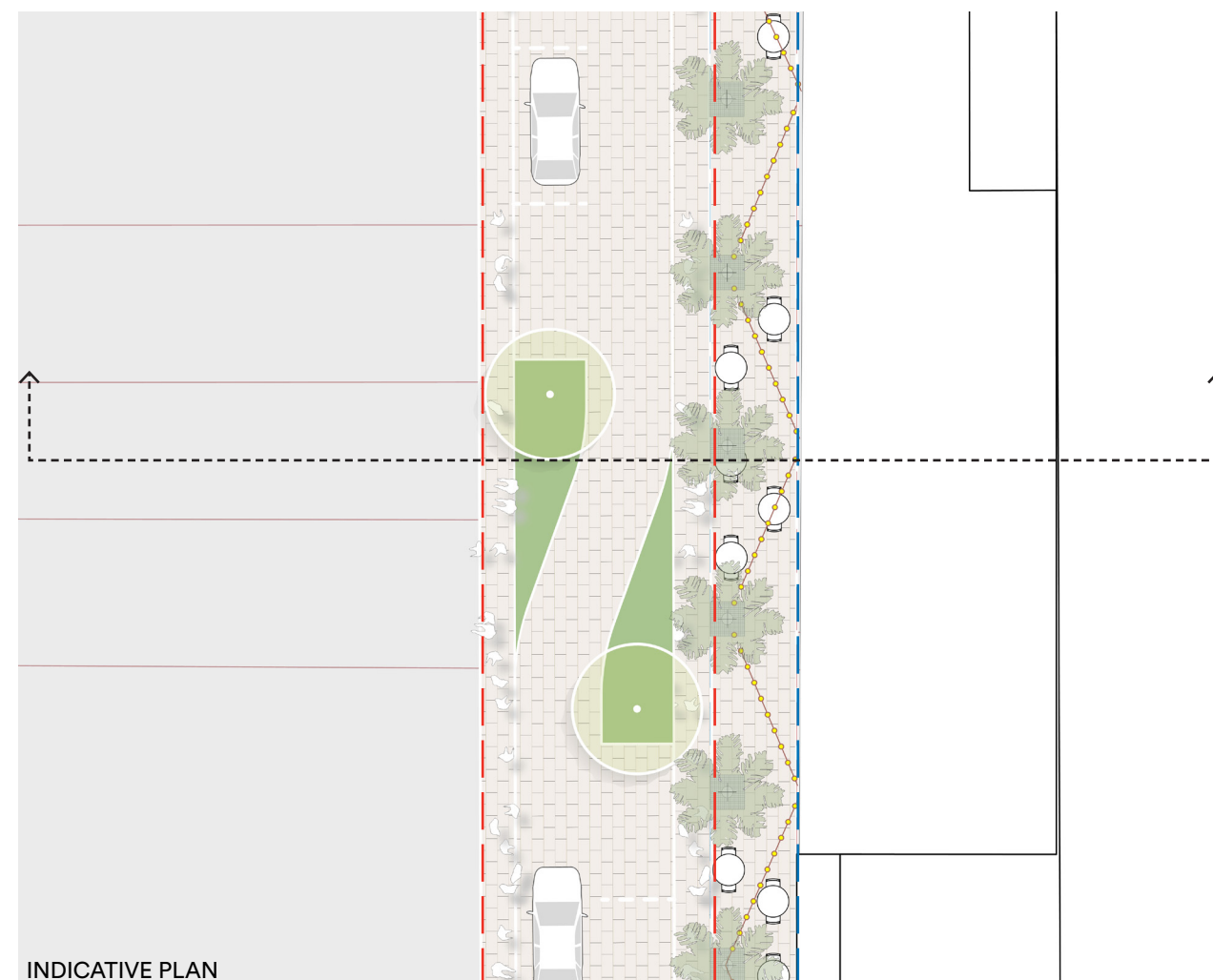
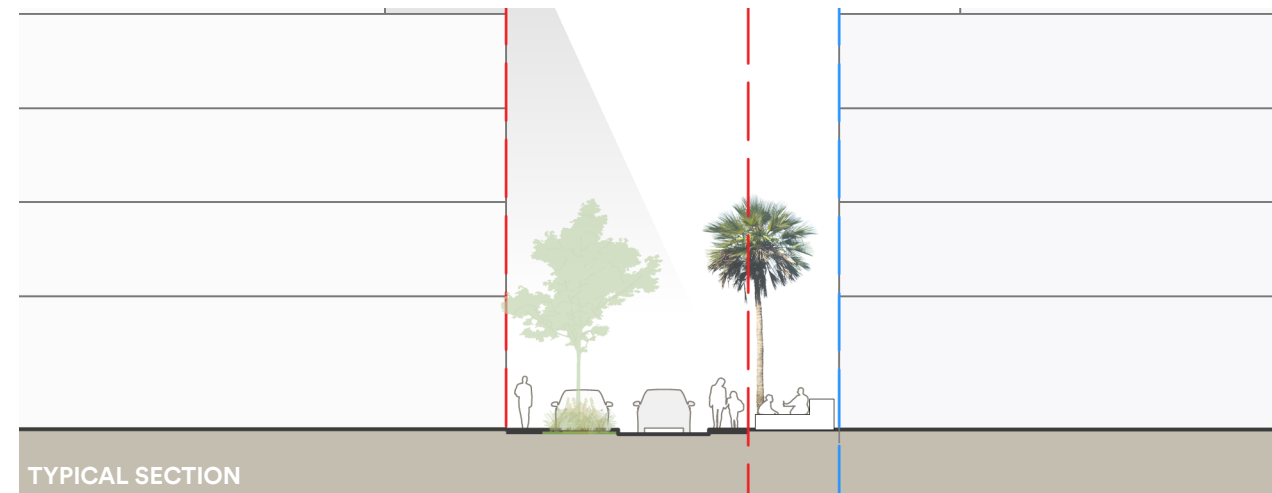
Design Guides

1. Urban connections within the town centre core with a 3m one-way vehicular movement zone
2. Traffic calming measures, threshold material changes and signage articulate these laneways as shared spaces
3. Incorporation of palm trees or clean single trunk trees in tree grates within the town centre core
4. Canopy trees included in blisters where the shared movement zone meanders to increase shade within the public realm
5. Smart technology and dark sky principles drive the lighting responses within the town centre laneways
6. Typical setback as detailed adjacent can be applied either side of this typical 8m typology.



CONTEXT

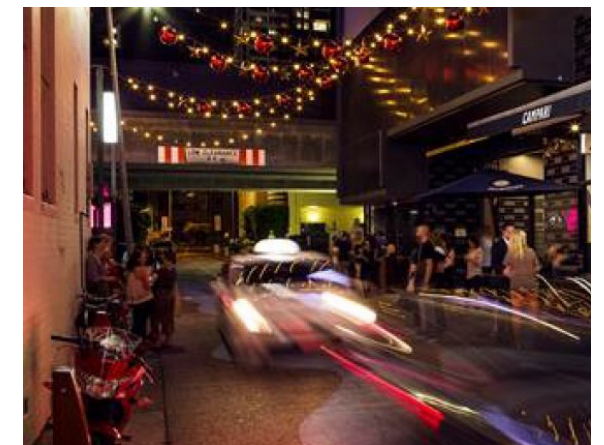
FIVE DOCK PUBLIC DOMAIN PLAN /
CITY OF CANADA BAY COUNCIL / JULY 2025



8000
PEDESTRIAN TOWN CENTRE LANEWAY
1200 2500 3000 1300 3000
PATH TREES / SHARED PATH SETBACK
ZONE ZONE URBAN
ELEMENTS

North / West

South / East



0 2 4 6 8m
1 : 250 @ A3

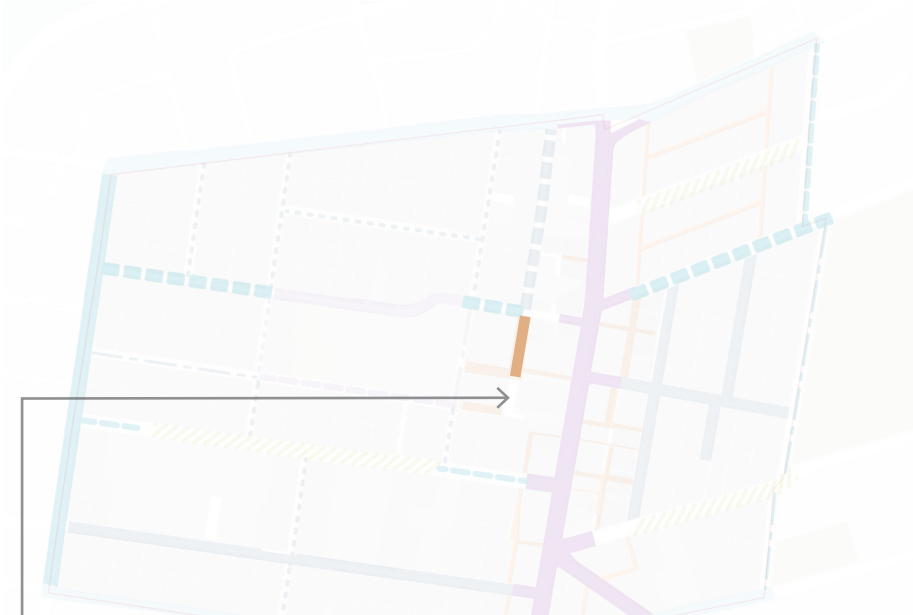
8.7 Laneways

Type 4 15m Vehicular Town Centre Laneways

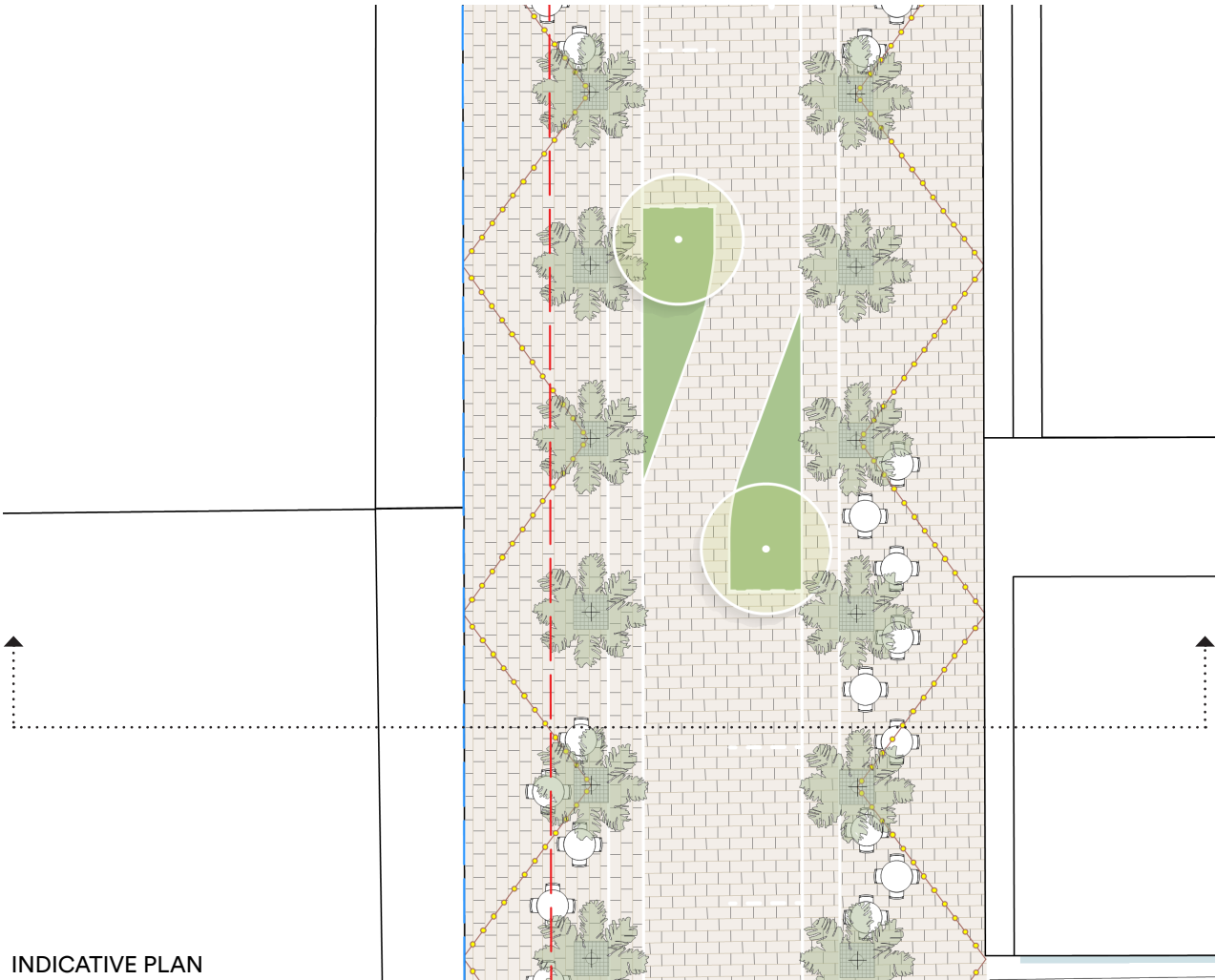
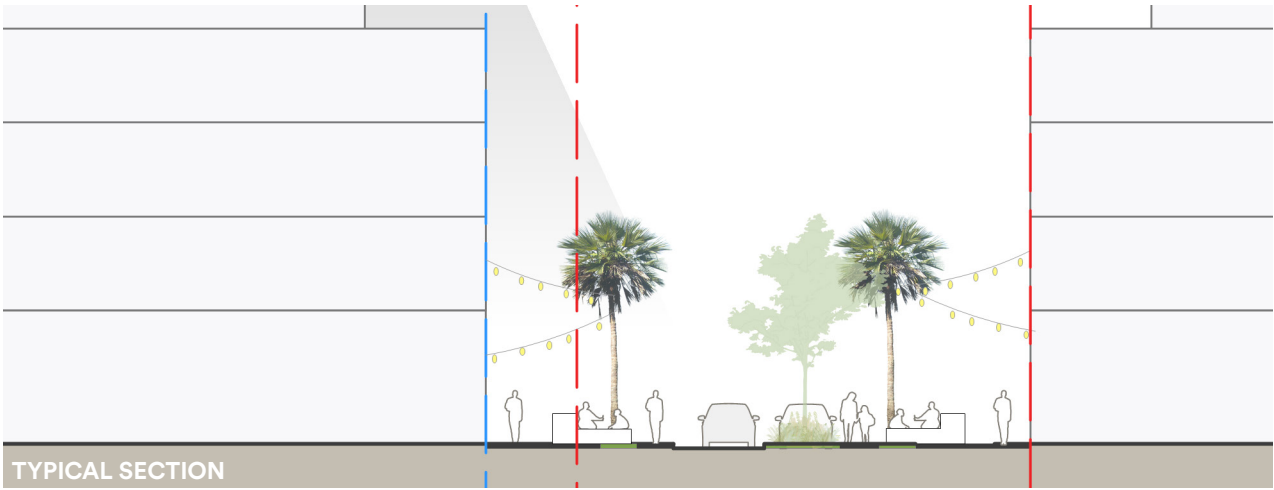
The proposed character of this slow speed laneways connection to the new metro supports ground floor active frontages while enabling one-way vehicular traffic, pedestrians and cyclists to seamlessly reach and depart the town centre core. Planting, materiality and high quality urban elements compliment the town centre character.

Design Guides

- 1. A connection which acts as vital link from the town centre to the northern half of the neighbourhood
- 2. A shared 3m movement zone acts as a key link of the primary north-south cycle route into the town centre and new metro station
- 3. Traffic calming measures, threshold material changes and signage articulate this laneway as a shared space
- 4. Canopy trees included in blisters where the shared movement zone meanders to increase shade within the public realm
- 5. Smart technology and dark sky principles drive the lighting responses within the town centre laneways
- 6. Incorporation of palm trees or clean single trunk tree species in tree grates within the town centre core.



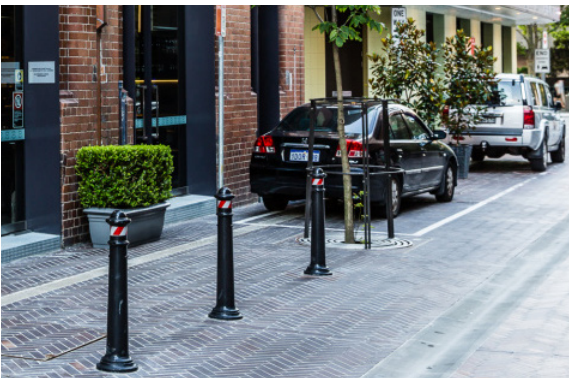
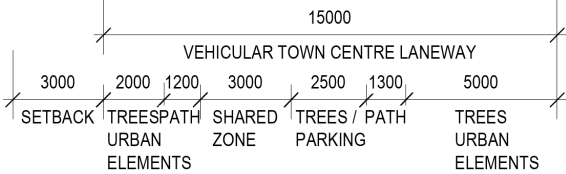
NOTE: Refer to Chapter 6.1 of this PDP - Connectivity Infrastructure for identification of the public domain adjacent the proposed Metro Station location.



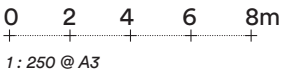
INDICATIVE PLAN

West

East



Indicative precedent imagery



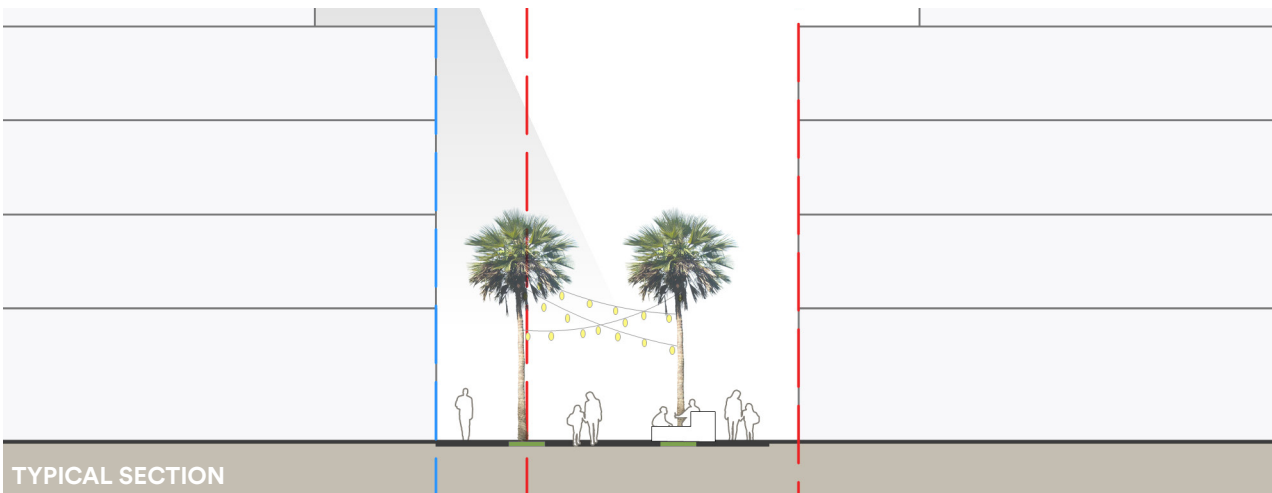
8.7 Laneways

Type 5 11m Special Precinct Laneways

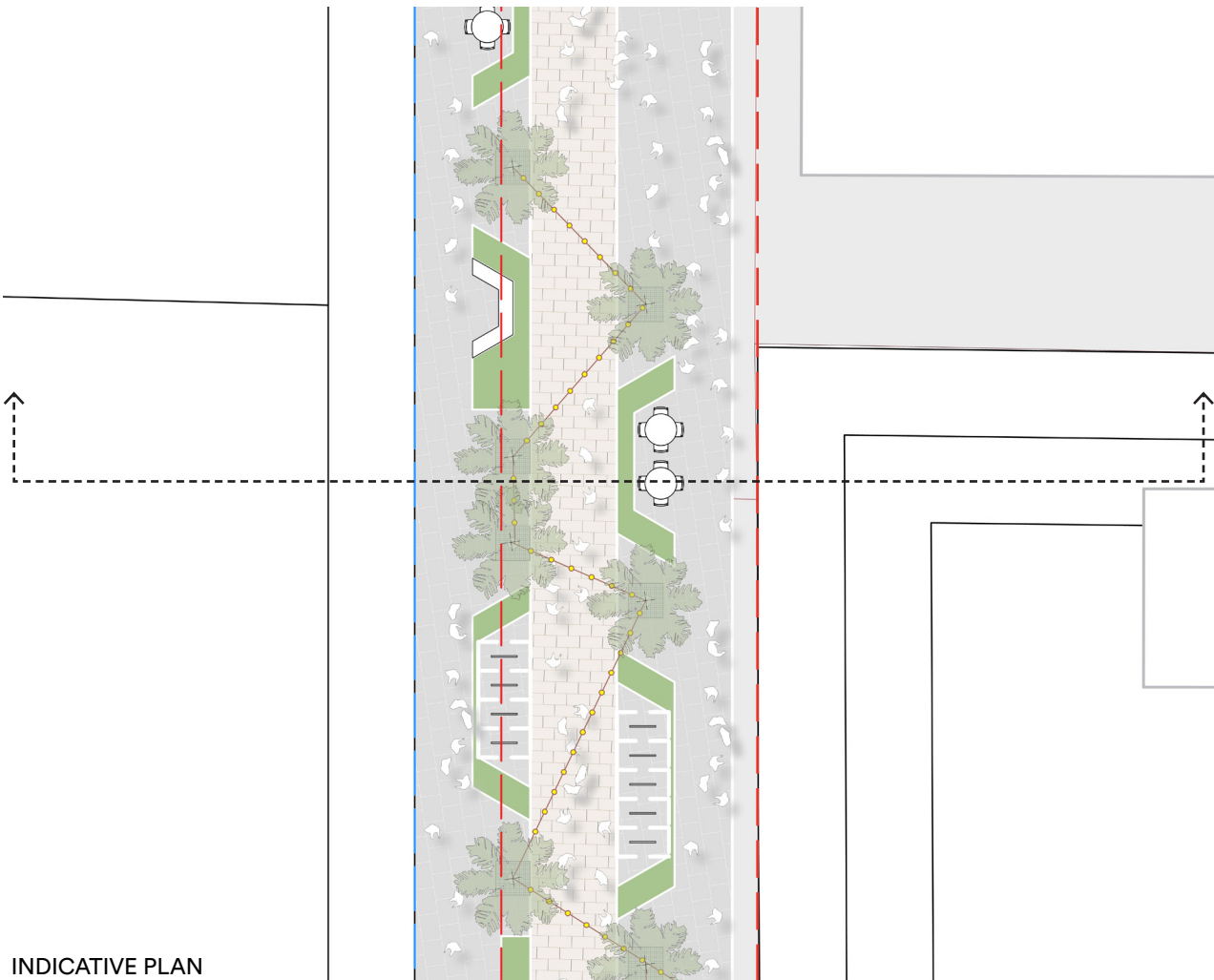
The proposed character of this laneways connection to Fred Kelly Place and the new metro supports ground floor active frontages while enabling pedestrians and cyclists to seamlessly reach and depart the town centre core. Planting, materiality and high quality urban elements compliment the town centre character.

Design Guides

- 1. A laneways connection which acts as vital link from the town centre to the school, new park and western half of the neighbourhood
- 2. A shared 3m movement zone acts as a key link of the primary north-south cycle route into the town centre and new metro station
- 3. Dedicated 2m paths adjacent the built form on either side allowing entry and exit from ground floor activated frontages
- 4. The 3m setback is to be included within the streetscape as captured in this special precinct laneways typology
- 5. Smart technology and dark sky principles drive the lighting responses within the town centre laneways
- 6. Incorporation of palm trees or clean single trunk tree species in tree grates within the town centre core.



TYPICAL SECTION



INDICATIVE PLAN

North

South

3000	8000
SETBACK	SPECIAL PRECINCT LANEWAY
2000	2000 3000 2000 NOM. 2000
PATH	TREES / MOVEMENT TREES / PATH (VARIES)
URBAN ELEMENTS	URBAN ELEMENTS

0 2 4 6 8m
1 : 250 @ A3

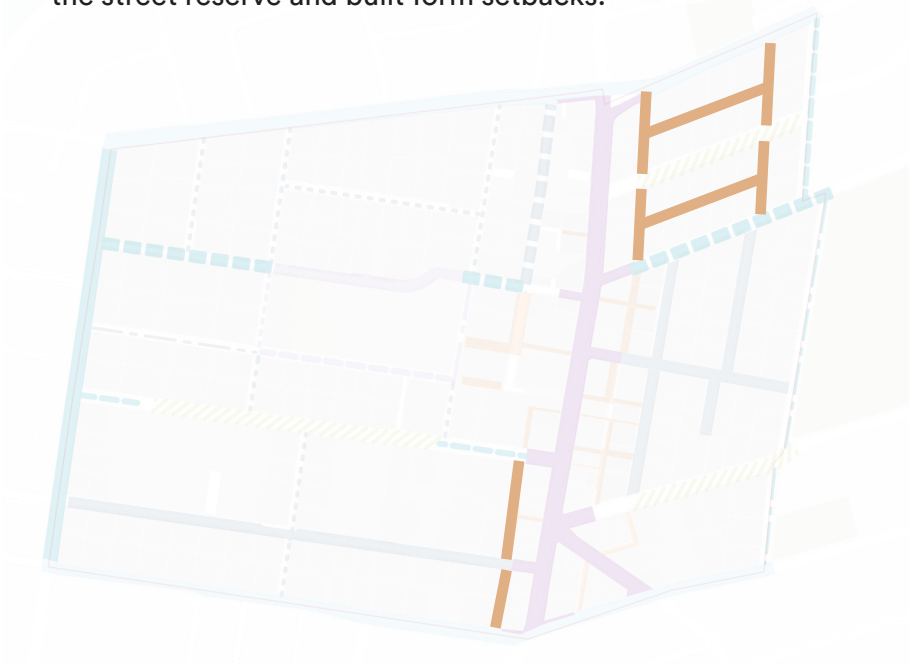
8.7 Laneways

Type 6 6m Residential Laneways

The proposed character of the residential laneways are to create functional one-way slow speed shared movement areas. Pedestrians, cyclists and vehicles share the space and connect to both the built form and beyond to the wider neighbourhood.

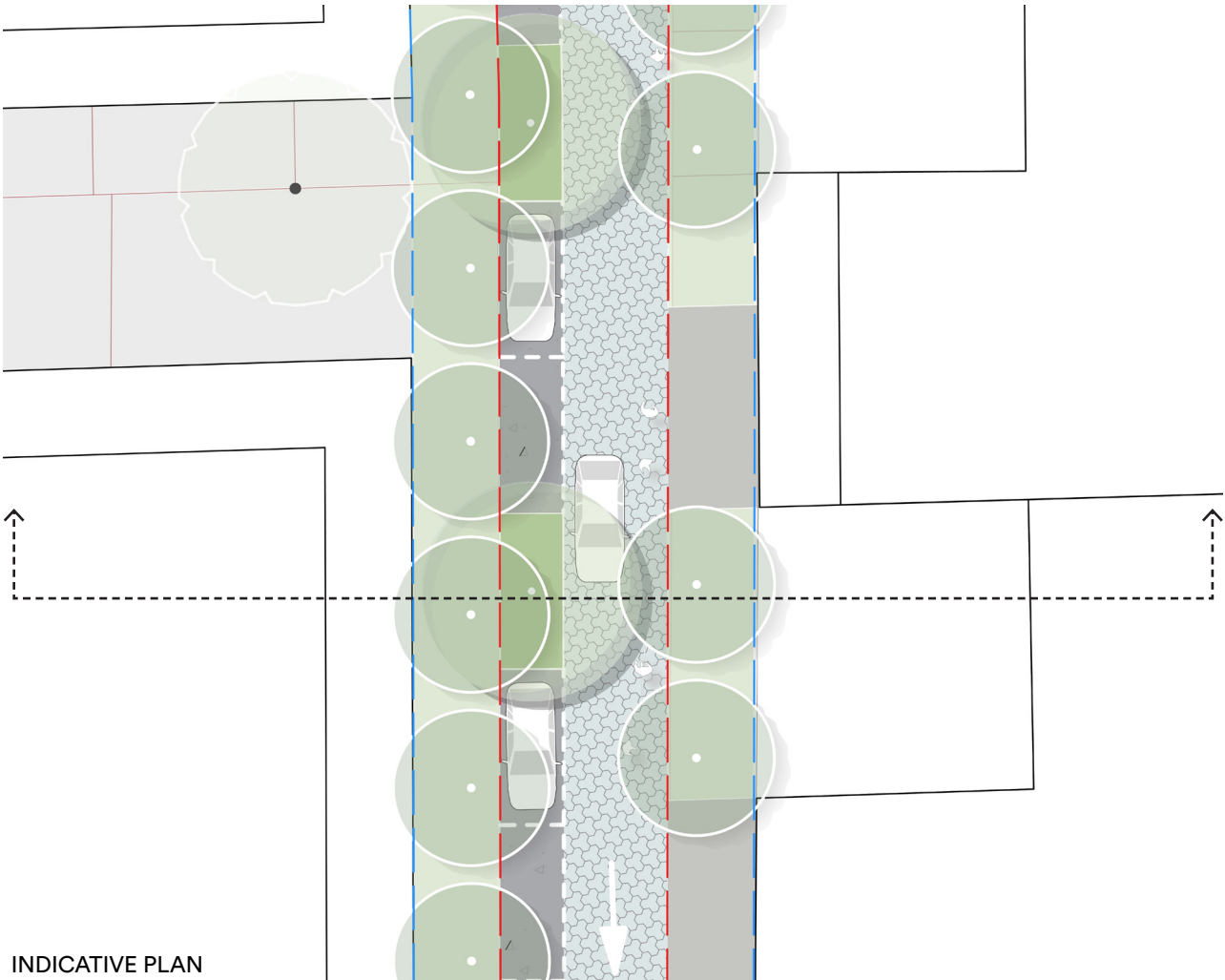
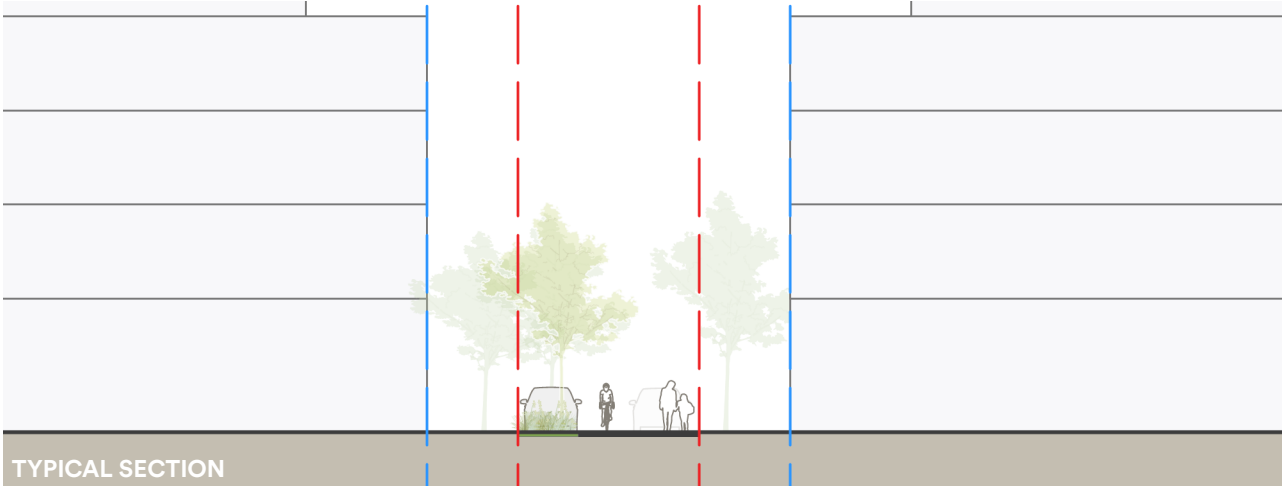
Design Drivers

1. Laneways focused on reducing cars / driveways on key Secondary Streets such as Rodd Road, by locating driveway entries to the built form within the residential laneways
2. Provide a safe shared space road corridor that encourages slow local movements for all users
3. Increase a safe parking experience for locals by formalising parking already utilised by community
4. Increase tree canopy coverage and reduce heat emitted by the road through integration of tree blisters into parking spatial allowance on the north or western sides
5. Enhance sense of residential place by implementing no fences or barriers at property boundaries adjacent residential laneways. This encourages passive surveillance while opening and unifying the street reserve and built form setbacks.



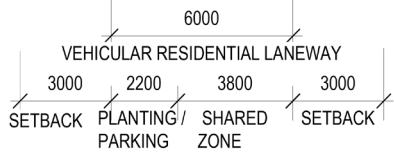
CONTEXT

FIVE DOCK PUBLIC DOMAIN PLAN /
CITY OF CANADA BAY COUNCIL / JULY 2025



INDICATIVE PLAN

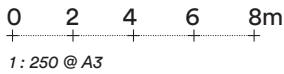
North / West



South / East



Indicative precedent imagery



8.8 Active Transport Links

Active Transport Links 6-8m reserves

The precinct Masterplan Active Transport Strategy has proposed a series of connected, safe, accessible corridors that prioritise cyclist connections to / from the new metro station and beyond.

Design Drivers

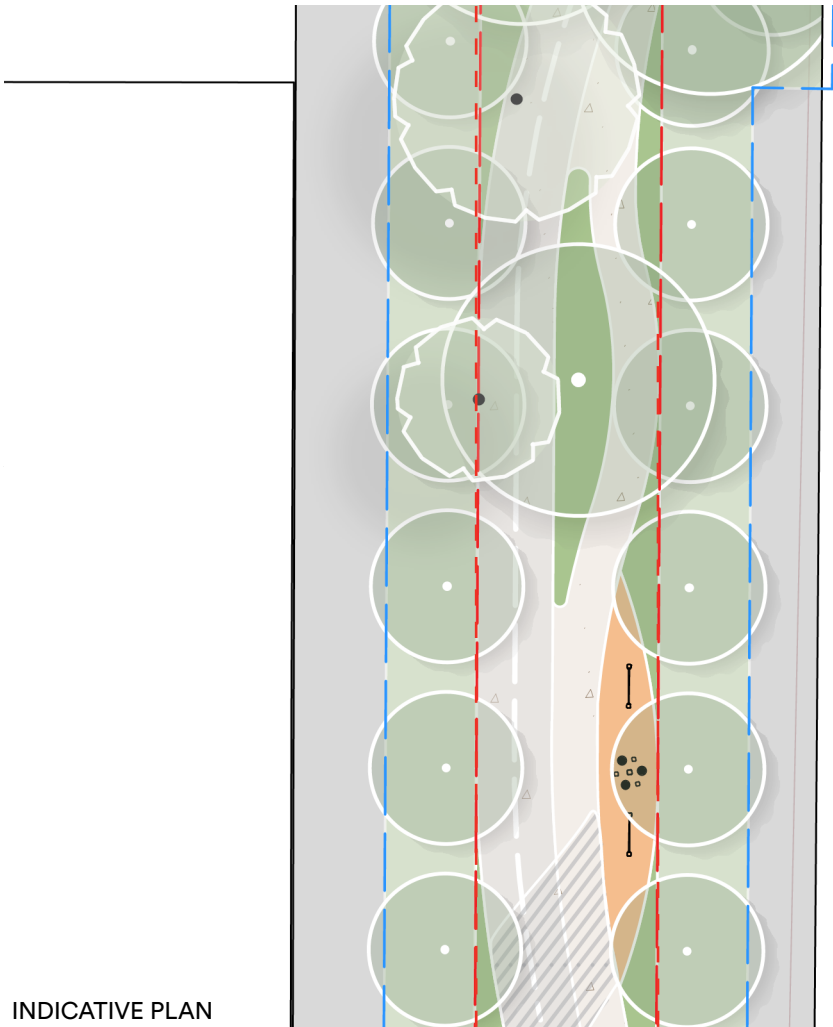
- 1. Establish active transport links which allow cyclists enhanced accessibility through the urban fabric strengthening the 15-min neighbourhood concept
- 2. Encourage walking and cycling by providing continuous, shaded, and well-connected off-road pathways
- 3. Create safe, dedicated off-road movement corridors for all-abilities cyclists, including children and independent mobility users, with strong links to schools and the new metro station
- 4. Link to surrounding active transport strategic pathways to enhance accessibility and connection for both visitors and locals to and from Five Dock
- 5. Design linear corridors that accommodate higher-speed cycling while integrating safe pedestrian crossings and rest nodes
- 6. Active transport links encourage a healthy community by providing outdoor fitness equipment and water bubblers
- 7. Implement entry / exit thresholds, material changes and signage to encourage cyclists to slow down at corners, intersections or crossings



Not to scale

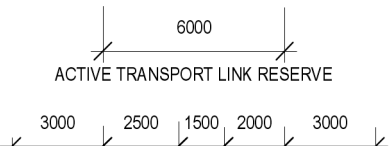
CONTEXT

FIVE DOCK PUBLIC DOMAIN PLAN /
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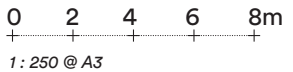


INDICATIVE PLAN

West



East



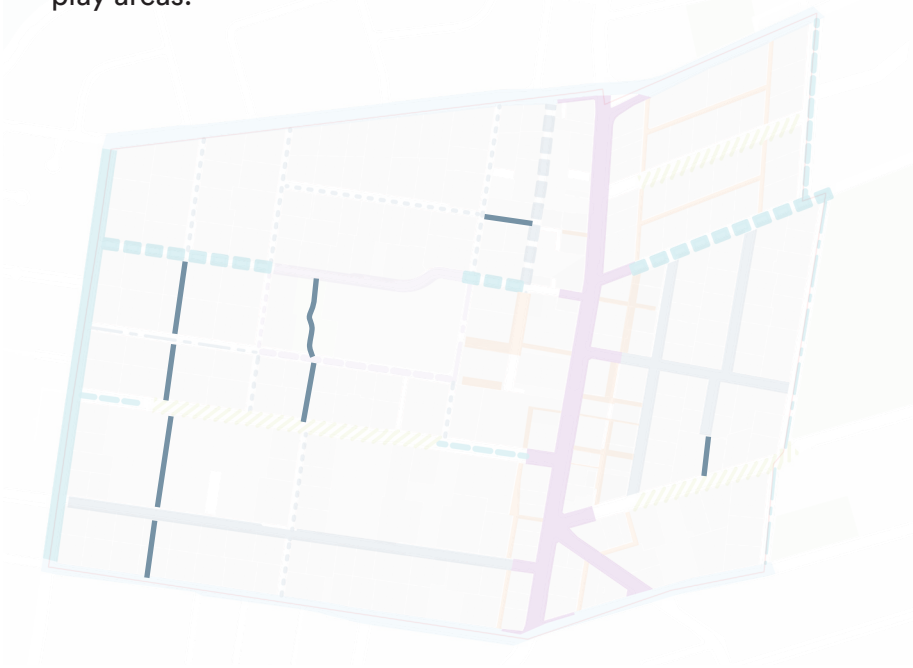
8.9 Accessible Pedestrian Links

Accessible Pedestrian Links

The precinct Masterplan has proposed a series of connected, safe, accessible corridors that prioritise pedestrians and cyclists, seamlessly integrating lush landscaping with opportunity for gathering, play, public art overlays and activation areas.

Design Drivers

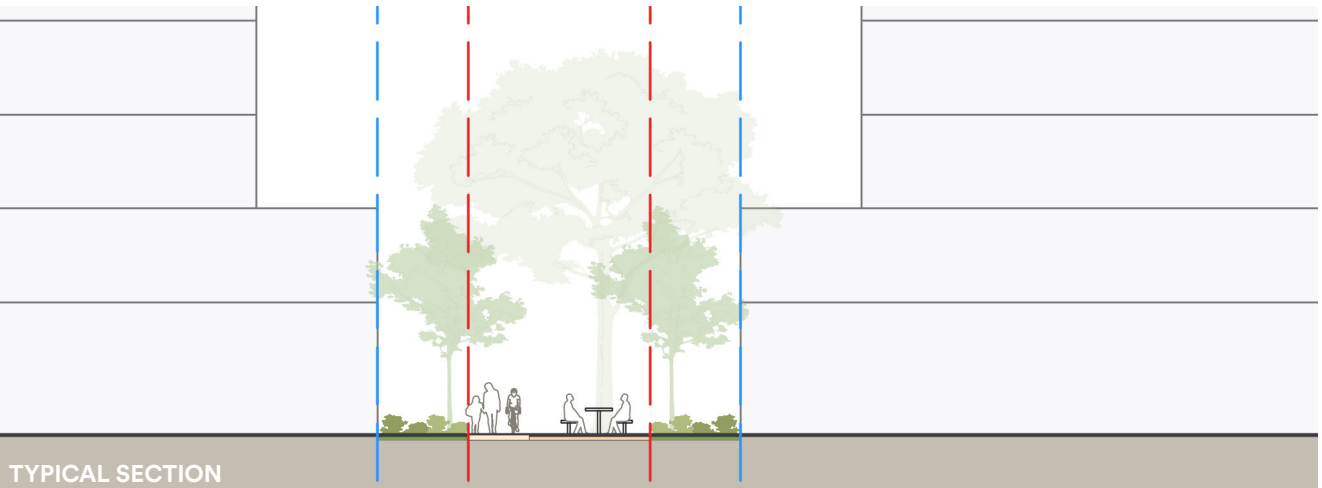
- 1. Establish pedestrian-focused movement and social corridors
- 2. Introduce accessible pedestrian links to enhance accessibility within the urban fabric
- 3. Pedestrian priority is paramount, cyclist use is possible, however cyclists are encouraged to use the 'active transport links'
- 4. Implement entry thresholds, material changes and signage to encourage cyclists to slow down
- 5. Design meandering links that create spacious corners for local gatherings and social interactions
- 6. Foster social interactions between laneways and residential entries to enhance community interaction and sense of place
- 7. Reinforce the identity of “A Local’s Place” through amenities like community gardens, threshold meeting points, and safe off-road play areas.



Not to scale

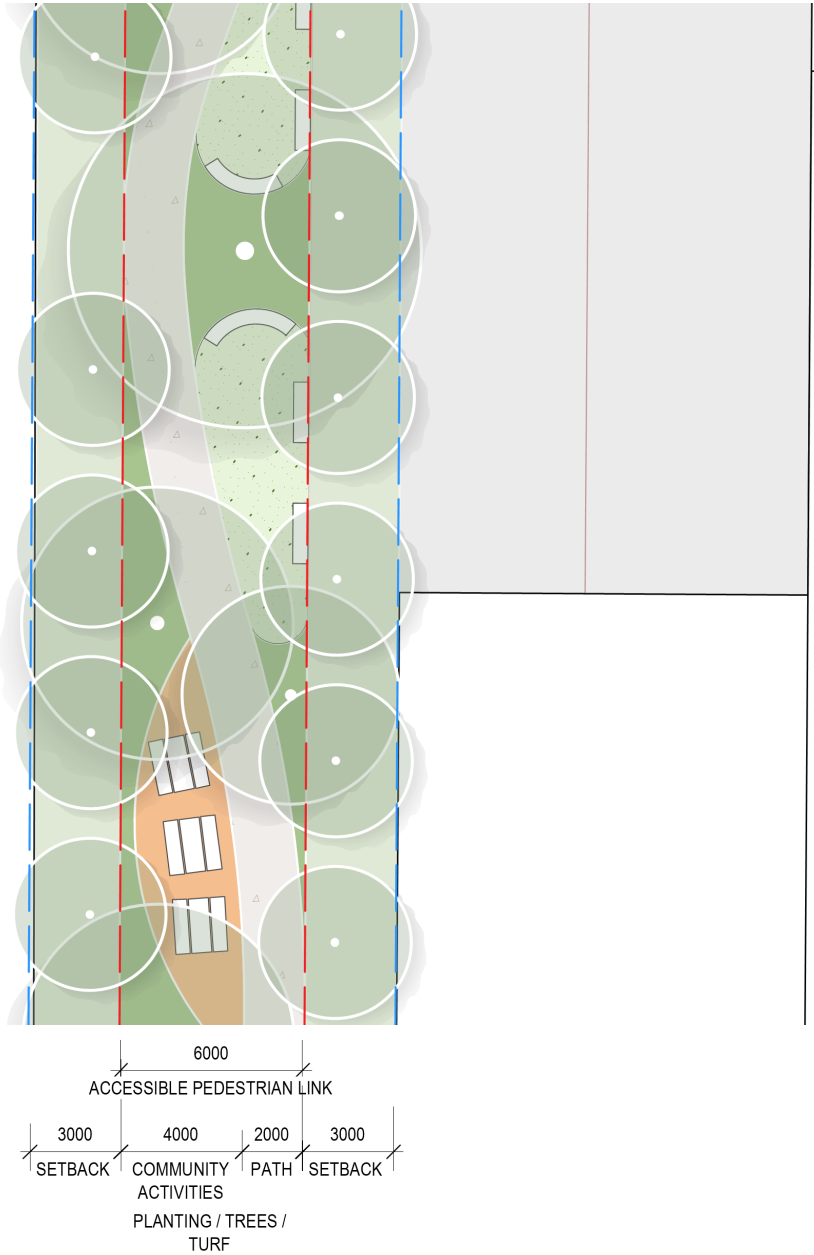
CONTEXT

FIVE DOCK PUBLIC DOMAIN PLAN /
CITY OF CANADA BAY COUNCIL / JULY 2025

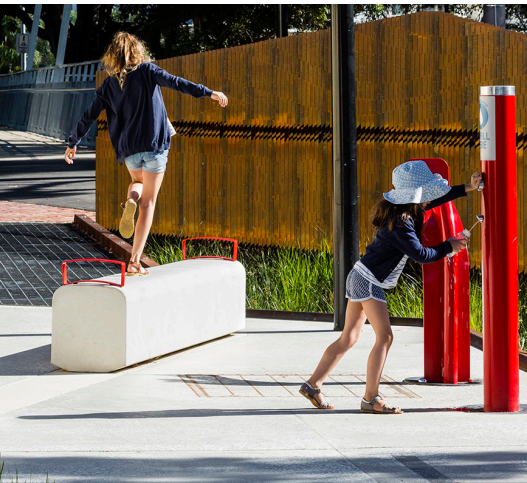


INDICATIVE PLAN

North / West



South / East



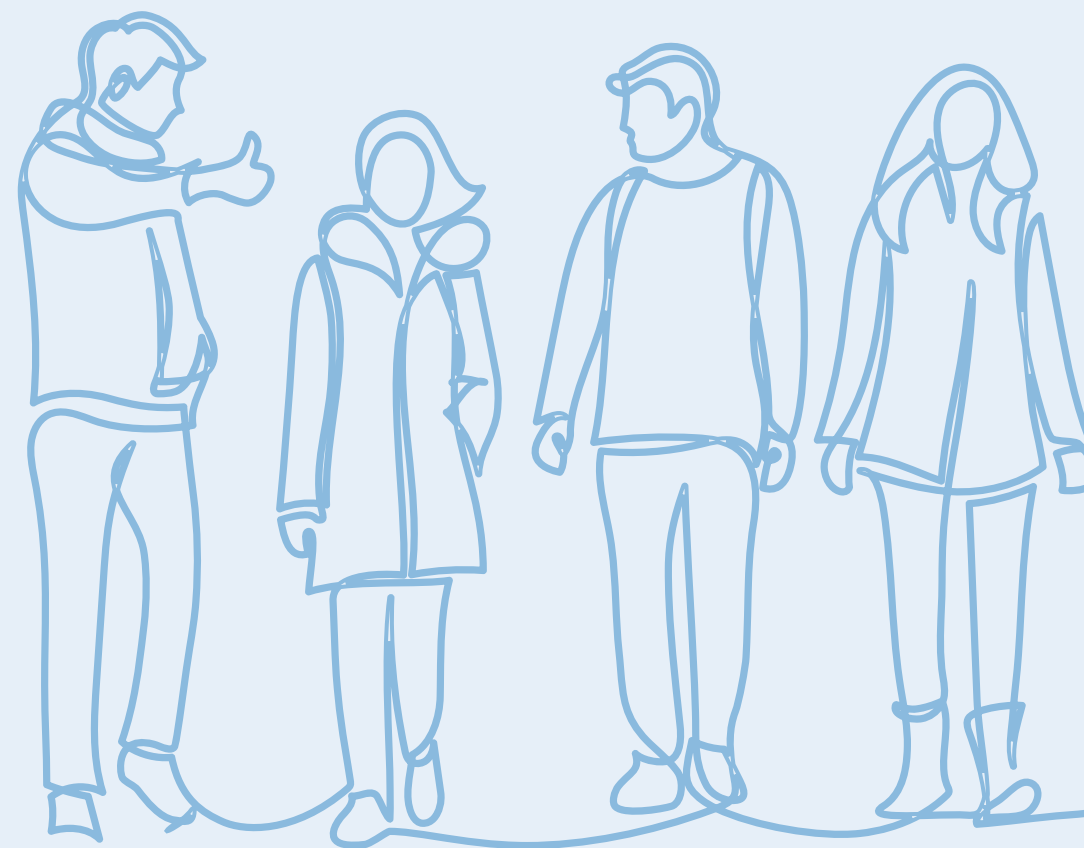
Indicative precedent imagery

0 2 4 6 8m
1 : 250 @ A3

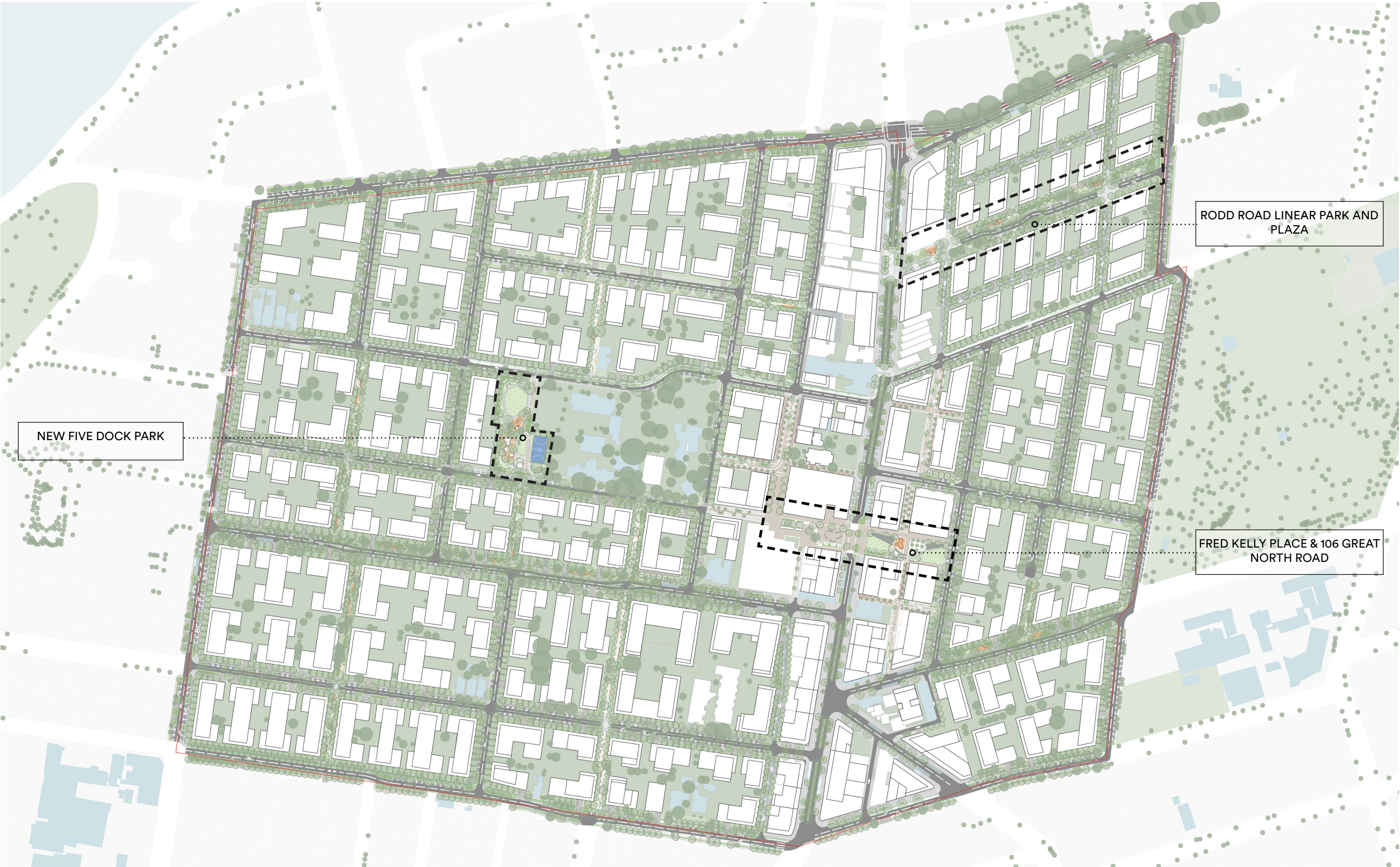
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09 Detailed Precincts

- 9.1 Rodd Road Linear Park and Plaza
- 9.2 Fred Kelly Place & 106 Great North Rd
- 9.3 Five Dock New Park

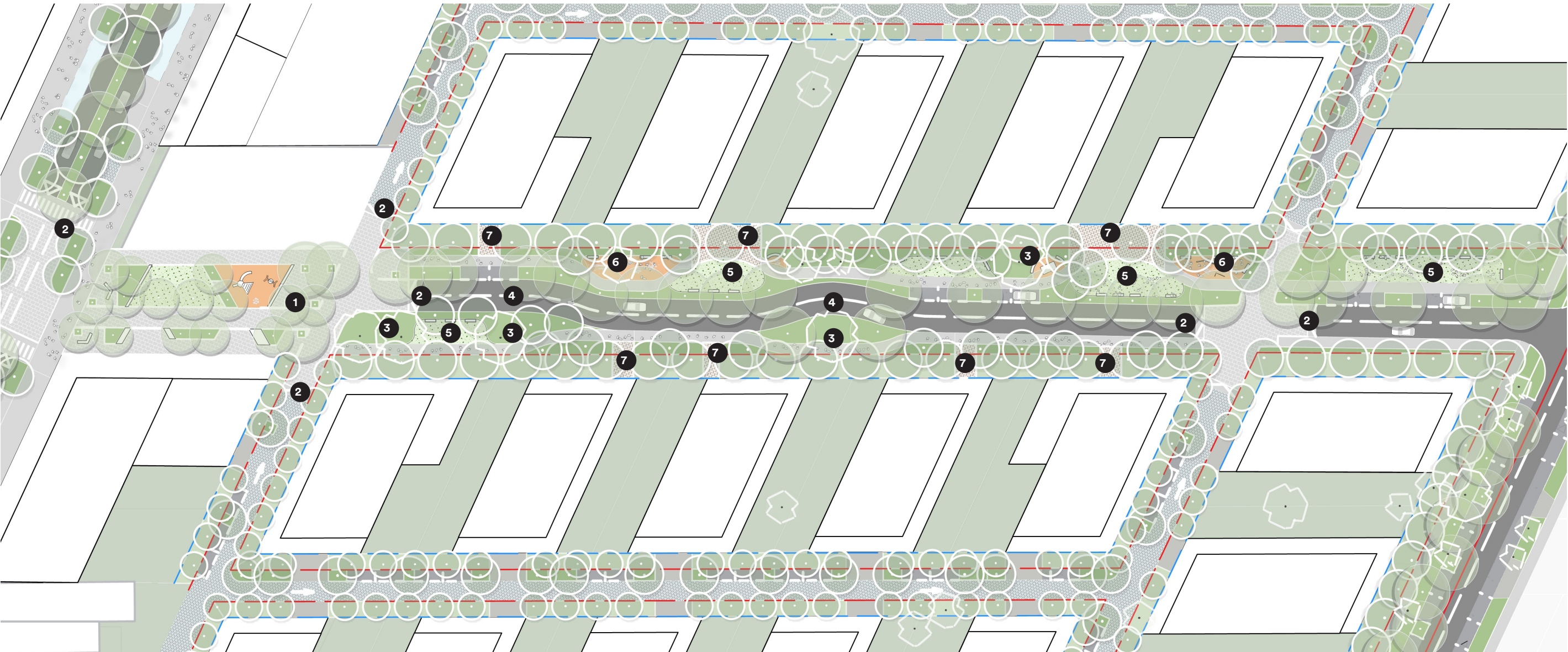


Five Dock Detailed Precincts



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9.1 Rodd Road Linear Park and Plaza

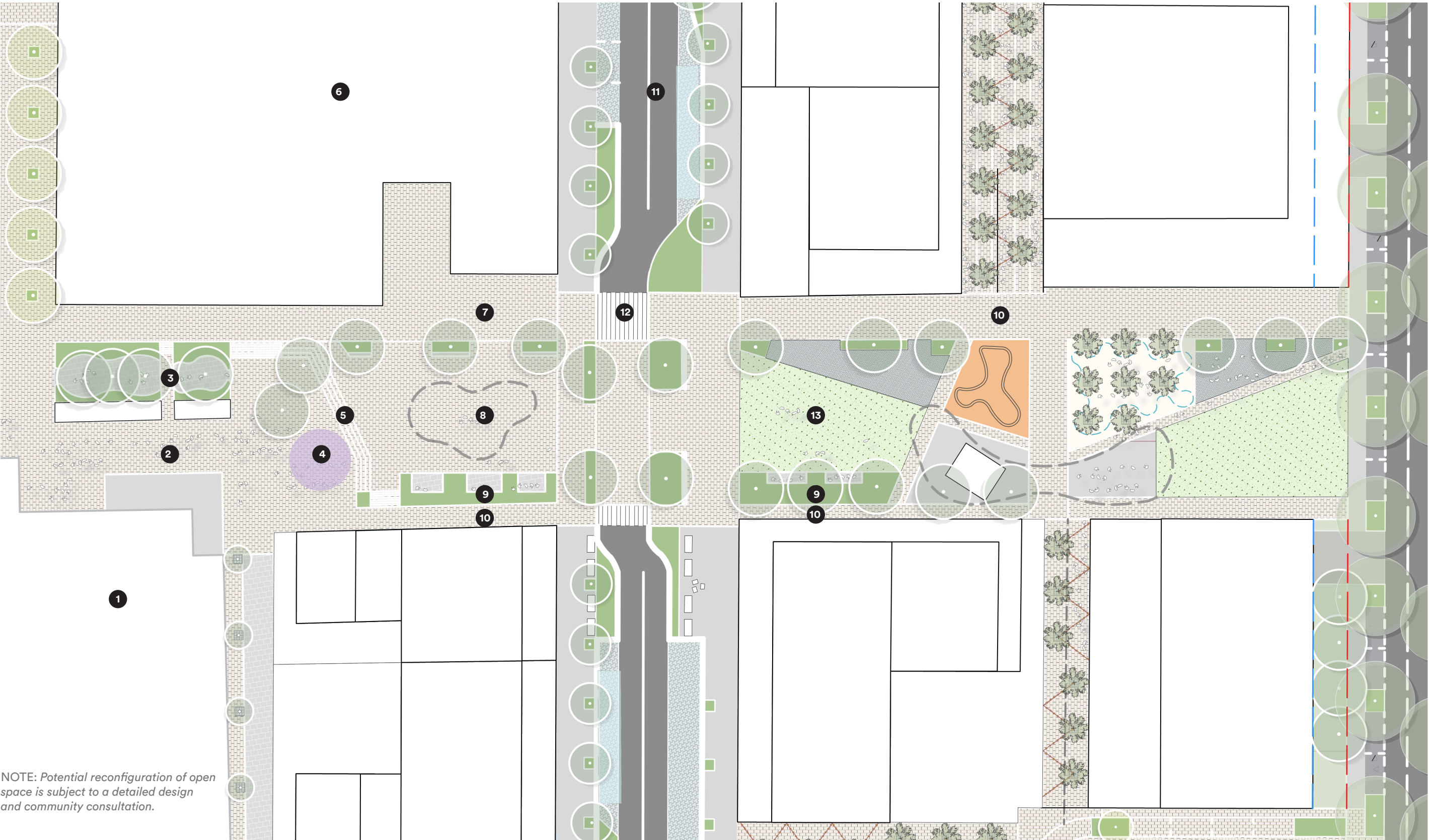


NOTE: Potential road closure and reconfiguration of road is subject to a detailed design, community consultation and a detailed traffic assessment.

LEGEND	
01	ROAD CLOSURE FOR CIVIC PLAZA
02	RAISED TRAFFIC TABLE TO SLOW TRAFFIC MOVEMENT AND PROVIDE SAFE PEDESTRIAN ACCESS
03	RETENTION OF EXISTING LARGE NATIVE TREES
04	REALIGNMENT OF ROAD TO RETAINED EXISTING NATIVE TREES
05	OPEN SMALL COMMUNITY LAWNS WITH PLANTING TO ROAD
06	HEALTHY LIVING EXERCISE EQUIPMENT
07	FUTURE PEDESTRIAN CONNECTION TO RESIDENTIAL PROPERTIES



9.2 Fred Kelly Place & 106 Great North Road



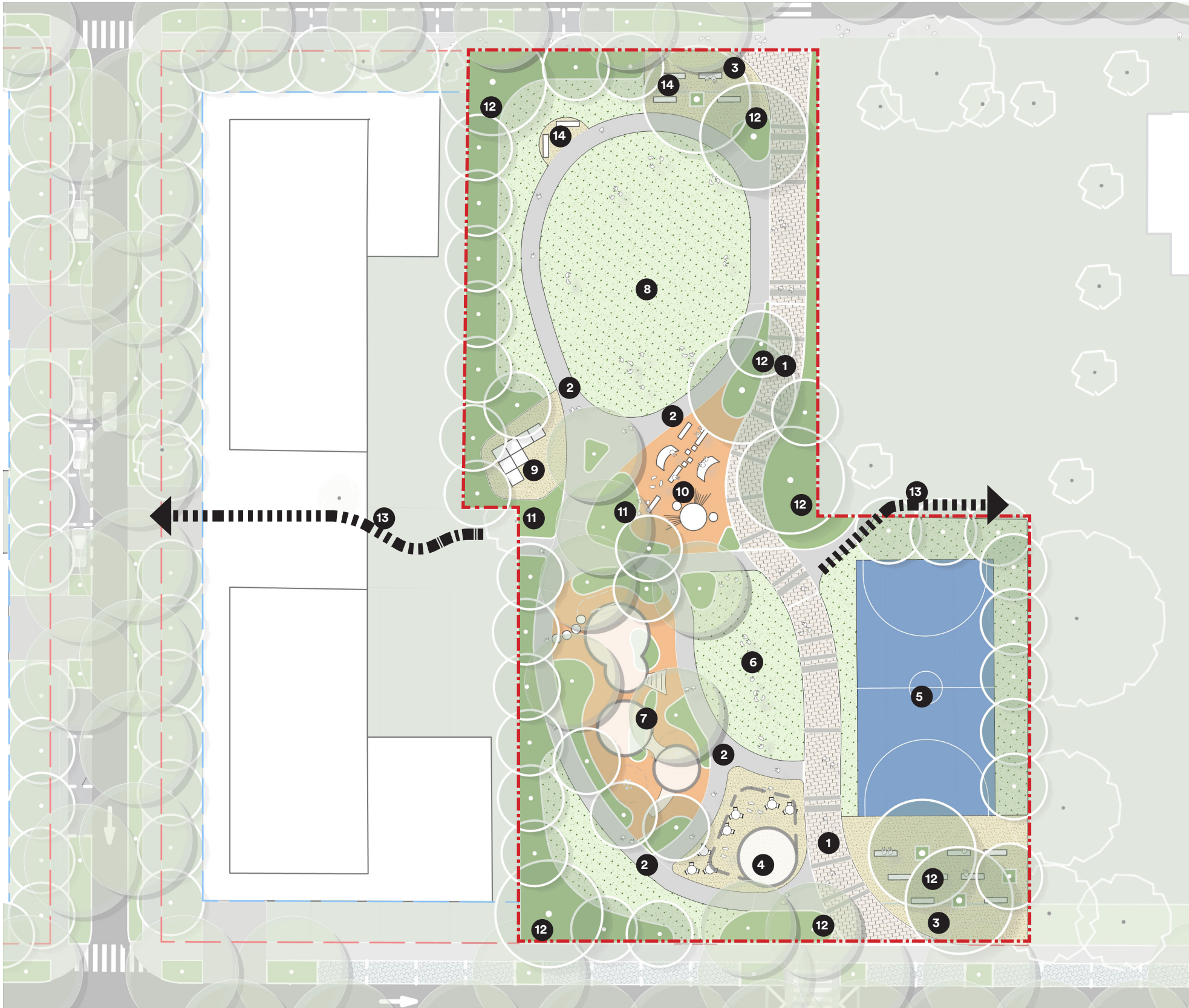
LEGEND	
01	EXISTING COLES
02	COLES OWNERSHIP
03	COURTYARD GARDEN
04	JACARANDA COURTYARD
05	ART STEPS
06	FIVE DOCK METRO STATION
07	FIVE DOCK PLAZA
08	PLAZA
09	URBAN GARDEN
10	ART WALK
11	GREAT NORTH ROAD
12	SHARED ZONE
13	PARK



9.3 Five Dock New Park

LEGEND	
	FIVE DOCK NEW PARK LOT BOUNDARY
01	SHARED USER PATH
02	MAIN PEDESTRIAN LOOP PATH
03	FORECOURT ENTRIES TO PARK
04	AMENITY BUILDING Potential for Cafe, seating fronting onto play, lawn and multipurpose courts
05	MULTI PURPOSE COURT
06	LAWN
07	PLAYGROUND
08	LARGE FLEXIBLE USE LAWN
09	COMMUNITY PRODUCTION GARDEN
10	EXERCISE GYM
11	EXISTING TREES TO BE RETAINED
12	PROPOSED TREE AND PLANTING TO BOUNDARIES WITH FEATURE TREE CORNER AND ENTRY FEATURE TREES
13	FUTURE CONNECTIONS TO SCHOOL AND RESIDENTIAL DEVELOPMENT
14	SOCIAL GATHERING

NOTE: New park is subject to a detailed design and community consultation.





CONTEXT



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CONTEXT maintains a certified Quality Management System aligned with requirements of AS/NZS ISO 9001, allowing us to maximise our efficiency and productivity to meet the company's objectives of customer satisfaction, employee satisfaction, and profitability.