

St Alban's Anglican Church Precinct

171-179 Great North Road & 1A-
1B Henry Street, Five Dock

PREPARED FOR

**sydney
anglicans⁺**

ANGLICAN CHURCH
GROWTH CORPORATION

Traders
In
Purple

DECEMBER 2023

MECONE.COM.AU





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Appendices

Document/Report	Author
Appendix 1 – Urban Design Report	Carter Williamson
Appendix 2 – Survey Plan	Geodesy
Appendix 3 – Landscape Report	Yerrabingin
Appendix 4 - Statement of Heritage Impact Report	Weir Phillips Heritage and Planning
Appendix 5 - Traffic Impact Assessment	PDC Consultants
Appendix 6 – LEP Mapping Amendments	Mecone
Appendix 7 – Social and Community Infrastructure Needs Assessment	Mecone
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Preface

The St Alban's Church Precinct comprises most of the street block immediately north of the new Metro Rail station being constructed in Five Dock. This significant new infrastructure will assist in realising Greater Sydney's vision for '30-minute city' with estimated public transport travel times reduced by more than 80% to Sydney and Parramatta CBDs.

The precinct currently comprises three locally significant heritage buildings set amongst a group of other lesser quality buildings and an at-grade car park. While the Church Hall presents to Great North Road via two significant heritage shop fronts, the Church and Rectory buildings are partially screened by an intrusive addition and poor-quality landscaping to East Street and an at grade car park to Great North Road. The precinct is poorly integrated, with no public linkages through the site.

The proposed 75m Building Height and 4.5:1 Floor Space Ratio controls will facilitate the creation of an activated public plaza centrally located within the block providing public access from all street frontages to the new Metro Station. Above these new uses will be two new residential buildings providing over 160 new transit-oriented homes, including 25 affordable (15%), to capitalise upon the transformative transport accessibility of the new Metro rail station. This scale of development is consistent with that planned at other metro stations within 10-15 minutes of the Sydney CBD.

While the church hall will be removed, this will allow the creation of the new plaza that will better integrate the precinct, provide public access to the Church, Rectory and Metro Station and provide a valuable new community space in itself. The expanded church facilities will ensure the long-term viability of the Church, which has occupied the site since 1859.

While the proposal will change the Five Dock centre, it will better recognise the most significant existing heritage buildings and the transformation already brought by the new Metro station. It will provide significant new amenities for both the existing and future populations of the locality.



Executive Summary

This Planning Proposal has been prepared by Mecone on behalf of St Alban's Five Dock and Traders in Purple in relation to the land located at 171-179 Great North Road & 1A-1B Henry Street, Five Dock (**the site**).

The Planning Proposal satisfies the requirements of Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and has been prepared in accordance with the NSW Department of Planning and Environment's (DPE's) *Local Environmental Plan Making Guideline* (2022).

SITE

The site consists of seven allotments and comprises an area of 4,076m². It is bounded by Great North Road in the east, Henry Street in the north, East Street to the west and 169 Great North Road to the south, which forms part of the future Five Dock Metro station site.

Existing development within the site includes St Alban's Anglican Church, Rectory and Hall/Shops, two detached dwellings and associated parking and landscaping. The site has three frontages: Great North Road to the east, Henry Street to the north and East Street to the west.

The site is located directly north of Five Dock Metro station (under construction), which is planned to be operational by 2030.

"Five Dock Station would provide access to public transport in an area that is not currently serviced by the existing Sydney Trains suburban rail network."

Sydney Metro West - Rail infrastructure, stations, precincts and operations (SSI-22765520)

INTENT OF PLANNING PROPOSAL

The proposal forms part of the Anglican Church's strategic Urban Renewal Program (URP) which aims to:

- *Accelerate development of existing church sites, so built form can enable better ministry.*
- *Create activated Christian hubs, where church facilities assist in fostering community relationships.*
- *Enable churches to operate sustainably and thrive for the long-term.*
- *Create places where "accidental" collisions of Christian and non-Christian occur that foster interaction and support.*

It will deliver a vibrant and activated space that appropriately integrates with the new Metro station. More specifically, the proposal will support the delivery of new housing, commercial and retail land uses whilst also expanding existing church uses on the site, which will be designed around a central plaza that will provide public access into the site and connection through to the Metro station.

The proposal will contribute towards Greater Sydney's vision for a 30-minute city and support a level of density that is commensurate with other metro stations located within 10 minutes of Central Sydney, optimising the infrastructure investment of Sydney Metro West.

The Planning Proposal also responds to a change in circumstances caused by the current housing crisis and will provide much needed housing in a highly accessible location. The scale and density currently provided for under the City of Canada Bay's Local Housing Strategy is not reflective of the significant city-shaping infrastructure investment that is Sydney Metro West. This is reflected in DPE's approval letter for the Local Housing Strategy which required Council to re-evaluate its approach of limiting housing opportunities in Five Dock and North Strathfield to low scale, medium density.

The delivery of the Five Dock Metro station presents a significant opportunity to support meaningful renewal of the site that better integrates the Church and its assets into the community as well as providing a recurring income stream to fund the ongoing operation of the Church.



PROPOSED AMENDMENTS

The Planning Proposal seeks the following amendments to the *Canada Bay Local Environmental Plan 2013*:

- Amend the Height of Buildings (**height**) development standard from 15m to 75m, and
- Amend the Floor Space Ratio (**FSR**) development standard from 2.5:1 to 4.5:1.

REFERENCE DESIGN

The reference design presented in **Appendix 1** has been prepared by Carter Williamson to demonstrate how the site is intended to be developed under the proposed amendments. Approval is not currently sought for the reference design.

The reference design scheme supports a mixed-use development at the site that responds to the significant infrastructure investment that is Sydney Metro West, whilst considerate to the existing local character and heritage buildings. Key elements of the reference design are:

- Demolish existing buildings and structures with the exception of St Alban's Anglican Church, St Alban's Anglican Church Rectory and St Alban's Church Shops,
- Two x 20 storey mixed use buildings with four storey podium levels to accommodate:
 - Ground floor Retail, Community/ Church facilities
 - Commercial and Community/ Church facilities – level 1
 - Residential and Church facilities – level 2-3
 - Residential – levels 4-19
 - Podium common open space (NW tower only)
 - Rooftop common enclosed & outdoor space (SE tower only)
 - Rooftop plant & lift overruns (both towers)
 - Basement level car parking for Church, residents, commercial, Childcare and retail use and associated services, plant, storage, etc.
- A 4-storey building and rooftop open space area to the rear of St Alban's Church Shops to accommodate a future childcare centre that includes the former shop building on 2 levels to the street.
- A new Hall behind St Alban's Church Rectory on East Street, with two levels of church facilities over and rooftop open space.
- A new publicly accessible open space and through site link within the site linking Henry Street with the new Metro Station,
- A new covered forecourt area (not fully enclosed) in front of St Alban's Church along East Street, and
- Restoration, maintenance and renovation works of existing St Alban's Church, Rectory and Shops.



STRATEGIC MERIT

The Planning Proposal has been prepared in direct response to the announcement and delivery of Sydney Metro West and responds to a change in circumstances caused by the current housing crisis. The introduction of the Five Dock Metro station represents a significant opportunity to provide much needed housing in a highly accessible location and support a level of density that will optimise the infrastructure investment of Sydney Metro West.

“With the operation of Sydney Metro West, the Five Dock precinct would experience the greatest travel time saving of any of the precincts in terms of access to the Sydney CBD, with a travel time saving of 35 minutes, with the trip on Sydney Metro West expected to take less than 10 minutes.”

Sydney Metro West - Rail infrastructure, stations, precincts and operations (SSI-22765520)

Greater Sydney Regional Plan

The Planning Proposal aligns with the Greater Sydney Regional Plan’s vision for a 30-minute city. The proposal will assist in optimising development near a future mass transit nodes which will improve access to jobs, housing, schools and services and provide opportunities for urban renewal. It also consistent with the following objectives of the Greater Sydney Regional Plan:

- Objective 2. Infrastructure aligns with forecast growth – growth infrastructure compact.
- Objective 4. Infrastructure use is optimised.
- Objective 6. Services and infrastructure meet communities’ changing needs.
- Objective 7. Communities are healthy, resilient and socially connected.
- Objective 10. Greater Housing Supply.
- Objective 11. Housing is more diverse and affordable.
- Objective 12. Great places that bring people together.
- Objective 13. Environmental Heritage is identified, conserved and enhanced.
- Objective 14. A Metropolis of Three Cities – Integrated land use and transport creates walkable and 30-minute cities.

Eastern District Plan

Sydney Metro West is identified in the Eastern District Plan as providing fast and frequent connection between Greater Parramatta and the Harbour CBD. The new Metro station will improve access to strategic centres as well as jobs, schools, health facilities and social infrastructure. Whilst Sydney Metro West was not confirmed at the time of preparing, the District Plan notes the importance of focusing urban renewal around new and existing infrastructure and infill development. The Planning Proposal is directly aligning with the following planning priorities of the District Plan:

- Planning Priority E5 - Providing housing supply, choice and affordability with access to jobs, services and public transport.
- Planning Priority E6 - Creating and renewing great places and local centres and respecting the District’s heritage.



- Planning Priority E10 - Delivering integrated land use and transport planning and a 30-minute city.
- Planning Priority E18 - Delivering high quality open space.

“With a Metro service in place, Five Dock commuters could reach transit hubs like Parramatta and the CBD quickly and would be able to reach up to 45 per cent of Sydney’s jobs within 30 minutes”.

NSW Productivity Commission – Building more homes where infrastructure costs less.

Canada Bay Local Strategic Planning Statement

The Canada Bay Local Strategic Planning Statement identifies Sydney Metro West as a significant transport project that will improve connections to jobs and services to Sydney CBD and Parramatta. A key value of the LSPS is to ensure that Sydney Metro West delivers “density done well”. The Planning Proposal aims to support a level of density that responds to the significance of the new Sydney Metro line and creates an opportunity for urban renewal at the site. The Planning Proposal is consistent with the following planning priorities of the Local Strategic Planning Statement:

- Planning Priority 1. Planning for a City that is supported by infrastructure.
- Planning Priority 3. Providing community services and facilities to meet people’s changing needs.
- Planning Priority 5. Provide housing supply, choice and affordability in key locations.
- Planning Priority 6. Provide high quality planning and urban design outcomes for key sites and precincts.
- Planning Priority 11. Identify land use opportunities and implications arising from Sydney Metro West
- Planning Priority 12. Improve connectivity throughout Canada Bay by encouraging a modal shift to active and public transport.

Canada Bay Local Housing Strategy

The LHS identifies a priority for low-medium density around highly accessible local centres such as Five Dock. It also identifies a need to identify and protect local character areas with sensitive infill development as part of retaining a diversity of housing types and residential streetscapes.

In its letter of approval, DPE identifies *Council’s approach to limit new housing opportunities in Five Dock and North Strathfield to low scale medium density development is to be re-evaluated given the announcement of Metro stations in these locations.* The letter also states that *any Planning Proposal for new housing development (such as this proposal) be assessed against the approved LHS and the requirements and advisory notes of the approval letter.*

The subject site is in the core of the Five Dock Centre, immediately adjacent to the Metro station and close to services. The proposal directly aligns with the direction of DPE to consider higher density development in proximity to the Five Dock Metro station. The site is highly suitable location for high density development is also capable of supporting social infrastructure and open space, in support on the additional density of the site.

“By July 2026, the cumulative housing deficit for Canada Bay is expected to increase to 2,287 homes.

Property Market Report, JLL, Appendix 8



Summary

The Planning Proposal demonstrates significant strategic merit which will assist in optimising the delivery of the new Five Dock Metro station. It strongly aligns with the relevant strategic planning priorities as identified above and responds to a change in circumstances to ease Sydney's housing crisis by delivering housing in a highly accessible location.

SITE SPECIFIC MERIT

The Planning Proposal exhibits site specific merit because:

- **Major site in Strategic Location** – The site is strategically located directly adjacent to the Five Dock Metro station and represents one of few major consolidated land holdings capable of substantial uplift within the Five Dock locality.
- **Heritage** – The proposal gives the Church the flexibility to evolve and develop for the foreseeable future, thereby maintaining its social significance. It also provides the opportunity to enhance the setting of the Church and create a more activated and publicly accessible ground floor which will invite the general public into the site (which is currently private land) and enable a greater appreciation of the Church and Rectory and meaningful community engagement. Additionally, the proposal will enable a recurring income for the church to continue to service the local community and fund ongoing heritage restoration and maintenance works for the site and other sites in the parish.
- **Urban renewal of site** – The proposal provides a significant opportunity for urban renewal of the site that can achieve improved:
 - public amenity and public open space,
 - connection and interaction with existing local heritage items, and
 - activation of Great North Road and Metro station.
- **Publicly Accessible Open Space** – The proposal will deliver a publicly accessible Central Plaza and through site link which will connect Henry Street to the Five Dock Metro station as well as connection between Great North Road and East Street. The proposal will create an inviting and vibrant public space which will improve the connection and interaction with the Church.
- **Active and Public Transport** – Located directly adjacent to the new Five Dock Metro Station and Great North Road, the proposal will support active and public transport which will reduce private car travel and reduce greenhouse emissions and optimise the use of a significant infrastructure investment from the State Government.
- **Infrastructure and Services** – The proposal is in an established, and urban area, in a highly accessible location, directly adjacent to the new Five Dock Metro station. The site is currently connected to existing services and utilities which can readily accommodate future development.
- **Affordable housing** – 15% of residential dwellings will be provided as affordable housing which will enable people with low to medium incomes to live in a highly accessible location.
- **Social Infrastructure**: The proposal will contribute to the delivery of social infrastructure including a new purpose-built hall and childcare services to meet the growing needs of the area.



CONCLUSION

The site is strategically located within a highly accessible location, directly adjacent to the new Five Dock Metro Station.

The Planning Proposal supports the mixed-use redevelopment of the site that will optimise the significant infrastructure investment of Sydney Metro west.

The proposal demonstrates significant strategic and site-specific merit and supports a level of urban renewal that is commensurate with the delivery of the once-in-a-century infrastructure investment.



1 Introduction

The Planning Proposal has been prepared by Mecone Group Pty Ltd (Mecone) for St Alban's Anglican Church in relation to the site located at 171-179 Great North Road & 1A-1B Henry Street, Five Dock.

The Planning Proposal seeks to amend the *Canada Bay Local Environmental Plan 2013 (CBLEP)* to support additional building height and floor space to facilitate future redevelopment of the site as a mixed-use commercial, retail and residential development in response to the future operation of Sydney Metro West.

The site sits directly adjacent to the new Five Dock Metro station and includes three local heritage items and their curtilage – St Alban's Anglican Church, Rectory and Hall and Shops.

The proposed amendments to CBLEP 2013 are:

- Amend maximum Height of Buildings development standard applicable to the site from 15m to 75m,
- Amend the floor space ratio development standard applicable to the site from 2.5:1 to 4.5:1.

The Planning Proposal has been prepared in accordance with Section 3.33 of the EP&A Act and The NSW Department of Planning and Environment's (DPE's) *Local Environmental Plan Making Guideline* (September 2022). Specifically, the Planning Proposal includes the following information:

- A description of the site in its local and regional context:
- Part 1 – A statement of the objectives of the proposed instrument,
- Part 2 – An explanation of the provisions that are to be included in the proposed instrument,
- Part 3 Justification of Strategic and site-specific merit– justification of strategic and potential site-specific merit, outcomes, and the process for implementation,
- Part 4 – Mapping - existing and proposed maps, where relevant, to identify the effect of the planning proposal and the area to which it applies,
- Part 5 – Community Consultation, and
- Part 6 – Project Timeline.

The Planning Proposal is accompanied by the following reports:

- Appendix 1 – Urban Design Report
- Appendix 2 – Survey Plan
- Appendix 3 – Landscape Report
- Appendix 4 - Statement of Heritage Impact Report
- Appendix 5 - Traffic Impact Assessment
- Appendix 6 – Proposed LEP Mapping Amendments
- Appendix 7 – Social and Community Infrastructure Needs Assessment
- Appendix 8 – Property Market Report
- Appendix 9 – Preliminary Site Investigation
- Appendix 10 – Civil and Building Services Planning Proposal Review



1.1 Background

A preliminary meeting was held with Canada Bay Council (Council) on 15 March 2023 to discuss the proposal for the site. The proponent presented the strategic merits of the proposal with regard to the construction and future operation of the Five Dock Metro station to which Council raised the following matters:

- Inconsistency with height and density identified in Sydney Metro West Station Precincts – Local Planning Studies – Five Dock
- Potential impacts to local heritage items.

On 19 July 2023, the proponent presented the proposal to the Department of Planning and Environment (DPE). DPE raised no objection to the proposal, however requested that the proponent work with Council in progressing the proposal further.

The proponent requested a further meeting with Council on 12 September 2023, however Council declined to meet advising the following:

On 16 May this year Council adopted the Sydney Metro West Station Precincts Local Planning Studies (<https://collaborate.canadabay.nsw.gov.au/metroprecincts>). As you are aware, the Planning Studies were prepared to identify opportunities to increase densities near proposed metro stations in a way that responds to the context of each location and consultation undertaken with the community.

We have now engaged a planning consultant to develop a detailed masterplan consistent with the Five Dock Planning Study and this work is currently underway. Once complete, the master plan will be used to inform a precinct wide planning proposal, consistent with the Canada Bay Local Strategic Planning Statement. At this stage, we are not considering any significant variations to the adopted Studies, however there will be opportunity to provide feedback and input into Council's plans when they are further developed.

Council will continue to monitor directions from the NSW Government as the project progresses.

*Based on the above, **a meeting is deemed to be premature at this time.** We would welcome a meeting when we have draft documents that we are able to share.*

(emphasis added)

A further meeting request was made by the proponent to Council on 18 September 2023 which Council declined.

A meeting was then held with the General Manager and Director of Planning at Council on 12 December 2023. The meeting included a presentation that discussed:

- Introduction including background on the church and its objectives,
- Current Statutory and Strategic Framework,
- Metro precinct comparisons, and
- The latest iteration of the proposal.

The General Manager and Director of Planning noted that the strategy for Five Dock has not changed from that identified in the Local Character Statements, however, master planning for Five Dock is currently paused whilst they wait for State Government's announcement on Five Dock. At this stage, they are unable to support the proposal.

2 Site Information

2.1 Site Context

The site is located at 171-179 Great North Road & 1A – 1B Henry Street, Five Dock and is within the City of Canada Bay Local Government Area (LGA). It consists of seven lots and is legally known as Lots 4, 5, 6, 7, 8 and 9 of DP17324 and Lot 1 of DP1258912. It has an approximate total land area of 4,076m².

The site is bounded by Great North Road to the east, Henry Street to the north, East Street to the west and 169 Great North Road to the south, which forms part of the future Five Dock Metro station site.

Existing development on the site consists of St Alban's Anglican Church, Rectory and Hall/Shops, two red brick detached dwellings and associated parking and landscaping.

The Anglican Church has occupied the site since 1859 and continues to be active parish with services and events occurring on the site. The hall is also leased for a variety of uses including dance classes, church functions and general community events.

The site is located directly north of Five Dock Metro station (under construction), which is planned to be operational by 2030. The site's location and context are shown from **Figure 1** and **2** below.



FIGURE 1 – SITE AERIAL PHOTO

Source: Carter Williamson



FIGURE 2 – SITE LOCATION MAP

Source: Carter Williamson



FIGURE 3 – LOCAL CONTEXT MAP

Source: Carter Williamson

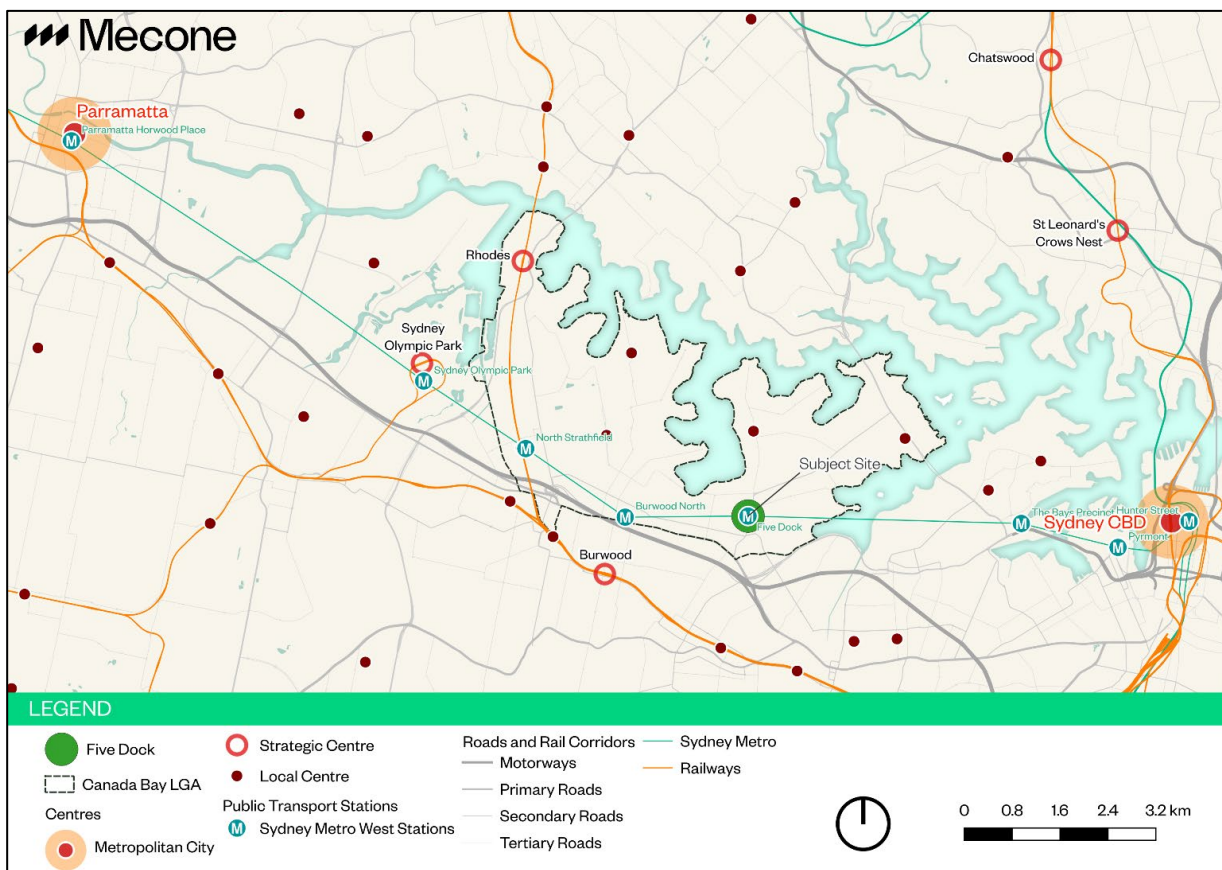


FIGURE 4 – WIDER CONTEXT MAP

Source: Mecone



FIGURE 5 – VIEW OF 171-179 GREAT NORTH ROAD FROM GREAT NORTH ROAD LOOKING WEST
Source: Google Maps

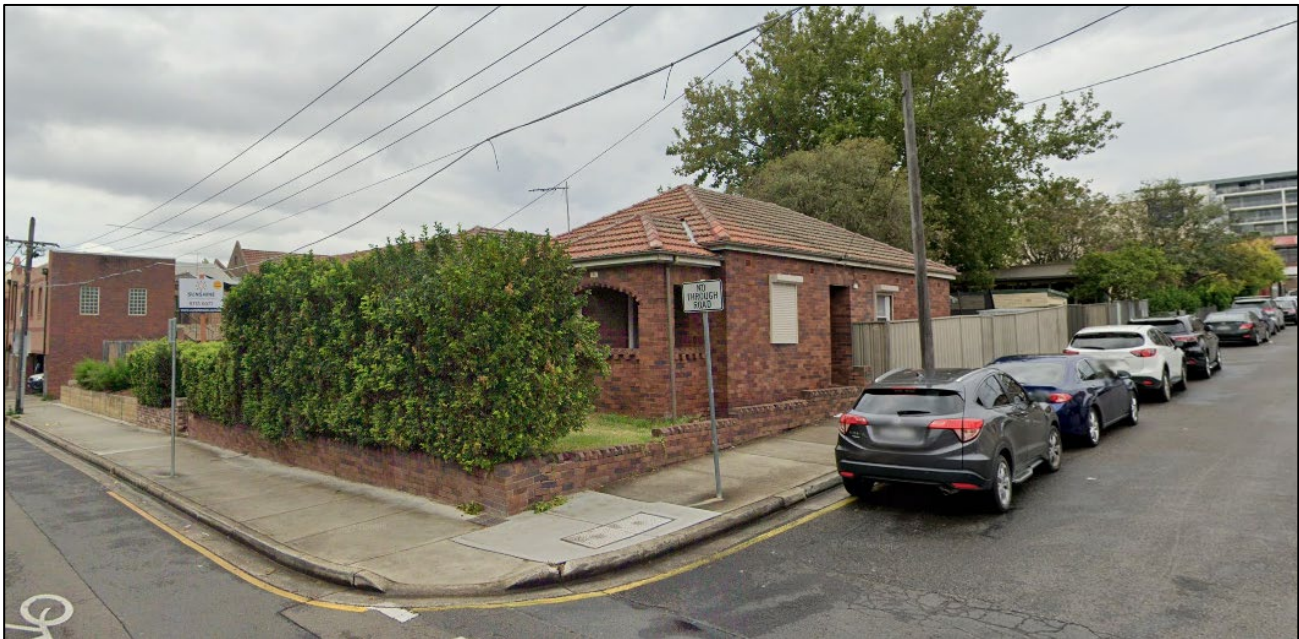


FIGURE 6 – VIEW OF 1A-1B HENRY STREET FROM HENRY STREET LOOKING SOUTH
Source: Google Maps



FIGURE 7 – VIEW OF 171-179 GREAT NORTH ROAD TOWARDS THE EAST
Source: Google Maps



FIGURE 8 – VIEW OF 171-179 GREAT NORTH ROAD TOWARDS THE NORTH
Source: Google Maps



3 Planning Context

3.1 Strategic Planning Context

3.1.1 Future Transport Strategy

The *Future Transport Strategy* (Transport for NSW, 2022) outlines Transport for NSW's (TfNSW) vision and sets direction for the future mobility in NSW and replaces *Future Transport 2056* (TfNSW, 2018). The refreshed strategy takes into account population growth and global megatrends (COVID-19, climate change, natural disasters, global upheaval) and includes “*ground-breaking ideas to revitalize our six cities, connect regional communities, encourage thriving local neighbourhoods, and build on our economic success*”.

The strategy is part of a broader suite of government strategies and plans guiding integrated land use and infrastructure planning across NSW. TfNSW intends to work with land-use and infrastructure agencies to ensure integrated planning ensures regional and metropolitan areas are integrated, connected and resilient.

Fourteen (14) strategic directions are identified by the strategy which centre around the following themes:

- Connecting our customer's whole lives,
- Successful places for communities and
- Enabling economic growth.

The key strategic directions relevant to the site and local centres such as Five Dock are summarised below:

- **C1 Connectivity is improved across NSW** – The strategy supports the Greater Cities Commission's goal of a 30-minute city which aims to connect people living in metropolitan cities to as many strategic centres as possible. **The 30-minute city** will lead to more sustainable transport use and improve access to key destinations, maximizing existing infrastructure, ensure growth is sustainably managed and support housing supply, choice and affordability.

- **P1 Supporting growth through smarter planning – Growth around frequent public transport** can accommodate some of NSW's growing need for jobs, education and housing, and simultaneously increase the viability of major public investments, particularly in metro, rail and light rail localities.

Any subsequent increase in revenue will enable TfNSW to increase the number and efficiency of services, extend hours of operation and develop new routes. Clustering new development, including housing, employment and services, near stations, can encourage public transport use and support substantial shifts in favour of more sustainable transport travel.

New Public transport links can spur renewal in locations with potential for high-quality housing, local jobs and community infrastructure. By planning for multiple uses, infrastructure can adapt to the changing and maturing of neighbourhoods.

- **P2 Transport Infrastructure makes a tangible improvement to places** – As new neighbourhoods are planned to cope with increasing housing demand, we must ensure that they are designed to support the **15-minute neighbourhood concept**. Precinct master planning will need to deliver complete networks that are integrated with built form and green infrastructure, support neighbourhood character, and prioritise active transport modes. This is important in encouraging a sustainable travel culture and improving access to local stations and bus stops.
- **E2 Existing infrastructure is optimised** – As Greater Sydney's population grows, traffic will continue to increase. The strategy identifies that stabilising Greater Sydney's traffic can be achieved by offering

attractive, efficient public transport alternatives and encouraging greater take up of walking and cycling and working with land-use agencies to plan for better connectivity, liveability and productivity outcomes.

The subject site is strategically positioned to support the key directions identified above. Specifically, the project will support:

- the Greater Cities Commission's goal of a 30-minute city by supporting future housing growth near existing/planned transport infrastructure,
- the viability of metro stations, where major public investments have been made,
- the renewal of the local centre with high-quality housing, local jobs and community infrastructure,
- the 15-minute neighbourhood concept.



FIGURE 9 – KEY DESTINATIONS FOR 30 MINUTE CITIES
Source: *Future Transport Strategy*

3.1.2 Greater Sydney Region Plan – A Metropolis of Three Cities

A Metropolis of Three Cities sets a 40-year vision (2056) and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters.

The vision for Greater Sydney is underpinned by the aspiration for most residents live within 30 minutes by public transport of their jobs, education and health facilities, services and great places. The 30-minute city aspiration will guide future land use decision-making and brings new thinking to land use and transport patterns to boost liveability, productivity, and sustainability benefits.

The integration of existing and future mass transit networks such as the Five Dock Metro station is of critical importance in supporting the 30-minute city. A Metropolis of Three Cities identifies that opportunities for urban renewal need to be considered by location and capacity of existing and proposed infrastructure. Optimising development near existing and future mass transit nodes improves access to jobs, housing, schools and services and maximises utilisation of this infrastructure.

3.1.3 Eastern District Plan

The Eastern City District Plan (District Plan) sets the strategic direction for the Eastern Harbour City to achieve the vision and objectives of the Greater Sydney Region Plan.

The planning priorities have been focused on achieving a liveable, productive and sustainable future for the District. Relevant objectives, strategies and actions from *A Metropolis of Three Cities* are embedded in each of the planning priorities, including the underpinning vision of a 30-minute city.

Sydney Metro West is identified in the District Plan as providing fast and frequent connection between Greater Parramatta and the Harbour CBD. The new Metro station will improve access to strategic centres as well as

jobs, schools, health facilities and social infrastructure. The District Plan notes that further urban renewal opportunities exist to align growth with infrastructure investment in Sydney Metro stations.

Five Dock is identified as a 'Local Centre' in the Eastern City District Plan. Local centres are identified as a focal point of neighbourhoods and where they include public transport and transport interchanges, play an important part of a 30-minute city. The District Plan recognises there is potential for transport interchanges to deliver the mixed-use, walkable, cycle-friendly centres and neighbourhoods. As transport times and frequencies improve, the District Plan identifies a need for councils to consider local conditions through place-based planning, enabling centres around interchanges to grow and evolve over time.

Sydney Metro West was not confirmed at the time of preparing the District Plan. Nonetheless, the District Plan notes the importance of focusing urban renewal around new and existing infrastructure and infill development. The site's location directly adjacent to the new Metro station supports the 30-minute vision of the District Plan.



FIGURE 10 – STRUCTURE PLAN

Source: Eastern District Plan



3.1.4 Sydney Metro West – Concept and Stage 1

'Sydney Metro West – Concept and Stage 1' State Significant Infrastructure application (SSI-10038) was determined in March 2021 for the concept and stage 1 construction of the Sydney Metro West project. The project comprises an underground metro rail line with eight new Metro stations between Westmead and the Sydney CBD. Five Dock was one of the new metro stations approved under this State Significant Infrastructure application (SSI).

The SSI outlines the network and corridor objectives for Sydney Metro West. The network objectives represent the outcomes to be achieved through the operation of Sydney Metro West, whilst the corridor objectives include specific plans and needs of the geographical area between Greater Parramatta and Sydney CBD.

With specific regard to the subject site adjacent to the new Five Dock Metro station, the Sydney Metro West Greater Parramatta to Sydney CBD corridor objectives are:

- *Contribute towards the vision for a three cities metropolis established by the Greater Sydney Commission including the '30-minute city' concept.*
- ***Support additional housing supply and employment growth opportunities and support urban renewal initiatives within the Greater Parramatta to Sydney CBD corridor including key government precincts such as the Greater Parramatta and Olympic Peninsula and The Bays.***
- *Achieve customer outcomes including relieving congestion on the busy T1 Western Line and T2 Inner West and Leppington Line, increased rail patronage and mode shift, reduced travel times between key destinations, providing **new access to mass transit rail** and relieving bus and road congestion in the western corridor.*

Transport accessibility and amenity are critical to supporting employment, housing supply and urban renewal opportunities. Sydney Metro West is a key city-shaping project which will significantly increase transport connectivity, capacity and amenity, and is to support planned improvements in land use and a broader range housing opportunities, which can offer improved and more affordable housing with better access to services, employment and improved liveability.

The site is strategically located adjacent to the Five Dock metro station and can contribute to Sydney Metro West's corridor objectives in supporting additional housing supply and employment growth opportunities within the Greater Parramatta to Sydney CBD corridor. Additional housing and employment opportunities within proximity to the new metro station will help realise the '30-minute city' concept.

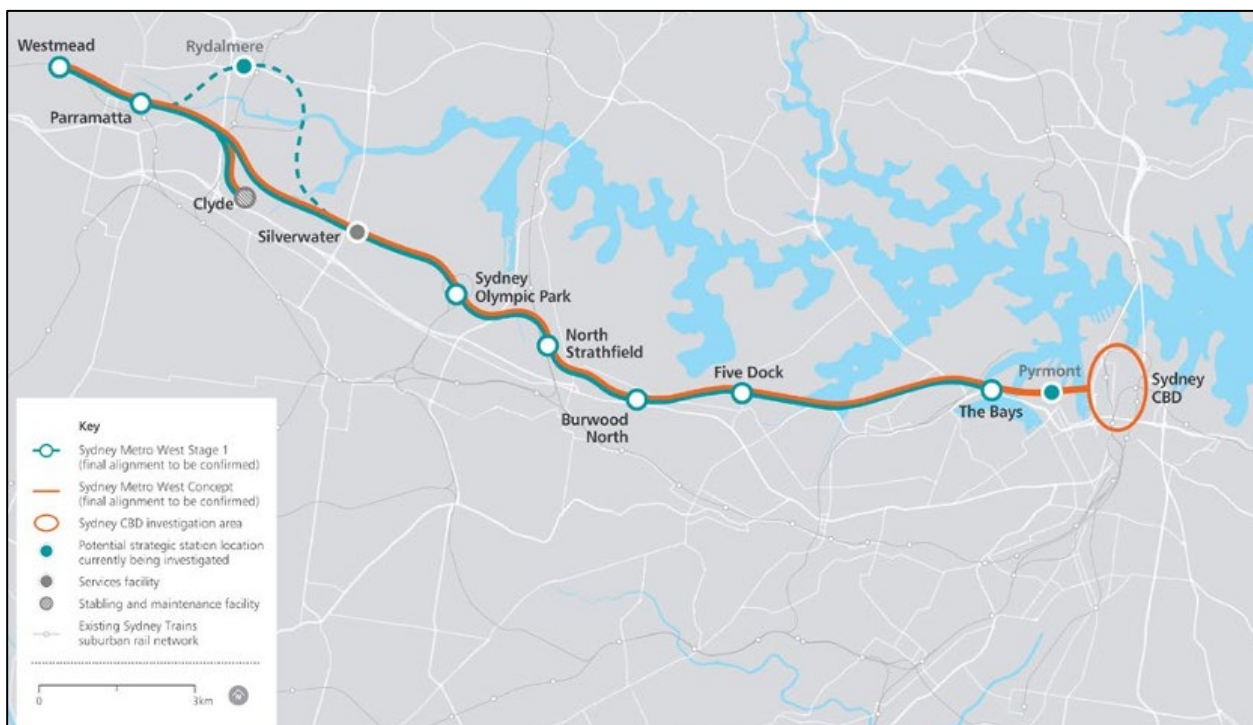


FIGURE 11 – SYDNEY METRO WEST

Source: 'Sydney Metro West – Concept and Stage 1' State Significant Infrastructure application (SSI-10038)

3.1.5 Canada Bay Local Strategic Planning Statement

The Canada Bay Local Planning Statement (LSPS) is the core strategic planning document for the City of Canada Bay. The LSP implements the District Plan on a local level, identifying the local planning priorities and actions.

Sydney Metro West is a significant transport project that will improve connections to jobs and services to Sydney CBD and Parramatta and a catalyst for further transport improvements and a shift to public and active transport. A key value of the LSPS is to ensure that Sydney Metro West delivers “*density done well*”. To this end, the LSPS identifies the need for local planning studies to be completed in consultation with the local community to ensure that future development can be undertaken in context of surrounding area.

A metro station in Five Dock Local Centre will provide a direct rail service to a catchment not currently serviced by rail. With the inclusion of the Metro Station, Five Dock is more likely to grow in role and function as its accessibility to the City and Parramatta improves. Five Dock currently provides for a range of retail and urban services to the local community and is recognised as having a distinctive village feel.



3.1.6 Canada Bay Local Housing Strategy

The Canada Bay Local Housing Strategy (LHS) was prepared for Council by SGS Economics and includes an analysis of the population, demographic and supply issues associated with the delivery and uptake of housing in the LGA.

In review of key state-led studies, strategies and plans, the LHS found that there is broad, but conditional, support for the LGA to continue accommodating dwelling growth in respect to:

- *“Broader housing demand trends across the sub-market*
- *Growth in adjoining areas, particularly in established centres, along the Parramatta Road Corridor and potentially **in and around future proposed Sydney Metro West stations**, and*
- *An adequate provision and distribution of open space and social infrastructure to support a liveable place and inclusive community.”*

(emphasis added)

The demographic and demand analysis in the LHS has identified the following:

- *Population growth rate of the past 10 to 15 years is expected to be sustained over the next 20 years given the planned urban renewal precincts available to the market.*
- *The dominant age demographic in the LGA will still be in the **25 to 34 category**, but the local population is ageing nonetheless.*
- *The local population is occupying a more diverse range of dwellings, with 20 percent of apartments catering for families with children.*
- ***88% of new demand for dwellings** in the LGA by 2026 is likely to be **for apartments**.*
- *Significant demand for dwelling growth in this LGA is a given for the next 20 years. The strategy needs to make use of the urban renewal precincts available and identify whether or not other opportunities in the municipality may be available (e.g. **around stations**).*

“Council’s approach to limit new housing opportunities in Five Dock and North Strathfield to low scale medium density development is to be re-evaluated given the announcement of Metro stations in these locations.”

Department of Planning and Environment letter of approval for Canada Bay Local Housing Strategy, May 2021

The LHS notes that under current LEP and DCP controls including the future capacity proposed for the major urban renewal precincts, it is possible for Council to accommodate short to medium term housing targets, and a portion of the 20-year Eastern District Plan housing targets.

Key housing priorities of the LHS identifies a priority for low-medium density around highly accessible local centres such as Five Dock. It also identifies a need to identify and protect local character areas with sensitive infill development as part of retaining a diversity of housing types and residential streetscapes.

Council’s LHS was approved by DPE in May 2021 subject to the following requirements:

1. *Council is to prepare and commence working to a comprehensive work program and implementation plan to the LHS within three months of this approval being granted by the Department and to share this with the Department. This is to ensure that the Department and other State agencies have a clear understanding of the roles and responsibilities required to deliver Canada Bay’s housing pipeline.*



2. Council is to monitor and review the supply and delivery of housing, in particular to track its performance against the 6-10 year housing target and to evaluate what additional medium density and seniors housing continues to be delivered. A monitoring and review system will ensure that appropriate mechanisms can be identified and implemented to meet Canada Bay's housing needs over the medium to long term.
3. Council is to work with **Sydney West Metro to identify future growth areas around North Strathfield, Burwood North and Five Dock Metro stations** and commit to an integrated planning approach.
4. **Council's approach to limit new housing opportunities in Five Dock and North Strathfield to low scale medium density development is to be re-evaluated given the announcement of Metro stations in these locations.**
5. The local character areas identified within the LHS are pending the Department's assessment of Council's Local Character Area planning proposal and finalisation of the draft standard instrument clause for **Local Character Areas and are therefore not supported** at this stage.
6. The direction and strategic planning approaches endorsed in State-led precinct plans are to prevail in the event of any inconsistency with this approval and/or the Council's LHS (as revised and current)¹.

(emphasis added)

DPE's letter of approval also notes:

Any planning proposals for new housing development will be assessed against the approved LHS and the requirements and advisory notes of this approval. Any State Government policy changes that may occur in the future are to prevail in the event of any inconsistency.

The subject site is in the core of the Five Dock Centre, immediately adjacent to the Metro station and close to services. The proposal directly aligns with the direction of DPE to support higher density development in proximity to the Five Dock Metro station. The site is highly suitable location for high density development is also capable of supporting social infrastructure and open space, in support on the additional density of the site.

3.1.7 Five Dock Local Character Statement and Urban Design Framework

Local Character Statements (LCS) have been developed for the 3 Metro Station precincts, Five Dock, Burwood North and North Strathfield, within Canada Bay LGA. The adopted LCS was prepared to inform the preparation of a detailed Masterplan and Planning Proposal for identified precincts.

The site is located within the 'Town Centre Core' sub-precinct within the Five Dock LCS. The desired character for the 'Town Centre Core' sub-precinct, envisions that the Great North Road will continue to be the heart and that future development would **"complement the existing scale of the street, with heights between four (4) and seven (7) storeys"** with **"levels above the existing 2 storey street wall setback"**. For the site however, no uplift was identified.

"The local character areas identified within the LHS are pending the Department's assessment of Council's Local Character Area planning proposal and finalisation of the draft standard instrument clause for Local Character Areas and are therefore not supported at this stage."

Department of Planning and Environment letter of approval for Canada Bay Local Housing Strategy, May 2021

¹ Department of Planning and Environment, 10 May 2021, *Letter of Approval – Canada Bay Local Housing Strategy*, accessed via www.planningportal.nsw.gov.au/local-housing-strategies-tracker on 21 November 2023.

To the west of the site, a 'Transition' sub-precinct is identified. The future character for the sub precinct is identified to include increased densities for 4-6 storey residential flat development.

It is important to note that the Local Character Areas have not supported or endorsed by DPE at this stage with DPE requiring Council to re-evaluate its approach in limiting housing opportunities in Five Dock and North Strathfield to low scale medium density developments². The density envisaged under the LCS for Five Dock maintains low scale medium density typologies which remains inconsistent with the requirements of DPEs approval of Council's LHS.

With consideration of the above state-led strategic plans, the site demonstrates significant merit in supporting additional uplift beyond the densities identified in the draft local character statements. This is reflected within the LHS which confirms the need for continued growth, further opportunities for intensification and the market demand for apartments in centres at stations.

The proposal considers the desired future character of Five Dock within the LPS, however seeks a level of density which is reflective of the significant infrastructure investment, and resultant accessibility transformation arising from Sydney Metro West.

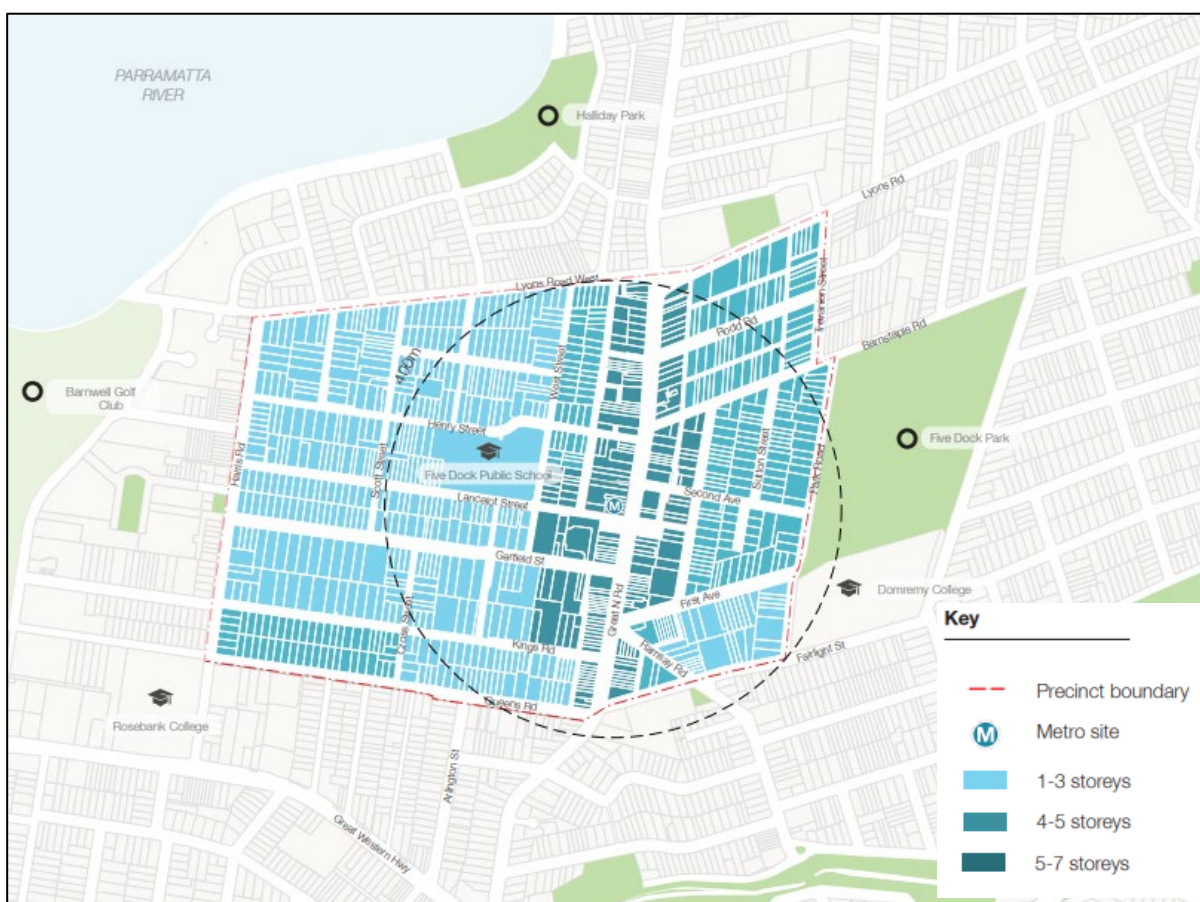


FIGURE 12 – BUILDING HEIGHTS – SYDNEY METRO WEST PLANNING STUDY URBAN DESIGN FRAMEWORK
SOURCE: SJB, 2021

² Department of Planning and Environment, 10 May 2021, *Letter of Approval – Canada Bay Local Housing Strategy*, accessed via www.planningportal.nsw.gov.au/local-housing-strategies-tracker on 21 November 2023.



4 Statutory Planning Context

4.1 State Environmental Planning Policy (Housing) 2021

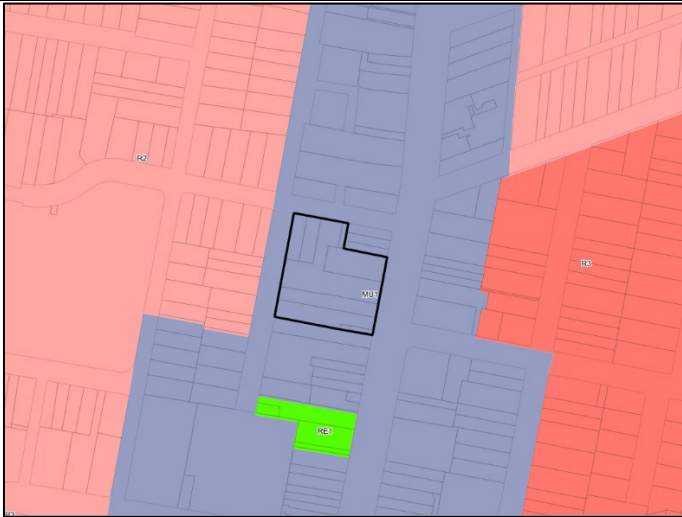

Amendments have now been finalised to Division 1 (in-fill Affordable Housing) of the *State Environmental Planning Policy (Housing) 2021* (Housing SEPP) enabling proposals delivering 10-15% of Gross Floor Area (GFA) as affordable housing could receive a bonus of up to 30% height and 30% GFA (applied to the whole development, as a sliding scale). The new provisions apply to projects within 800m of a train or metro station.

With the inclusion of 15% affordable housing on the site, the proposal would be eligible for additional height and GFA of up to 30%.

4.2 Canada Bay Local Environmental Plan 2013

The Canada Bay Local Environmental Plan (CBLEP) 2013 is the principal environmental planning instrument applying to the site. The key applicable Development Standards are outlined below:

TABLE 1 – PRINCIPAL ENVIRONMENTAL PLANNING INSTRUMENT – CBLEP 2013

PROVISION	MAPPING
<p>LAND USE ZONING</p> <p>The site is zoned MU1 Mixed Use under the CBLEP 2013. It is noted that the MU1 Mixed Use zone permits shop top housing as well as residential flat buildings.</p>	
<p>HEIGHT OF BUILDINGS</p> <p>Under the CBLEP 2013 a maximum building height of 15m applies to the site.</p>	

FLOOR SPACE RATIO

The site is subject to a maximum FSR of 2.5:1.



HERITAGE CONSERVATION

The CBLEP 2012 designates majority of the site as being a local heritage item, including St Alban's Anglican Church (Item No: I226), St Alban's Anglican Church Rectory (Item No: I227), and St Alban's Anglican Church Hall and shops (Item No: I228).





5 Five Dock Metro Station

Sydney Metro West is a once-in-a-century infrastructure project which will double rail capacity between Parramatta and Sydney CBDs, and link new communities, including Five Dock, to rail services supporting employment and housing growth.

Five Dock station is located at 155-169 Great North Road (western side) and 23-31 Waterview Street (eastern side) and sits directly south of the site (western site). The station is currently under construction and planned to be operational by 2030.

The delivery of Five Dock station will provide access to a new mass transit in an area that is not currently serviced by the existing rail infrastructure. Currently, the closest rail and light rail services are located over 2kms from the site being Croydon Station (~2.13km south from Metro site) and Hawthorne light rail station (~2.08km southeast from Metro site).

With the operation of Sydney Metro West, the Five Dock precinct would experience significant travel time saving of access to the Sydney and Parramatta CBD's. It is expected that a trip on Sydney Metro West from Five Dock to Sydney CBD will take less than 10 minutes. This is a significant travel time saving in comparison to current bus trips which can take up to an hour³. Furthermore, the Sydney Metro West will deliver a high-frequency service with customers able to 'turn-up-and-go' and no longer rely on timetables as required for the current bus services.

Five Dock Metro Station will deliver significant transport capacity to the Five Dock area and presents a significant opportunity to support increased housing supply in realising Greater Sydney's vision for '30-minute city'. Table 2

The estimated travel times for Five Dock will result in a substantial reduction in public transport travel times of more than 80% to Sydney and Parramatta CBDs which represent 28% of the jobs available across Greater Sydney⁴.

"Currently Five Dock residents must travel by bus along heavily congested roads such as Parramatta Road and Victoria Road. We estimate that commuters in Five Dock can currently access only around three per cent of the jobs in Greater Sydney by public transport within 30 minutes. With a Metro service in place, Five Dock commuters could reach transit hubs like Parramatta and the CBD quickly and would be able to reach up to 45 per cent of Sydney's jobs within 30 minutes."

NSW Productivity Commission – Building more homes where infrastructure costs less.

"With the operation of Sydney Metro West, the Five Dock precinct would experience the greatest travel time saving of any of the precincts in terms of access to the Sydney CBD, with a travel time saving of 35 minutes (a trip on Sydney Metro West expected to take less than 10 minutes)."

Sydney Metro West - Rail infrastructure, stations, precincts and operations (SSI-22765520)

³ Sydney Metro. (March 2022) Environmental Impact Statement - *State Significant Infrastructure – Sydney Metro West* | SSI-22765520. NSW Government

⁴ Australian Bureau of Statistics. Census 2021 - Place of Works

TABLE 2 – ESTIMATE PUBLIC TRANSPORT TRAVEL TIMES

DESTINATION	PUBLIC TRANSPORT TIMES	
	CURRENT*	FUTURE METRO TIMES**
Sydney CBD	40-60 mins	8-10 mins
Parramatta CBD	50-70 mins	12 mins
Sydney Olympic Park	40-50 mins	7 mins

*Travel Times are assumed to occur during AM Peak times (8-9am) leaving from 165 Great North Road, Five Dock.

**Future Metro times have been calculated based off estimated travel times identified in 'Sydney Metro West – Concept and Stage 1' State Significant Infrastructure application (SSI-10038)

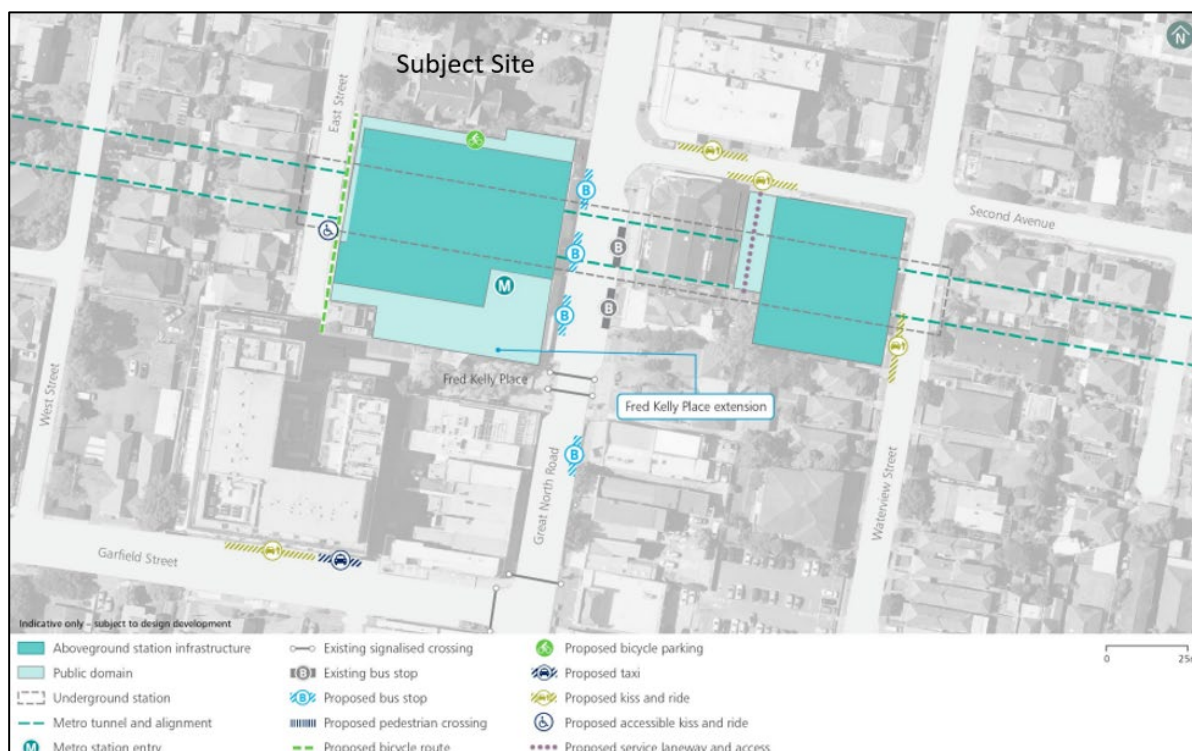


FIGURE 13 – INDICATIVE LAYOUT OF FIVE DOCK STATION

SOURCE: SYDNEY METRO WEST ENVIRONMENTAL IMPACT STATEMENT | SSI-22765520



6 Metro Station Density Comparative Analysis

Sydney Metro is a major State Government infrastructure investment which will greatly improve transport opportunities in many areas, giving many suburban areas rapid connection to the CBD and other employment hubs. New metro stations provide an opportunity to support additional housing whilst maximising the capacity of existing/planned infrastructure and minimising congestion impacts⁵.

Consequently, significant density has been planned and is expected to be planned near Metro stations across Greater Sydney. Figure 14 provides an indicative review of existing and planned maximum building heights (represented in storeys) in proximity Metro stations.

As indicated in Figure 14, the density planned by Council for Five Dock (4-7 storeys) is significantly less than other stations with similar travel times of 5-10 minutes to the Sydney CBD (e.g. Crows Nest – 27 storeys and Waterloo – 29 storeys). The density is also considerably less than other stations (e.g. Showground – 20 storeys, Bella Vista – 20 storeys and Kellyville – 15 storeys) which are in excess of 45 minutes from the CBD. The proposed 20 storey height is much more consistent with contemporary planning around Metro stations.

“Sydney Metro and other rail investments underway offer significant opportunities for efficiently accommodating population growth... deliver a substantial amount of capacity for housing on the Lower North Shore, and in the Inner West and Inner Southwest”.

NSW Productivity Commission – Building more homes where infrastructure costs less.

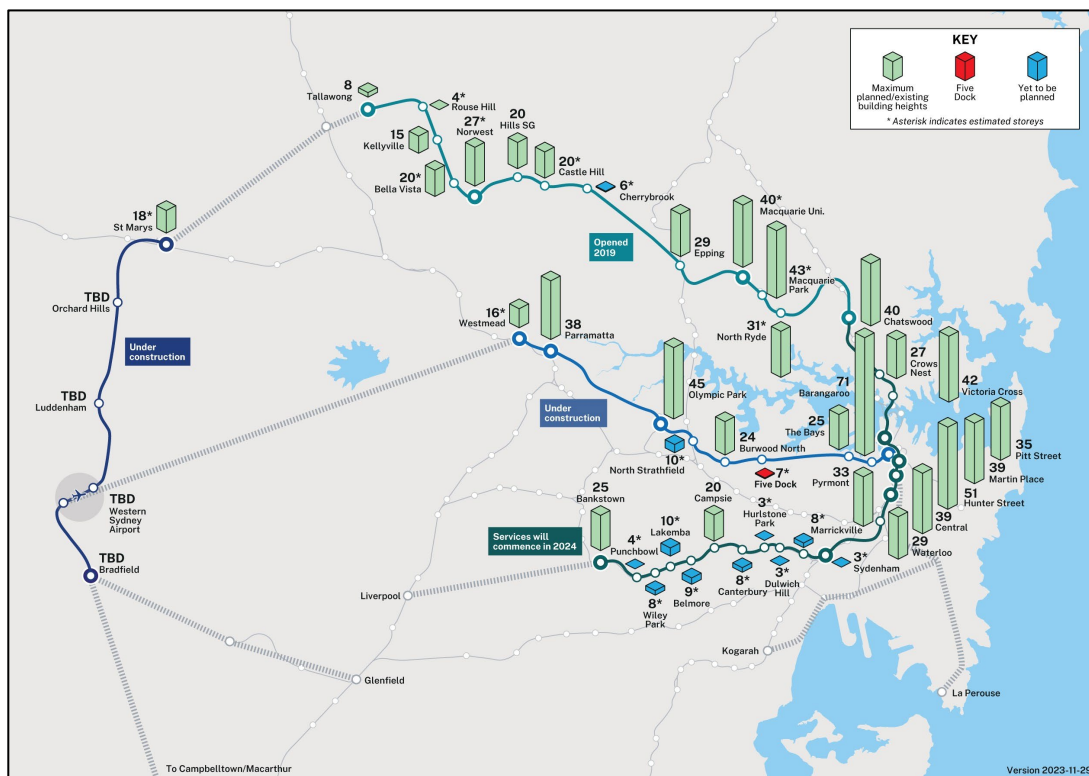


FIGURE 14 – BUILDING HEIGHTS NEAR METRO STATIONS
SOURCE: MECON

⁵ NSW Productivity Commission. August 2023. *Building more homes where infrastructure costs less*. NSW Government



7 The Anglican Church (The Proponent)

The Anglican Church has owned and occupied since 1856, making them one of the longest continuous landowners in the locality. The Five Dock Anglican Church is one of four churches in the Christ Church Inner West Parish, with the other churches located in Ashfield, Drummoyne and Haberfield.

In supporting the future aspirations and operations of the Christ Church Inner West Parishes, a strategic Urban Renewal Program (URP) has been prepared to enable a more effective long-term allocation of buildings and property resources to meet the changing population, ministry and evangelism needs of a growing city. The URP is being implemented across the Anglican Church's Sydney Diocese, covering over 260 parishes, as a major strategic initiative that will support the continual operations and aspirational initiatives of the parishes which will have lasting multi-generational benefits. The aim of the URP is to:

- Accelerate development of existing church sites, so built form can enable better ministry,
- Create activated Christian hubs, where church facilities assist in fostering community relationships,
- Enable churches to operate sustainably and thrive for the long-term, and
- Create places where “accidental” collisions of Christian and non-Christian occur that foster interaction and support.

The URP results in upgraded ministry spaces and better utilisation of church land with social infrastructure uses including:

- Affordable & social housing
- Specialist Disability Accommodation (SDA)
- Student housing
- Key worker accommodation
- Aged care / seniors living
- Childcare
- Youth recreation facilities
- Crisis accommodation
- Shared office space

The proposal has been prepared as part of the URP with an aim to support the future operational, social, and community needs of St Alban's Church and the wider Christ Church Inner West Parish.



8 Reference Design

A reference design has been prepared by Carter Williamson to illustrate the type of development intended to be facilitated by the proposed planning controls. A copy of this design is included at **Appendix 1** and illustrated at **Figure 19**.

The reference design comprises a mixed-use development that integrates a significant supply of transit-oriented housing above lower-level church and other active uses located around a new central public plaza that integrates the church uses and heritage fabric with the new Metro station.

Key elements of the concept design are:

- Demolish existing buildings and structures except for St Alban's Anglican Church, St Alban's Anglican Church Rectory and St Alban's Church Shops,
- Two (2) x 20 storey mixed use buildings with four storey podium levels to accommodate:
 - Ground floor Retail, Community/ Church facilities
 - Commercial and Community/ Church facilities – level 1
 - Residential and Church facilities – level 2-3
 - Residential – levels 4-19
 - Podium common open space (NW tower only)
 - Rooftop common enclosed & outdoor space (SE tower only)
 - Rooftop plant & lift overruns (both towers)
 - Basement level car parking for Church, residents, commercial, Childcare and retail use and associated services, plant, storage, etc.
- A new 4 storey building and rooftop open space area to the rear of St Alban's Church Shops to accommodate a future childcare centre that includes the former shop building on 2 levels to the street.
- A new Hall behind St Alban's Church Rectory on East Street, with two levels of church facilities over and rooftop open space.
- A new publicly accessible open space and through site link within the site linking Henry Street with the new Metro Station, and
- A new forecourt area (covered, but not fully enclosed) in front of St Alban's Church along East Street.
- Restoration, maintenance and renovation works of existing St Alban's Church, Rectory and Shops to achieve DDA compliance.



FIGURE 15 – REFERENCE DESIGN - 3D PERSPECTIVE
SOURCE: CARTER WILLIAMSON

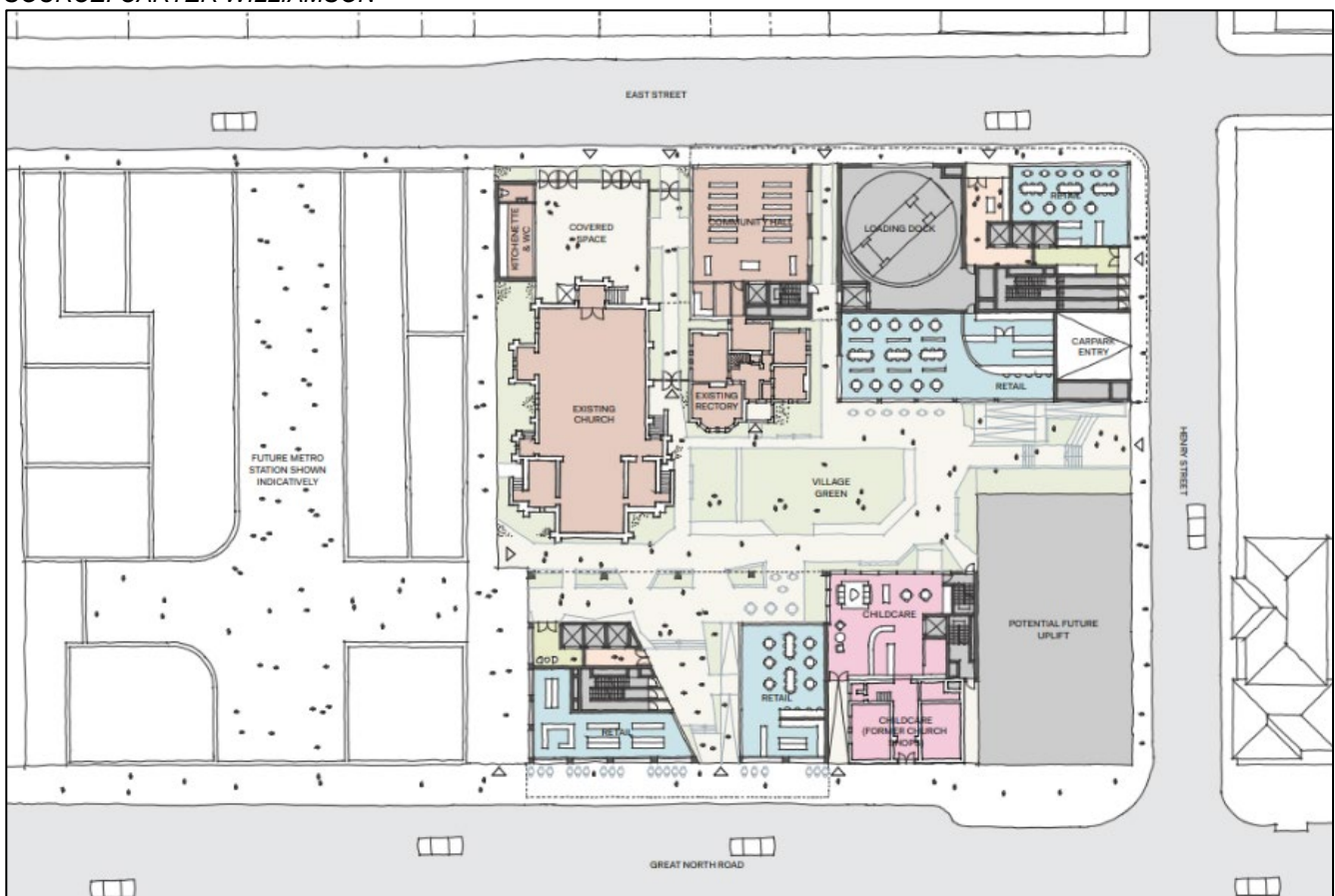


FIGURE 16 – REFERENCE DESIGN – GROUND FLOOR
SOURCE: CARTER WILLIAMSON



A summary of the key elements the reference design is provided at **Table 4**.

TABLE 3 – PROPOSAL SUMMARY

ITEM	DESCRIPTION
Land uses	Retail, Commercial, Residential and Place of Public Worship
Building form	<ul style="list-style-type: none"> • 2 x 20 storey mixed use buildings with 4 storey podiums located on northwest and southeastern corners of site. • 4 storey building to the rear of St Alban's Church Shops to accommodate a future childcare centre • 4 storey building behind St Alban's Church Rectory on East Street to accommodate new hall and church uses • Maintain, restore and renovate existing St Albans Church, Rectory and Shops
Gross Floor Area	Residential = ~13,965m ² Commercial/Retail/Childcare = ~1,932m ² Church Uses = ~ 1,161m ² Total = ~17,057m ²
Apartments	1 bedroom = 25 2 bedroom = 97 3 bedroom = 40 Total = 162
Publicly accessible open space	Central Plaza and Through-site-links Total = ~1,200m ² (29% of the site area)
Private Communal open space	Roof top of Building A Podium level Building B Total = ~588m ²
Car Parking	184 Residential and visitor car parking spaces (including 22 for affordable dwellings) 93 car parks for non-residential use (church, retail and commercial) Total = 272 car parks

8.1 Built Form and Land Use

The reference design comprises a mixed-use development including lower-level retail, commercial, childcare and place of public worship / church uses with residential accommodation above. Indicative Floor Plan layouts have been provided in the reference design to demonstrate the capacity of the site to support a future mixed-use development for the site.

Elevations of the reference design and further description of individual built forms and land uses across the site is provided below.



FIGURE 17 – EAST ELEVATION – GREAT NORTH ROAD
 SOURCE: CARTER WILLIAMSON

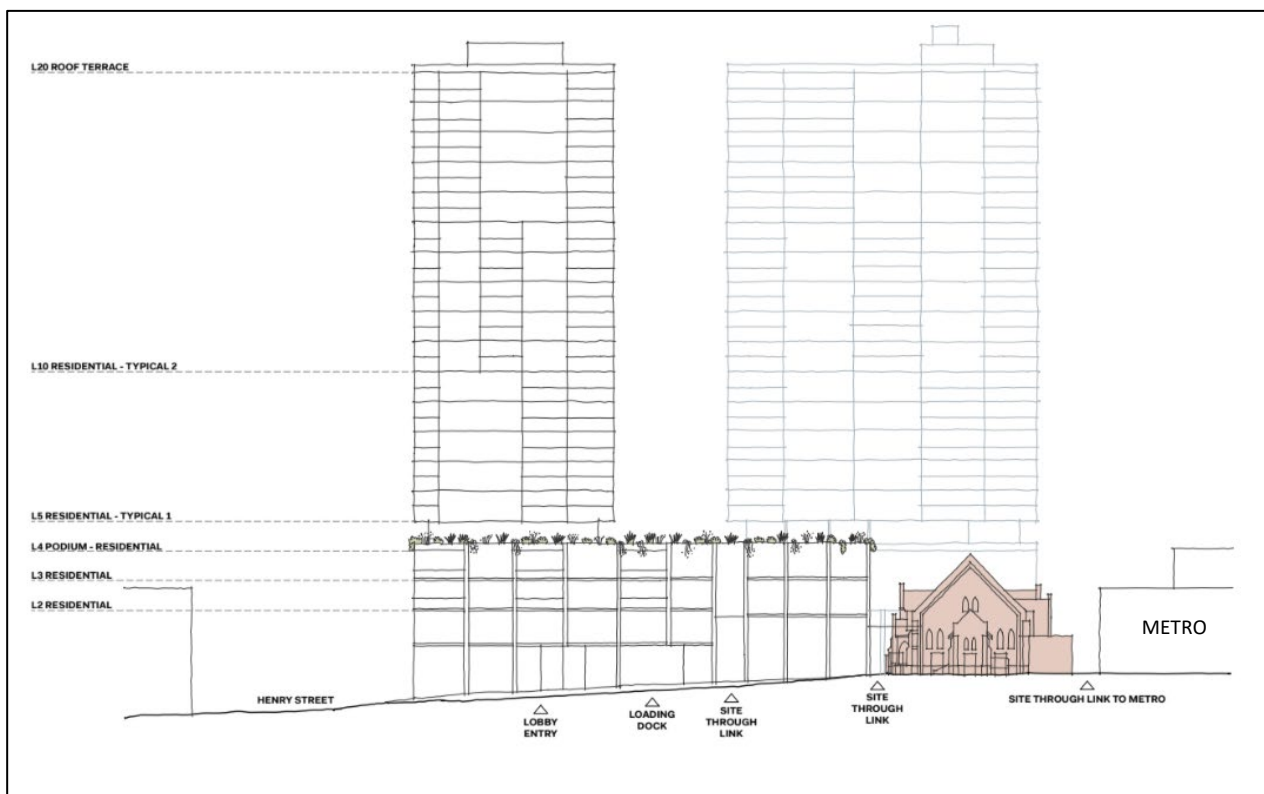


FIGURE 18 – WEST ELEVATION – EAST STREET
SOURCE: CARTER WILLIAMSON

8.1.1 New Mixed Use Tower Developments

8.1.1.1 Southeast Tower

The Southeast tower is a 20-storey mixed-use development comprising of a four-storey podium and tower above in the southeast portion of the site. It is to include an active retail ground floor level with through site link through the site and a first-floor level accommodating commercial and childcare use (in connection with St Alban's Church shops). The remaining levels above are to accommodate a range of one-, two- and three-bedroom apartments. Communal open space is proposed to be provided on the podium.

It will be serviced via a combined basement with Northwest tower and new Hall.

8.1.1.2 Northwest Tower

Northwest Tower is a 20-storey mixed-use development comprising of a four-storey podium and tower above in the northwest portion of the site. The ground floor level is to include retail land uses and accommodate vehicle and servicing access. The first-floor level includes a commercial tenancy with the remaining levels accommodating a mix of one-, two- and three-bedroom apartments. Communal open space is provided on the rooftop level.

It will be serviced via a combined basement with Southeast Tower and new Hall.



8.1.2 St Alban's Church Shops – Childcare

The existing St Alban's Hall is demolished and sensitively redeveloped in connection with St Alban's Church shops to support a future childcare centre. The new addition to the rear of the St Alban's Church Shops is to comprise of a four-storey building which has been incorporated and setback from the existing two-storey frontage on Great North Road.

The new addition will connect with and make use of additional childcare floor space on Level 1 of Building A.

8.1.3 Hall

A new purpose-built hall is built to the rear of the St Alban's Church Rectory on East Street, adjacent to the Building B. The double height hall will provide a flexible space for a range of community and church uses including but not limited to dance classes, church functions and general community events.

Two additional floor levels and roof top terrace are located above the hall for Church use.

8.1.4 St Albans Church and Rectory

A covered space is provided to the front of St Albans Church which will provide weather protection and gathering space following church services as well as working in tandem with the new hall for pre-function events.

The future redevelopment of the site aims to support a sustainable, re-occurring income that will support future renovation and restoration works of these heritage assets. Renovation works are also proposed to bring the Church and Rectory up to DDA compliance and improve the accessibility of the site.

8.2 Open Space and Public Domain

The reference design includes a publicly accessible Central Plaza and through site links representing approximately 29% of the total site area. The Central Plaza will provide a through-site link between Henry Street and the new Metro station, as well as providing pedestrian connections to Great North Road and East Street.

The ground floor design optimises street and laneway activation through the creation of retail spaces and support a meaningful connection to the Metro station. It also allows for an inviting and vibrant space that will improve the Church's connection and interaction with the wider community. This also enables the Church and rectory to be approached, allowing for a more direct connection with the local community.

The Central Plaza will also support a variety of events and functions such as local festivals, church/community events, and other social gatherings (e.g. sausage sizzles, outdoor cinema nights, Ferragosto festival). The intent of the Central Plaza and through site links are to create an inviting and vibrant public space which improves the connection and interaction of the community with the Church.

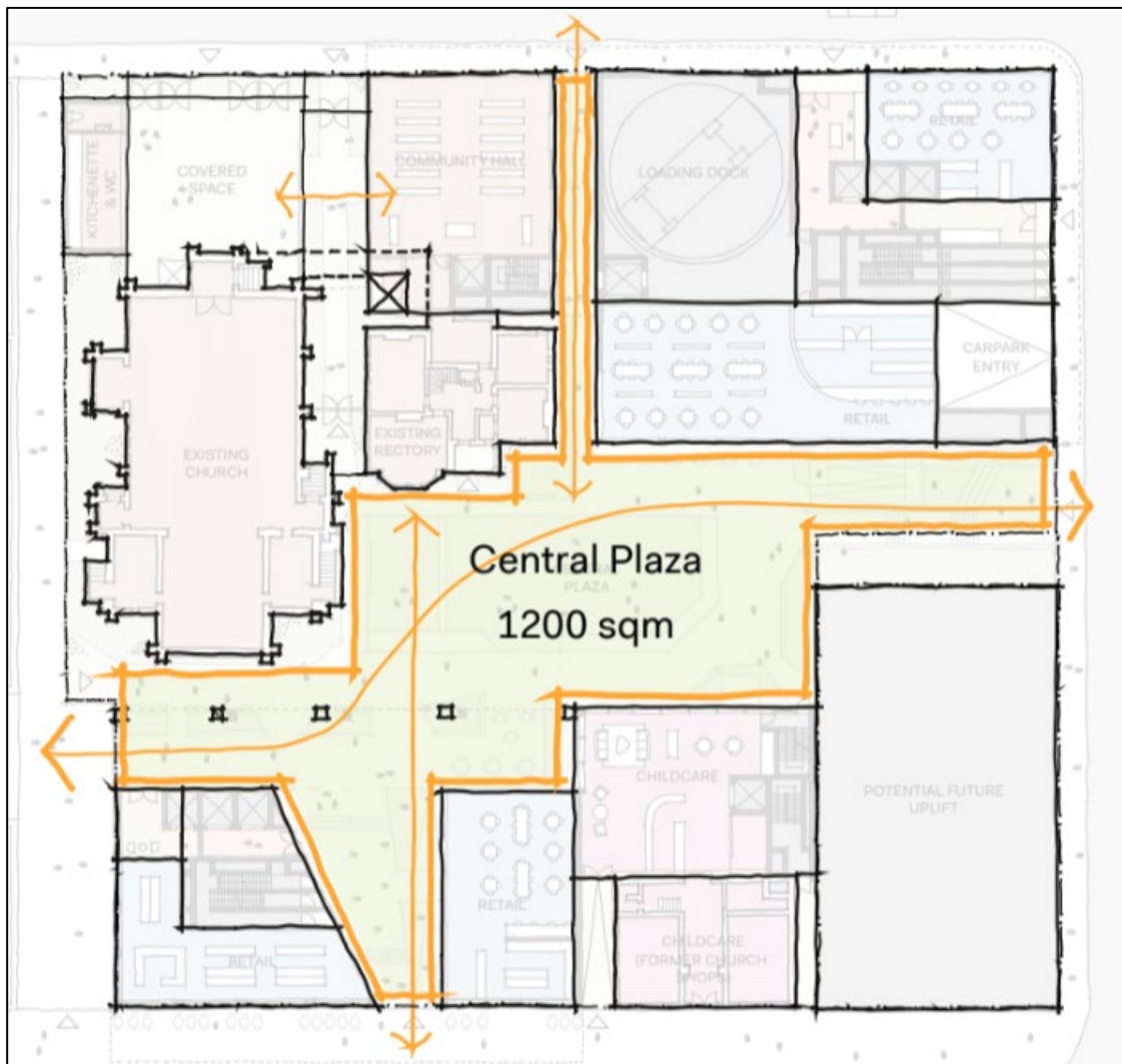


FIGURE 19 – URBAN DESIGN REPORT – CENTRAL PLAZA
 SOURCE: CARTER WILLIAMSON

8.3 Vehicular Access

Vehicular access to the combined basement is proposed via Henry Street which will provide access to the basement car parking levels. Service vehicle entry will be provided via East Street, complete with turntable.



8.4 Summary of Community Benefits

The proposal offers a mix of commercial and community benefits in a highly accessible location supported by existing infrastructure and an integrated transport network.

Community benefits include:

- **Publicly Accessible Open Space** – A 1,200sqm of publicly accessible Central Plaza and through site link which will connect Henry Street, Great North Road and East Street to the Metro station. The Central Plaza will provide opportunities for community events (e.g. Christmas carols) and enable passive recreational use.
- **Supporting Church needs** – Five Dock Anglican Church is one of four churches in the Christ Church Inner West Parish, with the other churches located in Ashfield, Drummoyne and Haberfield. The future redevelopment of the site aims to support a recurring income for the Church to continue fund ongoing restoration and maintenance works required for the local heritage assets and contribute to the future ministry operations of the Anglican Church.
- **Hall** – A new church hall will support a range of church and community uses including community and church events, meetings, functions and other recreational activities (e.g. dance classes).
- **Affordable housing** – 15% of residential dwellings will be provided as affordable housing which will enable essential workers and people with low to medium incomes to live in a highly accessible location.
- **Social Infrastructure:** The proposal will contribute to the delivery of social infrastructure including a new purpose built hall and childcare services to meet the growing needs of the area. The Childcare centre may also provide an additional space for Kid's Church on Sundays, which will optimise the use of the facility.
- **Retail/Commercial Employment Opportunities** – The proposal will include approximately 1,932m² of commercial, retail and childcare floor space which will support greater employment opportunities in the Five Dock local centre.



9 Planning Proposal Overview

Section 3.33 of the EP&A Act establishes the required contents of a Planning Proposal. The DPE's *Local Environmental Plan Making Guideline* (September 2022) separates these requirements into six distinct parts. These parts are addressed in the proceeding chapters as follows:

- Chapter 6.1 addresses Part 1 – A statement of the objectives and intended outcomes of the proposed instrument,
- Chapter 6.2 addresses Part 2 – An explanation of the provisions that are to be included in the proposed instrument,
- Chapter 6.3 addresses Part 3 – The justification for those objectives, outcomes and process for their implementation,
- Chapter 6.4 addresses Part 4 – Maps, where relevant, to identify the intent of the Planning Proposal and the area to which it applies,
- Chapter 6.5 addresses Part 5 – Details of the community consultation that is to be undertaken, and
- Chapter 6.6 addresses Part 6 – Indicative timeline for the Planning Proposal

9.1 Objectives and Intended Outcomes

The objectives of the Planning Proposal are to:

- To facilitate development that is considerate to the existing heritage buildings and Church functions whilst appreciating the significance of the site adjacent the new metro station.
- To deliver increased housing, shops and services within a highly accessible location that maximises the NSW Government's investment in infrastructure.
- To activate the site, particularly the ground floor level, to be inviting such that it becomes a vital community hub for all members as well as the general public.
- To encourage greater interaction between the Church, church members and the general community and enable greater appreciation of the Church and Rectory.
- To enable the Church to achieve a re-occurring income so that it can remain sustainable to provide ongoing services and ongoing restoration works for the existing heritage buildings (Church, Rectory and Hall).
- To provide improved church facilities including church hall, parish administration centre and a senior minister dwelling.

9.2 Explanation of Provisions

The Planning Proposal involves the following amendments to the CBLEP:

- Amend the Height of Buildings Map (LEP Digital Map) for 171-179 Great North Road & 1A-1B Henry Street, Five Dock, from 15m to 75m.
- Amend the Floor Space Ratio Map (LEP Digital Map) for 171-179 Great North Road & 1A-1B Henry Street, Five Dock, from 2.5:1 to 4.5:1.



9.3 Justification of Strategic and site-specific merit

9.3.1 Section A – Need for the Planning Proposal

1. Is the Planning Proposal a result of an endorsed LSPS, Strategic Study or Report

The Planning Proposal has been prepared in direct response to the announcement and delivery of Sydney Metro West and the location of Five Dock Metro station which sits directly adjacent to the site. The Planning Proposal directly aligns with the Greater Sydney Regional Plan's vision for a 30-minute city and responds to a change in circumstances caused by the current housing crisis, which has not been recognised in the LSPS. The proposal supports a level of density that will optimise the strategic location of the site to this once-in-a-century infrastructure investment to Five Dock and support the operational viability of Sydney Metro West and housing supply needs of Greater Sydney.

The LSPS identifies Sydney Metro West as a significant transport project and an *"important initiative to deliver the goal of a 30-minute city, where all residents enjoy convenient access to jobs and services"*. In response to the delivery of the future Sydney Metro West stations in the Canada Bay local government area, the LSPS identifies the need for a local planning study to be prepared and endorsed by Council for each Sydney Metro West station locality.

Council has recently adopted the draft planning study for the Five Dock Metro Station locality which will be used to inform the preparation of a detailed Masterplan and Planning Proposal for identified localities. Under the planning study, the site is identified within the 'Town Centre Core' sub-precinct which envisages a future development height between four (4) and seven (7) storeys.

The scale and density identified under the planning study is not reflective of the significant city-shaping infrastructure investment that is Sydney Metro West, particularly given the catchment is not currently serviced by rail and will now be within 10 minutes of the Sydney CBD. This is reflected in DPE's approval letter of Council's LHS which required Council to re-evaluate its approach in limiting housing opportunities in Five Dock and North Strathfield to low scale medium density developments.

The NSW productivity commission's *'Building more homes where people infrastructure costs less'*, highlights the significant cost benefits in servicing existing infill developments, particularly those well serviced by existing infrastructure. Sydney Metro and other rail investments are identified within the paper to offer significant opportunities for efficiently accommodating population growth, capable of delivering substantial housing capacity on the Lower North Shore, Inner West and Inner Southwest. With reference to the new Five Dock Metro station, the paper states:

"By July 2026, the cumulative housing deficit for Canada Bay is expected to increase to 2,287 homes."

Property Market Report,
JLL, Appendix 8

"Currently Five Dock residents must travel by bus along heavily congested roads such as Parramatta Road and Victoria Road. We estimate that commuters in Five Dock can currently access only around three per cent of the jobs in Greater Sydney by public transport within 30 minutes. With a Metro service in place, Five Dock commuters could reach transit hubs like Parramatta and the CBD quickly and would be able to reach up to 45 per cent of Sydney's jobs within 30 minutes."

The introduction of the Five Dock Metro station represents a significant opportunity to support meaningful renewal of the site and much needed housing in a highly accessible location. The proposal will assist in optimising the delivery of Five Dock Metro Station and existing infrastructure in close proximity to the Sydney and Parramatta CBDs and support the future operational needs of the Church.

Five Dock Metro will result in a substantial reduction in public transport travel times of more than 80% to Sydney and Parramatta CBDs.



2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The intended outcomes of the proposal cannot be delivered under the current planning framework. A Planning Proposal is required to achieve the objectives and intended outcomes for the site.

9.3.2 Section B – Relationship to the Strategic Planning Framework

3. Will the planning proposal give effect to the objectives and actions of the applicable regional or district plan or strategy (including any exhibited draft plans or strategies)?

Greater Sydney Region Plan – A Metropolis of Three Cities

A Metropolis of Three Cities provides a 40-year vision for Sydney where most residents live within 30 minutes by public transport of their jobs, education and health facilities, services and great places.

A particular focus of *A Metropolis of Three Cities* is to provide housing diversity around centres and transit nodes. Accommodating homes needs to be linked to local infrastructure – both to optimise existing infrastructure and to maximise investment in new infrastructure.

The site is directly north of the new Five Dock Metro station and will provide more housing and employment opportunities within a highly accessible location that supports the 30-minute city vision.

Full assessment against the relevant directions from the Greater Sydney Region Plan is provided in Table 4.

TABLE 4 – GREATER SYDNEY REGION PLAN – A METROPOLIS OF THREE CITIES

OBJECTIVE	CONSISTENCY
INFRASTRUCTURE AND COLLABORATION	
2. Infrastructure aligns with forecast growth – growth infrastructure compact	Sydney Metro West is a key city-shaping project which will significantly increase transport connectivity and capacity for the Five Dock locality and support broader range housing opportunities in supporting the Greater Sydney vision for a 30-minute city.
4. Infrastructure use is optimised	The proposal is directly adjacent to the new Five Dock Metro Station and will assist in maximising the utility of the Sydney Metro West line.
LIVEABILITY	
A City for People	
6. Services and infrastructure meet communities' changing needs	The proposal is within a highly accessible location which will assist in optimising the delivery and use social infrastructure.
7. Communities are healthy, resilient and socially connected	The proposal is within a highly accessible, mixed-use locality which will improve the opportunity for people to walk and cycle to schools, local shops and services.
8. Greater Sydney's communities are culturally rich with diverse neighbourhoods	The proposal will assist in the delivering greater housing diversity to the Five Dock area to support the future renewal of Five Dock.
9. Greater Sydney celebrates the arts and supports creative industries and innovation	The proposal will provide opportunities for creative and artistic expression in delivery of a future mixed-use development through potential public art installations.
Housing the City	
10. Greater Housing Supply	The proposal will support the delivery of approximately 162 apartments within an existing local centre, directly adjacent to the new Five Dock Metro Station.
11. Housing is more diverse and affordable	The proposal will support the delivery of approximately 162 apartments in a range of 1, 2 and 3-bedroom layouts.



A City of Great Places

12. Great places that bring people together	The proposal responds to changes in local conditions to create a great mixed-use development which will provide enhance opportunities for social connection in walkable, human scale, fine grain neighbourhoods.
13. Environmental Heritage is identified, conserved and enhanced	The site can support a considered built form that respectfully celebrates the heritage value of the site and mitigate potential cumulative impacts.

PRODUCTIVITY

A Well-Connected City

14. A Metropolis of Three Cities – Integrated land use and transport creates walkable and 30-minute cities	<p>The site is located within the local centre of Five Dock, directly adjacent to the adjacent to the new Metro station.</p> <p>In conjunction with proposed commercial/retail uses, the proposed development will strengthen 30-minute city vision as echoed throughout this report.</p>
17. Regional connectivity is enhanced	The proposal will support increased connectivity of people across Greater Sydney by situating renewal within walking distance of major transport infrastructure.
22. Investment and business activity in Centres	The proposal will support a mixed-use development which will support the diversity of commercial spaces and public places within the local centre.

SUSTAINABILITY

A city in its landscape

28. Scenic and Cultural Landscapes are protected	The proposal supports a considerate built form which protects the cultural heritage significance of the site.
30. Urban Tree Canopy is increased	The proposal identifies an opportunity to provide a tree canopy area of 10% which will contribute to the urban tree canopy within the local centre.
31. Public Open Space is accessible, protected and enhanced	A publicly accessible Central Plaza is proposed centrally within the site which is highly accessible via the new Metro station and adjoining streets.

An efficient city

33. A low carbon city contributes to net zero emissions by 2050 and mitigates climate change	The proposal is located directly north of the new Five Dock Metro Station. The sites proximity to the Metro station will promote the use of public transport, ultimately contributing to a total reduction to carbon emission contributions.
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Eastern District Plan

The Eastern City District Plan sets the strategic direction for the Eastern Harbour City to achieve the vision and objectives of the Greater Sydney Region Plan. Five Dock is identified as a 'Local Centre' in the Eastern City District Plan.

The key strategic priorities relevant to the subject site and local centres such as the Five Dock Town Centre are summarised below.

TABLE 5 – EASTERN DISTRICT PLAN – KEY STRATEGIC PRIORITIES

PLANNING PRIORITY	CONSISTENCY
Planning Priority E5 - Providing housing supply, choice and affordability with access to jobs, services and public transport	The District Plan requires that as part of their preparation of Local Strategic Planning Statements (LSPS) and Local Housing Strategies (LHS) Councils will need to consider which local centres will be appropriate to accommodate additional housing and will need to grow to provide for the required services of the community. The District Plan notes that further opportunities exist to align growth with infrastructure investment such as urban renewal opportunities to integrate with Sydney metro projects.



	Regarding the above, there is a clear strategic direction for Five Dock Town Centre, a local centre located on a new Metro Rail station, to accommodate additional growth and change.
Planning Priority E6 - Creating and renewing great places and local centres, and respecting the District's heritage	<p>The District Plan identifies the importance of transport interchanges as places having a high level of accessibility and the potential for interchanges to deliver mixed-use, walkable, cycle-friendly centres and neighbourhoods. It states an expectation that <i>"as service frequencies and travel times are improved (such as with a new Metro station) there is a need for councils to consider local conditions through place based planning that provides for centres around interchanges to grow and evolve over time."</i></p> <p>The District Plan identifies that local centres, such as Five Dock, are an important part of the 30-minute city and encourage additional residential development within 10-minute walk of a centre with city-shaping or city servicing public transport, will help to create walkable local centres.</p> <p>The site can support a considerable development which will complement the local heritage character of the site and support a people-friendly public realm.</p>
Planning Priority E10 - Delivering integrated land use and transport planning and a 30-minute city	<p>The 30-minute city is a long-term aspiration that will guide decision making on the location of transport, housing, jobs, education, health and other facilities. Encouraging the growth of strategic and local centres will reduce the need for people to travel long distances to access jobs and local services.</p> <p>The delivery of the Sydney Metro station at Five Dock is identified as a city shaping project. Five Dock can support the Greater Cities Commission's vision for a 30-minute by supporting additional jobs and housing supply to support the growing population and reduce the need for people to travel long distances to jobs and local services.</p>
Planning Priority E18 - Delivering high quality open space	<p>The District Plan acknowledges that there will be few opportunities to increase public open space the Eastern City District. It encourages new opportunities for additional public space on private land through urban renewal.</p> <p>Renewal of the subject site could support the provision of additional open space within the local centre of Five Dock.</p>

4. Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?

The Canada Bay LSPS 2020 implements the District Plan on a local level, identifying the local planning priorities and actions. The key planning priorities of relevance to the project are outlined Table 6 below.

TABLE 6 – CANADA BAY LOCAL STRATEGIC PLANNING STATEMENT – PLANNING PRIORITIES

VISION/VALUES	PLANNING PRIORITY	COMMENT
Align growth with the delivery of infrastructure.	1. Planning for a City that is supported by infrastructure	<p>The LSPS recognises that a range of infrastructure is required to meet the needs of the Canada Bay community. The Canada Bay Contributions plan notes that:</p> <p><i>"there will be new Metro stations located at Five Dock, Burwood North and North Strathfield, around which new housing and workplaces will be developed. Five Dock and North Strathfield already have limited access to open space".</i></p> <p>Contrary to the above statement, the Social and Community Needs Assessment (Appendix 7) identifies two major parks within 800m of the site (Five Dock Park, Halliday Park) as well as 12.5ha of passive open space.</p>



Furthermore, the Canada Bay contributions plan has identified three future projects that are also to be provided within 800m site buffer. These include:

- Metro Station - new open space 1300m2 (unrelated to PRCUTS) – Five Dock
- Deliver new open space in Five Dock Town Centre / Fred Kelly Place (east) – Five Dock
- Deliver new open space in Five Dock Town Centre (3000m2) – Five Dock

The site is located centrally within Five Dock and is capable to support the future infrastructure needs of the locality such as improved pedestrian links and delivery of the Central Plaza.

<p>Create great streets, places and buildings for people.</p> <p>Plan for a diversity of housing types and affordability Protect and enhance local character.</p>	3. Providing community services and facilities to meet people's changing needs	Redevelopment of the site will provide opportunities to deliver social infrastructure to meet the needs for Five Dock as outlined under the Canada Bay Social Infrastructure Community Strategy.
	4. Foster safe, healthy, creative, culturally rich and socially connected communities	<p>In line with the Greater Sydney Commission's vision for a 30-minute city, supporting growth in key strategic and local centres, such as Five Dock, will support will help to create walkable local centres, improving health outcomes for the community and reduce impacts associated with private vehicle transport (e.g., noise and air pollution).</p> <p>Future design and development of the site will provide opportunity for creating safer and healthier, more walkable communities.</p>
	5. Provide housing supply, choice and affordability in key locations	<p>Canada Bay's local housing strategy identifies that 14,300 additional dwellings will be required in Canada Bay to 2036 of which 88% of demand will be for apartments . The LSPS notes that new housing will be delivered in accordance with a strategic approach with regard to a number of key projects coming on line. A noticeable omission in Priority 5 of the LSPS is reference to the Sydney Metro West stations.</p> <p>The Five Dock station is a critical infrastructure project which will deliver rail to Five Dock for the first time. As established above, the Five Dock metro station is a key location to provide housing supply, choice and affordability.</p> <p>The subject site can support additional housing supply in line with the objectives of this planning priority.</p>
	6. Provide high quality planning and urban design outcomes for key sites and precincts	<p>Whilst not identified as a key site under this planning priority, the delivery of the Five Dock metro station is of strategic significance and anticipated to experience urban renewal through the delivery of the metro station.</p> <p>The site is capable of being designed to complement the desired future character of the area.</p>
	7. Create vibrant places that respect local heritage and character	<p>St Alban's Anglican Church is located on the site which is of local heritage significance.</p> <p>The site can support a considerate development which will complement the local heritage character of the site and support a people-friendly public realm.</p>
Connect and strengthen neighbourhoods and centres Ensure Sydney	8. Grow investment, business opportunities and jobs in Rhodes Strategic Centre, including Concord Hospital	The Sydney Metro station will help activate future local centres and enable residents to access jobs, retail and services n Parramatta and the CBD.



Metro West delivers
"density done well".

Existing heritage items are generally only viewed from a distance. The creation of a large, well activated central plaza will bring community activity into immediate contact with all of the heritage items within the site.

<p>Improve access to Parramatta River foreshore.</p> <p>Facilitate sustainable development and renewal.</p> <p>Increase biodiversity and the urban tree canopy.</p>	9. Enhance employment and economic opportunities in Local Centres	<p>The delivery of the Sydney Metro station will support urban renewal of Five Dock with opportunities to enliven local centres, public places and community hubs.</p> <p>The site can support Five Docks growing role and function as a key local centre in Canada Bay by supporting additional employment and economic opportunities.</p>
	11. Identify land use opportunities and implications arising from Sydney Metro West	<p>A local character statement is currently being prepared by Canada Bay Council.</p> <p>Given the sites location directly adjacent to the metro station, the proposal provides significant land use opportunity for Five Dock.</p>
	12. Improve connectivity throughout Canada Bay by encouraging a modal shift to active and public transport	<p>In line with the Eastern District Plan, supporting residential development in proximity to major transport infrastructure and local centres will help to create walkable local centres and reduce car dependency.</p> <p>The site is located directly adjacent to the Metro station and will support Council's modal shift to active and public transport.</p>
	16. Increase urban tree canopy and deliver Green Grid connections	<p>Redevelopment of the site is capable of supporting tree canopy cover and connecting with existing green grid connections.</p>
	17. Deliver high quality open space and recreation facilities	<p>There is currently a lack of local open space areas in walking distance of the Five Dock local centre.</p> <p>The site is capable to support delivery of passive open space in the form of a Central Plaza.</p>
	18. Reduce carbon emissions and manage energy, water and waste efficiently	<p>Future development of the site can incorporate sustainable development practices.</p> <p>Further, the delivery of additional housing and jobs in proximity to the Metro station will support more active and public transport which will reduce private car travel and reduce greenhouse emissions.</p>
	19. Adapt to the impacts of urban and natural hazards and climate change	<p>Future development is capable of mitigating natural and urban hazards.</p>

5. Is the planning proposal consistent with any other applicable State and regional studies or strategies?

FUTURE TRANSPORT STRATEGY

The *Future Transport Strategy* (Transport for NSW, 2022) outlines Transport for NSW's (TfNSW) vision and sets direction for the future mobility in NSW and replaces *Future Transport 2056* (TfNSW, 2018).

The *Future Transport Strategy* sets 14 strategic directions for Transport to achieve world-leading mobility for customers, communities, businesses and our people. Key planning strategic directions of relevance to the project are outlined in Table 7 below.

TABLE 7 – FUTURE TRANSPORT STRATEGY – STRATEGIC DIRECTIONS



STRATEGIC DIRECTION	RESPONSES	COMMENT
C1 Connectivity is improved across NSW	C1.1 Enhance 30-minute metropolitan cities	<p>The proposal supports Greater Sydney's vision of a 30-minute city by providing future housing and employment density directly adjacent to the new Five Dock Metro station. In particular, the proposal's strategic location will improve land use planning outcomes in:</p> <ul style="list-style-type: none"> • Reducing urban sprawl, • Supporting more sustainable travel and • Optimising existing/planned infrastructure
P1 Supporting growth through smarter planning	P1.2 Support growth around public transport	The proposal is positioned directly adjacent to the Five Dock Metro station and will assist in optimising and increasing the viability of Sydney Metro West line, where major public investments have been made.
P2 Transport Infrastructure makes a tangible improvement to places	P2.1 Support thriving and healthy 15-minute neighbourhoods	The proposal will support Transport for NSW's 15-minute neighbourhood concept in providing additional housing and employment opportunities within a highly accessible location within the Five Dock local Centre.
E2 Existing infrastructure is optimised	E2.2 Stabilise Greater Sydney's traffic	The proposal's location directly adjacent to Five Dock Metro station support the efficient use of active and public transport travel.

6. Is the planning proposal consistent with applicable SEPPs?

Yes, as outlined in **Table 8** the planning proposal is consistent with relevant State Environmental Planning Policies (SEPP).

TABLE 8 – STATE ENVIRONMENTAL PLANNING POLICIES

SEPP	CONSISTENT	COMMENTS
SEPP (Biodiversity and Conservation) 2021	Yes	The proposal does not contradict or hinder the application of the SEPP.
SEPP (BASIX) 2004	Yes	The proposal does not contradict or hinder the application of the SEPP.
SEPP (Exempt and Complying Development Codes) 2008	Yes	The proposal does not contradict or hinder the application of the SEPP.
SEPP (Housing) 2021	Yes	The proposal directly aligns with the Housing SEPP which facilitates significant development uplift in association with up to 15% affordable housing contribution.
SEPP (Industry and Employment) 2021	Yes	The proposal does not contradict or hinder the application of the SEPP.
SEPP No 65 —Design Quality of Residential Apartment Development)	Yes	<p>The proposal does not contradict or hinder the application of the SEPP.</p> <p>The Urban Design Report (Appendix 1) demonstrate the proposal is capable of complying with the key design criteria of SEPP 65 and the ADG.</p>
SEPP (Planning Systems) 2021	Yes	The proposal does not contradict or hinder the application of the SEPP.



SEPP (Precincts—Eastern Harbour N/A City) 2021		The proposal does not contradict or hinder the application of the SEPP. The proposal is not within a precinct covered by the SEPP.
SEPP (Primary Production) 2021	N/A	The proposal does not contradict or hinder the application of the SEPP. The proposal does not relate to primary production land.
SEPP (Resilience and Hazards) 2021	Yes	The proposal does not contradict or hinder the of the SEPP.
SEPP (Resources and Energy) 2021	N/A	The proposal does not contradict or hinder the application of the SEPP. The proposal does not involve mining or extractive industry.
SEPP (Transport and Infrastructure) 2021	Yes	The proposal does not contradict or hinder the application of the SEPP.

7. Is the planning proposal consistent with applicable Ministerial Directions (section 9.1 Directions)?

Yes, as outlined in Table 9 the planning proposal is consistent with all applicable Section 9.1 directions. Where the planning proposal is inconsistent with a direction, justification is provided.

TABLE 9 – SECTION 9.1 MINISTERIAL DIRECTIONS

DIRECTION	CONSISTENT	COMMENTS
Focus Area 1: Planning Systems		
1.1 Implementation of Regional Plans	Yes	As demonstrated in Section B above, the proposal is consistent with the Eastern District Plan.
1.2 Development of Aboriginal Land Council Land	NA	The Planning Proposal does not relate to Aboriginal Land Council Land
1.3 Approval and Referral Requirements	Yes	No provisions requiring concurrence, consultation or referral are proposed. The Planning Proposal development as designated development.
1.4 Site Specific Provisions	Yes	No site-specific provisions are proposed as part of the Planning Proposal.
Focus Area 1: Planning Systems – Place-based		
	NA	No place-based strategies are applicable to the site.
Focus Area 2: Design and Place		
	NA	This Focus Area was blank when the Directions were made.
Focus Area 3: Biodiversity and Conservation		
3.1 Conservation zones	NA	The site is note located in an environmental conservation zone.
3.2 Heritage	No but justified	Refer to discussion below this table.



3.3 Sydney Drinking Water Catchments	NA	The site is not located within the Sydney Drinking Water Catchment.
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	NA	Site not within Ballina, Byron, Kyogle, Lismore or Tweed local government areas.
3.5 Recreational Vehicle Areas	Yes	The proposal does not enable land to be developed for the purpose of a recreation vehicle.
3.6 Strategic Conservation Planning	NA	The site is not identified as avoided land or strategic conservation area.
3.7 Public Bushland	Yes	<p>The proposal requires the removal of existing trees on site. Whilst not identified as public bushland, the economic and social benefits from the removal of the trees outweigh the value of retaining the existing trees.</p> <p>The proposal's landscape response responds to the proposed built form and is provided in Appendix 3.</p>
3.8 Willandra Lakes Region	NA	Site not within the Willandra Lakes World Heritage Property.
3.9 Sydney Harbour Foreshores and Waterways Area	NA	Site is not within Foreshores and Waterways Area.
3.10 Water Catchment Protection	NA	Site is not within a regulated catchment.
Focus Area 4: Resilience and Hazards		
4.1 Flooding	Yes	The site is not identified within a flood planning area in Council's mapping.
4.2 Coastal Management	NA	Site is not located within a coastal zone.
4.3 Planning for Bushfire Protection	NA	Site is not identified as Bushfire Prone land.
4.4 Remediation of Contaminated Land	Yes	<p>The proposal does not seek to amend the list of permissible uses in the zone.</p> <p>For the avoidance of doubt, a Preliminary Site Investigation has been prepared (Appendix 9) to support the planning proposal. It confirms the site can be made suitable for the proposed development.</p>
4.5 Acid Sulfate Soils	Yes	The site is identified as Class 5 Acid Sulfate Soils. It is anticipated any relevant technical studies can be provided at the DA stage.
4.6 Mine Subsidence and Unstable Land	NA	The site is not within a declared mine subsidence district.



Focus Area 5: Transport and Infrastructure		
5.1 Integrated Land Use and Transport	Yes	<p>The proposal will support access to housing, jobs, services by walking, cycling and public transport in Five Dock.</p> <p>The proposal maintains the existing MU1 Mixed Use land use zone which continue to give effect to and are consistent with the aims, objectives and principles of</p> <ul style="list-style-type: none"> Improving Transport Choice – Guidelines for planning and development (DUAP 2001), and The Right Place for Business and Services – Planning Policy (DUAP 2001).
5.2 Reserving Land for Public Purposes	NA	The proposal does not relate to the reservation of land for public purposes.
5.3 Development Near Regulated Airports and Defence Airfields	Yes	<p>The site is located more than 7kms northwest of Sydney airport and is identified to be within the outer horizontal surface area (156AHD) of the Obstacle limitation surface.</p> <p>The proposal will not exceed the obstacle limitation surface of Sydney Airport and is unlikely to affect its safe operation.</p>
5.4 Shooting Ranges	NA	The proposal does not affect, create, alter or remove a zone or a provision relating to land adjacent to and/ or adjoining an existing shooting range.
Focus Area 6: Housing		
6.1 Residential Zones	Yes	<p>The proposal will support housing choice to cater for future housing needs and locate these to make efficient use of infrastructure and services.</p> <p>The proposal will not prohibit residential development or reduce the permissible residential density of land consistent with Direction 6.1(2).</p>
6.2 Caravan Parks and Manufactured Home Estates	NA	The proposal does not alter provisions that permit development for the purposes of a caravan park.
Focus Area 7: Industry and Employment		
7.1 Employment Zones	Yes	<p>The proposal will retain the current MU1 Mixed Use land use zone and not reduce the potential floor space area for employment uses and related public services.</p> <p>The proposal will encourage employment growth through the delivery of commercial/retail floor space, consistent with the objectives for 7.1 Employment zones.</p>
7.2 Reduction in non-hosted short-term rental accommodation period	NA	The site is not within the Byron Shire Council local government area.
7.3 Commercial and Retail Development along the Pacific Highway, North Coast	NA	The site is not within the relevant council areas between Port Stephens Shire Council and Tweed Shire Council.
Focus area 8: Resources and Energy		



8.1 Mining, Petroleum Production and Extractive Industries	NA	The proposal will not prohibit or permit Mining, Petroleum Production and Extractive activities.
Focus area 9: Primary Production		
9.1 Rural Zones	NA	The site is not within an existing or proposed rural zone.
9.2 Rural Lands	NA	The site is within the Greater Sydney region which is excluded from this direction.
9.3 Oyster Aquaculture	NA	The site is outside of a 'Priority Oyster Aquaculture Area' and does not propose oyster aquaculture outside such an area.
9.4 Farmland of State and Regional Significance on the NSW Far North Coast	NA	The site is outside of the relevant local government area.

3.2 Heritage Conservation

To accommodate the future redevelopment of the site, the reference design demolishes the rear hall of the local heritage item St Alban's Anglican Church Hall and Shops (I228). The heritage item is described within the NSW state heritage inventory as:

A very unusual church hall built to front the main road with two flanking shops and a central entrance. The building constructed shortly after the church but generally matching overall form is a good contribution to the site and an interesting response to add a further building to the site. The building comprises a large hall, two shops at the front, an entry foyer, and a mezzanine. The shopfronts are largely intact.

A Statement of Heritage Impact Report (SoHI) prepared by Weir Phillips Heritage and Planning considers the potential impact of the proposal and is provided in **Appendix 4** of this Planning Proposal.

Regarding the proposed demolition works, the SoHI acknowledges that the demolition of St Albans Hall is a contentious issue due to it being a local heritage listed item but recognises the importance of balancing the two crucial aspects of the site's significance: its social significance arising out of its use by the Church and the historic and aesthetic significance of the Church.

Built in 1933, the Parish Hall was originally designed as a cinema before being converted to a hall. The hall is not used by the Church for Sunday School classes as it becomes too noisy with many children and impractical to divide into multiple classes. The hall also requires regular maintenance as well some major capital maintenance requirements identified in upcoming years (e.g. major floor repair).

Currently, the hall is leased to a local dance business at a subsidised rate due to the maintenance requirements and predominately used after school hours.

In its current form, the hall is not well suited to contemporary Church needs and has low utilisation value for the Parish and the community. As such, the hall is of limited social significance for the Church.

A new purpose-built hall is identified to be constructed to the rear of the Rectory. The purpose-built hall will support the growing needs of the Parish and cater for a wider range of community and church events, meetings, functions and other recreational activities which align with the aspirational vision of the Parish.

The existing facility comprises a traditional stage and hall format. The new facility will provide contemporary AV facilities, natural lighting and ancillary facilities purpose-built for contemporary needs which are lacking in the current facility.



As demonstrated in the reference design, the demolition of the hall will enable a new central plaza with through-site links to be realised within the site creating an inviting and vibrant public space that will improve the Church's connection and interaction with the wider community. Currently, the Church and rectory have limited visibility from public spaces due to the current landscaping condition, setback distance from Great North Road and East Street as well as the presence of a detracting Parish Centre building and at grade car park. The creation of a public plaza will invite the public into the site and allow for a greater appreciation the Church and rectory.

Various options aimed at preserving the existing hall were considered, however it became apparent that these alternatives resulted in a compromised solution for both the site and the hall. The demolition of the hall will support a new publicly accessible central plaza and a more activated ground floor which will invite the general public into the site (which is currently private land) and enable a greater appreciation of the remaining heritage items. A new childcare centre will also be built over the eastern extent of the previous hall footprint which will further support the growing social needs of the community.

On merit, the reference design will result in a significant benefit to the conservation of the wider group of heritage items and enhance the sites' connection with its future context and the local community. The overall benefits of the proposal can thereby be seen to outweigh the impact of the hall's removal.

9.3.3 Section C – Environmental, Social and Economic Impact

8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected because of the proposal?

The site is located within an established urban context. As such, the likelihood of critical habitat or threatened species, populations or ecological communities being impacted by the proposed development is considered unlikely.

9. Are there any other likely environmental effects of the planning proposal and how are they proposed to be managed?

Heritage

The proposal is supported by a Statement of Heritage Impact (SoHI) prepared by Weir Phillips Heritage and Planning (**Appendix 4**). The SoHI reviews the potential impacts of the proposed changes with regard to heritage items in proximity or vicinity to the site.

The site contains and is in close proximity to locally listed heritage structures. These are outlined in Table 10 below.

TABLE 10 – HERITAGE ITEMS

HERITAGE ITEM	LISTING NUMBER	NSW STATE HERITAGE INVENTORY DESCRIPTION
LOCATED ON THE SITE		
St Alban's Church	Item No. I226	<i>St Albans Anglican Church is a large church in ecclesiastical Gothic style. It is set well back from the road with an attractive lawn and rose garden in front. The church is of brick construction with a cruciform plan. It has a complex slate roof with parapet gables. Stone and dark brick bands have been used for decoration with stained glass windows.</i>
St Alban's Anglican Church Rectory	Item No. I227	<i>The rectory beside St Alban's Anglican Church was built in 1885 in the Victorian Gothic style. It features outstanding stonework decoration around the windows.</i>
St Alban's Anglican Church Hall and Shops.	Item No. I228	<i>A very unusual church hall built to front the main road with two flanking shops and a central entrance. The building constructed shortly after the church but generally matching overall form is a good contribution to the</i>



site and an interesting response to add a further building to the site. The building comprises a large hall, two shops at the front, an entry foyer, and a mezzanine. The shopfronts are largely intact.

LOCATED IN PROXIMITY TO THE SITE

Post Office	Item No. I229	<i>An Edwardian style public building c. 1900. It features decorative two colour tuckpointed brick, stone cornices and sills, terracotta tiels and limited shingling. A small verandah is setback at the ground floor. A small balcony, now enclosed, is located in the corner recess above. It also features arched brick heads. There is some limited verandah decoration in the form of colonettes with brackets. It has a complex roof with an L-shaped plan.</i>
Terrace of three shops	Item No. I230	<i>An outstanding two storey terrace style Edwardian building, with downstairs shopfronts c.1905. It has been substantially remodelled below the awning. The balcony areas above have suffered but otherwise the building is intact. It features an asymmetrical facade. It has a large balcony with a shingled gable and two smaller balconies (now enclosed). The roof shingling is very unusual for this period. The brick remains exposed except on the balconies. The double hung windows feature 9 panes in the upper half. The fretted timber decoration to the balconies is outstanding. Despite the alterations, the building has retained its streetscape value.</i>

In understanding the history of the site, the SoHI acknowledges that:

St Albans Five Dock has had a long history of development, and additions to cope with the changing needs of the community. This expansion ran parallel with the expansion of the suburb which grew exponentially following the introduction of steam-tram motor transport from Leichhardt Town Hall to Great North Road and Lyons Road intersection. At St Albans, the First Church on site was only utilised for 60 years before a new church (the existing church) was constructed immediately behind it and the original church was demolished. Other additions such as two church halls and a rectory demonstrate continued need for expansion and growth to suit the needs of parishioners in the wider context of the growing suburb.

The SoHI considers the Church's place within the broader urban context and introduction of the new Metro station directly adjacent to the site.

The reference design will provide the Church with an opportunity to accommodate current and future requirements as well as the necessary funding and recurring income to support the ongoing operations, ongoing heritage restoration works and future needs of the Church.

In considering the potential heritage impacts of reference design, the SoHI notes the aesthetic and historical heritage significance of the local heritage items are most recognisable from the wider community, however, the social significance of the heritage items holds direct importance to the congregation as it goes to continuity of worship and the sense of community this imbues.

A balance between the aesthetic, historical, social significance and future planning context must be considered across the site. Just as the arrival of the steam tram in 1890 transformed the rural features of the area into a more suburban context, the introduction of the new Metro station will again transform the context of the site and the surrounding area.

The most significant element of the Church is not its buildings, but its congregation. The proposal gives the Church flexibility to evolve and develop for the foreseeable future, thereby maintaining its social significance.


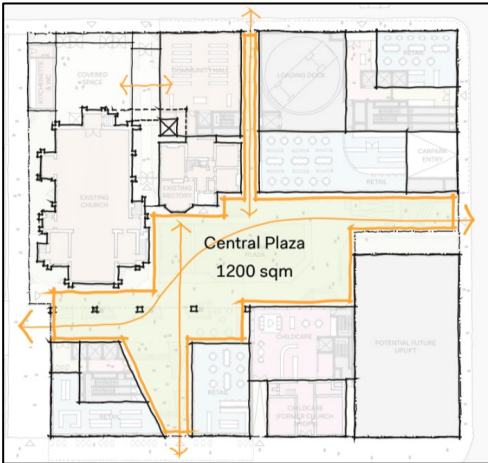
The reference design involves a thoughtful consideration of the site's placement, design form, and proportions within the significant building envelope. Visual impacts are minimised through the provision of reasonable setbacks and by the creation of a defined, formal space to the Church and Rectory as the publicly accessible open space. This is further enhanced by the four-storey podium line of the proposed new building being similar to the ridge of the transepts of the Church.

In conclusion, the SoHI states: *If a building associated with the Church is not of high historic or architectural merit, as is the case on this site, then a strong argument can be made for its additions of buildings fit for purpose and provide for additional funds to support the Church's ongoing function. The mitigation measures expressed in Carter Williamson's reference scheme which includes measures to introduce view corridors towards items and site permeability assist in mitigating the visual impact of the new impacts associated with the demolition of the Church Hall.*

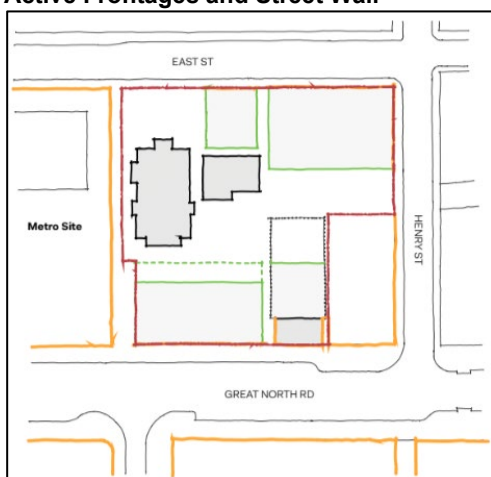
Urban Design

An Urban Design study has been prepared by Carter Williamson which is provided in **Appendix 1**. A review of the urban design principles and strategies identified in the Urban Design Study is provided below.

TABLE 11 – URBAN DESIGN PRINCIPLES/STRATEGIES

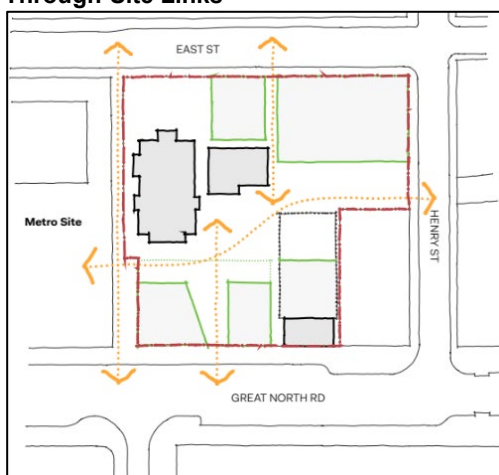
PRINCIPLE/STRATEGY	COMMENT
<p>Heritage Buildings</p> 	<p>The orientation, scale and built form of existing heritage items on the site and adjacent Metro station have been identified to inform the future urban context of the site.</p>
<p>Central Plaza</p> 	<p>Publicly accessible open space has been orientated in front of the church and rectory buildings which support a flexible space for events and activities.</p>

Active Frontages and Street Wall



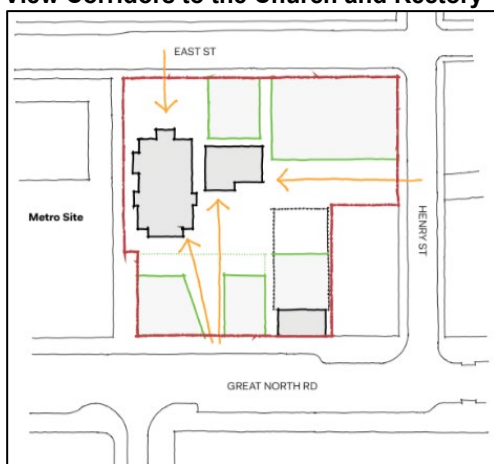
Proposed built forms have been designed with nil setbacks to support an active ground floor plane and maintain a consistent street frontage, particularly along Great North Road.

Through-Site Links



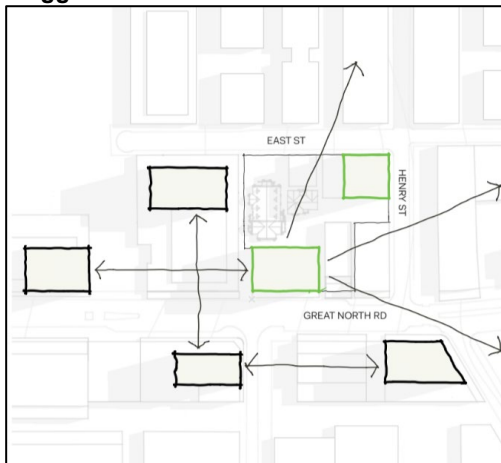
New publicly accessible through-site links have been identified across the site which will provide direct pedestrian connection to the Metro site.

View Corridors to the Church and Rectory



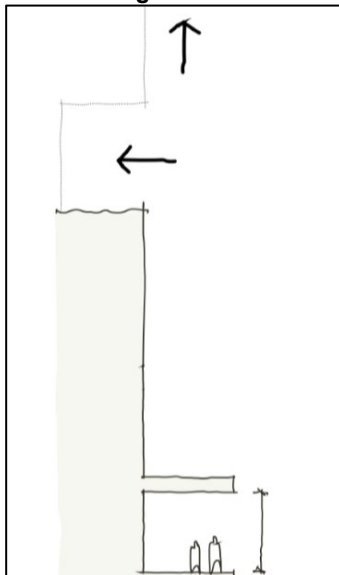
View corridors to heritage items have been considered by the proposal which maintains visibility from Great North Road and a new south facing view corridor created from Henry Street.

Staggered Tower Form



The staggering of tower forms has been designed to maximise solar access and building separation on the site to support improved amenity outcomes for neighbouring properties and future residents.

Podium Height



A four-storey podium line has been provided for all new built forms which provides a scale that is compatible with adjacent heritage buildings.

Traffic and Transport

A Traffic and Parking Report has been prepared by PDC consultants in support of the Planning Proposal. This has been provided in **Appendix 5**.

Existing Context

The site has frontage to three roads, Great North Road to the east (classified state road), Henry Street to the North (local road) and East Street to the West (local road). Each road is subject to a 50km/h speed zoning restrictions and accommodates a single lane in each direction.

In terms of public transport options, the site is in proximity to several bus stops which provide connections to Sydney and Parramatta CBDs and other local and strategic centres. The Five Dock Metro station, located directly south of the site, will provide a direct connection to Sydney CBD and Parramatta CBD. Given the



immediate proximity of the future Metro station, it is expected that staff, residents and workers of the development would utilise the metro service for journeys to and from work and place of residence.



FIGURE 20 – LOCATION AND ROAD HIERARCHY
Source: PDC Consultants

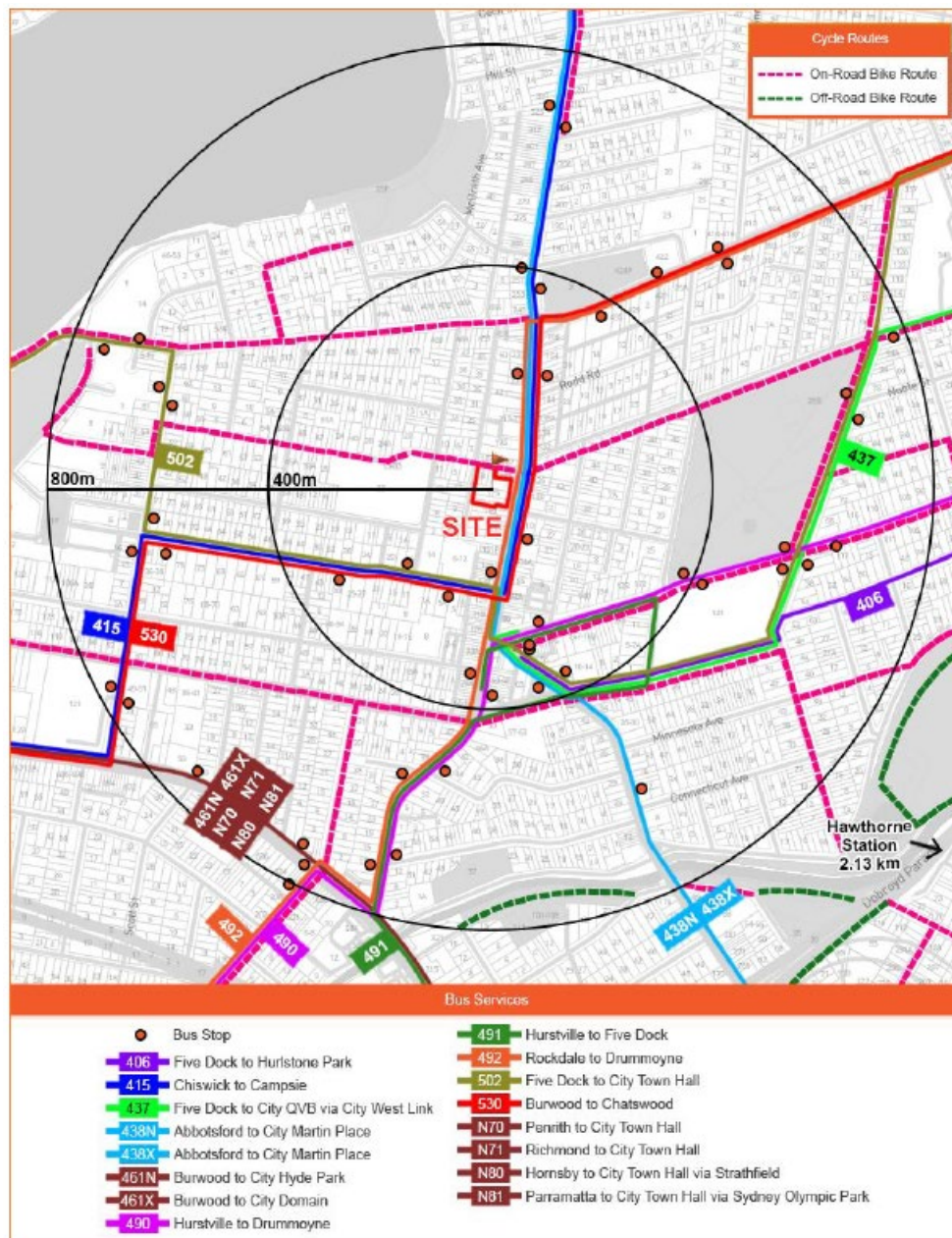


FIGURE 21 – PUBLIC AND ACTIVE TRANSPORT SERVICES

Source: PDC Consultants

Surveys of the existing performance of key intersections in the vicinity of the site, intersection turn count and queue length were undertaken for the following intersections on Tuesday 31 October 2023 between 7am-9am and 4pm-6pm:

- Great North Road / Garfield Street.
- Great North Road / Henry Street.
- Henry Street / East Street.

The survey results and video recordings were used to develop existing (base case) SIDRA models of the intersections for the weekday AM and PM peaks. Based on the results of the SIDRA modelling (base case) all intersections exhibit good operating performance during both the AM and PM peaks with minimal delays and ample spare capacity. A summary of the SIDRA modelling results are provided below.



INTERSECTION	PERIOD	DOS	AVD (s)	LOS
Great North Road / Garfield Street	AM	0.685	16.8	B
	PM	0.477	16.4	B
Great North Road / Henry Street	AM	0.144	10	A
	PM	0.139	10.7	A
Henry Street / East Street	AM	0.013	13.1	A
	PM	0.039	8.8	A

FIGURE 22 – SUMMARY OF SIDRA MODELLING RESULT - EXISTING

Source: PDC Consultants

Traffic Generation from Proposal

Traffic generation of the proposed development predicted under the applicable traffic generation rates⁶ is provided below.

TYPE	NO.	PERIOD	TRAFFIC GENERATION RATE	IN / OUT SPLIT (%)	TRAFFIC GENERATION
Childcare Centre	800 m ² GFA	AM	8.62 trips / 100m ² GFA / hour	50 / 50	69 vehicle trips / hour (35 in / 34 out)
		PM	9.4 trips / 100m ² GFA / hour	50 / 50	41 vehicle trips / hour (21 in / 20 out)
Residential	162 units	AM	0.19 trips / unit / hour	80 / 20	31 vehicle trips / hour (6 in / 25 out)
		PM	0.15 trips / unit / hour	20 / 80	24 vehicle trips / hour (19 in / 5 out)
Retail	480 m ² GFA	AM	1.4 trips / 100m ² GFA / hour	80 / 20	7 vehicle trips / hour (6 in / 1 out)
		PM	4.6 trips / 100m ² GFA / hour	50 / 50	22 vehicle trips / hour (11 in / 11 out)
Commercial	650 m ² GFA	AM	1.6 trips / 100m ² GFA / hour	90 / 10	10 vehicle trips / hour (9 in / 1 out)
		PM	1.2 trips / 100m ² GFA / hour	10 / 90	8 vehicle trips / hour (1 in / 7 out)
Place of Worship	Church service does not coincide with the weekday AM and PM peaks				
AM TOTAL:					117 vehicle trips / hour (56 in / 61 out)
PM TOTAL:					95 vehicle trips / hour (52 in / 43 out)

Note: The AM and PM average rates for 'centre vehicle trips per 100m² of GFA during adjacent roads' peak hour' under Table 3.3 of the CCC Analysis Report has been adopted.

FIGURE 23 – TRAFFIC GENERATION OF THE DEVELOPMENT

Source: PDC Consultants

The traffic impacts of the increased volumes through the intersections were analysed using SIDRA. The following scenarios have been assessed:

- Existing (base-case).
- Existing + Development.

⁶ Predicted Traffic generation rates have been formulated with regards to the RMS Guide to Traffic Generating Development 2002, RMS Technical Direction TDT 2013/04a - Guide to Traffic Generating Developments, Updated Traffic Surveys and RMS Validation Trip Generation Surveys – Childcare Centres Analysis Report, September 2015.



- Existing + 10-year background traffic growth (Existing + BTG).
- Existing + 10-year background traffic growth + Development (Existing + BTG + Development).

For the scenarios where background traffic growth has been assessed, a 2% annual traffic growth rate has been applied.

A summary of the modelling results is presented below.

INTERSECTION	SCENARIO	PERIOD	DOS	AVD (s)	LOS
Great North Road / Garfield Street	Existing	AM	0.685	16.8	B
		PM	0.477	16.4	B
	Existing + Development	AM	0.816	18.9	B
		PM	0.522	17.1	B
	Existing + BTG	AM	1.006	25.6	B
		PM	0.697	21.1	B
	Existing + BTG + Development	AM	1.119	36.9	C
		PM	0.754	22.1	B
Great North Road / Henry Street	Existing	AM	0.144	10	A
		PM	0.139	10.7	A
	Existing + Development	AM	0.155	10.0	A
		PM	0.158	10.8	A
	Existing + BTG	AM	0.196	10.9	A
		PM	0.196	11.9	A
	Existing + BTG + Development	AM	0.210	10.9	A
		PM	0.222	12.0	A
Henry Street / East Street	Existing	AM	0.013	13.1	A
		PM	0.039	8.8	A
	Existing + Development	AM	0.014	14.2	A
		PM	0.042	9.3	A
	Existing + BTG	AM	0.016	13.5	A
		PM	0.049	9.0	A
	Existing + BTG + Development	AM	0.018	14.9	B
		PM	0.053	9.6	A

FIGURE 24 – SUMMARY OF SIDRA MODELLING RESULTS – EXISTING AND DEVELOPMENT SCENARIO
SOURCE: PDC CONSULTANTS

With regard to 'Existing + Development', the increase in additional vehicle trips resulting from the indicative future development will result in minimal impact on all three key intersections during both the AM and PM peaks. Whilst some minor increases in the Average Vehicle Delay (AVD) and Degree of Saturation (DOS), no change in the Level of Service (LOS) is identified compared to the 'Existing' scenario.

Modelling scenarios considering 10-year background traffic growth show that the Great North Road / Garfield Street intersection will be oversaturated (i.e. over capacity after 10 years solely from the increase in background traffic growth). However, the intersection will still operate satisfactorily.



When considering the indicative future development after 10 years, the traffic modelling assessment shows that the development traffic will have minimal impact on the Great North Road / Garfield Street intersection albeit worsening of the performance of the intersection in the AM peak from a B to a C. The performance of the Henry Street / East Street intersection will also deteriorate with the LOS worsening from an A to a B (AM peak). However, both intersections will continue to operate satisfactorily.

It should be noted that the traffic assessment above represents a conservative worst-case scenario which does not take into consideration:

- Existing traffic generated from the existing church, childcare and residential land uses, and
- A substantive reduction in vehicle trips which can be expected given the site being directly adjacent to Five Dock Metro Station.

Despite not accounting for existing land uses and the delivery of the new Metro station, the traffic assessment in **Figure 24** shows good operation and performance of all key intersections.

It is therefore concluded that the increased traffic generation resulting from an indicative future development can therefore be accommodated by the existing road network, with no external improvements required. The traffic impacts of the proposed development are therefore considered acceptable.

Parking rates

The Traffic and Parking Report has considered the car parking, bicycle and motorcycle parking requirements for the indicative future development in accordance with the City of Canada Bay Development Control Plan 2023 and the State Environmental Planning Policy (Housing) 2021 (Housing SEPP).

The Traffic and Parking Report concludes that the proposed development can comply with the minimum and maximum parking rates for the proposed land uses.

Service Vehicle Parking & Waste Collection

The proposed development will provide a loading dock on Ground Floor and can accommodate a single Heavy Rigid Vehicle (HRV). Waste collection will be undertaken on-site within the loading dock and under the management of the LDMP.

Given the scale of the development and various land uses proposed on-site, it is proposed that a Loading Dock Management Plan (LDMP) be prepared and implemented for the development to ensure the safe and efficient operation of the loading dock.

Public Open Space

The proposal is supported by a Landscape Report prepared by Yerrabingin (**Appendix 3**). The report identifies various public open space within the site as well as their functions and desirable uses. These have been summarised in the table below.



TABLE 12 – OPEN SPACE AND PUBLIC DOMAIN

LANDSCAPE CHARACTER	DESIGN INTENT AND FUNCTION	PROGRAMMING CONSIDERATIONS
1. Church Forecourt	<ul style="list-style-type: none"> • Create a welcoming entry experience with a clear front address to the church. • Allow for all-weather use with the additional of a covered structure. • Create a place that reflects the identity of St Alban's Church and has a strong connection between forecourt and church. • Encourage human interactions through dedicated space for ceremonial events and gathering in the landscape. • Provide adequate seating and protection from the elements. • Provide bike and scooter parking amenities. • Ensure safe pedestrian access in the presence of cars. • Provide accessible entry to the church building. • Allow for a variety of gathering, ceremonial events and group congregation in a sheltered space, with access to new kitchen and amenities building. • Provide adequate seating and protection from the elements. 	<ul style="list-style-type: none"> • Weekly Sunday services at 10am with a view to increase to 3 Sunday services as the congregation grows. • Mobile Community Pantry, fortnightly, Wednesdays 10:30-11:30am • Community events
2. Central Plaza	<ul style="list-style-type: none"> • Create a place for the wider community as well as church users to gather, with flexibility to accommodate permanent and temporary events, markets and performances. • Provide a variety of seating opportunities such as movable furniture, timber decking and lawn area. • Design comfortable and bespoke furniture elements for a strong identity to the central plaza and tie into the character of the church • Incorporate opportunities to play and be creative. • Create a 'heart' to the church campus that offers quality amenity to church members and the public. • Accommodate for significant foot traffic from Henry Street to the metro station during mornings and evenings. • Tie into the character of the church (heritage elements) • Allow for zones of active (play, and passive recreation (picnics, outdoor bible readings) • Take advantage of basement set down area by strategically planting trees and supportive planting 	<ul style="list-style-type: none"> • Outdoor cinema • 'Jazz on the Lawn', 1-2 times annually, early Spring and late December (Christmas focus). (Free for community) • Weekly and fortnightly 'community groups' (groups of 8-12 who regularly meet for sharing, prayer, bible reading and support). Throughout the year. • Expand the Mobile Community Pantry: Have more fresh food available for the local shoppers. • Offer a fortnightly free dinner in a suitable space, this could occur in the Village Green or the Church Forecourt • Markets • Christmas Carol events
3. Through-site links	<ul style="list-style-type: none"> • Provide a pleasant pedestrian experience for people traveling through site. • Create safe and secure pedestrian connection through lighting and passive surveillance. • Create a unique and human-centric character to each site link whilst responding to the character of the metro station and surrounding buildings. 	

- Tie the through site link in with the central plaza.
- Allow for furniture, retail and cafe spill out to activate through-site links.
- Allow for high volumes of pedestrian traffic.
- Accommodate for significant foot traffic from Great North Road to the metro station during the mornings and evenings.
- Use the through site link to support ground floor retail functions of new buildings.
- Provide an engaging first impression of site.
- Integrate creative interpretation in paving, walls, furniture elements and public art

4. Sheltered Landscape

- Provide a pleasant pedestrian experience for people traveling through site.
- Tie into the central plaza
- Active the spaces under building over hangs whilst keeping a clear access way for pedestrian circulation.
- Opportunity to activate the undercover spaces with large scale artwork such a mural, lighting and unique furniture elements.
- Integrate creative opportunities that encourage interactive play and engagement.
- Allow for high volumes of pedestrian traffic.
- Accommodate for significant foot traffic from Great North Road to the metro station during the mornings and evenings.
- Use the through site link to support ground floor retail functions of new buildings.
- Provide an engaging first impression of site

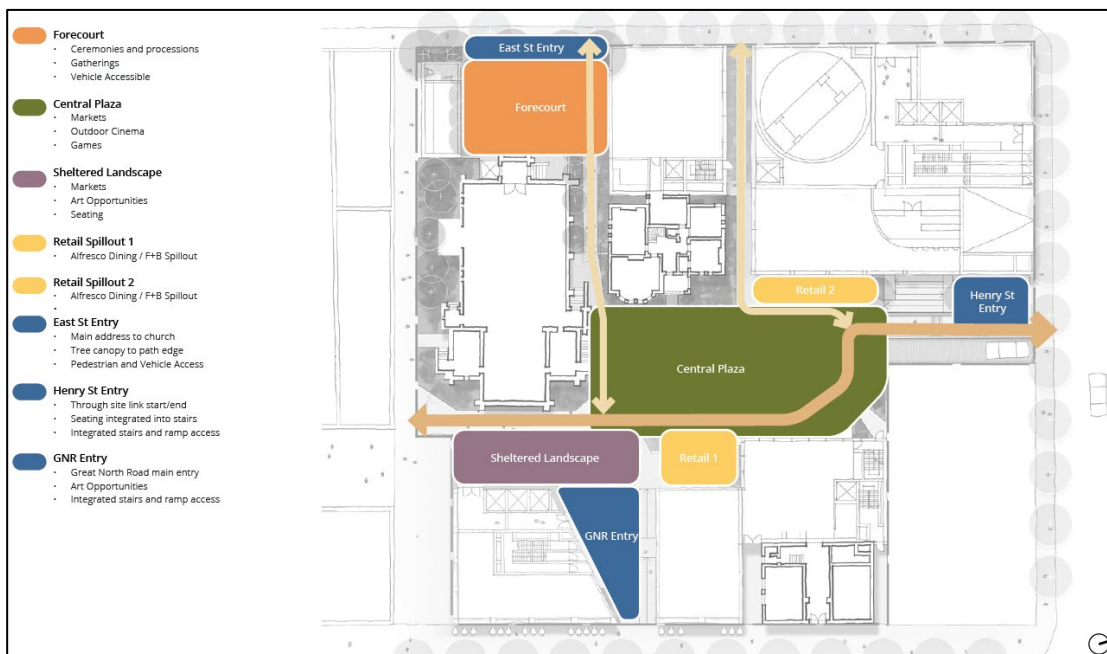


FIGURE 25 – OPEN SPACE AND ACTIVATION STRATEGY
SOURCE: YERRABINGIN

Landscaping and Tree Canopy

The site currently contains 21 trees across the site (Refer to Figure 26). The trees are predominately exotic species with no threatened or locally indigenous species identified. The existing planting of trees is somewhat random with no consistent landscape theme evident across the site.

Tree retention was considered for the proposal, however following rigorous urban design analysis, the location of existing trees was not conducive to urban renewal. Consequently, all trees will be removed.

The landscaping approach identified in the Landscape Plan prepared by Yerrabingin (**Appendix 3**) will provide a coordinated landscape design characterised by predominately indigenous species with significantly improved public access. Replacement trees are identified to be planted within the Central Plaza, Church forecourt and along the southern boundary of the site which will provide improve tree canopy coverage to publicly accessible spaces.

Furthermore, street tree planting will also be provided to achieve a contiguous canopy cover along each street frontage and provide shading to currently exposed streets and footpaths reducing urban heat island effects and provide positive microclimate control.

The concept landscape approach identified by Yerrabingin is provided in **Appendix 3** and reproduced in Figure 27 below.



FIGURE 26 – EXISTING TREES
SOURCE: YERRABINGIN

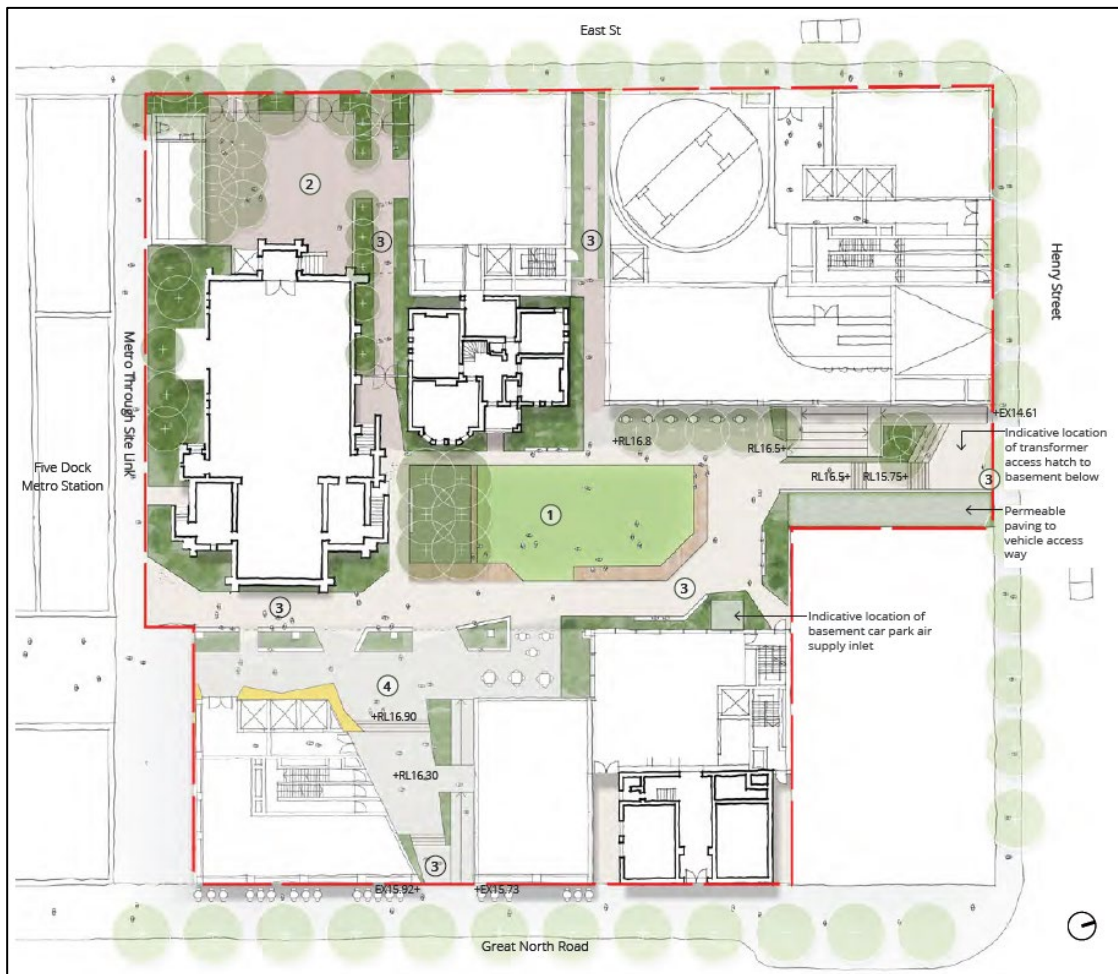


FIGURE 27 – LANDSCAPE CONCEPT PLAN
SOURCE: YERRABINGIN

Overshadowing

Preliminary sun eye diagrams and shadow study have been prepared by Carter Williamson in **Appendix 1**. As demonstrated, the scale and separation distance of the residential towers in the reference design are unlikely to result in adverse overshadowing impacts and enable adequate solar access to neighbouring sites, with most shadows falling on East Street, the roof of the Metro Station or Great Northern Road.

No overshadowing impact is caused by the reference design during Equinox and Summer Solstice to Fred Kelly Place. As identified in the Winter Solstice shadow analysis (Figure 29), Fred Kelly Place will be largely overshadowed by the above ground infrastructure for the Metro station which will rise about 5 storeys from street level⁷. Whilst some additional overshadowing impact is identified by the reference design between 10am – 12pm (Winter Solstice), the tower shadow is fast moving and limited to a small area of the plaza.

With consideration of the ensuing urban transformation anticipated with the arrival of the Metro station, some level of overshadowing can be expected and must be balanced with the urban renewal and the delivery of affordable housing for the site.

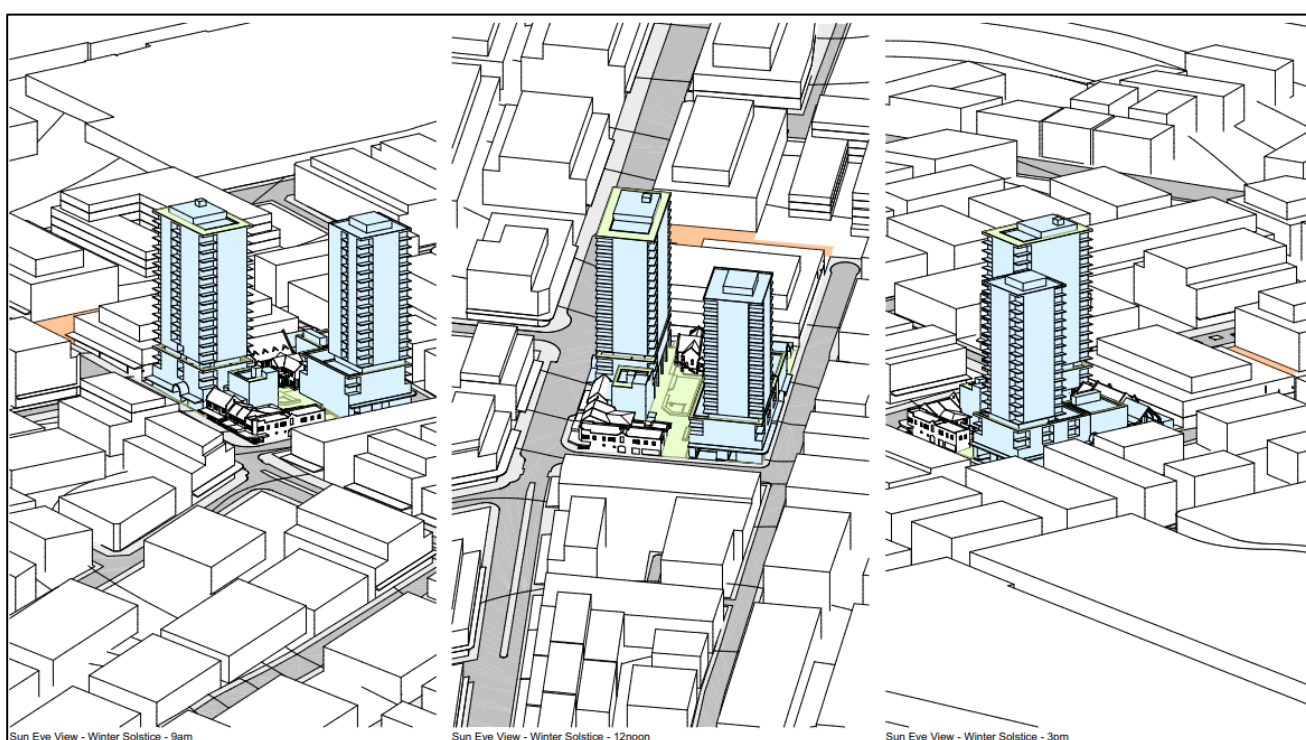


FIGURE 28 – SUN EYE DIAGRAM – WINTER SOLSTICE
SOURCE: CARTER WILLIAMSON

⁷ Sydney Metro. (March 2022) Environmental Impact Statement - *State Significant Infrastructure – Sydney Metro West Part B Chapter 12 – Five Dock* | SSI-22765520. NSW Government



FIGURE 29 – SHADOW ANALYSIS - WINTER SOLSTICE
 SOURCE: CARTER WILLIAMSON



Contamination

A Preliminary Site Investigation (PSI) has been prepared by Sydney Environmental Group Pty Ltd (**Appendix 9**) which considers the suitability of the site for the proposed land use. Based on the assessments undertaken in the PSI, Sydney Environmental Group Pty Ltd concludes that:

the site is generally considered suitable for the ongoing land use and proposed redevelopment subject to a targeted detailed site investigation (DSI) consisting of intrusive sampling of identified fill material within the site.

Based on this conclusion, Sydney Environmental Group Pty Ltd make the following recommendations:

- *A targeted detailed site investigation of the areas of potential fill and historical demolition is warranted to fully characterise any potential soil contamination;*
- *An Acid Sulfate Soil Assessment is to be undertaken should excavation works be proposed within the site;*
- *A Pre-Demolition Hazardous Building Materials Survey should be carried out prior to any proposed demolition works;*
- *Following removal of hazardous building materials (if identified) and subsequent demolition of the building portions, a clearance inspection should be carried out by an appropriately qualified occupational hygienist / NSW LAA;*
- *Any soils proposed for excavation and disposal off-site should be done so with the appropriate waste classification, and in accordance with relevant NSW EPA Waste Classification Guidelines (2014); and*
- *Records of the transport and disposal of any materials off-site should be maintained.*

The PSI confirms that the site is suitable for the proposed use subject to further detailed site investigations and testing which can occur prior to the preparation of a Development Application.

10. Has the planning proposal adequately addressed any social and economic effects?

Social Impacts

A Social and Community Infrastructure Needs Assessment has been prepared by Mecone and provided in **Appendix 7**. The report undertakes a theoretical benchmarking assessment of the projected demand for social and community infrastructure generated by the future population resulting from this proposal.

Existing Facilities

Canada Bay has a sizable amount of existing social and community infrastructure. Additionally, with the construction of the Five Dock Metro Station, the residents of the site, churchgoers, and workers will have improved access to regional social and community infrastructure outside of the 2km catchment, such as at Sydney Olympic Park.

The existing local facilities have been identified and mapped, to place them in context with the site. These maps show there is a diverse range of existing local social and community infrastructure within walking distance (800m) from the site and the wider local 2km catchment, including:

- | | | |
|----------------------------|--------------------|------------------|
| • Boat Launching Ramp | • High School | • Post Office |
| • Childcare Centre | • Library | • Preschool |
| • Club | • Nursing Home | • Primary School |
| • Community Facility | • Park | • Special School |
| • Community Home | • Picnic Area | • Sports Centre |
| • Community Medical Centre | • Place of Worship | • Sports Court |
| • Golf Course | • Police Station | • Sports Field |

The site is also located within 2km of 11 active recreational spaces as well as many other passive open space areas (e.g. beaches, nature reserves and gardens, playgrounds, picnic areas and walking tracks). These include Five Dock Park, Five Dock Leisure Centre, St Lukes Park and Timbrell Park.

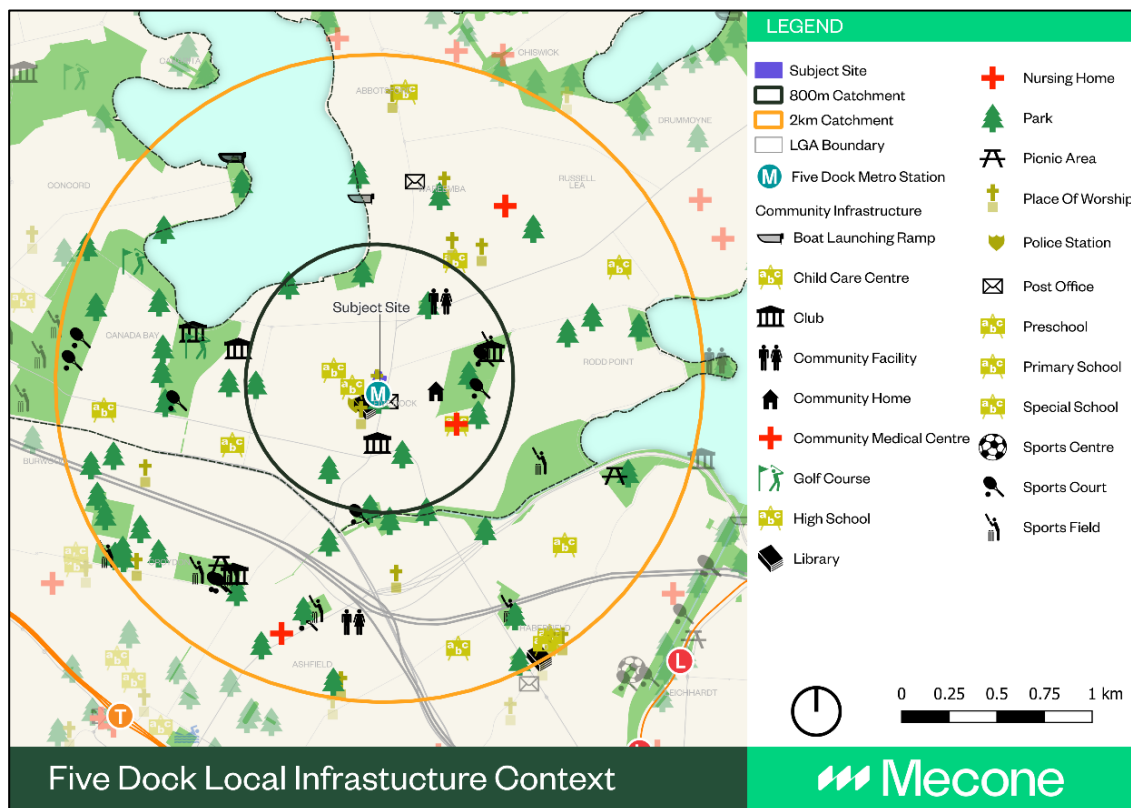


FIGURE 30 – FIVE DOCK LOCAL INFRASTRUCTURE CONTEXT

Source: Mecone

Planned Facilities

The City of Canada Bay has identified a wide range of planned new local social and community infrastructure facilities, amenities, and improvements to existing facilities in the Canada Bay Local Infrastructure Contributions Plan. These include a range of additional or upgraded active transport infrastructure, community facilities, open space and recreation facilities, and public domain spaces including but not limited to:

- District level staffed multipurpose community centre with 400-person capacity hall, community office space, and creative space – Concord or Five Dock
- Additional library floor space (684m²) floor space in the Five Dock library catchment – Five Dock or Drummoynes
- Delivery of new open space in Five Dock Town Centre / Fred Kelly Place (east) – Five Dock
- Delivery of new open space 1300m² (unrelated to PRCUTS) – Five Dock
- Delivery of new open space in Five Dock Town Centre (3,000m²) – Five Dock

The expected provision of this infrastructure, particularly those within the local catchment of the subject site, is anticipated to further support the needs of the local population in Five Dock.



Demand and Additional need

The projected additional population from this reference design is 371 additional people. Using the identified benchmarks, the additional population arising from this proposal would lead to a demand for:

- 30m² additional community centre space.
- 13m² additional library space and resourcing, based on Five Dock - Abbotsford SA2 population baseline.
- Additional school, Early education and care for children, and out of school hours care (OSHC), subject to the age profile and population mix on site.
- 0.63ha of active open space.
- 0.30ha of passive open space (accounting for 0.12ha proposed for the site).

The additional demand on neighbourhood facilities and open space is relatively minimal when compared with baseline demand from the current population and not significant enough to reach a threshold to require the construction of additional community and cultural facilities. Instead, it is likely to support continued patronage of existing and planned facilities, particularly those identified within the catchment of the site.

The proximity of the site to the future Five Dock Metro Station also provides for high levels of access to a wide range of community and cultural facilities located outside of the Canada Bay LGA.

The demand for additional open space will be absorbed by the existing and planned active open space. The provision of an additional 0.12 ha on the site will also supplement this and provide additional passive open space within walking distance of new residences.

Public Benefit opportunities

The proposal provides opportunities for a range of local open space, community and cultural facilities, and shops on the site to support both existing and the incoming population. These include:

- Provision of new childcare facilities for approximately 80 childcare places.
- Opportunity to support multipurpose community centre facilities through the rebuilt Community Hall, meeting an identified priority need for a multipurpose community centre space.
- Approximately 1,200m² new publicly accessible open space, and the creation of a new forecourt area in front of St Alban's Church along East Street.
- Improved connections to the future Five Dock Metro Station via a new site link between Henry Street and the future Metro Station.
- 392 bicycle parking spaces to support greater active transport.
- Opportunity to identify additional active open space facilities during the detailed design stage, including play spaces for younger children.

The proposal also includes the provision of 25 affordable rental housing units on the site will help meet the needs identified in the social context review.

Additionally, future contributions towards existing Section 7.11 and 7.12 Contributions Plans will also support the delivery of planned social and community infrastructure within the LGA.

St Alban's Church's vision and aspirations for the site also include a variety of social and community infrastructure services. Planned activities of the church include:



- Sunday services, weekly, 10am (with a view to increasing this to 3 services as congregation grows)
- Mobile Community Pantry, fortnightly, Wednesdays 10:30-11:30am
- Weekly and fortnightly 'community groups' (groups of 8-12 who regularly meet for sharing, prayer, bible reading and support). Throughout the year.
- Facilities to run youth groups on Friday nights and Kids Church on Sundays.
- Bounce Playgroup, 9:30-11am, Wednesday mornings during the school term. (This ministry is currently on a 'rest'. The Church hopes to restart in 2024).
- Termly Prayer evenings, where the church gathers to pray on a weeknight for the local community.
- 'Jazz on the Lawn', 1-2 times annually, early Spring and late December (Christmas focus). A free event for the local community.

Other aspiration activities identified by the Parish include:

- To expand their Mobile Community Pantry to have more fresh food available for the local shoppers, and a fortnightly free dinner in a suitable space and with suitable kitchen facilities, offering relational connection, counselling, prayer, and occasional financial coaching. This would be run, largely, by attendees of the church who lives locally and/or in the accommodation on site.
- To run regularly parenting seminars for locals/primary school/daycare/preschool parents, where local professionals present on relevant topics.
- Run a preschool on site.
- Offer more frequent free local community events (Open air cinema, 'Jazz on the lawn', etc) which allows the church to make local connections, and foster connections between locals.

Overall, this proposal supports the sustainability of existing social and community infrastructure and is aligned with the policy and planning context for Canada Bay.

Economic Impacts

A Property Market report has been prepared by JLL which is provided in **Appendix 8**. The report considers Sydney's housing market with a particular focus on Canada Bay and Five Dock, forecast housing supply and implications of the Sydney Metro West project on the locality.

It is well documented that Sydney is currently undergoing a housing supply crisis driven by strong demand and a lack of available supply. Across Sydney, rental vacancy as of October 2023 was 1.2%. This is the lowest level recorded by SQM Research since May 2010. Rental vacancy is even lower in the 2046 postcode (Five Dock, Abbotsford, Sydney, Russell Lea, Chiswick, Wareemba, Rodd Point, Canada Bay) at 0.9%.

"Canada Bay LGA is not forecast to meet current housing targets, and indications from government initiatives are that these targets could increase."

Property Market Report, JLL, Appendix 8

With population growth rebounding to pre-pandemic levels, new supply is likely to fall well short of underlying demand and tip market balance into further under-supply, resulting in worsening vacancy and growth in unit prices.

In August 2023, the National Cabinet met and agreed to an ambitious new national target to build 1.2 million new well-located homes over five years, from 1 July 2024. The NSW share will be 387,000 or 77,400 dwellings each



year over the next five years. This is twice as many as the state is currently forecasted to deliver.

Canada Bay's LHS identifies a provisional target of 3,800 dwellings between 2021-2026 and 8,700 dwellings between 2026-2036. As of July 2022, Canada Bay had a cumulative housing deficit of 627 homes. By July 2026, this cumulative housing deficit is expected to increase to 2,287 homes which doesn't take into account the likely additional housing targets following the National Cabinet Housing Target.

The Five Dock Metro Station will provide catalytic infrastructure to a suburb not currently serviced by rail and considerably reduce travel times Sydney and Parramatta CBDs.

The existing built form controls in proximity to Five Dock Metro (i.e. height and FSR) are significantly lower than stations which share similar CBD travel times (e.g. Crows Nest and Waterloo) and generally lower than those with longer travel times (e.g. Rockdale, Campsie and Showground).

Under the status quo, the housing crisis will continue to get worse in Canada Bay. Encouraging greater density and capacity in proximity to the Five Dock Metro station can leverage existing and planned infrastructure capacity and provides opportunity to ease the future housing deficit.

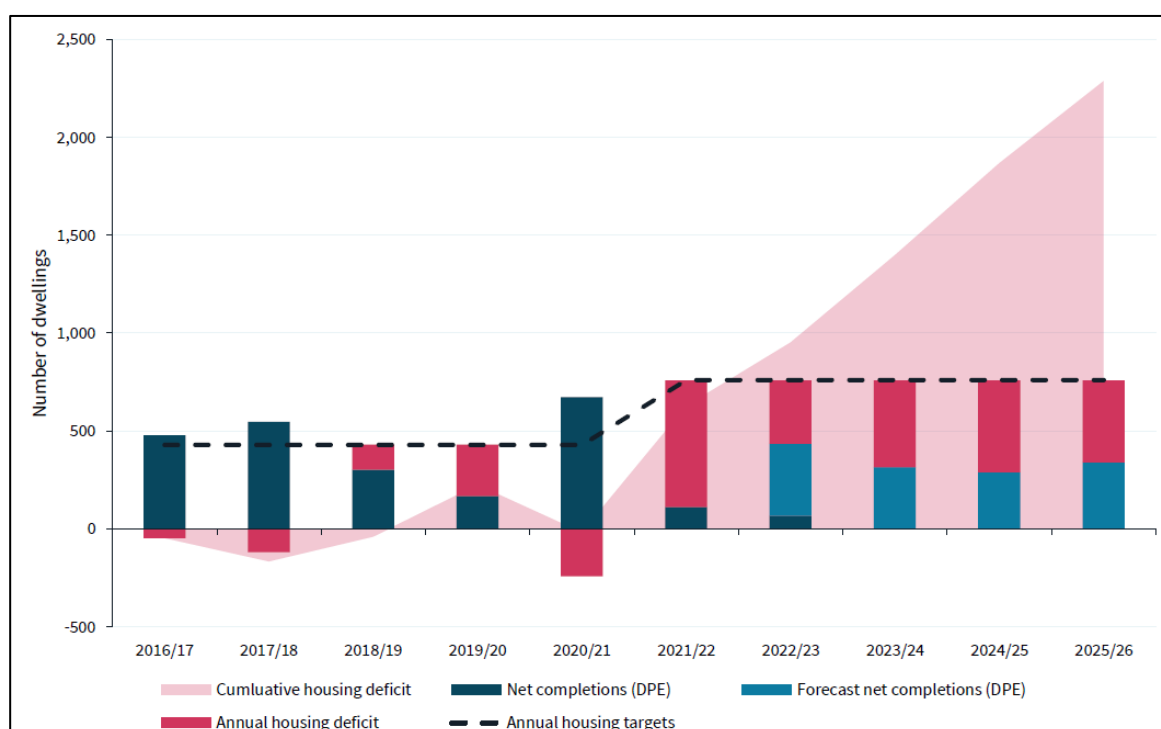


FIGURE 31 – ANNUAL CUMULATIVE HOUSING DEFICIT IN CANADA BAY LGA

Source: JLL



9.3.4 Section D – Infrastructure (Local, State and Commonwealth)

11. Is there adequate public infrastructure for the planning proposal?

The proposal is in an established, and urban area, in a highly accessible location, directly adjacent to the new Five Dock Metro station.

The site is currently connected to existing services and utilities which can readily accommodate future development. Notwithstanding, a Civil and Building Services report has been prepared by Intrax Projects in support of the Planning Proposal (**Appendix 10**). A summary of likely inf and confirms the following findings:

TABLE 13 – CIVIL AND BUILDING SERVICES

SERVICE	COMMENT
Electrical Supply	There appears to be Ausgrid Energy High Voltage (HV) infrastructure along East Street and Great North Road to provide electricity to the site. Ausgrid will need to confirm existing electrical capacities and confirm if street electricity infrastructure requires upgrading. It is anticipated that a new chamber Substation will be required with 2 x 1000kVA transformer. Electrical infrastructure works may be required to bring a high voltage feed to the site. Ausgrid need to confirm the extent of any infrastructure works on the existing electricity network.
Communications	There appears to be adequate telecommunications pit and pipe infrastructure to the proposed development to enable the telecommunications authority to reticulate telecommunications fibre cabling to the site. NBN Co fibre appears to be currently available in the area.
Stormwater Drainage	The nearest stormwater pit is on the corner of Great North Road and Henry Street on the north side of the street. The outlet of this pit is 375mm diameter and drains to the north. The proposed development will require a stormwater main extension along Great North Road or Henry Street to a location that provides a stormwater pit in front of the proposed development.
Sewer Drainage	There is an existing 225mm Sydney Water Corporation (SWC) sewer main that services the properties at 171-179 Great North Road. The sewer heads north towards Henry Street and traverses through properties adjacent to the proposed development. This will need to be maintained during the construction of the proposed development. There is also an existing 150mm SWC sewer main that crosses the south-west corner of the proposed site. This traverses 171 and 173 Great North Road. This sewer will need to be diverted in East Street to allow the construction of the proposed basement. Either of the nominated SWC sewer mains would be suitable for connection of the proposed development.
Potable Cold Water	The existing SWC 250mm potable cold water main within Great North Road is likely to have adequate capacity to service the proposed development with reference to typical Water Code of Australia design requirements.
Natural Gas Service	The existing Jemena 75mm Nylon (210kPa) gas main within Great North Road is located on the western side of the road adjacent to the site's eastern boundary. It is likely to have adequate capacity to service the development.

9.3.5 Section E – State and Commonwealth Interest

12. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

Consultation with State and Commonwealth agencies will be undertaken following Gateway Determination, which is likely to include, but not limited to:

- Transport for NSW
- Sydney Metro
- Sydney Water
- Ausgrid

9.4 Maps

This Planning Proposal seeks to amend the following maps of the Height of Buildings Map in CBLEP. The proposed height map is provided below and included at **Appendix 6**.



FIGURE 32 – EXISTING HEIGHT OF BUILDING MAP

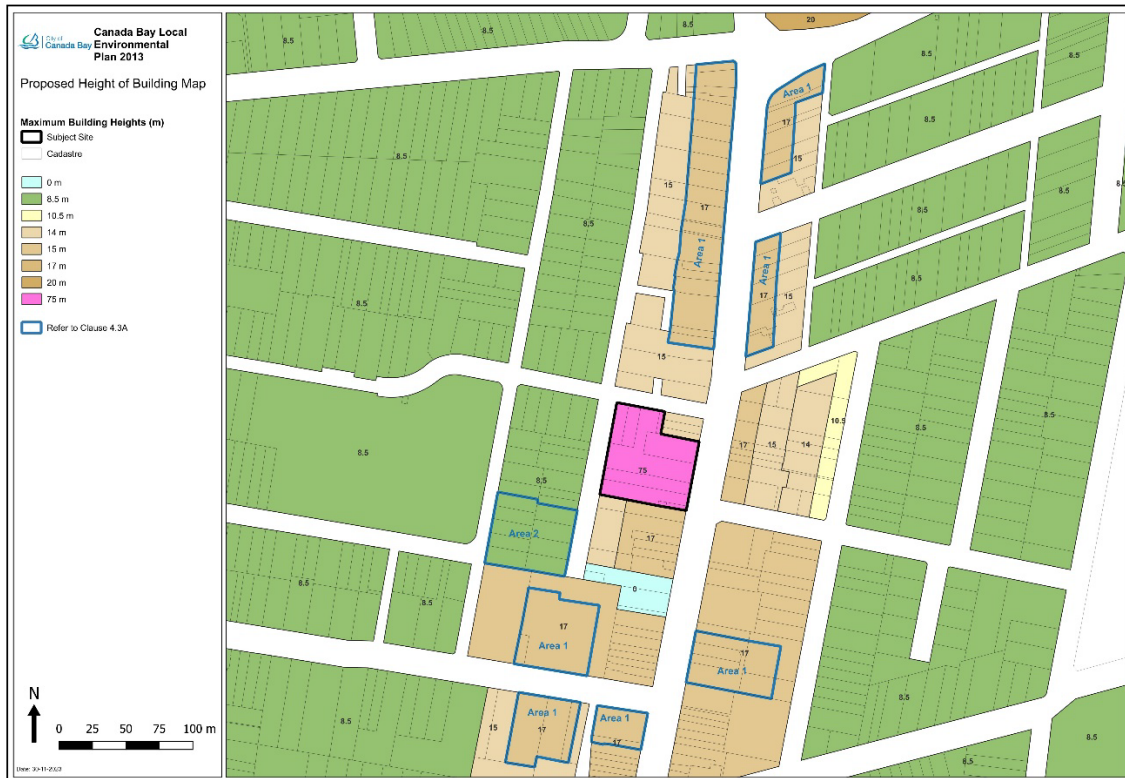


FIGURE 33 – PROPOSED HEIGHT OF BUILDING MAP



FIGURE 34 – EXISTING FLOOR SPACE RATIO MAP



FIGURE 35 – PROPOSED FLOOR SPACE RATIO MAP



9.5 Community Consultation

Community consultation has not been undertaken to date. Community consultation will be determined as part of the Gateway determination. Confirmation of the public exhibition period and requirements for consultation will be detailed as part of the Gateway Determination. Any further Community consultation will be conducted in accordance with Section 3.34 of the EP&A Act and *Local Environmental Plan Making Guideline*.

9.6 Project Timeline

The following table provides an indicative timeframe for the Planning Proposal

TABLE 14 – PROJECT TIMELINE

STAGE	TIMEFRAME AND/OR DATE
Consideration by Council	January 2023
Council decision	April 2024
Gateway Determination	June 2024
Commencement and Completion of Public Exhibition Period	June - July 2024
Consideration of Submissions	August 2024
Post Exhibition Review and Additional Studies	September 2024
Submission to the DPE for finalisation (where applicable)	October 2024
Gazettal of LEP amendment	December 2024



10 Conclusion

The Planning Proposal has been prepared by Mecone on behalf of St Alban's Five Dock and Traders in Purple in accordance with Section 3.33 of the EP&A Act and the requirements of the LEP Making Guideline.

The Anglican Church has been located on the site since 1859. For some time, it has been seeking to augment and expand its existing pastoral and community functions while developing a funding stream to repair and maintain its existing costly heritage assets. The recent location of a Metro station immediately to south provides an opportunity not only to do this but also to provide a significant supply of transit-oriented housing in accordance with key planning policies of government.

The scale and density currently planned for Five Dock is not reflective of the significant infrastructure investment that is Sydney Metro West. This is reflected in DPE's approval letter of Council's LHS which required Council to re-evaluate its approach in limiting housing opportunities in Five Dock and North Strathfield to low scale medium density developments.

The proposed amendments to CBLEP aim to support a mixed-use development that will optimise the strategic location of the site whilst being considerate to the future local character and heritage context. The proposal supports a level of density consistent with reasonable expectations of a local centre that is less than 15 minutes from both the Parramatta and Sydney CBDs, will support the operational viability of Sydney Metro West and will appropriately contribute to the housing supply needs of Greater Sydney.

Furthermore, the future redevelopment can provide considerable public benefits and will enable the Anglican Church of Australia, as landowner, to realise a sustainable, re-occurring income that will support the ongoing community services and restoration works of the Parish's heritage assets.

The proposal demonstrates significant strategic merit in that it directly aligns with the Greater Sydney Regional Plan's vision for a 30-minute city and key priorities of the Eastern District Plan and LSPS – most notably being:

Eastern District Plan:

- Planning Priority E5 - Providing housing supply, choice and affordability with access to jobs, services and public transport.
- Planning Priority E6 - Creating and renewing great places and local centres, and respecting the District's heritage.
- Planning Priority E10 - Delivering integrated land use and transport planning and a 30-minute city.
- Planning Priority E18 - Delivering high quality open space.

LSPS

- Planning Priority 1. Planning for a City that is supported by infrastructure
- Planning Priority 3. Providing community services and facilities to meet people's changing needs.
- Planning Priority 5. Provide housing supply, choice and affordability in key locations.

Sydney Metro West is a once-in-a-century infrastructure project which will double rail capacity between Parramatta and Sydney CBDs and provide new rail services to localities such as Five Dock, which are not currently serviced by rail infrastructure. A key objective in the delivery of Sydney Metro West is to contribute towards Greater Sydney's vision for a 30-minute city and to support new residential and employment growth opportunities.



- Planning Priority 6. Provide high quality planning and urban design outcomes for key sites and precincts.
- Planning Priority 11. Identify land use opportunities and implications arising from Sydney Metro West
- Planning Priority 12. Improve connectivity throughout Canada Bay by encouraging a modal shift to active and public transport.

The proposal also responds to a change in circumstances caused by the current housing crisis, which has not been recognised in the LSPS.

The site exhibits site specific merit for the following reasons:

- **Major site in Strategic Location** – The site is strategically located directly adjacent to the Five Dock Metro station and represents one of few major consolidated land holdings capable of substantial uplift within the Five Dock locality.
- **Heritage** – The proposal gives the Church the flexibility to evolve and develop for the foreseeable future, thereby maintaining its social significance. It also provides the opportunity to enhance the setting of the Church and create a more activated and publicly accessible ground floor which will invite the general public into the site (which is currently private land) and enable a greater appreciation of the Church and Rectory and meaningful community engagement.
- **Urban renewal of site** – The proposal provides a significant opportunity for urban renewal at the site that can achieve improved:
 - public amenity and public open space,
 - connection and interaction with existing local heritage items, and
 - activation and pedestrian connection through the site and along Great North Road and Henry streets.
- **Publicly Accessible Open Space** – The proposal will deliver a publicly accessible Central Plaza and through site link which will connect Henry Street to the Five Dock Metro station as well as connection between Great North Road and East Street. The proposal will create an inviting and vibrant public space which will improve the connection and interaction with the Church.
- **Active and Public Transport** – Located directly adjacent to the new Five Dock Metro Station and Great North Road, the proposal will support active and public transport which will reduce private car travel and reduce greenhouse emissions and optimise the use of a significant infrastructure investment from the State Government.
- **Infrastructure and Services** – The proposal is in an established, and urban area, in a highly accessible location, directly adjacent to the new Five Dock Metro station. The site is currently connected to existing services and utilities which can readily accommodate future development.
- **Affordable housing** – 15% of residential dwellings will be provided as affordable housing which will enable people with low to medium incomes to live in a highly accessible location.
- **Social Infrastructure:** The proposal will contribute to the delivery of social infrastructure including a new purpose-built hall and childcare services to meet the growing needs of the area.

The Proposal has strategic and site-specific merit, and it is recommended that the Planning Proposal be forwarded to the Minister for Planning and Public Spaces for a Gateway Determination in accordance with Section 3.34 of the EP&A Act.