

13 May 2024

The Regional Office
Department of Planning, Housing and Infrastructure
4 Parramatta Square
12 Darcy Street Locked Bag 5022
Parramatta NSW 2124

Attn: Jazmin Van Veen

Dear Jazmin,

Request for Rezoning Review: PP-2023-2889 | 171-179 Great North Road & 1A-1B Henry Street Five Dock

Mecone Group (**Mecone**) on behalf of St Alban's Five Dock (**Landowner**) and Traders In Purple (**Proponent**) request a Rezoning Review of Planning Proposal Ref. PP-2013-2889 relating to 171-179 Great North Road and 1A-1B Henry Street, Five Dock (**the site**).

The planning proposal was formally lodged on 22 December 2023 and accepted by Council on 16 January 2024. The proponent was informed via letter dated 16 January 2024 that the planning proposal constituted a complex proposal under the definition in the *Local Environmental Plan Making Guideline* (August 2023) (LEP Making Guideline).

In accordance with the LEP Making Guideline, a proponent for a planning proposal can seek a rezoning review request if Council has failed to make a decision on the planning proposal after 115 calendar days from the date the proposal was lodged with council for complex planning proposal.

As Council has yet to make a decision on the planning proposal after 115 days from lodgement, the planning proposal is now eligible for a rezoning review request.

This rezoning review request contains the following information as specified within the LEP Making Guideline:

- Planning Proposal lodgement files (refer to **Attachment 1**).
- Correspondence from City of Canada Bay Council (refer to summary in **Section 2** of this letter and **Attachment 2**).
- Correspondence from public authorities and government agencies (refer to summary in **Section 2** of this letter and **Attachment 3**).
- Written justification of the strategic and site-specific merit (refer to **Section 3** of this letter)
- Disclosure of reportable political donations (refer to **Attachment 4**).
- Rezoning review fee to the Department (payable following lodgement).

1. Proposal Summary

The new Five Dock Metro station will provide access to high-frequency public transport in an area not currently serviced by rail infrastructure. The delivery of the new Metro station will have significant travel time savings of more than 35 minutes to the Sydney CBD with an estimated travel time of less than 10 minutes.

The site comprises most of the street block immediately north of the new Five Dock Metro station and has three street frontages, Great North Road to the east, Henry Street to the north and East Street to the west. The site currently comprises of three locally listed heritage buildings set amongst other lesser quality buildings and an at-grade car park. The site is poorly integrated with Great North Road, with no public linkages through the site.

The planning proposal seeks to amend the *Canada Bay Local Environmental Plan 2013* (CBLEP) to facilitate the future redevelopment of the site as a mixed-use commercial, retail and residential development in response to the future operation of Sydney Metro West. Specifically, the proposal seeks to:

- 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.

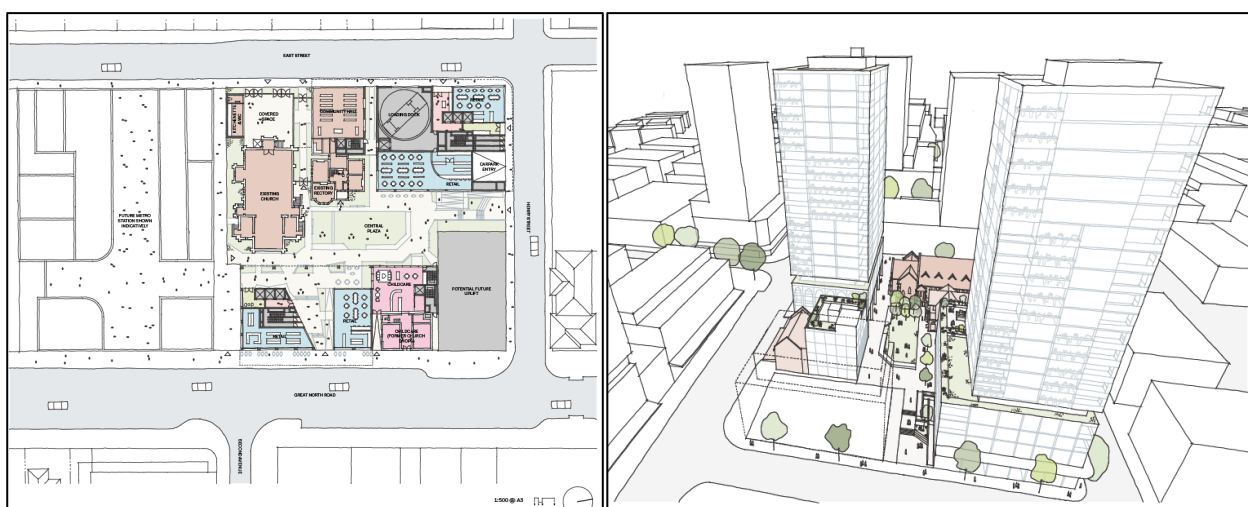


Figure 1: Ground Floor Plan (Left) and 3D View looking south towards Metro station

Source: Urban Design Study Report – Carter Williamson

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

- *activate under-utilised church land with social infrastructure that will benefit the church and non-church people of the communities that we are part of.*
- *upgrading church ministry infrastructure to be suitable for the ministry and community needs of today and into the future.*

The planning proposal achieves both these aims by optimising residential (including 15% affordable housing), commercial and retail land uses in a highly accessible transit-oriented location, delivery of new social infrastructure for use by the general public (e.g. new central plaza, upgraded childcare/preschool and hireable multipurpose rooms and spaces) and the upgrade and expansion of church facilities. Furthermore, the proposal supports the key objectives of the Sydney Metro West project in realising Greater Sydney's vision for a '30-minute city' and through the provision of new housing and employment opportunities.

The planning proposal responds to a change in circumstances caused by the current housing crisis and will provide much needed well-located housing. The level of density currently planned for Five Dock under the City of Canada Bay's Local Housing Strategy and Five Dock Local Character Statement, is not reflective of the significant city-shaping infrastructure investment that is Sydney Metro West. This is reflected in the then Department of Planning and Environment's (**DPE**) 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 momentous opportunity to support meaningful renewal of the site that better integrates the Church and its assets into the community, provide a recurring income stream to fund the ongoing operation of the Church and provide additional public benefits through public open space and affordable housing.

With much of Five Dock being in small and fragmented ownership, the site is one of few major consolidated land holdings capable of delivering development of housing of sufficient scale and impact in proximity to the Metro station.

Further details of the planning proposal can be found in the submitted planning proposal documentation which is provided in **Attachment 1** and includes:

- Planning Proposal Report
- Urban Design Report
- Survey Plan
- Landscape Report
- Statement of Heritage Impact Report
- Traffic Impact Assessment
- LEP Making Amendments
- Social and Community Needs Assessment
- Property Market Report
- Preliminary Site Investigation
- Civil and Building Services Report
- Owners Consent
- Planning Proposal Application Form
- Planning Proposal Submission Form

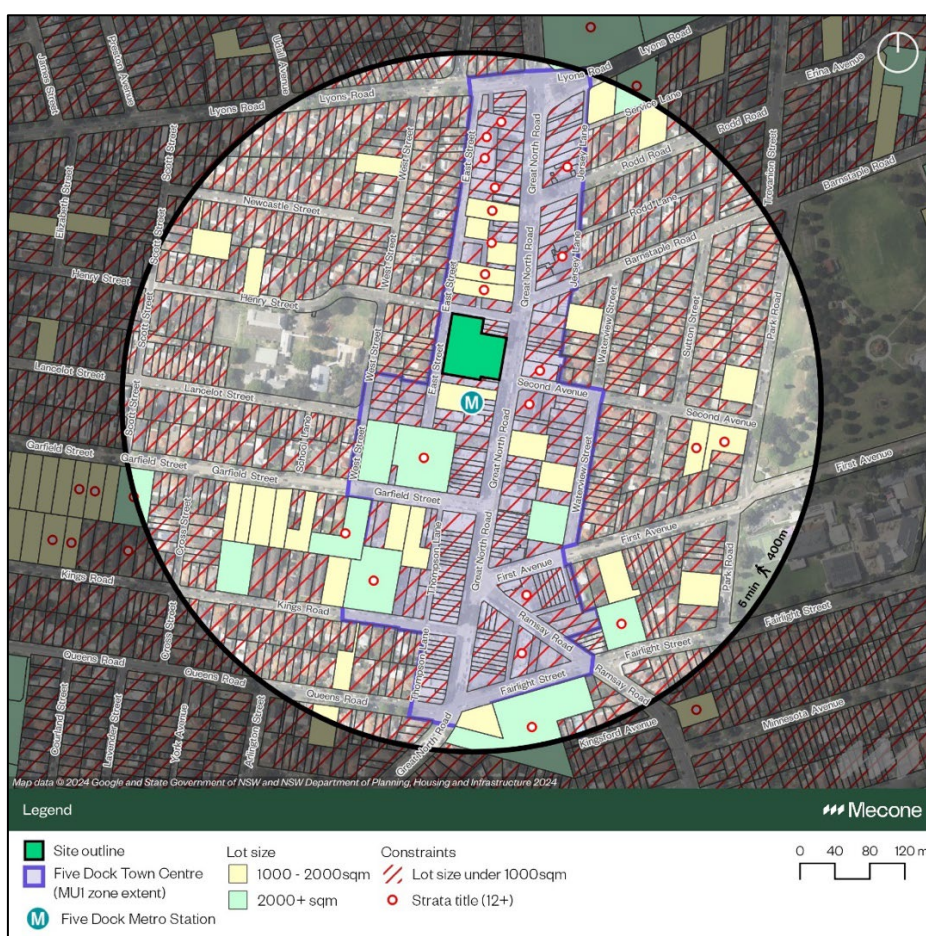


Figure 2: Site Aerial of site and properties in proximity to Five Dock Metro Station

Source: Mecone



2. Correspondence from Council and Government Authorities

Written correspondence received from the City of Canada Bay Council and NSW Department of Planning, Industry and Environment (Now referred to as NSW Department of Planning, Housing and Industry) has been enclosed with the Rezoning Review with a summary of engagement to date provided in the table below.

Table 1 – Summary of Council and Government Authority Engagement

Date		Engagement
2023		
15 March 2023		<p>Preliminary Meeting with Canada Bay Council</p> <p>A preliminary meeting was held at Council 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:</p> <ul style="list-style-type: none"> • Inconsistency with height and density identified in Sydney Metro West Station Precincts – Local Planning Studies – Five Dock • Potential impacts to local heritage items.
22 August 2023		<p>Meeting with Department of Planning and Environment</p> <p>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.</p>
11-12 September 2023		<p>Request for further Council Meeting</p> <p>Proponent requested a further meeting with Council to discuss the development potential for the site, particularly in light of state government's renewed focus on housing and Transit Orientated Development.</p> <p>Council declined meeting request stating that a meeting would be premature until Council's master planning documents were available to share.</p>
18 September 2023		<p>Further request for Council meeting</p> <p>Proponent issued further request for meeting with Council which was again declined by Council until master planning was completed (estimated mid 2024).</p>
12 December 2023		<p>Meeting with General Manager and Director of Planning at City of Canada Bay Council</p> <p>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:</p> <ul style="list-style-type: none"> • Introduction including background on the church and its objectives, • Current Statutory and Strategic Framework, • Metro precinct comparisons, and • The latest iteration of the proposal. <p>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.</p>
2024		
16 January 2024		<p>Acknowledgement of Planning Proposal lodgement</p> <p>Council's letter dated 16 January 2024 acknowledged receipt of planning proposal lodged 22 December 2023 and accepted by Council on 16 January 2024.</p>



9 February 2024	Site Visit Council attended a site visit of the site.
20 February 2024	Meeting with Sydney Metro West <p>The proponent met with Sydney Metro West to discuss the status and planning for the Five Dock Metro station and the planning proposal for the site.</p> <p>Sydney Metro indicated that Five Dock station is anticipated to be open by 2032 and that station construction has been tendered with a short list of delivery partners identified. Plans were not publicly available at the time of the meeting, though there may be an opportunity to share plans following the onboarding of delivery partners and further development of design.</p> <p>Sydney Metro West representatives were quite inquisitive about the planning proposal design and potential linkage to the Metro station, though concerns were raised as to how the privately owned public plaza would be assured into the future. It was suggested at the time that an easement over the site would overcome such concern.</p> <p>Sydney Metro West representatives stated that they were interested in a further meeting following further progress with the Metro stations stage 1 design.</p>
12 March 2024	Further Request for engagement with Council <p>Further efforts from the proponent were made to discuss the planning proposal with Council. Council advised that they were working through their assessment with a view to present to the Local Planning Panel (LPP) on 10 April 2024 with no opportunity offered to meet ahead of the LPP meeting.</p>
3 April 2024	Draft Council Report <p>Council shared its draft Council staff report provided ahead of the Local Planning Panel. No opportunity to meet with the proponent was offered ahead of the draft report being issued.</p>
10 April 2024	Local Planning Panel <p>Proponent attended a meeting with Local Planning Panel to present and address queries from the panel. Key matters for discussion related to:</p> <ul style="list-style-type: none">• Commercial relationship between St Alban's Church and Traders In Purple.• Affordable housing contributions.• Heritage impacts and need to balance with planning and placemaking for site.• Active through site links.• Development potential of 181-185 Great North Road.• Vehicle access arrangement. <p>In the meeting, the proponent stressed that there has been no opportunity to meet with Council on matters raised in their draft Council staff report and requested proposal be sent back to Council officers to discuss and work through matters raised in the report.</p>
15 – 22 April 2024	Further request for meeting and understanding of LPP Recommendation <p>The proponent has contacted Council to discuss the outcomes of the LPP meeting/recommendations ahead of Council officers finalising its report to the general Council meeting and request further opportunity to meet with Council to address matters raised in their previous report.</p> <p>Council advised they were unable to share recommendation outcomes of the LPP meeting and advised that a copy of their report would be made available 1 week prior to Council meeting on 21 May 2024.</p>



3. Justification of Strategic and Site-Specific Merit

The submitted Planning Proposal Report outlines in detail the strategic and site-specific merit of the proposal. A summary of this is provided below:

3.1 Strategic Merit

Greater Sydney Regional Plan (GSC)

The planning proposal will support and align with relevant objectives of the Greater Sydney Region Plan (refer to Planning Proposal for full assessment). In particular, the proposal will support the vision for a 30-minute city through the provision of additional housing (including affordable housing) and employment opportunities immediately north of the new Five Dock Metro station, and within 30 minutes of employment and other opportunities available within the Sydney CBD, Sydney Olympic Park and Parramatta CBD.

The proposal is consistent with the direction of the NSW Government in optimising development near a future mass transit node which will improve access to jobs, housing, schools and services and provide opportunities for urban renewal. The provision of 15% affordable housing will also assist with objective 10 and 11 of the GSC by providing more diverse housing options.

Whilst aligning with the GSC, the planning proposal also responds to a change in circumstances caused by the current housing crisis. 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 (77,400 dwellings per year) over the next five years, twice as many as the state had previously forecasted to deliver under GSC housing targets.

A summary of the proposal's consistency with key objectives of the GSC is outlined below:

Table 2 – GSC PLANNING PRIORITIES

Objective 4	<i>Infrastructure use is optimized</i> through delivery of higher density residential development.
Objective 6	<i>Services and infrastructure meet communities' changing needs</i> – through housing and public benefits offered by proposal
Objective 10	The proposal will support <i>Greater Housing Supply</i> through delivery of approximately 162 apartments.
Objective 11	The proposal will support <i>more diverse and affordable housing</i> through a mix of 1, 2 and 3 bedroom and 15% affordable housing.
Objective 12	The proposal will support <i>Great places that bring people together</i>
Objective 13	<i>Environmental Heritage is identified, conserved and enhanced</i> – The proposal supports a considered built form that respectfully celebrates the heritage value of the site and mitigate potential cumulative impacts.
Objective 14	<i>A Metropolis of Three Cities – Integrated land use and transport creates walkable and 30-minute cities</i>



Eastern District Plan (EDP)

The planning proposal support and align with relevant planning priorities of the Eastern District Plan (refer to Planning Proposal for full assessment). In particular it will deliver additional housing, retail/commercial uses and expanded public benefits immediately adjacent to the new Five Dock Metro station. 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.

A summary of the proposal's consistency with the priorities of the EDP is outlined below:

Table 3 – EDP PLANNING PRIORITIES

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

Canada Bay Local Strategic Planning Statement (LSPS)

The planning proposal support and align with relevant planning priorities of the Eastern District Plan (refer to Planning Proposal for full assessment). The Canada Bay LSPS identifies Sydney Metro West as a significant transport project that will improve connections to jobs and services in Sydney and Parramatta CBDs. 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.

A summary of the proposal's consistency with the priorities of the LSPS is outlined below:

Table 4 – LSPS PLANNING PRIORITIES

Priority 1	Planning for a city that is supported by infrastructure
Priority 3	Providing community services and facilities to meet people's changing needs
Priority 5	Provide housing supply, choice and affordability in key locations
Priority 6	Provide high quality planning and urban design outcomes for key sites and precincts
Priority 9	Enhance employment and economic opportunities for local centres
Priority 11	Identify land use opportunities and implications arising from Sydney Metro West

Canada Bay Local Housing Strategy (LHS)

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 states "*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 Local Character Statement (2021) (LCS) has since been developed for Five Dock with a desired future character to “*complement the existing scale of the street, with heights between four (4) and seven (7) storeys*”. The level of density proposed under the LCS maintains a low scale medium density for Five Dock which is inconsistent with other master planned metro stations as evident in **Figure 3** below.

Furthermore, Council’s LCS is contrary to the recent NSW parliamentary inquiry into the Sydney Metro West project which found that “*Metros, unlike high-speed rail, are designed to service high density areas with frequent stops that are generally located within 1.1 to 2 kilometres of each other*” (Emphasis added).

Council’s precinct-wide master plan (currently in draft) is said to reflect the exhibited Explanation of Intended Effects (EIE) changes for low- and mid-rise housing. The low- and mid-rise housing changes outlined in the EIE is applicable to all station and town centre precincts in the Six Cities Region, effectively acting as a baseline density requirement for all mass transit locations. Adopting low- and mid-rise building heights and FSR for Five Dock is highly unacceptable given its close proximity to Sydney CBD and the current housing crisis, and effectively undermines the significant infrastructure investment into Sydney Metro West.

The proposal directly aligns with the direction of DPE and findings of the NSW parliamentary inquiry in supporting higher density development in proximity to the Five Dock Metro station. Moreover, the NSW Productivity Commission’s *Building more homes where infrastructure costs less* report (August 2023) directly calls out Five Dock as having substantial capacity for housing and increased access to jobs given the rapid connection to CBD and other employment hubs.

The site is a highly suitable location for higher density development and capable of supporting additional social infrastructure, open space and other public benefits.

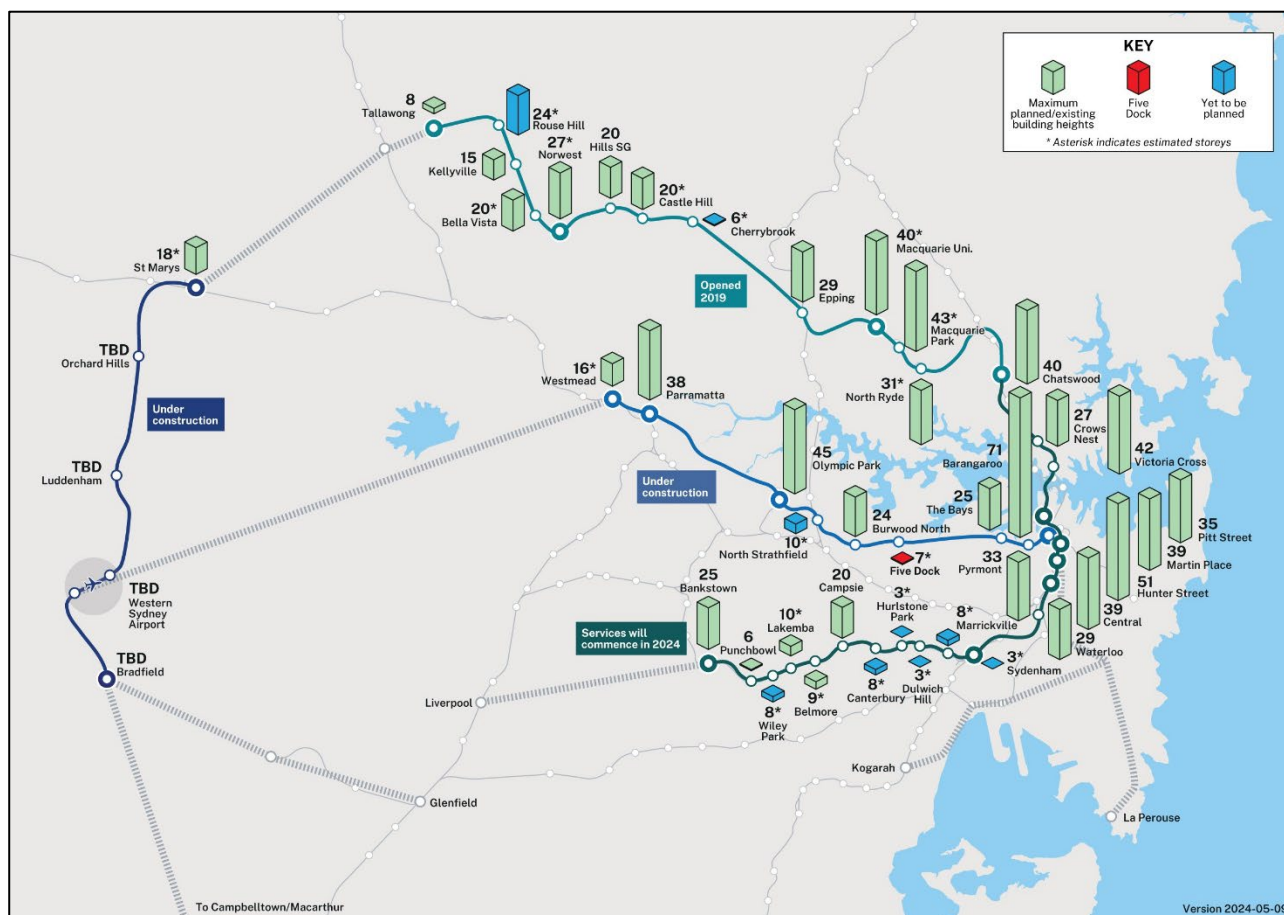


Figure 3: Building Heights near Metro stations
Source: Mecone



3.2 Site-Specific Merit

- **Major site in Strategic Location** – The site is strategically located immediately adjacent to the Five Dock Metro station and represents one of few major consolidated land holdings capable of significant uplift within the Five Dock locality.
- **Housing** – Delivery of up to 162 apartments with 15% nominated for affordable housing, contributing to diverse housing supply immediately north of the new Five Dock Metro station.
- **Urban Renewal and Public Benefits** – 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.
- **Public Benefits** – The proposal will provide significant public benefits including:
 - 15% affordable housing
 - New public plaza and through site links with access to Great North Road, Metro station and residential localities.
 - New multipurpose rooms and spaces for ministry use and community hire.
 - New renovated church facilities to grow the ministry.
 - New childcare/preschool facilities.
 - Expanded mobile community pantry facilities.
- **Ground floor Activation and Retail/Commercial Offerings** – Support activation of ground floor level within the site and along Great North Road and Henry Street through the provision of additional retail and commercial offerings that will contribute to the growing needs of the local centre.
- **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 heritage significance of the site and encourage 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.
- **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.
- **Traffic** – Despite not accounting for existing land uses and the delivery of the new Metro station, the traffic assessment shows good operation and performance of all key intersections and an acceptable traffic outcome.



4. Response to Council Staff Assessment Report

A high-level response to some of the key matters raised in the Council staff report to the LPP is provided below. Should the Department require a detailed response to these matters, this can be provided on request.

Strategic Alignment

The planning proposal responds to a change in circumstances resulting from the current housing crisis and supports the delivery of well-located housing close to transport, jobs and services.

The housing targets identified in the EDP and LHS do not reflect the current housing needs as highlighted in the NSW Productivity Commission's *Building more homes where infrastructure costs less* report. The same report specifically identifies Five Dock as having substantial capacity for housing and increased access to jobs given the rapid connection to CBD and other employment hubs.

Contrary to Council's report, the proposal is strategically aligned with GSC, EDG, LSPS and LHS as outlined above.

Building Heights and Density

The delivery of Sydney's new metro system is identified as a once-in-a-generation opportunity to shape the Sydney Region to leverage and optimise this substantial infrastructure investment. By building more homes near the metro and rail stations, we can enable more people to live close to transport, jobs, services, night life and amenities.

Five Dock's local centre currently contains a mix of low-to-medium density shop top apartments and residential flat buildings up to five storeys in height.

The desired building heights and density identified in the LCS (four to seven storeys) and future master planning continue to support low-to-medium density development in proximity to the new Metro station, less than 10 minutes from Sydney CBD. This level of density is contrary to the findings of the NSW Parliamentary Inquiry and does not reflect the significant infrastructure investment that is Sydney Metro West.

Council's urban design, whilst supporting a modest height increase in the northwest corner of the site, supports a level of density that is unable to realise the existing FSR for the site, let alone support any additional density following the introduction of the Metro station.

The introduction of the Five Dock Metro station represents a significant opportunity to support urban meaningful urban renewal, and much needed housing that will optimise the state's infrastructure investment into Sydney Metro West.

Heritage

Built Form

Council's commissioned peer-review identified the following heritage concerns for the planning proposal:

- *Buildings set at heights that have no relationship to the heritage components and immediate current or future context.*
- *Proposed development will have an adverse impact on the setting and significance of the Church site.*
- *Proposed development provides no tangible benefits in conservation terms.*
- *An overdevelopment of the site.*

As outlined in Section 3 of this report, metro stations are designed to service high density areas. As such, it is recognised that the future context of Five Dock will vary significantly from its current context and support higher density buildings as proposed.

For a city to grow and progress, it needs to be able to change and adapt. Development in proximity to local heritage items has been done with great effect across Greater Sydney in balancing the needs of the city (e.g. housing, jobs, infrastructure) with its heritage significance. The proposed reference scheme has been designed in consideration of the heritage significance of the site and the future context of the site.

The redevelopment of the site will provide the Church with a recurring income stream that will directly fund ongoing heritage restoration and maintenance works of existing heritage items as well as support the ongoing operations of the church.



Church Hall

The historical development of the site occurred at a time where substantial land was available with limited to no strategic planning undertaken. This is evident in the location and orientation of the local heritage items on site which were built with no consideration of future uplift on the site.

The hall is not fit-for-purpose and not used for Church practice with it being used almost exclusively for Dance Studio at a reduced rate. The hall has limited social significance to the church and community with use limited to commercial purposes. Moreover, level differences between the hall and land surrounding the Church and rectory buildings would also inhibit its adaptive reuse and integration with the rest of the site.

As such, the reference scheme identifies the removal of the existing hall to be replaced with a new purpose-built facility at the rear of the Rectory building. The new hall will better serve the church and the community.

The replacement of the hall will enable the redevelopment of the site whilst achieving a better planning outcome through the delivery of basement level parking and delivery of public plaza. The delivery of the public plaza will also enable greater appreciation of the more significant heritage items on the site (Church and Rectory) which are currently limited to fragmented views from Great North Road and East Street.

The NSW Productivity Commission in its report *What we gain by building more homes in the right places* (February 2024) identifies the importance in protecting heritage in a strategic way that allows more homes in high-demand inner areas. In this regard, the report stresses the need for *a balanced approach that protects what is important, while allowing more people to live near and enjoy the city's heritage and valued locations. Density can achieve both goals*¹.

The removal of the hall supports a better planning outcome for the site which will provide significant public benefit for the local community and future residents in the Five Dock locality.

Overshadowing

Fred Kelly Place is mostly overshadowed by the Metro station during mid-winter due to its location immediately north of Fred Kelly Place.

The following objectives are identified in the DCP in relation to overshadowing:

- *'to ensure areas of open space have access to adequate sunlight especially in mid-winter between 12-2pm'*
- *'to minimise the amount of overshadowing of neighbouring developments and outdoor spaces to maintain their amenity'.*

Regarding Fred Kelly Place, the reference scheme is identified as having a minor overshadowing affect from 10am to just after 12pm. As such, the reference scheme is identified as having only a minor overshadowing impact to part of Fred Kelly Place between 12-2pm. It is also noted that the reference scheme will have no overshadowing impact to Fred Kelly Place during Equinox and summer solstice.

The future planned open space at the 'post office site' is partly overshadowed by existing development at 108 Great North Road. The proposal is expected to have minor overshadowing impacts to the 'post office site' between 12:30 and 2:30pm mid-winter with no impacts during equinox and summer solstice. Further overshadowing analysis can be undertaken for the 'post office site' should this be required.

Furthermore, the reference scheme has been designed with slender tower forms resulting in slender tower shadows that are fast moving which minimise the amount of overshadowing to neighbouring developments and nearby places.

¹ NSW Productivity Commission (2024) *What we gain by building more homes in the right places*. NSW Government (pg. 42)



Tree Canopy Cover

Existing trees are predominantly exotic species with no threatened or locally indigenous species identified.

Tree retention was considered for the proposal, however following rigorous urban design analysis, the location of existing trees was not conducive to the site's urban context adjacent to the new metro station or its urban renewal. This is also reflected in Council's urban design analysis. A detailed landscaping plan will be developed that seeks to provide new opportunities for trees on and around the site.

The landscaping approach will provide coordinated landscape design in new publicly accessible areas characterised by predominately indigenous species. The proposal maintains 10% canopy coverage over the site and proposes additional street tree planting along East Street, Henry Street and Great North Road which will enhance canopy cover within the public domain.

The landscape design responds appropriately to its mixed-use context and activated streetscape achieving a superior outcome in comparison to other mixed-use developments along Great North Road.

Open Space

The site is currently privately owned and occupied by the church with no public throughfare.

The proposal aims to provide for a publicly accessible central plaza with through site links representing approximately 29% of the site area (approx. 1,200m²). This area will support passive recreational use capable of supporting church and community events (e.g. local festivals, cinema nights, etc.) and retail activation.

Building separation distances between the two reference design towers have been maximised to optimise solar access to the central plaza and mitigate overshadowing impacts to nearby recreational areas.

The site is also well located in proximity to existing and planned open space areas including Fred Kelly Place (<100m from site) and Five Dock Park (approx. 300m). The site provides for high levels of access to a wide range of open space, community, social and cultural facilities.

Through site Links

As identified in the engagement summary table above, Sydney Metro West representatives are open to considering a northern entry to the Five Dock Metro station to align with the planning proposal subject to further design progression and an easement being created over the site to ensure its longevity as a public entry point.

The proposed through site links maximise north/south and east/west connection across the site each with a unique and human-centric character. The through site links ensure safe and secure pedestrian connection through passive surveillance, line of sight to Central Plaza and adjoining streets and the provision of ample lighting.

The proposed through site links will have a significant public benefit to the Five Dock community, connecting pedestrians to Great North Road, new public space and the new Metro station.

Community Uses

Council's report notes the proposal provides limited benefit to the local community. This is a disappointing conclusion from Council considering the site has been used for public worship since the 1850s. The church and its parishioners have been active in the community for some time and plan to be active in the community into the future.

The church buildings at Five Dock have morphed and adapted to the needs of the Church since their existence to better cater for Christian ministry and service to the wider community. The proposal continues that adaptation to enable the ministry facilities to become fit for purpose and to provide social infrastructure to the benefit of its parishioners and the local community.

A key aim of the project is to encourage greater integration with the local community, which extends beyond its Christian cohort.

As detailed above, the proposal provides a number of public benefits for future residents and the local community whilst enabling the Church to expand and upgrade its social infrastructure for the benefit of the church and non-church public.

Subject to further discussion with relevant authorities, it is the intention of the proponent to enter into a voluntary planning agreement to formalise the public benefits. This is anticipated to occur post gateway determination.



Traffic and Parking

The traffic assessment undertaken for the planning proposal 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 shows good operation and performance of all key intersections and an acceptable traffic outcome.

A revised Traffic Impact Assessment can be provided to address items raised in the Council staff report.

5. Disclosure of Reportable Political Donations

There are no reportable political donations as per the submitted political donations forms. Refer to submitted disclosure forms.

6. Rezoning Review Fee

The fee will be paid upon the issuing of the invoice to complete the payment.

Conclusion

The planning proposal provides justification for the proposed amendments to the LEP with respect to the site immediately north of the new Metro station. The proposed amendments include:

- 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.

The Rezoning Review and all associated documentation reaffirms the proposals consistency with State and local strategic planning framework and demonstrates it meets the relevant statutory and non-statutory requirements to proceed to Gateway. Specifically, the proposal:

- Clearly demonstrates site and strategic merit.
- Responds to a change in circumstances caused by the current housing crisis and will support additional housing and job opportunities in a highly accessible that will optimise the significant infrastructure investment of Sydney Metro West.
- Provides a number of public benefits for future residents and the local community whilst enabling the Church to expand its facilities.
- Is supported by technical analysis that addresses site-specific issues that can be addressed through the Gateway process.



We respectfully request that the Department confirm formal acceptance of the rezoning request and that the planning proposal be forwarded to the Sydney Eastern City Planning Panel to consider the merits of the planning proposal for Gateway determination.

Please contact me on 02 8667 8668 or via email at bhendriks@mecone.com.au if you have any questions or wish to discuss this fee proposal in more detail.

We look forward to the opportunity of working with you further on this project.

Yours sincerely,

Ben Hendriks
Founder and Executive Chair