ORDINARY COUNCIL MEETING

ATTACHMENTS BOOKLET

Under Separate Cover

Tuesday, 17 March 2026

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CANADA BAY LOCAL ENVIRONMENTAL PLAN 2013

(PP2025/0003)

PLANNING PROPOSAL – Five Dock Precinct

PP2025/0003

March 2026

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Executive Summary

This Planning Proposal seeks to amend the *Canada Bay Local Environmental Plan 2013* to respond to the delivery of the new Five Dock Metro station and to enable a higher-density, highly accessible and vibrant urban centre. The Proposal implements the draft Five Dock Precinct Masterplan (the Masterplan) and gives effect to the Draft Sydney Plan, the Eastern City District Plan, the Canada Bay Local Strategic Planning Statement (LSPS), the Canada Bay Local Housing Strategy (LHS) and Canada Bay Employment and Productivity Strategy.

The Masterplan provides a coordinated, design-led framework to guide growth in the Precinct over the next 20 years. Its key initiatives include:

- significantly more homes within walking distance of the Metro station
- expanded commercial capacity within the town centre
- new and enlarged public open spaces
- improved pedestrian and cycling connections
- wider, safer and greener streets
- increased tree canopy
- new community facilities

The Masterplan facilitates approximately 14,000 dwellings, up from around 1,540 today, achieving a gross density of 224 dwellings per hectare. This substantial uplift is achieved without relying on excessive building heights and is supported by detailed feasibility testing, urban design analysis and an infrastructure delivery strategy.

A core objective of the Proposal is to maintain and enhance amenity as the Precinct transitions to a high-density environment. This will be achieved through high-quality urban design, a stronger public domain, improved open spaces and the delivery of essential community, transport and green infrastructure.

To implement the Masterplan, the Planning Proposal introduces changes to zoning, maximum building heights, floor space ratios, and new local provisions relating to Key Sites, urban design, sustainability, and parking. It also updates the LEP to introduce a revised Affordable Housing Contributions Scheme to secure housing diversity and affordability in perpetuity.

Key Drivers

Sydney Metro West

The NSW Government announced Sydney Metro West in 2016 with a station to be located at Five Dock in the City of Canada Bay. Construction commenced in 2020, and the metro is expected to be operational in 2032.

Five Dock Local Planning Study and Masterplan

As a result of the Sydney Metro West announcement Council prepared and adopted a Local Planning Study (LPS) for Five Dock in May 2023. The LPS analysed the existing character of the Five Dock Precinct (the Precinct) and feedback from the local community was sought. The LPS subsequently proposed a desired future character and suggested planning controls and built form. In 2024, Council commenced a process to progress the LPS through the preparation of a Masterplan and Planning Proposal.

State Government Planning Reforms

The State government has announced various planning reforms such as the Transport Oriented Development (TOD) Program and Low and Mid-Rise Housing and Affordable Housing initiatives. Alongside Council's adopted Local Planning Study and supporting studies, these reforms have informed the preparation of the detailed Masterplan.

Legislative Framework

The Proposal has been prepared in accordance with section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and addresses the requirements of cl 3.8 (3) of the EP&A Act 'on the preparation of planning proposals under section 3.33 to give effect to the district strategic plan'. The Planning Proposal has also been prepared in accordance with the *Local Environmental Plan Making Guideline*.

Introduction

The Five Dock Precinct is an established residential area surrounding the Five Dock Town Centre - a diverse and busy local centre. It has a strong local character and is constrained by historically narrow streets, small lots and numerous heritage assets. Despite these constraints the precinct presents a significant opportunity for new housing, amenity improvements, community infrastructure and employment growth close to the new Five Dock Metro station.

The draft *Five Dock Masterplan* (the Masterplan) has been prepared to deliver these outcomes within a carefully planned approach to existing constraints. Resulting changes to the Canada Bay LEP 2013 (LEP) are detailed by this Planning Proposal.

Masterplan Approach

A Deliverable and Context-Led Strategy

The Five Dock Masterplan responds to several years of technical investigation, State-led planning reform, and community consultation. It establishes a pragmatic, place-based response that addresses unique local constraints while leveraging the opportunities created by the new Sydney Metro station. The strategy provides targeted growth, supports Five Dock's role as an emerging retail centre, and is underpinned by realistic assumptions regarding feasibility and infrastructure delivery.

A Strong Response to Local Constraints

Five Dock's narrow street network, limited open space, heritage values, drainage constraints and increasing traffic volumes shape the scope of change that can be achieved. Fragmented land ownership, including small, narrow lots, recent improvements and older strata, also limit redevelopment potential. These conditions warrant a targeted and context specific approach.

A Balanced and Feasible Growth Framework

The Masterplan provides substantial new development capacity while improving walkability and local amenity. The result is a growth model tailored to Five Dock that is driven by realistic assumptions about land consolidation and infrastructure capacity. The Masterplan unlocks significant growth where it can be absorbed, while retaining essential local character, and ensuring consistency with State Government aspirations for an emerging retail and transit-oriented centre.

Density Done Well

The Masterplan enables approximately **14,000 dwellings** (up from approximately 1,540), achieving a gross density of 224 dwellings per hectare. This outcome exceeds recent transit-oriented development benchmarks and demonstrates that significant capacity can be achieved without reliance on excessive building heights.

The below data from the *Canada Bay LGA Residential Density Benchmarking Analysis – 2025* provides evidence of the Five Dock masterplan delivering capacity for significant numbers of new dwelling and high nett dwelling density, greater than the majority of other renewal precincts. Of note, Five Dock is the only local centre from this list that delivers this dwelling density.

Renewal Precinct	Number of dwellings	Gross Dwelling density^ (dwellings/Ha)	Nett dwelling density# (dwellings/Ha)
Five Dock Masterplan	**13,892**	**224**	**232.6**
Recent TOD State led rezonings			
Hornsby	6,000	153.3	224.4
Homebush (Canada Bay portion)	9,930	132.0	187.1
Bankstown	14,000	87.1	113.0
Macquarie Park	9,600	54.9	374.3
Crows Nest	5,900	26.9	213.6
Bays West (St 1)	250	26.9	213.6
Sydney high density precincts			
Rhodes	9,742	96.8	144.1
Zetland (Green Square)	7,166	89.0	104.5
Potts Point - Woolloomooloo	12,657	86.4	131.5
Wolli Creek	5,173	77.6	134.4
St Leonards	5,883	73.4	221.8
Mascot	7,287	52.4	99.8
Australian Benchmarks			
Melbourne CBD West	12,561	125.0	158.3
Newstead - Qld	4,411	62.3	86.1

^Gross dwelling density – includes residential and non-residential zoned areas, excludes waterways.

Nett dwelling density – includes residential zoned areas and roads, excludes non-residential zoned areas, open space, transport infrastructure, schools, waterways.

A Thoughtful Approach to Building Scale

Heights and FSRs respond directly to on-the-ground constraints. Defined building envelopes, supported by tailored footprints, podiums and tower forms, have been developed to maximise solar access, meet ADG standards, avoid flood ways and accommodate major underground drainage infrastructure. Taller buildings are focused

around the metro station and higher ground, with a stepped transition to heritage items, narrower streets and the foreshore to retain local amenity.

Reinforcing a Strong Local Centre

The planning framework strengthens the Precinct's mixed-use core, supporting increased employment floorspace and an active station precinct. This aligns with the Draft Sydney Plan, which identifies Five Dock as an emerging retail and activity centre. Council also intends to establish a Special Entertainment Precinct to support a vibrant evening economy.

Infrastructure Delivered with Growth

A clear infrastructure program ensures upgrades are delivered in step with development. A new park within the western precinct will be provided over the medium to long term to meet open-space needs for future residents.

A Walkable, Transit-Oriented Precinct

Improved pedestrian links, wider footpaths, dedicated cycle routes and pedestrian-priority streets will establish a highly walkable centre. Optimising intersection and road capacity at precinct edges will redirect through-traffic to the periphery to reinforce public safety, accessibility and amenity and transition the Precinct to a transit-oriented urban environment.

Study Area

Study area boundaries are shown on Figure 1 and fall on major roads to create a Precinct area of approximately 62.5 Hectares (0.625 sq km), with the metro station at the core of the Precinct.

Evidence-Based Precinct Boundaries

Precinct boundaries reflect the 800-metre Metro catchment, early community feedback and detailed site analysis. The full 800m metro catchment is applied to the west, while Five Dock Park/Domremy College form a natural boundary to the east. Lyons Road/Lyons Road West and Queens Road bound the precinct to the north and south. This framework enables opportunities for transit oriented development within the precinct, Low to Mid Rise (missing middle) housing outside the Precinct and creates appropriate transitions to the foreshore and surrounding low-density neighbourhoods.



Figure 1: Five Dock Precinct Study Area

Existing Character

Five Dock is known for its strong town centre, with mixed use buildings up to seven storeys along Great North Road. It is vibrant and lively with fine-grain street level retail, social events, community facilities and an active public realm.

Areas outside the town centre are primarily zoned for low-density residential development, with smaller pockets designated for medium-density housing. The dominant built form consists of one and two-storey detached dwellings, complemented by 2-3 storey residential flat buildings within the medium-density zones. A small E1 Local Centre zone is located in the south-eastern corner of the Precinct.

The new Five Dock Metro Station is being constructed off Great North Road, with station access from the existing civic plaza, known as Fred Kelly Place.

Halliday Park is within walking distance to the north and Five Dock Park is located immediately to the east. Provision of tree canopy is limited, with the exception of Great North Road, where a tree planting strategy has been recently implemented.

Five Dock Primary School is located central to the western residential area and Domremy Catholic College and Rosebank Catholic College are located outside the boundaries of the Precinct.

Great North Road runs north south through the Precinct and provides the main vehicular access to Parramatta Road. Queens Road and Lyons Road provide the main east-west connections for the Precinct.

Five Dock Precinct Masterplan

The draft Five Dock Precinct Masterplan (the Masterplan) is a key strategic document that sets the direction for how the Precinct will grow in response to increasing development pressures in the coming years. It establishes a 20-year vision and provides a clear framework for guiding land use change while maintaining public amenity and neighbourhood character. Redevelopment is expected to occur gradually,

with the Masterplan's principles and desired outcomes shaping decision-making and development across the Precinct over time.

The Masterplan has directly informed the planning standards and controls proposed in the Five Dock Precinct Planning Proposal (PP) and an accompanying Development Control Plan (DCP) (under preparation). Its recommendations are grounded in a design-led planning process supported by detailed technical studies and feasibility testing, ensuring the proposed planning framework is both practical and capable of delivering high-quality outcomes.

The Masterplan also includes delivery of additional public benefits such as improved connections, new through-site links, improved streetscapes and new and expanded, public open spaces.

Part 1 - Objectives or Intended Outcomes

The **Objectives** of the Proposal are to amend the *Canada Bay Local Environmental Plan 2013* (CBLEP) to:

- Implement the Five Dock Masterplan by introducing new planning controls for land within the Five Dock Precinct.
- Deliver high quality urban design and public domain with a high level of amenity for future residents.
- Incentivise and support the delivery of infrastructure commensurate with the planned intensity of development.
- Secure affordable housing within the Precinct in perpetuity.

The **Intended Outcomes** of the Proposal are to:

- Provide for Transit Oriented Development outcomes within the Precinct and complement Low and Mid-Rise Housing reforms outside of the Precinct.
- Facilitate increased housing supply.
- Strengthen the town centre, reinforce the high street and civic facilities, increase capacity for commercial floor space and stimulate local employment opportunities.
- Focus height and density in key locations close to the station, transitioning to lower heights as you move further from the Metro station, towards the edges of the Precinct.
- Reduce and manage impacts on heritage items.
- Facilitate high quality urban design and public domain outcomes.
- Expand and enhance the open space network and improve tree canopy coverage.
- Improve permeability of the Precinct, strengthen active transport connections and prioritise pedestrians within safer and quieter urban street blocks.
- Provide for additional community facilities to support the growing population.
- Ensure new development can feasibly deliver affordable housing and local infrastructure.

Part 2 - Explanation of Provisions

Proposal

The Proposal seeks to amend the *Canada Bay LEP 2013* by amending the zoning, development standards and associated maps, and to require and incentivise the delivery of essential local infrastructure and affordable housing for land within the Five Dock Precinct.

This section provides background for these amendments and details the intended new provisions. Appendix A provides supporting information for these new and amended clauses and Attachment A12 provides a full set of the draft LEP Maps.

A. Zoning amendments

The majority of the Precinct is currently zoned R2 Low Density Residential. The town centre is linear, zoned MU1 Mixed Use and oriented north-south. The Metro station will be located just north of the only RE1 Public Recreation zone (Fred Kelly Place) in the Precinct. There are some areas of R3 Medium Density Residential to the east and west of the town centre, and a small pocket of E1 Local Centre in the south-east.

It is proposed to increase the size of the MU1 Mixed Use Zone and rezone the balance of the Precinct to a combination of R4 High Density Residential, RE1 Public Recreation and SP2 Infrastructure.

Intended Provisions

Amend the *Canada Bay LEP 2013* Land Zoning Map to:

- Rezone four locations from R2 Low Density Residential, R3 Medium Density Residential and E1 Local Centre to MU1 – Mixed Use.
- Rezone the remaining R2 – Low Density Residential area to R4 - High Density Residential.
- Rezone the remaining R3 – Medium Density Residential to R4 - High Density Residential.
- Rezone land to the immediate west of Five Dock Public School to RE1 Public Recreation.
- Rezone Five Dock Public School from R2 – Low Density Residential to SP2 – Infrastructure - School.



Figure 2: Current zoning map



Figure 3: Proposed zoning map

B. Creation of Five Dock Precinct and Key Sites

It is proposed to create a new Part in the *Canada Bay LEP 2013* that relates specifically to the Five Dock Precinct. The new Part is intended to:

- Identify Key Sites Map to enable the delivery of infrastructure.
- Permit new development within the Five Dock Precinct as shown on the Key Sites Map to exceed the current maximum permissible Height of Buildings and Floor Space Ratio up to that shown on the Incentive Height of Buildings Map and the Incentive Floor Space Ratio Map, but only if the development delivers the identified Community Infrastructure, achieves a Minimum Site Area and reflects the lot configuration under the Key Sites Map.

Where land is provided for local infrastructure or made publicly accessible, it is proposed that the LEP state that the land used for these purposes may be included in site area for the purpose of calculating Floor Space Ratio.

- Introduce local clauses requiring consideration of public domain improvements, mitigation of urban heat, and provision for dual water reticulation. Similar clauses already apply to other precincts under the *Canada Bay LEP 2013* (Clause 8.10). This is intended to deliver the environmental and amenity objectives of the *Eastern City District Plan* and the *Canada Bay Local Strategic Planning Statement* (LSPS) and incorporate best-practice urban design and sustainability measures within new development.
- Introduce a local clause requiring the ground and first floor of all MU1 developments to comprise non-residential uses, to ensure the growing employment, retail and service needs of an increasing population can be met.
- Action 9.4 of the LSPS requires “commercial floor space to be located above ground floor level retail along Great North Road, Five Dock or any development within close proximity to future Metro stations”. This provision implements this requirement.
- The LSPS and supporting Employment and Productivity Strategy also emphasise strengthening the commercial core with additional retail and employment floor space. The Employment Land Use Assessment prepared by Atlas Economics on behalf of Council identifies that expansion of the mixed-use zone will provide the opportunity for a supermarket and non-retail uses to reduce

levels of escaped expenditure to other centres. Additionally, the recently exhibited (December 2025) *Draft Sydney Plan* identifies Five Dock as an emerging retail centre, which is described as a major service-oriented centre offering on average 6,000 to 10,000 jobs. Action 4.3 of the Plan requires Council to review statutory provisions to enable new jobs.

- Introduce a local clause to specify a that a podium must be provided with a minimum height of 2 storeys (6.8m) and a maximum height of 4 storeys (16.0 metres). An important urban design outcome envisaged by the masterplan is for buildings to have a street wall of no higher than four storeys. This building envelope reduces the bulk and scale of buildings and maximises passive surveillance and solar access to the street. The same requirement has been effectively applied to other precincts under the Canada Bay LEP 2013 (Clause 7.6).
- Apply maximum car parking rates in the LEP, consistent with those currently imposed by the City of Canada Bay DCP, for land in the vicinity of high frequency public transport and as part of a travel demand management strategy.

Intended Provisions

- Amend the *Canada Bay LEP 2013* by introducing a new Part 10 - Five Dock Precinct to:
  - Identify the 'Five Dock Precinct' and 'Key Sites',
  - Specify that development on Key Sites may access Incentive Height of Building and Incentive Floor Space Ratio where a minimum site area is achieved and minimum dimensions/areas for pedestrian links, public open space, roads or community facilities are provided,
  - Identify land to be dedicated to Council, or to be made publicly accessible, and permit the subject land to be included in the site area for the purpose of calculating Floor Space Ratio,
  - Specify that the ground and first floor of all buildings in the MU1 Mixed Use Zone must be used for non-residential uses.
  - Require buildings to have a podium height of 2 (6.8m) to 4 storeys (16.0 metres).
  - Specify maximum car parking rates:
    - 0.3 spaces per studio dwelling;
    - 0.5 spaces per dwelling with 1 bedroom;
    - 0.9 spaces per dwelling with 2 bedrooms;
    - 1.2 space per dwelling with 3 bedrooms; and
    - 0.1 visitor car parking space per dwelling.
- Amend the *Canada Bay LEP 2013 Key Sites Map* to identify the boundary of the Five Dock Precinct and the Key Sites within the Precinct.
- Introduce a new clause in Part 6 that requires the consent authority to be satisfied that development in the Five Dock Precinct will:
  - improve the quality and amenity of the public domain, for example, by including landscaped areas, pedestrian walkways or cycleways.

  - incorporate planning and design measures to reduce the urban heat island effect,
  - include a dual water reticulation system containing pipes for potable water and recycled water.
- Relocate existing clause 7.9 for dual water and 8.10 for public domain, urban heat and dual water, to Part 6, to create one combined clause that is relevant to the Five Dock Precinct, Rhodes Precinct, Burwood-Concord Precinct, Homebush North Precinct and Kings Bay Precinct.



Figure 4: Proposed Key Sites Map

C. Height of Building and Incentive Height of Building

Currently, maximum heights within the Precinct range from 8.5m to 17m (base height). Additional incentive heights also currently apply to sites designated as Area 1 and Area 2 via clause 4.3A of the LEP:

- Area 1 (clause 4.3A(2) may exceed the base height, up to 24m.
- Area 2 (clause 4.3A(3) may exceed the base height, up to 15m.

The above incentives are subject to satisfying certain provisions of clause 4.3A of the LEP, such as the consolidation of certain land and the provision of a pedestrian walkway. These incentives are superseded by the Masterplan and are proposed to be removed.

The Incentive Height of Building Map does not currently apply to the Five Dock Precinct.

The planning proposal seeks to remove Area 1 and Area 2 and introduce new base and incentive heights across the Precinct. Access to proposed incentives will be subject to the delivery of identified public benefit (eg. pedestrian links, public open space, roads and community facilities). Where a development does not meet Key Site requirements, the site may only develop to the base height.

Only land that is proposed to provide infrastructure that is necessary to realise planned densities in the Precinct is proposed to be identified as a Key Site. Similarly, only Key Sites will be subject to the Incentive Height of Building Map.

Intended Provisions

- Amend the Canada Bay LEP 2013 by deleting Clause 4.3A - Exceptions to height of buildings in Five Dock Town Centre.
- Amend the *Canada Bay LEP 2013 Height of Buildings Map* to remove the Additional Controls for Area 1 and Area 2
- Amend the *Canada Bay LEP 2013 Height of Buildings Map* to revise heights on identified land.
- Amend the *Canada Bay LEP 2013 Incentive Height of Building Map* to identify Incentive heights on Key Sites.



Figure 5: Current height of buildings map



Figure 6: Proposed height of buildings map



Figure 7: Proposed incentive height of buildings map

D. Floor Space Ratio and Incentive Floor Space Ratio (FSR)

Currently, FSRs across the Precinct range from 0.5:1 to 2.5:1. Additional incentive FSRs also currently apply to sites designated as Area 1 and Area 5 via clause 4.4 of the LEP:

- Area 1 (clause 4.4(2A) may exceed the base FSR, up to 0.7:1 for multi dwelling housing and residential flat buildings.
- Area 5 (clause 4.4(2F) applies to the MU1 zone and permits certain sites to exceed the base FSR up to 2.7:1 for larger parcels of land.

The above incentives are only available if the development meets set criteria, such as the consolidation of certain land and the provision of a pedestrian walkway. These incentives are superseded by the Five Dock Precinct Masterplan and are proposed to be removed.

The Incentive Floor Space Ratio map does not currently apply to the Five Dock Precinct.

The planning proposal seeks to remove Area 1 and Area 5 and introduce base and Incentive Floor Space Ratios across the Precinct. Access to proposed incentives is subject to the delivery of identified public benefit (e.g. pedestrian links, public open space, roads and community facilities). Where a development does not meet Key Site requirements, the site may only develop to the base Floor Space Ratio.

Only land that is proposed to provide infrastructure that is necessary to realise planned densities in the Precinct are proposed to be identified as Key Sites. Similarly, only Key Sites will be subject to the Incentive Floor Space Ratio Map.

Intended Provisions

- Amend the *Canada Bay LEP 2013 Floor Space Ratio Map* to revise FSRs across the precinct as shown on the draft LEP maps.
- Amend the *Canada Bay LEP 2013 Incentive Floor Space Ratio Map* to identify Incentive Floor Space Ratios on Key Sites across the precinct.
- Amend the *Canada Bay LEP 2013* by removing Clause 4.4 (2F) of the LEP – *Floor space ratio*, and
- Amend the *Canada Bay LEP 2013 Floor Space Ratio Map – Additional Controls* to remove Area 1 and 5 from the Five Dock Precinct



Figure 8: Current floor space ratio map

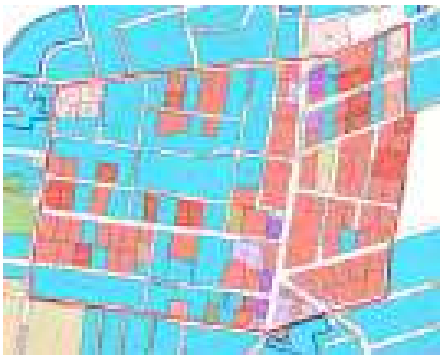


Figure 9: Proposed floor space ratio map



Figure 10: Proposed incentive floor space ratio map

E. Affordable Housing

The *Canada Bay LEP 2013, clause 6.12,* includes requirements for affordable housing to be provided in perpetuity, for the benefit of the community. These provisions currently apply to targeted precincts across the LGA.

An Affordable Housing Map does not currently apply to the Five Dock Precinct.

It is proposed to amend the LEP to identify a requirement for a 2% affordable housing contribution in the Five Dock Precinct, except for the following sites which will require a greater, total contribution as below:

Property Address	Contribution (%)
1 Waterview Street 146 First Avenue	3

37-43A Waterview Street 2 Second Avenue	4
1-7 East Street 2 West Street 150-168 Great North Road	5
106 Great North Road 9-21 Waterview Street	10

Intended Provisions

- Amend the *Canada Bay LEP 2013* to amend Clause 6.12.to reflect the adoption date for the CCB Affordable Housing Contributions Scheme
- Amend the *Canada Bay LEP 2013* to add the 'Five Dock Precinct Affordable Housing Contribution Area' to Clause 6.12 *Affordable Housing* to require:
  - 2% of the relevant floor area to be provided for affordable housing generally across the Precinct, unless otherwise specified.
- Up to 10% of the relevant floor area to be provided for affordable housing on a number of sites afforded higher densities as specified in the above table.
- Amend the *Canada Bay LEP 2103 Affordable Housing Map* to include the Five Dock Precinct.



Figure 11: Proposed affordable housing map

F. Active Street Frontages

Active street frontages are currently required in the town centre by clause 6.5 of the Canada Bay LEP 2013 and the *Active Street Frontages Map*. The objective of active

street frontages is to promote uses that attract pedestrian traffic and create activity to ensure a vibrant and safe town centre is created and maintained.

Intended Provisions

- Amend the *Canada Bay LEP 2013 Active Street Frontages Map* to include additional active street frontages consistent with the extension of the town centre MU1 zone.



Figure 12: Current Active Street Frontage Map



Figure 13: Proposed Active Street Frontage Map

G. Design Excellence Map

The LEP currently includes clause 6.14 for design excellence, the objective of which is to deliver the highest standard of sustainable architecture and urban design. This clause requires certain developments in certain locations across the LGA to satisfy requirements to ensure design excellence is achieved. The design excellence map does not currently apply to the Five Dock Precinct.

It is proposed to add the Five Dock Precinct to the *Design Excellence Map.*

Intended Provisions

- Amend the *Canada Bay LEP 2013 Design Excellence Map* to include the Five Dock Precinct.



Figure 14: Proposed design excellence map

H. Heritage

The LEP includes a *Heritage Map* identifying a number of local heritage items within and in the vicinity of the Precinct.

The Five Dock Heritage Assessment recommended amendments to three existing heritage items - the addition of street trees on the southern side of Lyons Road West, removal of the heritage listing from 135 Great North Road, Five Dock, and a reduction to the curtilage of the heritage listing of 189-193 Great North Road, Five Dock.

The heritage assessment also recommended that investigations be undertaken to assess whether the dwelling at 535 Lyons Road West should be listed a heritage item. Following application of an Interim Heritage Order and subsequent heritage and structural assessments, Council has resolved to not progress a heritage listing of the dwelling due to the poor structural integrity of the building.

Intended Provisions

- Amend Schedule 5 of the *Canada Bay LEP 2013* to remove references to 135 Great North Road (Lot 8, DP 220545) from I225 and update reference to 189-193 Great North Road (Part Lots 100, DP 1178785) known as I230.
- Amend the *Canada Bay LEP 2013 Heritage Map* to expand I321 to the street trees on the southern side of Lyons Road West, remove 135 Great North Road from I225 and reduce the curtilage of I230 at 189-193 Great North Road.



Figure 15: Current heritage map



Figure 16: Proposed heritage map

I. Land Reservation Acquisition

The *Canada Bay LEP 2013 Land Reservation Acquisition Map* currently identifies a reservation to expand Fred Kelly Place on Great North Road.

It is proposed to add two new sites to the *Land Reservation Acquisition Map*:

- Eight parcels of land within the proposed new Henry Street Park.
- Widening of Kings Road at the rear of 18 Queens Road (Lot B DP 320559).

The land would be acquired by agreement with the landowners and in accordance with the Land Acquisition (Just Terms Compensation) Act 1991.

Henry Street Park

A new park, tentatively the Henry Street Park, is proposed adjacent to Five Dock Public School. The park will be made up of 11 full existing parcels and two part parcels. The Masterplan proposes the new open space be delivered as follows:

- Three full parcels and two part parcels of land provided by developer/s upon redevelopment. This would be achieved through Key Site provisions.
- The remaining eight (8) parcels of land are proposed to be zoned RE1 Public Recreation and acquired by Council.



Figure 17: Proposed mechanisms for delivery of new park

Widening of Kings Road at 18 Queens Road

Road widenings are proposed in various locations on both sides of Kings Road. Most of these road widenings will be delivered via Key Site incentives. However, 18 Queens Road (Lot B DP 320559) is an existing heritage item with a secondary frontage to Kings Road and no proposed Key Site incentive for Height of Building or Floor Space Ratio controls. As there is no stimulus or incentive for the site to deliver the road widening Council will need to acquire approximately 6sqm of the Kings Road frontage of the property to ensure this site contributes to the required widening.

Intended Provisions

- Amend the *Canada Bay LEP 2013 Land Reservation Acquisition Map* to identify eight land parcels at 35-37 Henry Street, 2-12 Lancelot Street for 'local open space' and part of the rear of 18 Queens Road for 'local road'.



Figure18: Current land reservation acquisition map



Figure19: Proposed land reservation acquisition map

J. Sun Access Protection Map

The Five Dock Precinct will have three main areas of public open space:

- Existing Fred Kelly Place - on Great North Road
- New Town Square - opposite Fred Kelly Place on the eastern side of Great North Road), and
- Henry Street Park - next to the Five Dock Primary School

To maintain the amenity of these areas of open space, protection from overshadowing is required through amendments to the *Sun Access Protection Map* and an accompanying clause within the LEP.



Red hatched area (including A) indicates area requiring no additional overshadowing between 12.30-2.30pm in midwinter. Identified on LEP map as Fred Kelly Place and New Town Square.

Figure 20: Fred Kelly Place/New Town Square minimum solar access requirements (source: draft Five Dock Precinct Masterplan)



Figure 21: Proposed sun access protection map



Blue hatched area (B) indicates no additional overshadowing between 11am-1.30pm in midwinter

Orange hatched area (C) indicates no additional overshadowing between 9am-1pm in midwinter

B – Identified on LEP map as Henry Street Park – Secondary Zone

C – Identified on LEP map as Henry Street Park – Primary Zone

Figure 22: Henry Street Park minimum solar access requirements (source: draft Five Dock Precinct Masterplan)



Figure 23: Proposed sun access protection map

Intended Provisions

- Amend the *Canada Bay LEP 2013* by including the following site-specific sun access provisions as a new clause within *Part 6 – Additional local provisions*, with reference to the land identified on the Sun Access Protection Map:
    - Fred Kelly Place - No additional overshadowing Fred Kelly Place Sun Access Protection Area between 12:30pm–2:30pm in mid-winter.
    - New Town Square - No additional overshadowing New Town Square Sun Access Protection Area between 12:30pm–2:30pm in mid-winter.
    - Henry Street Park Primary Zone – No additional overshadowing to the area between 9am–1.00pm in mid-winter.
    - Henry Street Park Secondary Zone - No additional overshadowing to the area between 11am – 1.30pm in mid-winter.
- Amend the *Canada Bay LEP 2013 Sun Access Protection Map* to include Henry Street Park Primary and Secondary Zones, Fred Kelly Place & the New Town Square.
- Relocate LEP clause 7.3 – Overshadowing of public places in Rhodes Precinct to new Sun Access Protection map proposed for Part 6.

K. Additional Permitted Use

Schedule 1 of the *Canada Bay LEP 2013* provides for an additional permitted use (APU 19) of 'commercial premises' in an R4 zone, where identified on the Additional Permitted Uses map.

The Local Planning Panel noted lengthy walking distances from the western edges of the precinct to key services within the mixed use zone (up to 800m) and suggested permitting a range of non-residential uses that create opportunity for small, neighbourhood goods and services businesses. It was noted that areas in the extremities and on the busier roads may be suitable for these uses due to the amenity of ground floor residential uses being compromised in these locations, the opportunity to service residents beyond precinct boundaries and the ability to add to local character and community building.

To facilitate such an outcome, the Additional Permitted Uses map is proposed to be updated to include the R4 land within the Five Dock Precinct.

Intended Provisions

- Amend the Canada Bay LEP 2103 Additional Permitted Uses Map to include the Five Dock Precinct.



Figure 24: Proposed additional permitted uses map

State Environmental Planning Policy (Housing) 2021, Chapter 2 - Affordable Housing and Chapter 6 - Low and Mid Rise Housing

The Five Dock Precinct is subject to *State Environmental Planning Policy (Housing) 2021 (SEPP)*, including Chapter 2, Part 2, Division 1 (Infill Affordable Housing) and Chapter 6 (Low and Mid-Rise Housing (LMRH)). These provisions were broadly applied to increase housing supply and diversity, but do not generally include a considered and coordinated approach to delivering the corresponding essential local infrastructure.

Removal of LMRH Provisions

It is recommended that the Five Dock Precinct be excluded from the current LMRH provisions. This will secure achievement of the planned density and built form established by the Masterplan and ensure that the Precinct's residential yields proceed

in tandem with the required infrastructure program. Existing LMRH areas outside the precinct boundaries would be retained.

The Rezoning Proposal will meet or exceed LMR controls within the Precinct and facilitate significantly greater housing numbers (14,000 new dwellings) than those possible under LMR, whilst also ensuring delivery of key infrastructure to support the uplift proposed. The NSW Government has been clear that LMR controls will apply in identified LMR locations unless local councils or the NSW Government finalises a rezoning which provides greater uplift.

This Planning Proposal relies on incentive controls to help deliver the land for key local infrastructure required in the Precinct such as open spaces, roads, public domain and through-site links. To ensure key infrastructure, including the objectives and the vision of the Rezoning Proposal can be achieved, it is requested that the Land Application Map relating to the LMR Housing Policy be amended by the Department following the finalised rezoning.

Where the proposed controls within the Precinct are equal to or greater than LMR, these controls will prevail, while LMR will remain in effect outside of the Precinct boundary.

Risks associated with retaining LMRH for Five Dock Precinct

Retaining the LMRH controls alongside rezoning of the precinct risks: failing to optimise housing delivery, undermining the proposed infrastructure delivery strategy, failing to deliver the full range of expected precinct benefits around Metro and compromising delivery of the vision and objectives of the masterplan.

The Masterplan's rezoning of much of the precinct from R2 – Low Density Residential to R4 – High Density Residential will result in a shift from the standards applied by the LMRH to those accompanying an R4 zone (e.g. R1 - 0.8:1 FSR compared with R4 - between 1.5:1 and 2.2:1). This shift subsequently changes the 'base case' controls that developers use to determine the benefit of incentives to offset costs of infrastructure delivery.

This increase from current base case controls reduces the 'gap' between base and incentive controls and undermines the attraction of planned incentives. Failure to create feasible and attractive incentives, and of developers choosing to avoid compromised incentives, is expected to result in:

- reduced housing delivery numbers – e.g. from maximum 10 storeys under the Masterplan down to maximum 6 storeys under the LMRH.
- fragmented, piecemeal, or incomplete delivery of essential works, reducing their functionality or failing to cater for the full suite of needs for new residents
- undermining of the Masterplan's integrated outcomes, risking incompatible built form, poor pedestrian and cycling connectivity, legibility and walkability, reduced safety and a failure to fully deliver expected metro precinct benefits.

Potential infrastructure shortfalls

The following infrastructure items are dependent on development proceeding under the Planning Proposal's framework and contribution mechanisms:

- new community facilities
- new and expanded parks, including the new town square
- active transport links connecting into the station precinct
- road-widening works

- wider footpaths, shared paths and dedicated cycleways
- new roads and laneways that improve permeability

If SEPP-enabled redevelopment avoids these requirements, there is a substantial risk that development will occur inconsistently with the planned urban structure.

Targeted Application of Infill Affordable Housing provisions

Council proposes targeted application of the *Housing SEPP - Infill Affordable Housing Bonus* to facilitate temporary affordable housing in the core of town centre, complemented by the delivery of affordable dwellings across the broader Precinct under Council's current Affordable Housing Contributions Scheme (AHCS), dedicated in perpetuity.

Contributions under Councils AHCS have been considered in the development of the masterplan to ensure maximum public benefits can be achieved without creating adverse urban design outcomes or poor feasibility.

However, it is acknowledged that proposed AH contribution rates proposed are on the lower end of expected delivery targets. To address this, it is recommended that:

- No additional affordable housing incentives apply across the majority of the precinct, including the in - fill affordable housing floor space ratio and height of building bonuses under Chapter 2, Part 2, Division 1 of the State Environmental Planning Policy (Housing) 2021 (Housing SEPP).
- The Infill AH Bonus Chapter 2, Part 2, Division 1 of the State Environmental Planning Policy (Housing) 2021 (Housing SEPP) remain for the 'Five Dock Precinct Inner Area' (refer to Figure 25).

This provides opportunity to increase affordable housing where proposed development outcomes can absorb this while better retaining the masterplan intent, rather than the being applied in a manner that undermines the objectives and principles of the plan.

Retaining the infill affordable housing uplift within the core of the centre, immediately adjacent the Metro station, also benefits from:

- Higher levels of transport accessibility
- A proposed tower built form, with the ability to absorb additional height and FSR, without fundamentally changing the proposed building typologies/design.
- An existing higher density environment with flexibility to effectively manage visual and amenity impacts.

Focusing uplift in the core also reinforces the strategic role of the centre around the Metro station, Fred Kelly Place and the new town square.

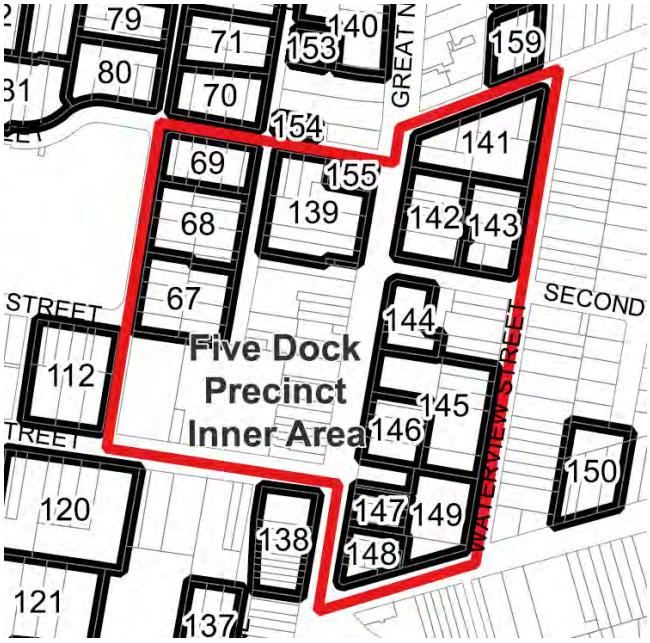


Figure 25: Five Dock Precinct Inner Area (excerpt from Key Site map)

Justification

Application of the *Infill Affordable Housing Bonus* across the entire Precinct introduces an additional 20–30% height and density increase to areas where densities and built form have already been optimised by the masterplan. This 20-30% increase fundamentally alters the intended built form, urban structure, infrastructure planning and tailored response to local constraints across the precinct and will result in unacceptable impacts on:

- amenity (including overshadowing of narrow streets, public spaces and adjoining buildings),
- bulk, scale and visual character (including likely non-compliance with ADG design controls), and
- infrastructure capacity (roads, open space, and community facilities).

However, focussing infill affordable housing uplift within the core of the centre, immediately adjacent the Metro station, is proposed as this area is better able to manage these impacts.

Revising the application of the Infill Affordable Housing Bonus is consistent with the approach applied in similar urban renewal projects implemented by the Department of Planning, Housing and Infrastructure, including the accelerated TOD precincts and the recent Burwood North State led rezoning, where application of the Affordable Housing bonus is proposed to be removed across the precinct.

Removal of application of the Affordable Housing bonus has been progressed on the basis that planned densities already maximise development capacity. These precedents demonstrate a growing policy recognition that SEPP (Housing) mechanisms should not override place-based masterplans or compromise infrastructure delivery.

Summary

The Masterplan establishes the optimal development envelope for the Precinct, supported by a comprehensive infrastructure program and detailed analysis. Excluding the Precinct from *LMRH* and limiting *Infill Affordable Housing* to the Inner Area is a necessary and evidence-based measure to safeguard infrastructure delivery, maintain urban design quality, and ensure growth occurs consistent with the masterplan objectives and in a coordinated and sustainable manner.

See further discussion in 'Table 4 - Consistency with SEPPs'.

Intended Provisions

- Amend *State Environmental Planning Policy (Housing) 2021* to only apply Chapter 2, Part 2, Division 1 to the Five Dock Precinct Inner Area.
- Amend *State Environmental Planning Policy (Housing) 2021* to remove application of Chapter 6 to the Five Dock Precinct.

Part 3 – Justification of Strategic and Site-specific Merit

Section A – Need for the planning proposal

Q1. Is the planning proposal a result of any strategic study or report?

City of Canada Bay Local Strategic Planning Statement

On 25 March 2020, the Greater Sydney Commission (GSC) endorsed the Canada Bay Local Strategic Planning Statement (LSPS). The LSPS sets out Council's vision for how the LGA will respond to significant residential growth.

The Proposal is the direct result of actions in the LSPS that require planning around future metro stations to be coordinated and precinct-based. The LSPS discourages the progression of site-specific proposals until precinct-planning has been completed. The planning proposal provides an appropriate response to infrastructure demand and provision, distribution of development potential and the orderly sequencing of development.

City of Canada Bay Local Housing Strategy

The proposal also gives effect to the Local Housing Strategy (2019), which identifies Five Dock as a location for greater housing diversity, and supports the role of the centre as set out in the Employment and Productivity Strategy, by maintaining and strengthening the commercial core and supporting additional retail and employment floorspace.

Five Dock Local Planning Study

The Planning Proposal is the culmination of extensive background technical assessment and community engagement by Council since 2020, including preparation of a Local Planning Study in 2023 which provided a foundational framework for the Masterplan.

A number of factors have changed since preparation of the Local Planning Study, including new State-led planning directions, such as the Transport Oriented Development (TOD) Program and the Low and Mid-Rise Housing Policy. In addition, land values and construction costs have risen significantly.

These changes mean that higher densities and building heights are now proposed within the Precinct in order to support feasible development, resulting in outcomes that are different to those originally anticipated in the Local Planning Study.

City of Canada Bay Five Dock Precinct Masterplan and Supporting Studies

The Planning Proposal provides an appropriate urban design and infrastructure response to deliver the Five Dock Precinct Masterplan.

Five Dock Precinct Masterplan

The draft Five Dock Precinct Masterplan (the Masterplan) is a key strategic document that sets the direction for how the Precinct will grow in response to increasing development pressures in the coming years. It establishes a 20-year vision and provides a clear framework for guiding land use change while maintaining public amenity and neighbourhood character. Redevelopment is expected to occur gradually, with the Masterplan's principles and desired outcomes shaping decision-making and development across the Precinct over time.

The Masterplan has directly informed the Five Dock Precinct Planning Proposal (PP). Its recommendations are grounded in a design-led planning process supported by detailed technical studies and feasibility testing, ensuring the proposed planning framework is both practical and capable of delivering high-quality outcomes.

A series of technical studies support the outcomes of the Masterplan. Together with the Masterplan, these provide the background and justification for the proposed amendments to the LEP. Refer to Attachments for more information.

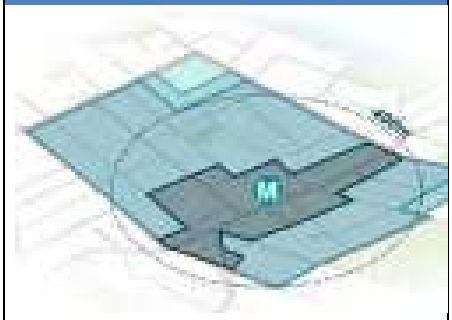
Masterplan Vision

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

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

Urban Design Principles

The following urban design principles provide the foundation for the response to the Five Dock Precinct.

Focused density around the Metro Station	Retain character and protect heritage items
	
Density is focused around the Metro Station, reflecting the principles of Transit Oriented Development (TOD).	Heritage items are special, contributing to the character of the place, and should be protected and maintained.

Expand and enhance the open space network



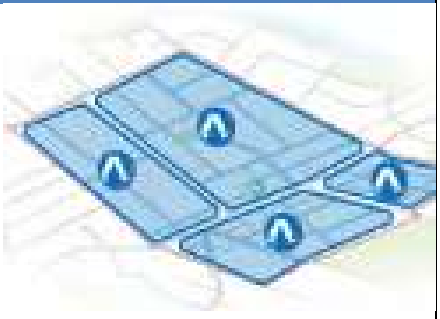
Identify opportunities to provide additional civic open spaces in the Precinct, especially around the core of the Town Centre and in parts of the Precinct where there is an under supply.

Preserve and expand tree canopy coverage



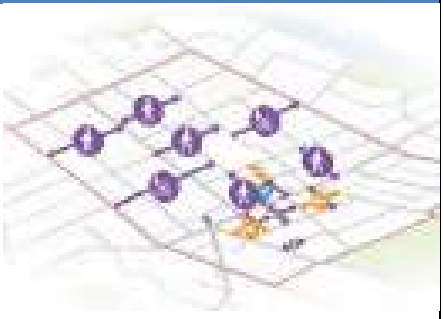
Increase the number of trees and the quality of the tree canopy across the Precinct.

Prioritise pedestrians within safe and quieter urban blocks



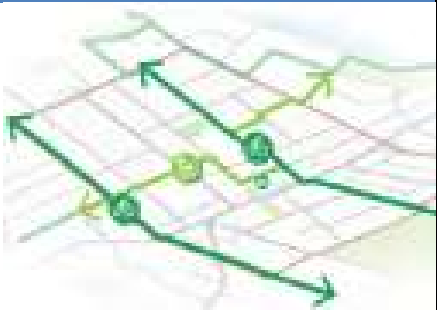
Establish four key traffic calmed 'super blocks' with slow speed local roads that prioritise pedestrian safety.

Improve accessibility across the Precinct



Small block sizes encourage pedestrian and cycle access in and around the Precinct. The provision of new mid-block links in key locations increase areas that can easily access core facilities, especially by walking and cycling.

Strengthen active cycle links



Reinforce the high street and civic facilities



Provide opportunities for improved active transport connections, linking to key destinations and into existing/proposed cycle routes within and surrounding the Precinct.	Reinforce and expand the Town Centre core and along Great North Road with permeable, fine grain streetscapes with a high level of activation that supports the ongoing commercial role of the centre.

Structure Plan

The proposed structure plan for the Five Dock Precinct is shown in Figure 26. The full draft Masterplan is provided at **Attachment A1.**



Figure 26: Structure plan (Source: draft Five Dock Precinct Masterplan)

Key Features of the Masterplan

1. Strengthening Five Dock Town Centre
    - Expanding the role of the town centre to create an active and evolving local centre, building on existing amenities including shops, bus stops, civic spaces and mass transit accessibility.
    - Extending the mixed use zone in four (4) locations to increase commercial capacity, grow jobs and expand provision of goods and services for a growing population.
2. More Homes Close to the Metro station
    - A transition to higher density residential across the Precinct, providing capacity for 13,983 total future dwellings (increasing from 1,544 existing dwellings), housing an estimated total future population of 30,763 people (up from an existing population of approximately 3,397 people).
3. Positive urban design and built form
    - A concentration of mixed-use built form along Great North Road.

- Diverse residential typologies beyond mixed use areas.
- Mid-block changes in height are avoided where possible to help unify the street character.
- Creation of two to four storey street walls in podium form.

4. New and Expanded open space
    - Extension of the existing Fred Kelly Place, including a new Town Square on the east side of Great North Road, to strengthen the role of this area as a focus of civic and public activity in the Town Centre.
    - An additional open space of 0.46ha west of Five Dock Public School to address the lack of open space in this area of the Precinct. Co-locating open space with the Public School also provides flexibility for the school, including additional pick-up and drop-off opportunities and increased separation between new apartments and the school.
    - A long term vision for a new linear park along Rodd Road.
    - A plaza on Rodd Road and Barnstaple Road.
    - Privately owned public space at St Albans Anglican Church.
5. Improved public domain
    - Green Streets along Queens Road, Great North Road, Garfield Street and Second Avenue as key connection routes. These streets will have increased tree canopy and landscaping.
    - Increased tree canopy through generous deep soil zones within site setbacks, creating continuous landscaped streets and rear corridors across adjoining lots.
6. Improved Walking & Cycling Links
    - Over 15 new laneways and accessible pedestrian links to provide improved connectivity to the Town Centre and the new Metro Station.
    - New dedicated cycle paths along Henry Street and Queens Road.
    - Streets for people.
    - New and expanded streets, laneways and active transport links to improve access across the Precinct, reduce car dependency and provide safe and direct connections to schools, open spaces, the Town Centre and the metro station.
    - Introduction of traffic calming elements in key locations to discourage vehicular traffic through residential areas, reduce speeds and increase pedestrian and bicycle safety and amenity.

Supporting Studies

A range of technical studies have been prepared to inform the Masterplan and Planning Proposal. The studies and their purpose are outlined below:

- *Employment Land Use Assessment* (Atlas Economics) - examines the sufficiency of non-residential floorspace to meet projected demand and advises the need for additional employment land in the Precinct. **(Attachment A2)**
- *Environmental Sustainability Study* (Flux Consultants) - outlines aspirational sustainability initiatives for the Five Dock Precinct and provides recommendations for new or revised planning controls. **(Attachment A3)**

- *Flood Risk Assessment* – (GRC Hydro) - determines the nature and extent of flooding and makes recommendations to prevent increased flooding, including to downstream properties. **(Attachment A4**)
- *Heritage Study* (GML Heritage) - identifies opportunities for planning and urban development to protect and enhance heritage significant items, places and areas. **(Attachment A5**).
- *Infrastructure Strategy* (Ethos Urban) - identifies the infrastructure required to be delivered to support the uplift, the planning nexus between the infrastructure and future development, and the planning mechanism used to enable the delivery of the infrastructure.
- *Preliminary Site Investigation (Contamination) Report* – JBS&G - assesses the potential for contamination within Five Dock Precinct and whether the land is suitable for rezoning for mixed use and medium-density residential uses, or can be remediated to make the land suitable, and whether further targeted investigation is required. **(Attachment A6)**
- *Public Domain Plan* (Context) - identifies the public domain improvements that will be required to support future development to achieve an active and attractive public domain. **(Attachment A7)**
- *Social Infrastructure and Open Space Assessment* (Cred Consulting) – to review existing social infrastructure and advise how much additional infrastructure is required to service the projected population growth. **(Attachment A8)**
- *Traffic and Transport Study* (Bitzios Consulting) – reviews existing traffic and transport within and in the vicinity of the Precinct and advises on potential network upgrades to minimise traffic performance issues. **(Attachment A9)**
- *Residential Density Benchmarking Analysis* (Ethos Urban) – reviews future dwelling and population density across a range of high-density precincts in NSW, Victoria and Queensland. **(Attachment A10)**

A summary of each of these reports is provided on pages 18-19 of the Masterplan.

Development Control Plan

A draft amendment to the Canada Bay Development Control Plan (DCP) is currently being prepared to guide and influence finer grain planning outcomes. The DCP will be exhibited alongside the full suite of planning proposal documents.

Amendments to the DCP are proposed in two parts:

- Modifications to the existing Five Dock Town Centre chapter, including an amended boundary to reflect the expanded MU1 zone.
- A new section for the remaining residential areas within the Precinct boundary.

Recommended amendments include Built Form, Solar Access and Overshadowing, Building Setbacks, Parking and Servicing, Accessible Pedestrian Links and Open Space, Tree Canopy and Landscape and Active Frontage controls.

Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The Proposal is the only means to achieve the intended outcomes as these can only be implemented through changes to the *Canada Bay LEP 2013*.

Section B – Relationship to the strategic planning framework

Q3. 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

The *Greater Sydney Region Plan* was released by the Greater Sydney Commission in March 2018. It provides a 40 year vision for the Greater Sydney region and is designed to inform district and local plans and the assessment of planning proposals. The Proposal is consistent with the following Objectives of the Regional Plan as outlined in Table 2 below.

Table 1: Consistency with Priorities of Greater Sydney Region Plan

Objective Number	Objective	Statement of Consistency
Infrastructure and Collaboration		
1	Infrastructure supports the three cities	Consistent **Leveraging investment in Sydney Metro accessibility -** The planning proposal plans for increased housing supply and expanded local services based on the new levels of accessibility provided by the new metro station at Five Dock (due to be operational by 2032). In this regard the PP leverages new infrastructure investment to support significant growth. **Local Infrastructure** - Council has prepared an *Infrastructure Strategy* to identify the local infrastructure required to support growth and mechanisms for its timely and efficient delivery. Draft updates to the Canada Bay Local Infrastructure Contribution Plan will also be prepared. **Adaptation and optimised use** - Infrastructure has been designed to be delivered over time, be adaptable to change and suite a range of users. Application of key sites and incentive heights and FSRs is proposed, enabling delivery of local infrastructure by developers, as they develop. **Collaboration** – Council has gained early input from the local community on the approach to change at Five Dock. Further engagement will occur during exhibition. Council continues to collaborate with Sydney Metro on precinct responses around future stations and will engage with Government agencies as needed.
2	Infrastructure aligns with forecast growth – growth infrastructure compact	
3	Infrastructure adapts to meet future needs	
4	Infrastructure use is optimised	
5	Benefits of growth realised by collaboration of governments, community and business	
Liveability		
6	Services and infrastructure meet communities' changing needs	Consistent **Infrastructure**: Council has prepared a Social Infrastructure Needs Study and an Infrastructure Strategy to identify the local infrastructure required to support growth and mechanisms for its timely and efficient delivery. Infrastructure has been designed to be delivered over time, be adaptable to change and suite a range of users. Application of key sites and incentive heights and FSRs is proposed, enabling delivery of local infrastructure by developers, as they develop. **Healthy, connected communities**: The proposed public domain, walking and cycling link improvements and provision of social infrastructure (additional library, arts, cultural and community spaces and new open space) will support an active lifestyle for current and future residents, within a connected
7	Communities are healthy, resilient and socially connected	
8	Greater Sydney's communities are culturally rich with diverse neighbourhoods	
9	Greater Sydney celebrates the arts and supports creative industries and innovation	

Objective Number	Objective	Statement of Consistency
10	Greater housing supply	community that has access to a growing number of local services and jobs. **Housing supply:** The proposed amendments to zoning, FSR and height of building provisions will provide additional capacity for approximately 14,000 dwellings within the Five Dock Precinct, contributing to Council's Housing targets and delivery of diverse housing supply within the region. A range of apartment sizes will be facilitated by clause 6.11 of the Canada Bay LEP 2013. **Housing affordability**: The Proposal includes a provision requiring 2-10% affordable housing to be provided in perpetuity. **Great Places:** The new Metro precinct and an expanded Fred Kelly Place provide a strong focal point for community connection and activity, supported by a night-time economy that brings vibrancy and safety. The new Henry Street Park will also be a community meeting place in the centre of the western residential area. **Heritage**: The Proposal and Masterplan have been informed by a heritage assessment. Existing heritage items will be retained, with landscaped setbacks provided to increase separation from new high-density development. The extent of three items are proposed to be revised.
11	Housing is more diverse and affordable	
12	Great places that bring people together	
13	Environmental heritage is identified, conserved and enhanced	
Productivity		
14	A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities	Consistent **Supporting the local centre** - The MU1 zone within the town centre will be increased in size, with all buildings required to have ground and first floor as non-residential floorspace. This is intended to drive investment and jobs in the centre and ensure that economic growth accompanies housing growth.
15	The Eastern, GPOP and Western Economic Corridors are better connected and more competitive	
16	Freight and logistics network is competitive and efficient	
17	Regional connectivity is enhanced	
18	Harbour CBD is stronger and more competitive	
19	Greater Parramatta is stronger and better connected	
20	Western Sydney Airport and Badgerys Creek Aerotropolis are economic catalysts for Western Parkland City	
21	Internationally competitive health, education, research and innovation precincts	
22	Investment and business activity in centres	

Objective Number	Objective	Statement of Consistency
23	Industrial and urban services land is planned, retained and managed	
24	Economic sectors are targeted for success	
Sustainability		
25	The coast and waterways are protected and healthier	Consistent **Tree Canopy and Urban Heat** - Proposed public domain improvements will ensure more significant tree planting can be undertaken within road corridors. It is estimated that the Precinct has approximately 15.6% tree canopy coverage. The public domain plan predicts that this can be increased to 29.8% by increasing planting within the public domain and front setbacks. **Waste** - Detailed requirements will be introduced via the DCP to ensure waste is minimised and recycling is facilitated as much as possible. In addition, the Planning Proposal intends to include a clause to require new developments to install dual water reticulation systems to future proof the recycling and reuse of wastewater. **Flood and contamination** - A flood study has been undertaken to consider flood risk, and a preliminary site investigation has looked at historical and existing uses for contamination risk. Redevelopment of the Precinct including the significant increases proposed to density are considered acceptable. **Open space -** A new park is proposed (Henry Street Park) to ensure that the majority of the Precinct is within 400m of open space that is greater than 0.3ha in size. This park is co-located with the public school to provide high value open space for the community and the school, as well as potentially creating a combined quantum of open space with the schools play areas. In addition, a new plaza, privately owned public space, and shared zones are proposed. **Green grid** – A series of parks and active cycle ways are proposed to augment the existing green grid and encourage sustainable travel modes. **Urban and natural hazards** - A flood study has been undertaken to consider flood impacts and ensure the Precinct develops to manage risk and is resilient to flood hazard. A preliminary site investigation assessed historical and existing uses for contamination risk. Redevelopment of the Precinct, including the significant increases proposed to density were considered to be acceptable.
26	A cool and green parkland city in the South Creek corridor	
27	Biodiversity is protected; urban bushland and remnant vegetation is enhanced	
28	Scenic and cultural landscapes are protected	
29	Environmental, social and economic values in rural areas are protected and enhanced	
30	Urban tree canopy cover is increased	
31	Public open space is accessible, protected and enhanced	
32	The Green Grid links parks, open spaces, bushland and walking and cycling paths	
33	A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change	
34	Energy and water flows are captured, used and re-used	
35	More waste is re-used and recycled to support the development of a circular economy	
36	People and places adapt to climate change and future shocks and stresses	
37	Exposure to natural and urban hazards is reduced	

Objective Number	Objective	Statement of Consistency
38	Heatwaves and extreme heat are managed	
39	A collaborative approach to city planning	
40	Plans refined by monitoring and reporting	

Eastern City District Plan

The *Eastern City District Plan* contains priorities and actions to guide development and planning within the eastern district, whilst improving the district's social, economic and environmental assets.

The Planning Proposal is consistent with the following Priorities of the District Plan as outlined in Table 3 below:

Table 2: Consistency with Priorities of Eastern City District Plan

Planning Priority Number	Planning Priority	Statement of Consistency
Infrastructure and Collaboration		
E1	Planning for a city supported by infrastructure	Consistent. **Leveraging investment in Sydney Metro accessibility -** The planning proposal plans for increased housing supply and expanded local services based on the new levels of accessibility provided by the new metro station at Five Dock (due to be operational by 2032). In this regard the Proposal leverages new infrastructure investment to support significant growth. **Local Infrastructure** - Council has prepared an *Infrastructure Strategy* to identify the local infrastructure required to support growth and mechanisms for its timely and efficient delivery. A draft amendment to the Canada Bay Local Infrastructure Contribution Plan will also be prepared to ensure that contributions collected in the Precinct contribute towards the funding of local infrastructure. **Collaboration -** Council began consultation in 2020 to understand what the community valued about the Precinct and to begin conversations about future change. A Local Planning Study was produced following the engagement and adopted by Council. Further engagement will occur during exhibition of the Planning Proposal. Council continues to collaborate with Sydney Metro on precinct responses around future stations and will engage with Government agencies as needed.
E2	Working through collaboration	
Liveability		
E3	Providing services and social infrastructure to meet people's changing needs	Consistent **Services and Social Infrastructure** - Council has prepared a Social Infrastructure Needs Study and an Infrastructure Strategy to identify the local infrastructure required to support growth and mechanisms for its timely and efficient delivery.
E4	Fostering healthy, creative, culturally rich	

Planning Priority Number	Planning Priority	Statement of Consistency
	and socially connected communities	Infrastructure has been designed to be delivered over time, be adaptable to change and suit a range of users. Application of key sites and incentive heights and FSRs is proposed, enabling delivery of local infrastructure by developers, as they develop. The increased MU1 zone will support the established Five Dock town centre, enabling a growing number of local services and jobs. **Healthy, connected communities -** The proposed public domain, walking and cycling link improvements and provision of social infrastructure (additional library, arts, cultural and community spaces and new open space) will support an active lifestyle for current and future residents, within a connected community that has access to a growing number of local services and jobs. Proximity to the new Metro station affords superior accessibility to a wide range of locations, goods and services. Regular bus services also service this precinct. **Housing supply, choice and affordability:** The proposed amendments to zoning, Floor Space Ratio and height of building provisions will provide additional capacity for 14,000 dwellings within the Five Dock Precinct, contributing to Council's Housing Targets and delivery of diverse housing supply within the region, including a range of unit sizes and a focus on townhouse style dwellings at street level. **Great Places:** The new Metro precinct, expanded Fred Kelly Place and new Town Square provide a strong focal point for community connection and activity, supported by a night-time economy that brings vibrancy and safety. The new Henley Street Park will also be a community meeting place in the centre of the western residential area. **Heritage**: The Proposal and Masterplan has been informed by a heritage assessment. Existing heritage items will be retained, with landscaped setbacks provided to increase separation from newer high-density developments. The extent of two heritage items are proposed to be revised.
E5	Providing housing supply, choice and affordability with access to jobs, services and public transport	
E6	Creating and renewing great places and local centres, and respecting the District's heritage	
Productivity		
E7	Growing a stronger and more competitive Harbour CBD	Consistent. Proposed planning controls expand the footprint of the town centre commercial area, as well as requiring commercial/retail floorspace on the ground and first floor across the centre. This is intended to drive investment and jobs in the centre, ensure economic growth accompanies housing growth, and there is capacity for population serving goods and services to meet expected growth. The extent of growth of the centre is consistent with the hierarchy of centres in the District plan – where Five Dock is identified as a local centre.
E8	Growing and investing in health and education precincts and the Innovation Corridor	
E9	Growing international trade gateways	
E10	Delivering integrated land use and transport planning and a 30-minute city	
E11	Growing investment, business opportunities and jobs in strategic centres	
E12	Retaining and managing industrial and urban services land	

Planning Priority Number	Planning Priority	Statement of Consistency
E13	Supporting growth of targeted industry sectors	
Sustainability		
E14	Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways	Consistent. **Tree Canopy and Urban Heat** - Proposed public domain improvements will ensure more significant tree planting can be undertaken within road corridors. It is estimated that the Precinct has approximately 15.6% tree canopy coverage. The public domain plan predicts that this can be increased to 29.8% by increasing planting within the public domain and front setbacks. A local clause is proposed to require consideration of urban heat in the assessment of future applications. **Green grid** – a series of parks and active cycle ways are proposed to augment the existing green grid and encourage sustainable travel modes. **Open space -** A new park is proposed (Henry Street Park) to ensure that the majority of the Precinct is within 400m of open space that is greater than 0.3ha in size. This park is co-located with the public school to provide high value open space for the community and the school, as well as potentially creating a combined quantum of open space with the schools play areas. In addition, a new plaza, privately owned public space, and shared zones are proposed. **Managing Water and Energy** - Current controls require all new buildings to be electric, not gas, reliant. New controls will also require new buildings to install dual pipe systems for future water recycling. **Waste** - Detailed waste management requirements are included in the Canada Bay DCP to ensure waste is minimised and recycling is facilitated. In addition, the PP intends to include a clause to require new developments to install dual water reticulation systems to future proof the recycling and reuse of wastewater. **Urban and natural hazards** - A flood study has been undertaken to consider flood impacts and ensure the Precinct develops to manage risk and is resilient to this hazard. A preliminary site investigation assessed historical and existing uses for contamination risk. Redevelopment of the Precinct, including the significant increases proposed to density were considered to be acceptable.
E15	Protecting and enhancing bushland and biodiversity	
E16	Protecting and enhancing scenic and cultural landscapes	
E17	Increasing urban tree canopy cover and delivering Green Grid connections	
E18	Delivering high quality open space	
E19	Reducing carbon emissions and managing energy, water and waste efficiently	
E20	Adapting to the impacts of urban and natural hazards and climate change	
Implementation		
E21	Preparing local strategic planning statements (LSPS) informed by local strategic planning	Consistent. The Proposal aligns with the City of Canada Bay Local Strategic Planning Statement (2023) which calls for coordinated, precinct-based planning around new metro stations to ensure growth is sequenced with infrastructure delivery.
E22	Monitoring and reporting on the delivery of the Plan	

Draft Sydney Plan

The *Draft Sydney Plan* is the NSW Government's 20 year strategic land use plan to direct future growth in the Sydney region. The draft plan addresses stand land use priorities with specific policy and planning responses.

The Planning Proposal is consistent with the following Responses and Council Actions of the Draft Sydney Plan as outlined in Table 3 below:

Table 3: Consistency with Responses and Council Actions of the Draft Sydney Plan

Response Number	Response	Statement of Consistency
Priority: Aboriginal outcomes		
N/A	N/A	Consistent. Council ensures its land-use planning practices are consistent with Aboriginal-inclusive requirements by recognising the cultural significance of Country in all planning processes. Connection to Country provides invaluable insights into ways of considering place and identifying changes that can be made that support Country, and Care for Country. *Connecting with Country Framework* (2023), produced by the GANSW, provides a framework for this critical involvement. Public consultation during the development of the Local Planning Study identified a community desire to recognise Aboriginal and Torres Strait Islander cultural connections to the area. Council will engage with the community as required by the Gateway Determination.
Priority: Housed		
1	Implement Sydney housing targets	Consistent. The proposal will increase the dwelling capacity of the Five Dock Precinct by approximately 805%.
2	Increase housing diversity and choice	Consistent. The proposal includes land that is not currently captured by the LMR and will facilitate dwelling densities far in excess of the LMR in the Five Dock Precinct in the vicinity of the future Metro station.
3	Secure the supply of affordable housing	Consistent. The existing City of Canada Bay Affordable Housing scheme will be updated to also include the Five Dock Precinct to secure additional affordable housing in perpetuity.
Priority: Prosperous		
4	Grow well-located jobs	Consistent. The Five Dock MU1 zone will be expanded in area and additional commercial spaces will be required on the second floor of all MU1 buildings to enable location of new businesses and jobs in the vicinity of the Metro station.
8	Secure an ongoing pipeline of productive industrial lands	N/A. There is no industrial land within the Precinct.
Priority: Connected		
5	Align infrastructure to planned growth	Consistent. UDP and ELDP datasets align land-use change with timely and coordinated infrastructure delivery.

Response Number	Response	Statement of Consistency
		New dwellings and infrastructure are proposed in the Five Dock Precinct to unlock the growth potential of the future Metro and meet housing targets. The infrastructure contributions plan is proposed to be updated to capture new infrastructure required in the Precinct. Delivery programs and operational plans will be updated over time as required to capture new works.
10	Sequence planned growth in greenfield areas within the urban footprint	N/A. There are no greenfield areas within the City of Canada Bay and the draft Sydney Plan does not have any Council actions for this Response.
Priority: Resilient		
9	Minimise the impact of natural hazards to communities	Consistent. A Flood Risk Assessment has been undertaken and found that the proposed higher density is suitable from a flood perspective. A Preliminary Site Investigation (Contamination) Report has been prepared and advised that rezoning can proceed, with a recommendation that further investigation is undertaken at DA stage for any land being redeveloped. The Precinct is not within a coastal area. The Precinct is not affected by the Hawkesbury Nepean Valley DAP.
12	Protect and enhance the natural environment	Consistent. Redevelopment of the Precinct, especially upgrades to public domain is expected to increase public domain landscaping and exceed City of Canada Bay tree canopy targets.
Priority: Liveable		
6	Create a more vibrant Sydney	Consistent. Council is undertaking a separate project to investigate potential locations for special entertainment precincts throughout the LGA.
7	Grow and connect public open space	Consistent. The proposal includes the creation of approx. 4,600sqm open space on Henry St, approx. 800sqm in front of St Albans church on Great North Rd, and approx. 2,400sqm between Great North Rd and Waterview St for the new town square.
Priority: Coordinated		
11	Manage land uses beyond the urban footprint	N/A. There is no rural land in the vicinity of the Precinct.

Q4. Is the planning proposal consistent with a Council LSPS that has been endorsed by the Planning Secretary or GCC, or another endorsed local strategy or strategic plan?

The Proposal is consistent with the following Actions of Council's endorsed LSPS:

- 1.4 Work collaboratively with Sydney Metro and the Department of Planning and Environment to ensure that land use change around Sydney Metro West stations delivers high quality outcomes that include:
  - a desired future character statement prepared in consultation with the community;
  - social infrastructure, active transport and walkability; and
  - high quality public domain and open space.
- 4.4 Amend the *Canada Bay Local Environmental Plan* to implement a competitive design excellence process to apply to all new buildings of over 45 metres height or where identified on a map.
- 5.5 Require a minimum of 5% of the Gross Floor Area of new development to be dedicated as affordable housing for:
  - Planned Precincts
  - Parramatta Road Corridor precincts
  - where there is a significant increase in density arising from a Planning Proposal

The Proposal seeks to implement a precinct wide masterplan, and a design excellence clause is proposed to be applied in the Precinct.

The LSPS requires a contribution of 5% of GFA be dedicated as affordable housing, however despite the significant uplift proposed, feasibility testing found that 2% of GFA for affordable housing was appropriate to support feasible development generally across the Precinct. Additional development is proposed for some sites which can then feasibly provide up to 10% affordable housing.

Q5. Is the planning proposal consistent with any other applicable State and regional studies or strategies?

There are no other state or regional studies or strategies that are directly relevant to this planning proposal.

Q6. Is the planning proposal consistent with applicable State Environmental Planning Policies?

Yes, the Proposal is generally consistent with relevant State Environmental Planning Policies (SEPPs) as outlined below.

Table 3: Consistency with SEPPs

SEPP Title	Consistency
SEPP (Biodiversity and Conservation) 2021	Consistent. The Proposal does not rezone or introduce provisions that impact biodiversity, conservation areas, or land to which this SEPP applies. It does not undermine or conflict with the SEPP.
SEPP (Exempt and Complying Development Codes) 2008	Consistent. By correcting heritage mapping and removing heritage listings where significance has been lost, the Proposal improves the functioning of exempt/complying development pathways, ensuring they apply appropriately. No provisions conflict with this SEPP.
SEPP (Housing) 2021	Partly Consistent.

SEPP Title	Consistency
	The Proposal is consistent with the aims and objectives of the Housing SEPP as it seeks to increase housing choice and affordable housing in the Five Dock Precinct. The Precinct is affected by Chapter 2, Part 2, Division 1 – Infill affordable housing and Chapter 6 Low and mid-rise housing (LMRH) of State Environmental Planning Policy (Housing) 2021. **Chapter 2, Part 2, Division 1 – Infill affordable housing** This Division provides for an increase in Height and FSR of 20-30%, where at least 10% to 15% of the floor space is provided for affordable housing. The bonus FSR and height would apply in addition to the maximum proposed standards. It is noted that the masterplan has been designed to deliver what is considered the maximum level of development for the Precinct without creating negative impacts. *Impact on heights* - If taken up, this would result in development within the residential areas increasing from buildings with four (4) storey podiums and apartments above of up to eight (8) storeys, to buildings with six (6) storey podiums and apartments above up to ten (10) storeys. In the Town Centre this could result in mixed use buildings increasing from twelve (12) storeys to fifteen (15) or sixteen (16) storeys, with taller buildings of twenty-five (25) storeys potentially increasing to thirty-two (32) storeys. *Impact on built form, overshadowing and feasibility* - Increased heights would be difficult to accommodate across the Precinct as taller development would require increased setbacks to meet the separation distances recommended in the Apartment Design Guide and, as sites are typically small, site amalgamations could impact development feasibilities. Taller and bulkier buildings would also create increased overshadowing and development on the southern side of the narrow streets will struggle to achieve the minimum recommended Apartment Design Guide solar standards. Impacts on public domain are also expected. *Impact on Infrastructure delivery* - Supporting studies informing the Masterplan, including traffic, open space requirements, social, community and retail needs assessment, have been based on the projected dwelling capacity of the plan. Any increase in development capacity beyond the masterplan is expected to exacerbate this, creating greater risks to Council. Of particular concern is meeting the additional community needs and addressing traffic impacts with any take-up of the 30% increased development possible under the Housing SEPP. **Chapter 6 Low and mid-rise housing (LMRH)** The building envelopes recommended in the Masterplan have been created to balance maximising development with feasibility and amenity challenges of small sites on narrow streets. A fundamental aspect of the Planning Proposal is the use of Key Sites to deliver infrastructure, such as new open space, roads, pedestrian links and community facilities. This mechanism relies upon Incentive Floor Space Ratios and Incentive Height of Building standards, over and above current LEP heights and FSRs, to deliver local infrastructure to support planned densities. These incentives have been tested for feasibility as part of the masterplan process. Residential rezoning by the Proposal will trigger application of the higher LMRH height and FSR controls set out in the SEPP (Housing) 2021. These higher controls effectively change the base controls applied before development incentives are applied, with subsequent impacts to feasibility when also delivering infrastructure. To reinforce the incentive provisions to deliver infrastructure and enable the realisation of planned densities it is proposed to 'turn off' the LMHR provisions for the Precinct.

SEPP Title	Consistency
	It should be noted that the density proposed in the Five Dock Precinct is significantly higher than the theoretical capacity under the LMRH and exceeds many comparable TOD precincts. Also, Council has prepared a residential benchmarking analysis that shows that the Five Dock Precinct is projected to have a gross dwelling density of 222.3 dwellings per hectare and gross population density of 411.4 persons per hectare. This significant level of density is higher than those calculated for Rhodes, Burwood-Concord, Homebush (Canada Bay), Bankstown, Burwood, Hornsby, Macquarie Park, Mascot, St Leonards and Zetland. Given the densities proposed under the Incentive Floor Space Ratio and Height of Building provisions, the continued application of the LMRH requirements is not deemed reasonable or necessary. *Recommendation* It is recommended that the Low and Mid-Rise Housing provisions in the Housing SEPP not apply in the Five Dock Precinct. The Infill Affordable Housing bonus provisions could be applied within the core of the Precinct (shown as Five Dock Precinct Inner Area in Figure 25) only, to provide the benefits of additional affordable housing whilst minimising impacts to the remainder of the Precinct. This will ensure the level of amenity envisaged will be delivered, development does not significantly exceed the planned capacity and the proposed mechanism to provide infrastructure is not undermined.
SEPP (Industry and Employment) 2021	Consistent. The SEPP aims to protect and enhance employment land, particularly within the Western Sydney Employment Area, by providing consistent zoning and development controls that support industrial growth and job creation. No provisions conflict with this SEPP.
SEPP (Planning Systems) 2021	Consistent. The SEPP (Planning Systems) 2021 establishes the framework for identifying and regulating State significant development, State significant infrastructure, and critical State significant infrastructure, ensuring these major projects are assessed consistently across NSW. No provisions conflict with this SEPP.
SEPP (Precincts – Central River City) 2021	Not applicable. No land within the LGA related to this SEPP is affected, and the Proposal does not alter precinct-specific controls.
SEPP (Eastern Harbour City) 2021	Not applicable. The Proposal does not relate to land governed by this SEPP and introduces no provisions that impact it.
SEPP (Precincts – Regional) 2021	Not applicable. The Proposal does not relate to land governed by this SEPP and introduces no provisions that impact it.
SEPP (Precincts – Western Parkland City) 2021	Not applicable. The Proposal does not relate to land governed by this SEPP and introduces no provisions that impact it.

SEPP Title	Consistency
SEPP (Primary Production) 2021	Not applicable. There is no primary production land in the LGA, and the Proposal does not affect any land or uses relevant to this SEPP.
SEPP (Resilience and Hazards) 2021	Consistent. A preliminary site investigation has looked at historical and existing uses for contamination risk. Redevelopment of the Precinct including the significant increases proposed to density are considered acceptable.
SEPP (Resources and Energy) 2021	Not applicable. The Proposal does not relate to resource extraction, energy generation, or any development governed by this SEPP.
SEPP (Sustainable Buildings) 2021	Consistent. The Proposal does not contain provisions that would contravene or hinder the application of this SEPP. The Proposal seeks to apply sustainability provisions for new development through new controls within the Canada Bay Development Control Plan or through additional guidance which supports the provisions of the Sustainable Buildings SEPP.
SEPP (Transport and Infrastructure) 2021	Consistent. The Proposal does not contain any provisions which would contravene or hinder the application of the Transport and Infrastructure SEPP.

Q7. Is the planning proposal consistent with applicable Ministerial Directions (section 9.1 Directions) or key government priority?

The Proposal is consistent with most applicable Local Planning Directions (Section 9.1 Ministerial Directions as discussed below.

Table 4: Consistency with Ministerial Directions

Direction	Comments
Focus area 1: Planning Systems	
1.1 Implementation of Regional Plans	Consistent. The proposal does not contain any provisions which would contravene or hinder the application of any regional, district or draft plans.
1.2 Development of Aboriginal Land Council land	Not applicable. The proposal does not relate to land owned by a Local Aboriginal Land Council.
1.3 Approval and Referral Requirements	Not applicable. No new provisions that introduce concurrence, consultation or referral requirements for development applications are proposed.

Direction	Comments
1.4 Site Specific Provisions	The Proposal includes provisions that rezone land to an existing zone already in the LEP and proposes additional development standards that do not currently apply to the land. New development standards are proposed for the Precinct relating to public domain, sustainability, supply of non-residential floorspace, urban design and carparking. These provisions are not unusual and are currently in force in Part 7 (clause 7.4 and 7.6)) of the LEP for the Rhodes Precinct and Part 8 (clause 8.10) for the Burwood-Concord, Homebush North and Kings Bay Precincts. The Five Dock Precinct is proposed to undergo renewal similar to other precincts in the City of Canada Bay (Part 7 and 8 of the LEP) and the inclusion of these provisions will assist in ensuring positive employment, amenity and environmental outcomes. Given the proposed planning provisions are being applied elsewhere in the Local Government Area and are already referenced in the *Canada Bay Local Environmental Plan 2013* (albeit to different localities), the proposed inconsistency is deemed to be of minor significance.
1.4A Exclusion of Development Standards from Variation	Consistent The proposal does not exclude the application of clause 4.6.
Focus area 1: Planning Systems – Place-based	
1.5 – 1.22	Not applicable
Focus area 2: Design and Place	
N/A	Not applicable
Focus area 3: Biodiversity and Conservation	
3.1 Conservation Zones	Consistent The Precinct does not include any environmentally sensitive land and although some trees may need to be removed, over time the proposal aims to increase tree canopy.
3.2 Heritage Conservation	Consistent. The Five Dock Precinct Masterplan considers various heritage items located within the Precinct area. The Proposal is supported by a Heritage Impact Assessment which has informed, together with the Masterplan, appropriate zoning, height of buildings and FSR. **Lyons Road West Street Trees** - The Proposal seeks to expand the existing listing of street trees (I321) located on the northern side of Lyons Road West (outside the boundaries of the Precinct) by incorporating the street trees on the southern side of the road. This aims to ensure protection and consistency on both sides of the street. **133-135 Great North Road** - The existing heritage listing (I225) captures the building at number 133 and the adjoining building at number 135 Great North Road. The building at 135 has been significantly modified including an unsympathetic rear extension, and replacement of windows, shopfront, roof cladding, windows, awning, and much of the first and second floor interior fit outs. This absence of significant fabric results in a building that is no longer representative of Five Dock's early development. In addition to extensive modification of this building, research by Council indicates that historical association, aesthetic/technical, research and rarity criteria are unlikely to be met.

Direction	Comments
	In comparison to the intactness and aesthetic appeal of 133 Great North Road, 135 Great North Road is considered to no longer meet the criteria for local listing and it is recommended for delisting. **189-193 Great North Road -** The existing heritage listing (I230) identifies land previously known as Lots 1, 2 and 3 in DP 11313. The land is now known as Lot 100 in DP 1178785 which requires an amendment to the listing in Schedule 5. Additionally, the Five Dock Precinct Heritage Study recommended that the curtilage be reduced in recognition of the later multi-unit residential construction occupying the majority of the lot to the rear. It is recommended that the description in Schedule 5 be referenced as Part Lots 100, DP 1178785, and the mapping amended to show a reduced curtilage. Refer to supporting studies provided as Attachments.
3.3 – 3.6	Not applicable. The Proposal does not affect drinking catchments, C2 or C3 zones, recreation vehicle areas, or areas of high biodiversity value.
3.7 Public Bushland	Not applicable. The Proposal does not affect public bushland or introduce controls relevant to this Direction.
3.8 Willandra Lakes Region	Not applicable. The Proposal does not affect the Willandra Lakes Region or introduce controls relevant to this Direction.
3.9 Sydney Harbour Foreshores and Waterways Area	Not applicable. The Precinct is not located within a Foreshores and Waterways Area.
3.10 Water Catchment Protection	Consistent The proposed rezoning does not directly impact the water catchment, however the impact of future development applications will be considered during assessment.
Focus area 4: Resilience and Hazards	
4.1 Flooding	Consistent. The planning proposal does not apply to an existing Flood Planning Area. The following is noted: • The large majority of the Precinct's area is flood fringe, with only localised instances of floodway confined to the roadway, due to slightly deeper and higher velocity flow. • Flood impact assessment has been carried out using concept-level building footprints. Assessments show most areas have no adverse impact on flooding, however, along flow paths there is potential for localised adverse impact on other properties. The assessment shows that the future works are generally suitable but will be required to be designed to avoid any such flood impacts. This requirement is a flood planning control, already in place. • No increase in government spending on mitigation, infrastructure or services would be expected. • Development consent would be required for new buildings in the Precinct via the DA process. Refer to the Flood Risk Assessment for more information.

Direction	Comments
4.2 - 4.3	Not applicable.
4.4 Remediation of Contaminated Land	Consistent. Based on an assessment of the history, environmental setting and a detailed site inspection, there is considered to be low potential for widespread or gross contamination across the majority of the Precinct, and areas with risk assessment ratings of moderate to high were mostly limited to areas along or near to Great North Road. There is a greater potential for contamination associated with previous onsite storage and use of fuels and/or chemicals within light industrial/commercial businesses, particularly relating to former or existing underground petroleum storage systems (UPSS), former or existing dry cleaner operations, and potential hazardous building materials at properties that have not been recently redeveloped. Identified potential contamination issues relate to common potentially contaminating land use activities which can be readily dealt with during the development application (DA) stage (i.e. including completion of preliminary and detailed site investigations consistent with relevant Development Control Plans (DCPs) and State Environmental Planning Policy (Resilience and Hazards) 2021 remediation of land requirements) for redevelopment and assessment for site suitability. In the absence of gross or widespread contamination, the requirements of the DUAP/EPA (1998) Managing Land Contamination: Planning Guidelines for rezoning are considered to have been satisfied, namely that the rezoning can proceed, “provided that measures are in place to the ensure that the potential for contamination and the suitability of the land for any proposed use are assessed once detailed proposals are made”. Refer to the Preliminary Site Investigation for more information.
4.5 Acid Sulfate Soils	Consistent. The Precinct is identified as Class 5 on the Acid Sulfate Soils Map. The Precinct is located within an area of low to extremely low occurrence of acid sulfate soil materials, noting that a high probability occurrence of ASS to the north of the Precinct may require consideration for future development in the central north of the Precinct. The LEP contains the Acid Sulfate Soils Model LEP clause, which includes the requirement that an acid sulfate soils management plan be prepared in accordance with the Acid Sulfate Soils Manual prior to a development consent being granted. Refer to the Preliminary Site Investigation for more information.
4.6 Mine Subsidence and Unstable Land	Not applicable.
Focus area 5: Transport and Infrastructure	
5.1 Integrating Land Use and Transport	Consistent. The proposal is consistent with the objectives of this Direction, and in particular the presence of the Metro enables higher densities in close proximity to the station and the use of Key Sites will deliver active transport links enabling a more walkable neighbourhood that is also cycle friendly. It is expected that the Metro, coupled with existing low maximum parking rates, will reduce dependence on cars and support the efficient operation of public transport services.
5.2 Reserving Land for Public Purposes	Consistent.

Direction	Comments
	The Proposal includes provisions for the acquisition of land to create a new park and road widening, as well as Key Sites to deliver additional open space, pedestrian and active transport links, part of a regional cycleway, road widening, new roads and community facilities.
5.3 – 5.5	Not applicable.
Focus area 6: Housing	
6.1 Residential Zones	Partially Consistent. The Proposal seeks to facilitate additional variety and choice of housing types to provide for existing and future housing needs, make more efficient use of existing infrastructure and services, and minimise the impact of residential development on environmental and resource lands. As the Proposal is generally focussed on providing high density within 400m of the station it can complement the LMRH which facilitates other housing typologies within 400m to 800m of the station. The Proposal also seeks to ensure that requirements are in place prior to any development occurring to ensure the proposed increased housing capacity is adequately serviced. It is noted that adequate infrastructure may not be provided if the LMRH provisions are not 'switched off' for the Precinct. In addition, currently planned infrastructure will be inadequate if 20-30% more dwellings are provided via the Housing SEPP Affordable Housing Bonus. It is recommended that the LMRH provisions of the SEPP (Housing) 2021 be switched off for the Five Dock Precinct, and Infill Affordable Housing Bonus provisions are partly turned off (retained for Inner Area only). Refer to discussion under Question 6 and the Masterplan for more information.
6.2 Caravan Parks and Manufactured Home Estates	Not applicable.
Focus area 7: Industry and Employment	
7.1 Employment Zones	Consistent. An employment assessment (refer to Attachments) was undertaken in February 2025 which identified the need for some commercial growth, but a greater need for a second supermarket. The MU1 Mixed Use zone facilitates the delivery of both these. It is noted that the proposed population has significantly increased since the initial assessment was prepared (due to introduction of the LMRH and Council's feasibility analysis). It is therefore expected that the demand for commercial/retail floorspace within the town centre will increase accordingly. The proposal seeks to encourage employment growth around the Metro station by expanding the MU1 zone and by requiring two levels of non-residential floorspace (ground floor and first floor) in the MU1 areas.
7.2 – 7.3	Not applicable.
Focus area 8 - 9	
8.1 – 9.4	Not applicable.

Section C – Environmental, social and economic impact

Q8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The Proposal relates to land that has a long history of residential and commercial uses.

The Canada Bay Biodiversity Action Plan 2025-2030 does not identify any plant communities (Endangered Ecological Communities) or critical habitat within the Precinct.

Five Dock Park is located to the east of the Precinct and contains a small remnant of Sydney Turpentine Ironbark Forest (STIF). This vegetation is on the far eastern edge of the park with significant separation from the land undergoing change in the Five Dock Precinct. No impact is envisaged on this community.



Figure 28: Vegetation Communities (Source: Canada Bay Biodiversity Action Plan)

Q9. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

An Environmental Sustainability Study (refer to Attachment A3) was undertaken for the Precinct.

The Proposal and corresponding DCP amendments will result in beneficial environmental effects as they are seeking to implement sustainability measures such as:

- Increasing surface permeability.
- Increasing canopy coverage.
- Incorporating shade structures, solar panels and vegetation on rooftops.
- Natural ventilation of buildings,
- Incorporating appropriately designed façades, including measures such as solar shading, window to wall ratios, green walls and heat rejecting ventilation units.

- Use of features such as passive design to for energy efficiency.
- All electric buildings.
- Electric vehicle infrastructure.
- Installation of dual water pipes.

Q10. Has the planning proposal adequately addressed any social and economic effects?

The proposed changes are unlikely to result in any adverse social or economic effects.

It is estimated that there are around 1,544 existing dwellings in the Precinct. The Proposal seeks to significantly increase the dwelling density and permit 13,983 dwellings. The majority of the new dwellings will result from the construction of residential flat buildings.

A social infrastructure and open space assessment (refer to Attachment A8) was prepared to identify the infrastructure to meet the needs of the future population. The Precinct is in an existing urban area with limited public land and high land values, thus impacting the ability for required infrastructure to be provided.

A park of 0.46ha (4,600sqm) is proposed adjacent to the public school, offering potential benefits via co-location with the school and in a central location that is accessible to sites without existing nearby open space.

Additional open space is also proposed as follows:

- Fred Kelly extension (approx. 690sqm)
- New town square (approx. 2,400sqm)
- Rodd Rd pedestrianised zone (900sqm)
- Barnstaple Rd pedestrianised zone (650sqm
- East St pedestrianised zone (approx. 780sqm)
- School Lane pedestrianised zone (approx. 510sqm)
- St Albans church privately owned public space (800sqm)

The planning proposal facilitates affordable housing via a 2-10% contribution for all new development, providing affordable housing for lower income households.

Five Dock contains an existing mixed use town centre that provides a range of non-residential uses as a focal point for community connection and to service residents of the area. The town centre will be expanded and the requirement for ground and first floor commercial uses will ensure that the centre will become a local hub for services and recreation, supporting an activated precinct, a strong local place and night time economy.

An employment land assessment (refer to Attachment A2) assisted in informing the Masterplan. It is noted that there is a smaller local centre (Wareemba) to the north and a new mixed-use zone (PRCUTS Kings Bay Precinct) to the south-west. Given the substantial increase in population in the Five Dock Precinct, the additional commercial floor space proposed in Five Dock is not expected to adversely impact these and other surrounding commercial centres, and is consistent with the draft Sydney Plan requirement for Five Dock to become a retail centre.

Section D – Infrastructure (Local, State and Commonwealth)

Q11. Is there adequate public infrastructure for the planning proposal?

The Planning Proposal considers the availability and delivery of infrastructure required to support the anticipated growth and increased residential density within the centre.

The following outlines key infrastructure components and how they will be addressed:

- *Local Infrastructure* - The proposed increase in residential density will necessitate additional local infrastructure. To address this, the Planning Proposal introduces Key Site provisions that incentivise the delivery of essential infrastructure, including road widenings, new roads and pedestrian links, open space, and community facilities (refer to previous Key Sites discussion). Other local infrastructure requirements will be addressed through the Canada Bay Local Infrastructure Contributions Plan.
- *Metro* - Sydney Metro West is a critical piece of infrastructure that underpins the opportunity for additional housing in Five Dock. Its delivery will significantly improve accessibility and support the planned growth of the centre.
- *State Infrastructure* - Higher-order infrastructure such as schools, major roads, and health facilities will be planned and funded by the NSW Government to align with the timing of growth. The NSW Government collects Housing and Productivity Contributions to assist with the delivery of these services.
- *Water and Sewerage* - The subject site is located within the Sydney Water service area. Potable water and sewerage services are available, and it is understood that the existing network has sufficient capacity to accommodate the proposed development, subject to standard connection requirements.
- *Stormwater* - Overland flow paths have been considered in the Flooding Assessment, and stormwater will be managed in accordance with Council's Development Control Plan (DCP).
- *Electricity* - The site is serviced by the Ausgrid electricity network. It is anticipated that existing infrastructure can support the additional demand generated by the proposal. Any required upgrades will be addressed during detailed design and in consultation with Ausgrid.

Engagement is proposed with Sydney Metro, Transport for NSW, School Infrastructure NSW, NSW Health, and relevant utility providers when the Planning Proposal is placed on public exhibition.

Section E – State and Commonwealth interests

Q12. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

The views of any relevant State and Commonwealth agencies will be sought through consultation as required by the Gateway Determination.

Part 4 – Maps, where relevant, to identify the intent of the planning proposal and the area to which it applies

The following map sheets are included as **Attachment A12**:

- Land Zoning
- Height of Buildings Map (including Height of Buildings – Additional Controls)
- Incentive Height of Buildings Map
- Floor Space Ratio Map (including Floor Space Ratio – Additional Controls)
- Incentive Floor Space Ratio Map
- Heritage Map
- Key Sites Map
- Affordable Housing Contribution Scheme Map
- Design Excellence Map
- Active Street Frontages Map
- Land Reservation Acquisition Map
- Sun Access Protection Map
- Additional Permitted Uses Map

Note: The Canada Bay LEP 2013 uses digital mapping, therefore the maps provided are indicative only.

Part 5 - Community Consultation

The Masterplan has been developed from the Local Planning Study and responds to recent NSW Government Reforms (including Transport Oriented Development (TOD) Program, Low and Mid-Rise Housing and Affordable Housing reforms) and expectations to leverage the transport benefits of the new metro station.

Council engaged with landowners as part of the development of the Local Planning Study and gained early input from the local community on the approach to change at Five Dock. Further engagement will occur during exhibition. Council continues to collaborate with Sydney Metro on precinct responses around future stations and will engage with Government agencies as needed.

It is intended to publicly exhibit the draft plan for a minimum period of 28 days.

Council intends to consult with the following agencies (or as otherwise required by the Gateway Determination) in respect of the planning proposal, following a Gateway Determination:

- Ausgrid
- Sydney Water Corporation
- Jemena Gas Networks
- Metropolitan Aboriginal Land Council
- Transport for NSW
- Sydney Metro
- School Infrastructure NSW
- Heritage NSW
- State Emergency Service
- NSW Health

Part 6 - Project Timeline

It is anticipated the planning proposal will take a minimum of **9** months to finalise. An indicative project timeline for this minimum period is provided below.

Action	Timeframe (TBC)
Local Planning Panel	3 December 2025
Council Meeting	17 March 2026
Submission for Gateway	March 2026
Gateway Determination	June 2026
Pre-exhibition	July 2026
Report to Council (subject to scope of Gateway amendments)	July 2026
Commencement and completion dates of public exhibition period	July/August 2026
Government Agency Consultation	July/August 2026
Consideration of submissions	August/September 2026
Post-exhibition review	September/October 2026
Council Determination	November 2026
Date draft LEP requested from PCO	December 2026
Date draft LEP received from PCO	January 2027
Date PCO Opinion requested	January 2027
Date PCO Opinion received	January/February 2027
Date GIS data or maps provided/requested	February 2027
Date ePlanning confirmed mapping is suitable and sent to PCO	March 2027
Date LEP finalised	April 2027
Submission to the Department requesting notification	April 2027
Notification of LEP amendment	May 2027

Appendix A – Additional Technical Information to support CCB LEP 2013 amendments

The purpose of this Appendix is to provide additional technical information to support and/or expand upon changes proposed in Part 2 of this Proposal.

Note: NSW Parliamentary Counsel's Office will draft the legal instrument prior to the Planning Proposal being finalised.

Clause 5.1A - Development on land intended to be acquired for public purposes

(Supports *Part 2 - I. Land Reservation Acquisition* of this planning proposal)

Clause amendments

The planning proposal includes the reservation of land for acquisition for open space and local roads. To manage how this land is developed and ensure the land will not be redeveloped for anything other than for the required public purpose, it is necessary to add references to that land in clause 5.1A.

Column 1 Land	Column 2 Development
Zone RE1 Public Recreation and marked "Local open space"	Open space
Zone R4 High Density Residential and marked "Local road"	Local road

Mapping amendments

Accompanying mapping amendments are shown on 'Land Reservation Acquisition' map.

Amended Schedule 5 - Heritage

(Supports *Part 2 - H- Heritage* of this planning proposal)

Clause amendments

It is proposed to amend three items listed in Schedule 5 Part 1 of the Canada Bay LEP 2013.

- I321 - No change is proposed to the listing in the Schedule.
- I225 - The existing heritage item I225 is proposed to be amended in the Schedule as follows:

  Proposed Schedule text

Suburb	Item name	Address	Property description	Significance	Item no

Five Dock	Shop	133 Great North Road	Lot 9, DP 220545	Local	I225

- I230 - The existing heritage item I230 is proposed to be amended in the Schedule as follows:

Proposed Schedule Text

Suburb	Item name	Address	Property description	Significance	Item no
Five Dock	Terrace of three shops	189–193 Great North Road	Part Lots 100, DP 1178785	Local	I230

Mapping amendments

Accompanying mapping amendments are shown on the 'Heritage' map.

New clauses - Canada Bay Local Environmental Plan 2013

New Part 10 – Five Dock Precinct

It is proposed that a new Part be introduced to the Canada Bay LEP 2013 for the Five Dock Precinct to enable relevant standards and requirements specific to the Precinct to be included in a single Part of the LEP. The following sections outline the suggested clauses.

Application of part

(Supports Part 2 – B - Creation of Five Dock Precinct and Key Sites)

New clause

A new clause will be introduced that identifies that this new Part relates to the Five Dock Precinct, with references to the Key Sites Map, similar to the current clause 8.1

This approach is consistent with the format of the LEP that contains Parts for other localities undergoing significant change, including the Rhodes Precinct (Part 7), the Parramatta Road Precincts (Part 8) and the Homebush Transport Oriented Development Precinct (Part 9).

Mapping amendments

Accompanying mapping amendments are shown on 'the Key Sites' map.

Minimum non-residential floor space in Five Dock Precinct

(Supports Part 2 – B - Creation of Five Dock Precinct and Key Sites)

New clause

It is proposed to include a new clause, similar to clause 7.4 of the LEP, requiring the ground and first floors of buildings in the Mixed Use zone be used for non-residential purposes, and inlcude objectives and a list of uses that will be excluded.

The objectives of the clause may include:

a. to ensure that a suitable level of non-residential floor space is provided to promote employment and reflect the hierarchy of commercial centres
b. to ensure a safe and activated precinct day and night around the Five Dock Metro station
c. to encourage an appropriate mix of residential and non-residential uses,

The clause will also need to include that non-residential purposes means purposes other than the following—

- residential accommodation, excluding seniors housing,
- serviced apartments, but only if there are, or as a result of the development will be, fewer than 50 serviced apartments on the land,
- car parks,
- telecommunications facilities,
- parking spaces

Mapping amendments

No mapping amendments relevant to this clause.

Maximum height of building podiums in Five Dock Precinct

(Supports Part 2 – B - Creation of Five Dock Precinct and Key Sites)

New clause

It is proposed that a new clause be introduced, similar to clause 7.6 of the LEP, that requires a minimum podium height of two storeys (6.8m) and maximum podium height of four storeys (16m) across the Five Dock Precinct.

New objectives

- To provide a consistent street wall height.
- To ensure that buildings respond to the human scale and create a safe and attractive pedestrian experience at ground level.

Mapping amendments

No mapping amendments relevant to this clause.

Key Sites - Incentive floor space ratio/building heights and required infrastructure provision

(Supports Part 2 – B - Creation of Five Dock Precinct and Key Sites)

Minimum amalgamated site area- New clause

Each Key Site has a requirement for a minimum site area that must be achieved by the amalgamation for incentive bonuses to be achieved. It is proposed that new clauses be

introduced, similar to clause 8.4, with the below amalgamated site areas to apply. The amalgamated site areas provided in the table below have been reduced by 2% to ensure they can be achieved.

Key Site Number	Minimum amalgamated Site Area (sqm)
67	3093
68	2998
69	1969
70	2112
71	2216
72	2759
73	2665
74	1835
75	2126
76	2681
77	1603
78	2345
79	1832
80	2471
81	3028
82	2037
83	3509
84	2598
85	1656
86	1792
87	1544
88	1695
89	1883

Key Site Number	Minimum amalgamated Site Area (sqm)
90	2079
91	1816
92	2756
93	2098
94	1761
95	1720
96	2073
97	3016
98	1499
99	1897
100	2715
101	2624
102	2726
103	1814
104	2412
105	1968
106	2245
107	3564
108	1750
109	1907
110	2608
111	3683
112	3667
113	2329
114	2518

Key Site Number	Minimum amalgamated Site Area (sqm)
115	1616
116	1573
117	1811
118	2206
119	1728
120	6155
121	4529
122	2507
123	2737
124	2816
125	2816
126	2788
127	2771
128	3056
129	2530
130	2609
131	1926
132	1971
133	1838
134	1719
135	1657
136	1719
137	2023
138	2470
139	3927

Key Site Number	Minimum amalgamated Site Area (sqm)
140	2397
141	3476
142	2539
143	2238
144	1514
145	4142
146	1802
147	968
148	1229
149	2471
150	2469
151	1833
152	2136
153	519
154	324
155	493
156	1309
157	1399
158	1333
159	1338
160	1571
161	1370
162	1325
163	1310

Local Infrastructure requirements – New clause

It is proposed that new clauses be introduced, similar to clause 8.5 to 8.8, with the below dimensions and site areas required for local infrastructure provided by each Key Site.

Open space

Proposed new dedicated public open space (similar to clause 8.5) is as follows:

Key Site Number	Minimum Open Space Length (m)	Minimum Open Space Width (m)	Minimum Open Space Dedication (sqm)	Open Space Location
104	50.1	13.9	696.6	Eastern boundary
106	47.0	13.9	654.3	Eastern boundary
145	79.9	30.4	2,394.9	Northern boundary

Proposed new privately owned public space is as follows:

Key Site Number	Minimum Open Space Length (m)	Minimum Open Space Width (m)	Minimum Privately Owned Public Space (sqm)	Open Space Location
139	34.8	24.5	853.6	Eastern boundary

Pedestrian and active transport links

Proposed new pedestrian and active transport links are as follows:

Key Site Number	Minimum Link Length (m)	Minimum Link Width (m)	Minimum Link Area (sqm)	Link Location
67	60.7	8.0	485.9	Southern boundary
72	59.1	6.0	354.5	Southern boundary
82	50.4	6.0	302.2	Western boundary
83	95.2	6.0	565.9	Western boundary
84	46.7	6.0	299.8	Eastern boundary

Key Site Number	Minimum Link Length (m)	Minimum Link Width (m)	Minimum Link Area (sqm)	Link Location
100	49.7	6.0	298.4	Eastern boundary
101	48.7	6.0	292.4	Eastern boundary
107	73.6	6.0	441.4	Eastern boundary
111	71.9	6.0	431.3	Western boundary
113	64.9	6.0	389.6	Eastern boundary
114	58.9	6.0	353.3	Western boundary
120	70.0	6.0	419.9	Western boundary
121	56.7	6.0	357.5	Western boundary
125	69.1	6.0	414.8	Eastern boundary
133	37.4	6.0	250.6	Western boundary
134	39.9	6.0	239.5	Western boundary
138	32.5	6.0	194.8	Southern boundary
139	44.3	3.6	159.1	Southern boundary
140	33.1	6.0	198.7	Central
144	16.3	6.0	97.7	Eastern boundary
145	37.9	6.0	227.6	Western boundary
146	36.8	6.0	221.0	Southern boundary

Key Site Number	Minimum Link Length (m)	Minimum Link Width (m)	Minimum Link Area (sqm)	Link Location
147	36.9	1.5	55.4	Northern boundary
149	37.1	1.5	55.6	Central/ Western boundary
150	54.1	6.0	317.1	Eastern boundary

Road widening

Proposed new road widening is as follows:

Key Site Number	Minimum Length (m)	Minimum Width (m)	Minimum Area (sqm)	Road Widening Location
67	41.2	1.0	41.2	Eastern boundary
68	51.6	1.0	51.6	Eastern boundary
69	60.3	1.0	60.9	Northern boundary
69	31.4	1.0	31.4	Eastern boundary
70	31.9	1.0	31.9	Western boundary
70	37.6	1.0	37.6	Eastern boundary
70	60.1	1.0	60.1	Southern boundary
71	38.5	1.0	38.5	Western boundary
71	35.5	1.0	35.5	Eastern boundary
72	45.5	1.0	45.5	Western boundary
72	46.0	1.0	46.0	Eastern boundary

Key Site Number	Minimum Length (m)	Minimum Width (m)	Minimum Area (sqm)	Road Widening Location
73	48.0	1.0	48.0	Western boundary
73	42.4	1.0	42.4	Eastern boundary
74	23.1	1.0	23.1	Western boundary
74	39.3	1.0	39.3	Eastern boundary
75	36.9	1.0	36.9	Western boundary
75	36.4	1.0	35.7	Eastern boundary
76	58.2	1.0	58.8	Eastern boundary
77	31.7	1.0	31.7	Eastern boundary
78	37.9	2.5	94.6	Southern boundary
78	48.5	1.0	48.5	Eastern boundary
79	31.0	1.0	31.0	Eastern boundary
80	40.7	1.0	40.7	Eastern boundary
81	16.7	3.0	50.2	Southern boundary
84	40.4	3.0	121.2	Southern boundary
85	47.2	3.0	141.5	Southern boundary
86	22.4	3.0	67.3	Southern boundary
86	54.4	1.0	54.4	Western boundary

Key Site Number	Minimum Length (m)	Minimum Width (m)	Minimum Area (sqm)	Road Widening Location
87	42.1	1.0	42.1	Western boundary
88	32.2	1.0	32.2	Western boundary
89	35.9	1.0	35.9	Western boundary
90	48.4	1.0	48.6	Eastern boundary
91	36.8	1.0	36.8	Eastern boundary
92	51.2	1.0	51.2	Eastern boundary
93	50.4	3.0	151.3	Southern boundary
93	39.4	1.0	39.4	Eastern boundary
94	29.5	2.0	60.3	Western boundary
95	35.9	2.0	71.8	Western boundary
96	45.7	2.0	91.3	Western boundary
97	56.3	3.0	168.8	Southern boundary
98	31.4	1.0	31.4	Northern boundary
99	38.6	1.0	38.6	Northern boundary
100	55.1	1.0	55.1	Northern boundary
102	55.3	1.0	55.3	Northern boundary
103	37.2	1.0	37.2	Northern boundary

Key Site Number	Minimum Length (m)	Minimum Width (m)	Minimum Area (sqm)	Road Widening Location
103	49.2	1.0	49.2	Eastern boundary
104	49.0	1.0	49.0	Eastern boundary
104	48.2	1.0	48.2	Northern boundary
105	49.0	1.0	49.0	Eastern boundary
106	48.0	1.0	48.0	Western boundary
108	35.6	1.0	35.6	Eastern boundary
109	36.9	1.0	36.9	Eastern boundary
110	72.0	1.0	72.0	Western boundary
112	68.3	2.0	137.2	Eastern boundary
115	40.9	3.0	122.8	Western boundary
116	39.6	3.0	118.8	Western boundary
117	44.4	3.0	133.1	Western boundary
117	38.5	3.0	76.5	Southern boundary
118	37.8	2.0	75.6	Southern boundary
119	29.7	2.0	59.5	Southern boundary
121	25.3	3.5	88.5	Southern boundary
122	33.8	2.0	70.0	Northern boundary

Key Site Number	Minimum Length (m)	Minimum Width (m)	Minimum Area (sqm)	Road Widening Location
122	33.0	5.0	166.7	Southern boundary
123	36.1	2.0	72.2	Northern boundary
123	37.1	5.0	187.5	Southern boundary
124	38.0	2.0	76.0	Northern boundary
124	37.3	5.0	187.8	Southern boundary
125	37.8	2.0	75.6	Northern boundary
125	37.7	5.0	186.6	Southern boundary
126	37.6	2.0	75.3	Northern boundary
126	37.0	4.6	164.0	Southern boundary
127	35.1	2.0	70.2	Northern boundary
127	39.8	4.9	184.3	Southern boundary
128	38.1	3.5	97.2	Northern boundary
128	42.2	5.2	211.8	Southern boundary
129	39.3	1.5	59.0	Northern boundary
129	31.8	5.4	160.7	Southern boundary
130	23.4	1.5	35.0	Northern boundary
130	44.9	1.5	67.3	Western boundary

Key Site Number	Minimum Length (m)	Minimum Width (m)	Minimum Area (sqm)	Road Widening Location
131	26.9	1.5	40.3	Western boundary
131	49.9	6.1	151.9	Southern boundary
132	51.4	1.5	77.1	Northern boundary
133	38.8	1.5	58.3	Northern boundary
135	17.4	2.0	34.8	Northern boundary
136	44.8	2.0	89.5	Northern boundary
139	36.5	1.0	36.5	Northern boundary
152	50.2	3.0	148.6	Northern boundary
153	21.9	1.0	21.9	Northern boundary
153	23.1	1.0	7.4	Eastern boundary
155	29.5	1.0	29.5	Northern boundary

Splayed corners

Proposed new splayed corners are as follows:

Key Site Number	Minimum Length (m)	Minimum Width (m)	Minimum Area (sqm)	Road Widening Location
69	6.4	6.4	27.5	Northwest corner
69	7.5	7.5	28.1	Northeast corner
70	7.5	7.5	28.1	Southwest corner

Key Site Number	Minimum Length (m)	Minimum Width (m)	Minimum Area (sqm)	Road Widening Location
70	7.5	7.5	28.1	Southeast corner
78	7.5	7.5	28.1	Southeast corner
79	7.5	7.5	28.1	Northwest corner
80	7.5	7.5	28.1	Southeast corner
86	7.5	7.5	28.1	Southwest corner
87	7.5	7.5	28.1	Northwest corner
88	7.5	7.5	28.1	Southwest corner
93	7.5	7.5	28.1	Southeast corner
97	7.5	7.5	28.1	Southeast corner
103	7.5	7.5	28.1	Northeast corner
104	7.5	7.5	28.1	Northwest corner
117	7.5	7.5	28.1	Southwest corner
129	7.5	7.5	28.1	Northeast corner
130	7.5	7.5	28.1	Northwest corner
139	7.5	7.5	28.1	Northwest corner
151	5.1	5.1	25.1	Southwest corner
154	7.5	7.5	28.1	Southwest corner

Key Site Number	Minimum Length (m)	Minimum Width (m)	Minimum Area (sqm)	Road Widening Location
156	4.5	4.5	21.5	Southwest corner
157	7.5	7.5	25.6	Northwest corner
158	7.5	7.5	25.5	Southwest corner
159	7.5	7.5	25.6	Northwest corner
160	7.5	7.5	25.6	Southeast corner
161	7.5	7.5	25.6	Northeast corner
162	7.5	7.5	25.3	Southeast corner
163	7.5	7.5	25.5	Northeast corner

New street

Proposed new street is as follows:

Key Site Number	Minimum Length (m)	Minimum Width (m)	Minimum Area (sqm)	Road Widening Location
141	79.7	11.1	884.3	Southern boundary
142	40.2	2.4	96.8	Northern boundary
143	39.6	2.4	95.0	Northern boundary

New laneways

Proposed new laneways are as follows:

Key Site Number	Minimum Length (m)	Minimum Width (m)	Minimum Area (sqm)	Road Widening Location
68	60.0	8.0	479.8	Southern boundary

Key Site Number	Minimum Length (m)	Minimum Width (m)	Minimum Area (sqm)	Road Widening Location
142	58.9	8.0	259.5	Eastern boundary
143	58.9	6.0	220.1	Western boundary
145	40.0	8.0	319.7	Western/ Southern boundary
146	3.2	8.0	25.4	Southern boundary
148	23.4	2.6	60.8	Eastern boundary
149	67.6	8.0	503.6	Western boundary

Community facilities

Proposed new community facilities are as follows:

Key Site	Community Facility (minimum)
145	2,000 sqm library
149	3,000 sqm multipurpose community facility
137	850 sqm arts and cultural space

These facilities will be finished to a warm shell and dedicated to Council.

New Part 6 clauses

Urban heat island effect

(Supports Part 2 – B - Creation of Five Dock Precinct and Key Sites)

New clause

It is proposed to introduce a new Part 6 clause, similar to clause 8.10, specifically for the heat island effect. The new clause will apply to the Five Dock Precinct, Burwood-Concord Precinct, Homebush North Precinct, Kings Bay Precinct, and the Rhodes Precinct, such as:

Development consent must not be granted to development on land within the Five Dock Precinct, Burwood-Concord Precinct, Homebush North Precinct, Kings Bay Precinct, and the Rhodes Precinct unless the consent authority—

- is satisfied that planning and design measures are incorporated to reduce the urban heat island effect.

New objectives

- Ensure development incorporates planning and design measures to reduce the urban heat island effect in Canada Bay, and
- Ensure buildings and outdoor spaces are thermally comfortable for people living and working in Canada Bay, particularly during summer, and
- Promote the cooling benefits of green infrastructure and water in the landscape.

Definitions

In this clause—

green infrastructure means the network of green spaces, natural systems and semi-natural systems that support sustainable communities and includes waterways, bushland, tree canopy and green ground cover, parks and open spaces, green walls and green roofs.

urban heat island effect means the effect resulting from conditions that contribute to higher temperatures in urban areas, including—

- use of roads, car parks, pavements, roofs, walls and other hard and dark surfaces, and
- activities that generate heat, including waste air from mechanical cooling systems, and
- reduction in green infrastructure.

As a result of this clause, the urban heat island effect provisions in Part 8.10 can be deleted.

Mapping amendments

No mapping amendments relevant to this clause.

Quality and amenity of public domain

(Supports Part 2 – B - Creation of Five Dock Precinct and Key Sites)

New clause

It is proposed to introduce a new Part 6 clause, similar to clause 8.10, specifically for quality and amenity of public domain. The new clause will apply to the Five Dock Precinct, Burwood-Concord Precinct, Homebush North Precinct, Kings Bay Precinct, and the Rhodes Precinct, such as:

Development consent must not be granted to development on land within the Five Dock Precinct, Burwood-Concord Precinct, Homebush North Precinct, Kings Bay Precinct, and the Rhodes Precinct unless the consent authority—

- is satisfied the development will improve the quality and amenity of the public domain, for example, by including landscaped areas, pedestrian walkways or cycleways.

As a result of this clause, the quality and amenity of public domain provisions in Part 8.10 can be deleted.

New objectives

- To enhance the amenity, safety and functionality of the public domain.
- To provide high-quality, well-designed public spaces supported by landscaping and green infrastructure.
- To promote safe, accessible and well-connected pedestrian and cycle networks.
- To encourage public art and place-making that strengthen local identity.

Mapping amendments

No mapping amendments relevant to this clause.

Dual water reticulation systems

(Supports Part 2 – B - Creation of Five Dock Precinct and Key Sites)

New clause

Introduce a new Part 6 clause, similar to clause 8.10, specifically for dual water reticulation systems. The new clause will apply to the Five Dock Precinct, Burwood-Concord Precinct, Homebush North Precinct, Kings Bay Precinct, and the Rhodes Precinct, such as:

> Development consent must not be granted for the erection of a new building on land within the Five Dock Precinct, Burwood-Concord Precinct, Homebush North Precinct, Kings Bay Precinct, and the Rhodes Precinct unless the consent authority—
>
> - is satisfied the building has a dual water reticulation system containing pipes for non-potable water.

As a result of this clause, the dual water reticulation system provisions in Part 8.10 can be deleted.

New objectives

- To ensure development incorporates dual water reticulation systems that support water security, resilience and resource efficiency.
- To reduce reliance on potable water by enabling the use of recycled water for non-potable internal and external water demands.
- To promote sustainable water management practices through the integration of recycled water infrastructure within new buildings.
- To support improved environmental outcomes, including reduced pressure on water supply networks, improved drought resilience and reduced wastewater discharge.

Mapping amendments

No mapping amendments relevant to this clause.

Overshadowing of public places

(Supports Part 2 – B - Creation of Five Dock Precinct and Key Sites)

It is proposed that clause 7.3 for overshadowing of public places in Rhodes Precinct be relocated to Part 6, with the inclusion of objectives and subclauses relevant to the Five Dock Precinct.

New clause for Rhodes Precinct

Relocate Clause 7.3.

New clause for Five Dock Precinct

The proposed clause will require development to be designed so that there is no additional overshadowing of the spaces on the 21 June in any year, at the times of day shown in the table below and as identified on Sun Access Protection Map.

Public place	Time during which additional overshadowing is prohibited (mid winter)
Fred Kelly Place	12.30pm - 2.30pm
New Town Square	12.30pm - 2.30pm
Henry Street Park Primary Zone	9am – 1pm
Henry Street Park Secondary Zone	11am – 1.30pm

New objectives

- To protect and enhance solar access to public open spaces, parks, plazas and pedestrian areas.
- To minimise overshadowing of public places during key usage times, particularly between 9am–3pm mid-winter.
- To maintain adequate sunlight to support passive recreation, landscape health, and public comfort.

Mapping amendments

Accompanying mapping amendments are shown on ‘Sun Access Protection Map’.

Attachments

A1 - Masterplan

A2 - Employment Land Use Assessment

A3 - Environmental Sustainability Study

A4 - Flood Risk Assessment

A5 - Heritage Study

A6 - Preliminary Site Investigation (Contamination) Report

A7 - Public Domain Plan

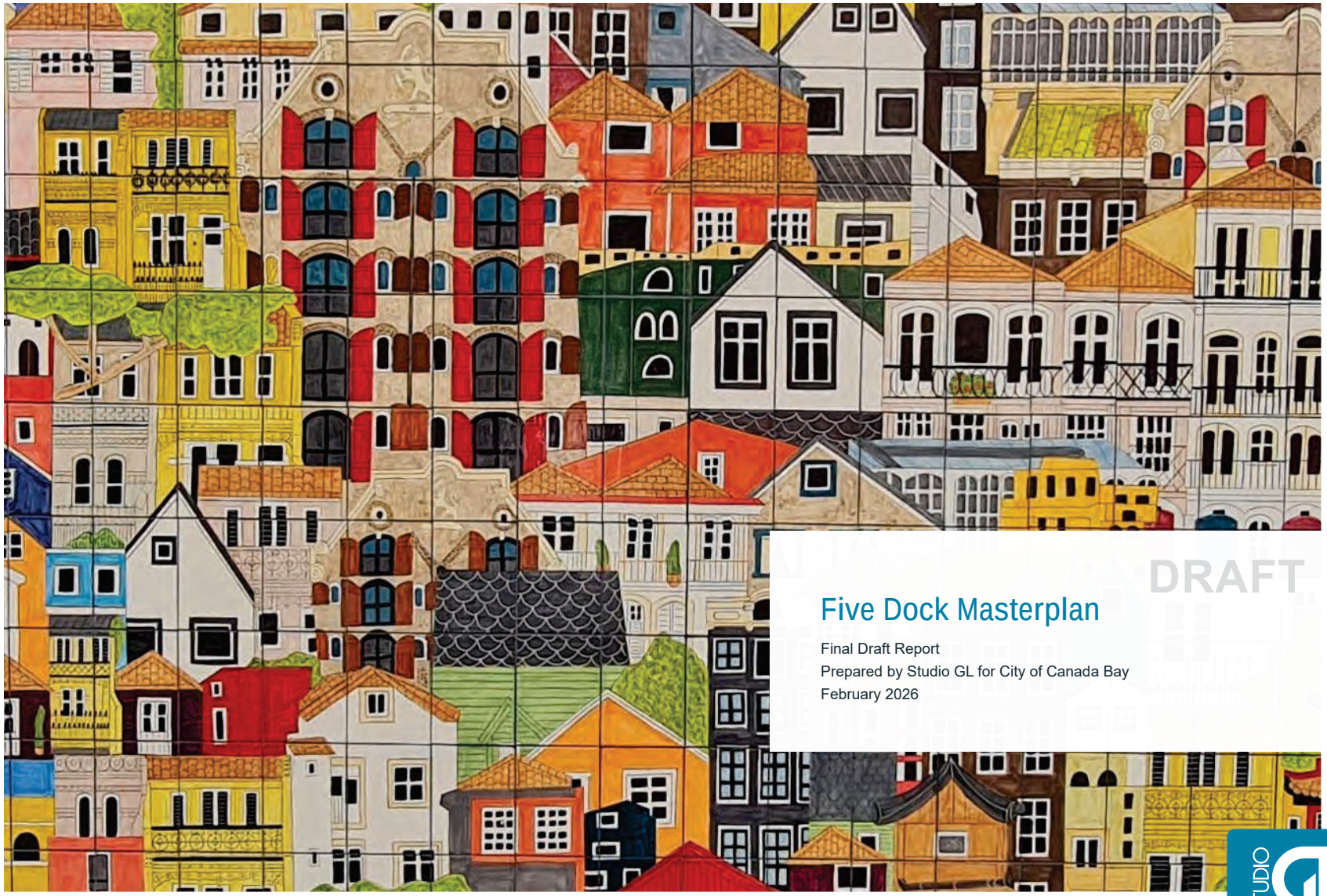
A8 - Social Infrastructure and Open Space Assessment

A9 - Traffic and Transport Study

A10 – Residential Density Benchmarking Analysis

A11 – LEP Maps

A12 – LPP Minutes



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Five Dock Masterplan

Final Draft Report
Prepared by Studio GL for City of Canada Bay
February 2026

STUDIO GL

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Acknowledgment of Country

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

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

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

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City of Canada Bay

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Executive Summary



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Executive Summary



What is the Five Dock Precinct Masterplan?

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

Why does the Five Dock Precinct need a Masterplan?

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

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

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

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

Key features of the Masterplan

New & Expanded Open Spaces

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

More Homes Close to the Metro

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

Improved Walking & Cycling Links

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

Wider, More Generous Streets

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

Increased Tree Canopy Cover

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

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Executive Summary



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

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

The Future Vision for the Precinct

Urban Design Principles



1. Focused density around the Metro Station



2. Retain character and protect heritage items



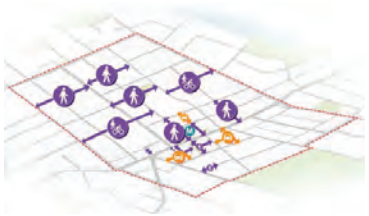
3. Expand and enhance the open space network



4. Preserve and expand tree canopy coverage



5. Prioritise pedestrians within safe urban blocks



6. Improve accessibility across the Precinct



7. Strengthen active cycle links

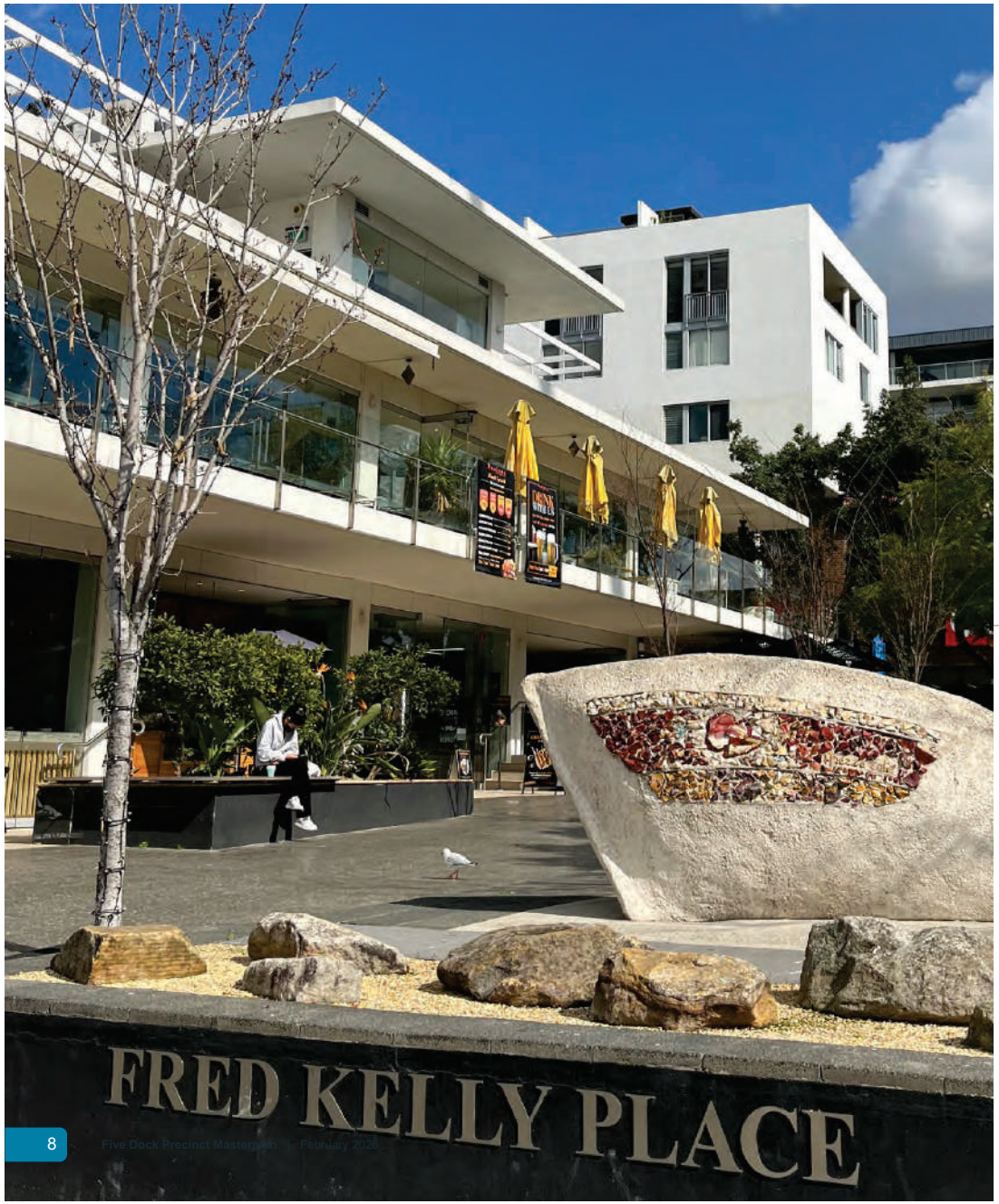


8. Reinforce the high street and civic facilities

Executive Summary



Figure 1 Five Dock Precinct Masterplan



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Chapter 1
Introduction

1-1 Background
1-2 Purpose
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1-5 Background Document Recap
1-6 Consultation Recap
1-7 Influences on the Masterplan
1-8 Supporting Studies

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01 Introduction

1-1 Background

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

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

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

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

1-2 Purpose

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

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

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

The key objectives of the Detailed Masterplan are to:

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

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

1-3 Report Structure

This Masterplan is structured into 5 chapters:

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



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

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01 Introduction

1-4 Process

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

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

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

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

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

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

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

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

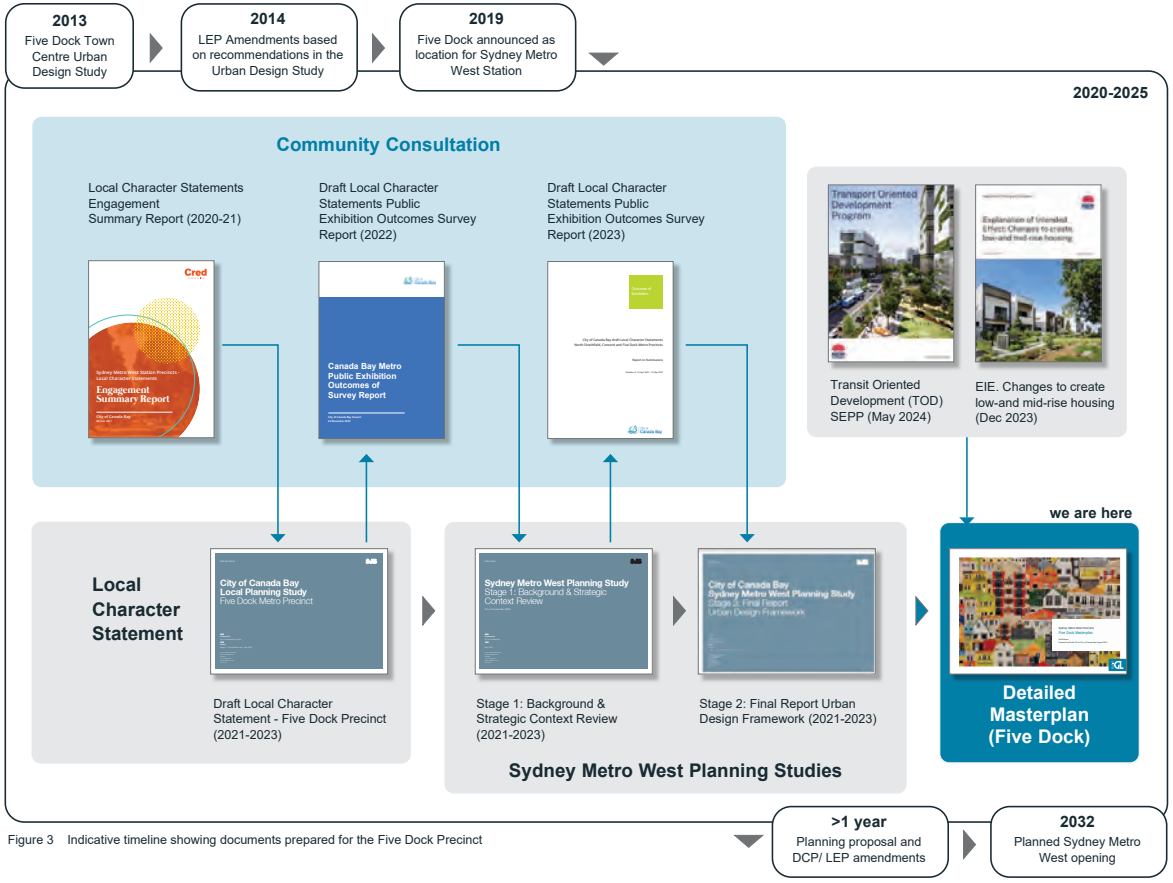


Figure 3 Indicative timeline showing documents prepared for the Five Dock Precinct

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01 Introduction

1-5 Background Document Recap

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

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

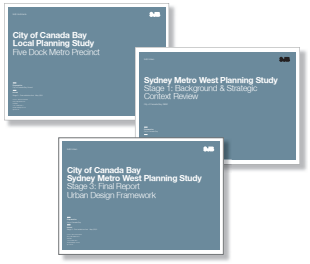
The primary background documents that inform this detailed Five Dock Precinct Masterplan is the suite of reports prepared by SJB and Council between 2020-2023. These include a *'Local Planning Study'* and a *'Stage 1 - Background & Strategic Context Study'* which culminated in a *'Final Urban Design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

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

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

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

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



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

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



View south along Great North Road

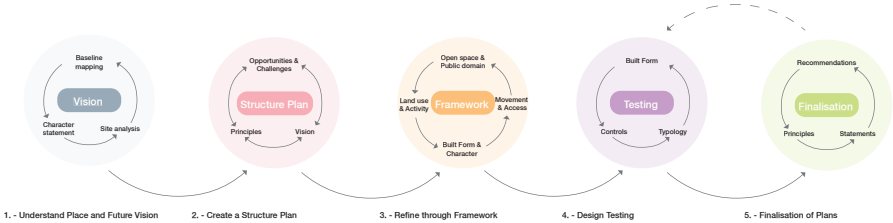


Figure 4 Approach undertaken to deliver the final Framework report (source: Stage 3 Final Report Urban Design Framework, SJB, 2023)

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01 Introduction

1-5 Background Document Recap





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

Local Housing Strategy

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

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

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

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01 Introduction

1-5 Background Document Recap



Employment and Productivity

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

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



Five Dock Town Centre Study

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

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

Urban Tree Canopy Strategy (2019)

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

Social Infrastructure

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



Footpath and street tree conditions along Rodd Road

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01 Introduction

1-6 Consultation Recap



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

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

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

Desired Future Character

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

Movement, Traffic and Parking

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

Built Form

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



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

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

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

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

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01 Introduction

1-6 Consultation Recap

Detailed Masterplan Responses

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

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

Access, Movement and Laneways:

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

Open Space:

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

Amalgamation and Delivery:

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

DCP Control Recommendations:

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

Specific Sites:

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

Future Studies

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

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



Ferragosto festival along Ramsay Road in Five Dock, August 2023

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01 Introduction

1-7 Influences on the Masterplan

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

The Walking Catchment

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

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

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

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

NSW State Planning Reforms

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

Low and mid-rise housing policy

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

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

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



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

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01 Introduction

1-7 Influences on the Masterplan

Transport Oriented Development (TOD) SEPP

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

Amendments to the Housing SEPP

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



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

Economic Feasibility Analysis

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

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

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

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

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

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

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

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

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

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

Impact on the Masterplan

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

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

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

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01 Introduction

1-8 Supporting Studies

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

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

Affordable Housing Analysis (2025)

Atlas Economics



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

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

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

Heritage Study (2025)

GML Heritage



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

The heritage study examined:

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

Summary of Findings

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

Employment Land Use Assessment (2025)

Atlas Economics



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

Commercial Land Use Findings

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

Retail And Ancillary Non-Retail Land Uses Findings

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

Traffic and Transport Study (2025)

Bitzios Consulting



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

Summary of Findings

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

Key Opportunities

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

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01 Introduction

Public Domain Plan (2025)



CONTEXT

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

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

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

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

Environmental Sustainability Study (2025)



Flux Consultants

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

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

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

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

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

Flood Risk Assessment (2025)



GRC Hydro

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

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

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

Preliminary Site Investigation (Contamination) Report (2025)



JBS&G Australia

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

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

Summary of Findings

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

Future Planning

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

Social Infrastructure and Open Space Assessment (2025)



Cred Consulting

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

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

Summary of Findings:

The assessment report identified a need for:

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



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Chapter 2

Background Review

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

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02 Background Review

2-1 Connecting with Country

The Precinct

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

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

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

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

Precinct Themes

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

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



Foreshore open space along Hen and Chicken Bay

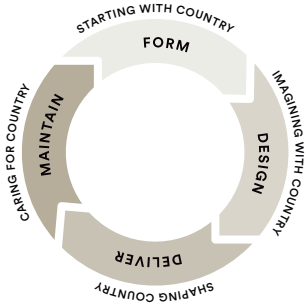


Figure 11 Project life cycle from an Aboriginal perspective
Diagram adapted from architect Ben Hewett' 'Project Lifecycle' drawing, 2018 (source: Connecting with Country Framework 2023)

First Nations Involvement

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



Five Dock Park

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02 Background Review

2-2 History



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



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

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

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

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

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

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

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02 Background Review

2-3 The Corridor

Sydney Metro West

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

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

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

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

Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)

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

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



Figure 14 Canada Bay corridor context

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02 Background Review

2-4 The Study Area



Figure 15 The Study Area

Findings summary

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



2-5 Landscape and Topography



Figure 16 Landscape and topography map

Findings summary

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



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02 Background Review

2-6 Access and Movement



Figure 17 Access and movement map

Findings summary

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



2-7 Built Form and Heritage

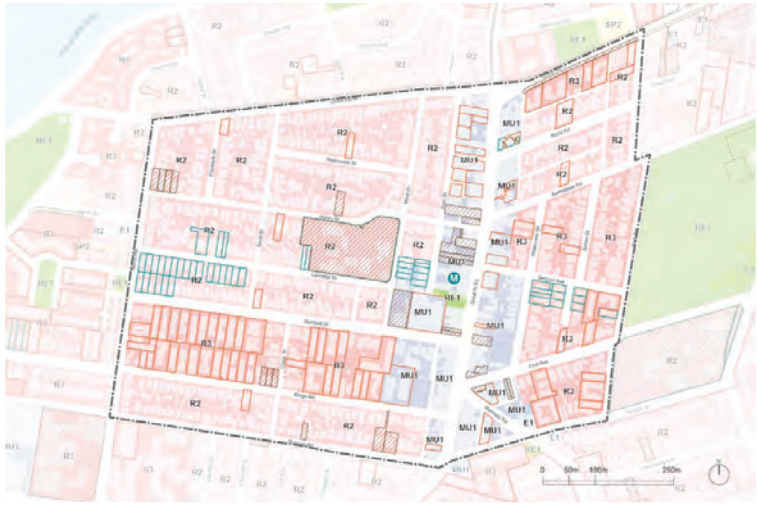


Figure 18 Built form and heritage map

Findings summary

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



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02 Background Review

2-8 Site Character



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



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



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



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



Figure 19 Five Dock Study Area with view locations



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



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



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



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

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02 Background Review

2-8 Site Character



Public domain and streetscape view along Great North Road.



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



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



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



Figure 20 Five Dock Study Area with view locations



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



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



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



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

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02 Background Review

2-9 Existing Road Reserves

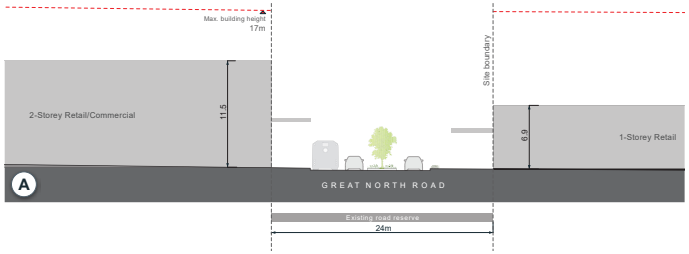


Figure 21 Existing Street - Section A: Great North Road



Figure 22 Existing Street - Section B: Kings Road

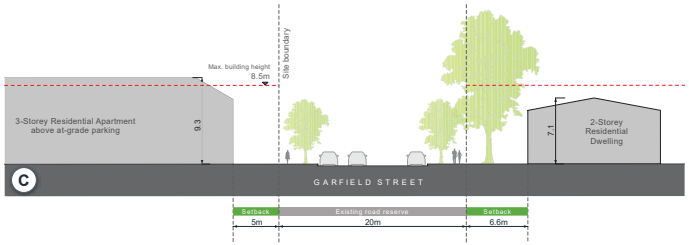


Figure 23 Existing Street - Section C: Garfield St



Figure 24 Existing Road Reserves

Findings summary

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

Precinct boundary
Metro station
>20m road reserve
16.5-20m road reserve
10.5-16m road reserve
<10m road reserve

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02 Background Review

2-10 Challenges and Constraints

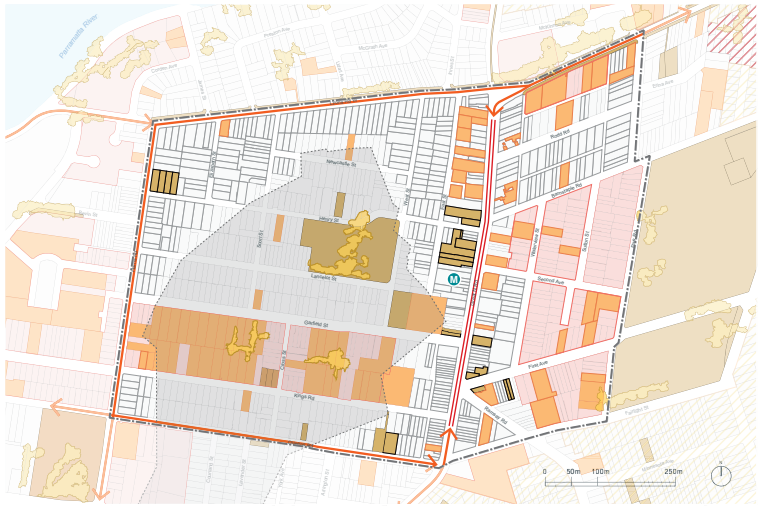


Figure 25 Study Area challenges (as identified in Urban Design Framework, 2023)

Findings summary

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

- Precinct boundary
- Metro station
- Heritage
- Heritage Conservation
- R3 Land Zoning
- Strata
- High street
- High traffic volumes
- Character area
- Existing established tree canopy cluster
- Areas not within 400m of open space

2-11 Opportunities



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

Findings summary

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

- Precinct boundary
- Metro station
- Metro site
- Open space
- Education
- Green spine
- Increase tree canopy
- Future cycle network
- New pedestrian links
- Active street frontage
- Gateway/Precinct entry

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02 Background Review

2-12 Lot Structure Observations

When considering how to accommodate growth and change it is important to understand and respond to the wide range of different lot sizes and shapes that occur across the Precinct. Identification of heritage or strata titled lots is also useful as these lots are less likely to undergo change. Figure 29 illustrates some of the different lot types and relevant opportunities and constraints found across the Precinct, including small lots (less than 450m^2), large lots (over 450m^2), heritage lots and strata lots.



Figure 27 Large lots with existing strata developments along Kings Rd



Figure 28 Narrow existing lots along Lancelot St

Both aerial images at same scale

Constraints

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

Opportunities

5. Based on their large lot sizes and minimal constraints these sites appear suitable for a range of increased density redevelopment.
6. These lots are in close proximity to the Metro Station and therefore considered appropriate for larger scale development. These sites do not appear to be impacted by strata titling. Amalgamation of lots could create opportunities for additional links between East Street and West Street and Great North Road and Waterview Street improving access to the centre and future Metro Station.
7. Sites along Kings Road are generally larger lots with minimal constraints or existing strata. Additional height and density could be supported along this street, providing a transition to Kings Bay PRCUTS to the west.
8. This Waterview carpark site is owned by Council and a site directly to the north of the carpark is owned by the NSW Land and Housing Corporation. This provides the opportunity to create new pedestrian and vehicular links and a new open space activated by community facilities within an integrated, mixed use development, which maximises the benefits of the large combined site area (approx. 3850m^2).
9. These sites benefit from rear lane service access providing greater opportunities for future redevelopment and increased density in this location.
10. Heritage listed sites such as the Police Station and the Anglican Church may be suitable for sympathetic redevelopment as they are large lots in single ownership and located in close proximity to the future Metro Station.
11. Large sites along Park Road could benefit from the amenity of Five Dock Park and accommodate additional density around the park edges.
12. The Council owned Kings Road car park could be a suitable location for a multi storey carpark or become a development site that benefits from close proximity to the future Metro Station.

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02 Background Review



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



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Chapter 3
The Vision

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

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03 The Vision

3-1 Vision

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

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













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03 The Vision

3-2 Overarching Urban Design Principles

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



1. Focused density around the Metro Station

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



2. Retain character and protect heritage items

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

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03 The Vision



3. Expand and enhance the open space network

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



4. Preserve and Expand Tree Canopy Coverage

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

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

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03 The Vision

3-2 Overarching Urban Design Principles



5. Prioritise pedestrians within safe and quieter urban blocks

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

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



6. Improve accessibility across the Precinct

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

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

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03 The Vision



7. Strengthen active cycle links

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



8. Reinforce the high street and civic facilities

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

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03 The Vision

3-3 Built Form Principles

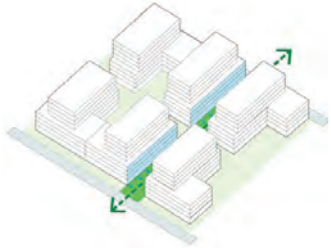
The following built form principles have been informed and inspired by those prepared in the Urban Design Framework (SJB, 2023) and serve as guiding principles that control the proposed built form for the Five Dock Station Precinct.



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



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



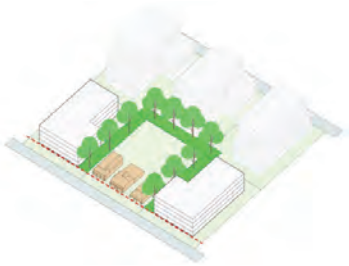
3. Integrate accessible pedestrian links into long blocks to increase permeability and improve connectivity. Orient built form to front pedestrian links to increase surveillance and create a safer environment at ground level.



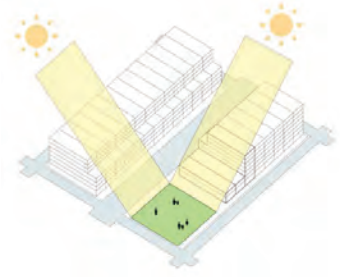
4. Co-locate open space with the Five Dock Primary School to provide opportunities for shared uses and increased building separation to reduce overlooking of the school.



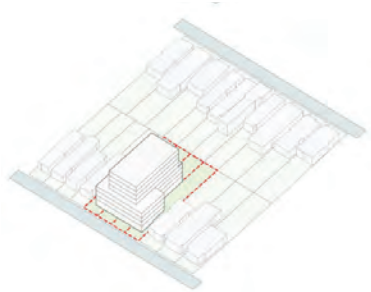
5. Retain and/or recreate the fine grain character of Great North Road with narrow shop fronts with residential uses above to encourage lively street frontages. Focus activity on the streets as a place for community and people, particularly along Great North Road.



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



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



8. Encourage amalgamation of lots to create efficient buildings with suitable separation distances for development over three (3) storeys. Require minimum lot sizes outside the Town Centre core of approximately 1,000m^2.

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03 The Vision

3-4 Structure Plan

The key elements of the Structure Plan are:

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

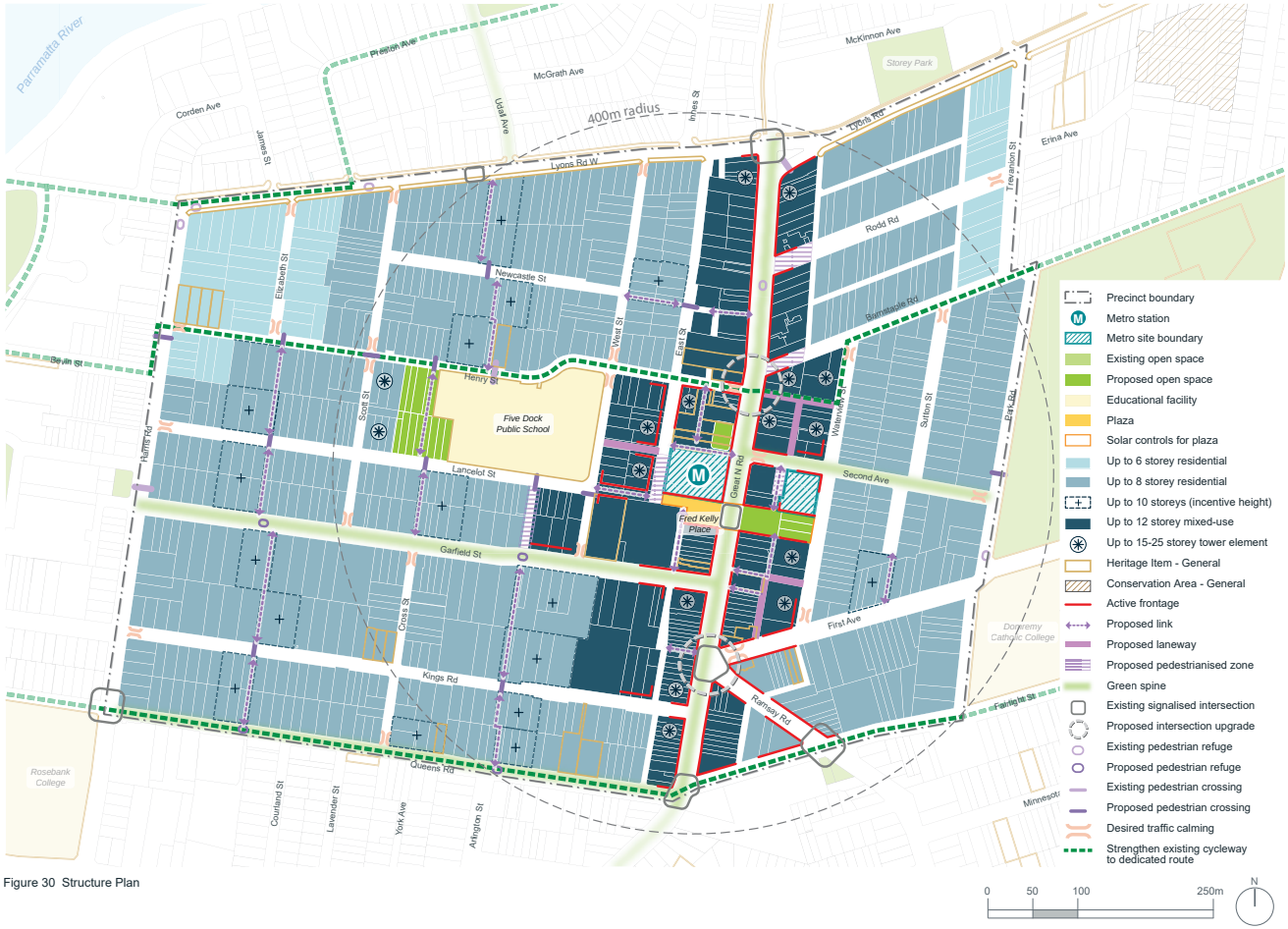


Figure 30 Structure Plan

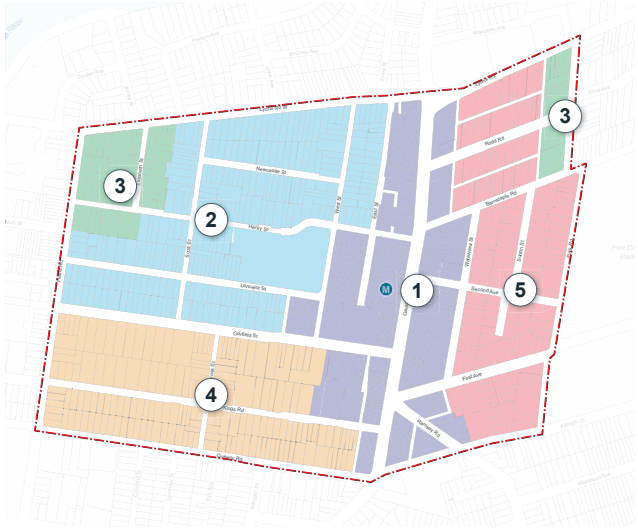
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03 The Vision

3-5 Future Character Sub Precincts

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

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



1 Town Centre Core

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

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



2 Western Residential Zone

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

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



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03 The Vision

3-5 Future Character Sub Precincts

3 Interface Zone Residential

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

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









4 Kings Road Residential

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

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











5 Eastern Residential

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









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03 The Vision

3-6 Block Structure and Connectivity

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

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

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

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

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

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



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

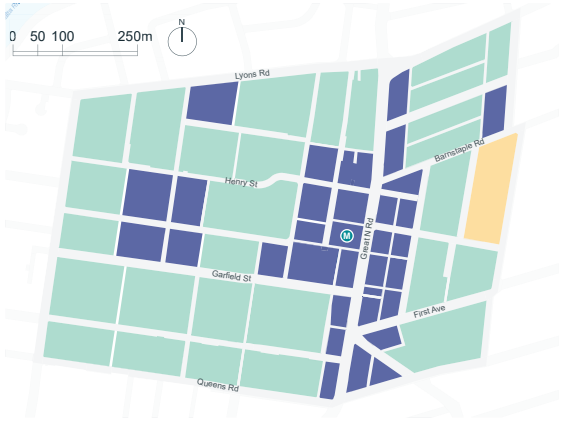


Figure 32 Proposed accessible pedestrian links and laneways reduce block lengths and improve connectivity.



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

all figures at same scale

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03 The Vision

3-7 Road Widths

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

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



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



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

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

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

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

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

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

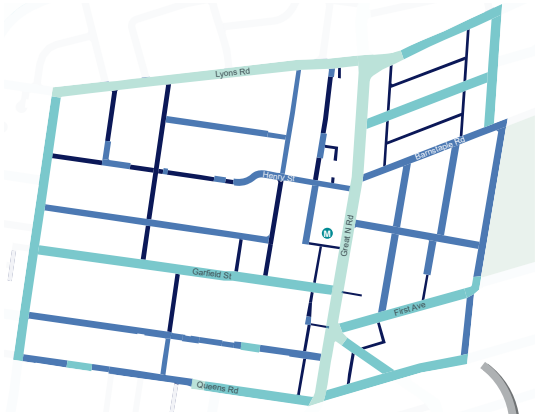


Figure 34 Existing Precinct road reserve widths are narrow and fragmented.

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



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

**all figures at same scale*

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03 The Vision

3-8 Street Hierarchy

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

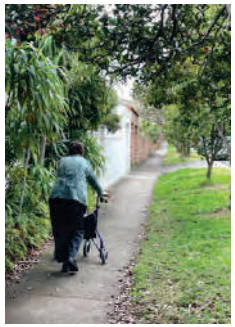
The desired street hierarchy of Five Dock is explained in Figure 37. Main streets facilitate traffic movement and connections to the surrounding area and include Lyons Road, Queens Road, and Great North Road. Great North Road also functions as a focus for local civic and commercial activities and Queens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

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





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



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

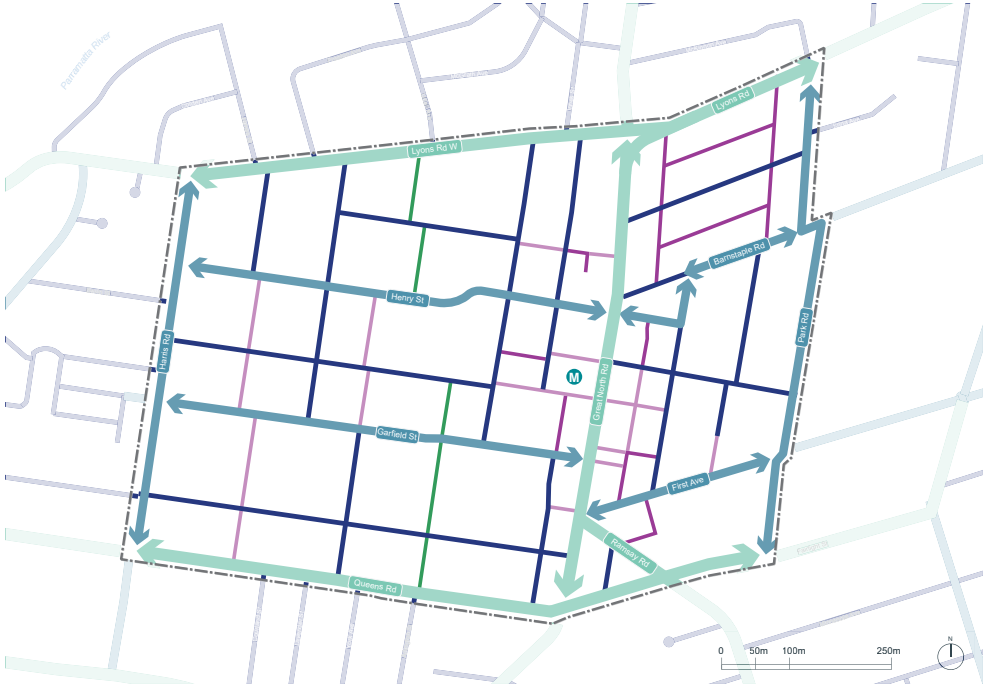


Figure 37 The desired street hierarchy of Five Dock: secondary streets connect to the new Metro Station and main streets, while a network of minor streets create opportunities for additional routes.

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03 The Vision

3-9 Street Configuration

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

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

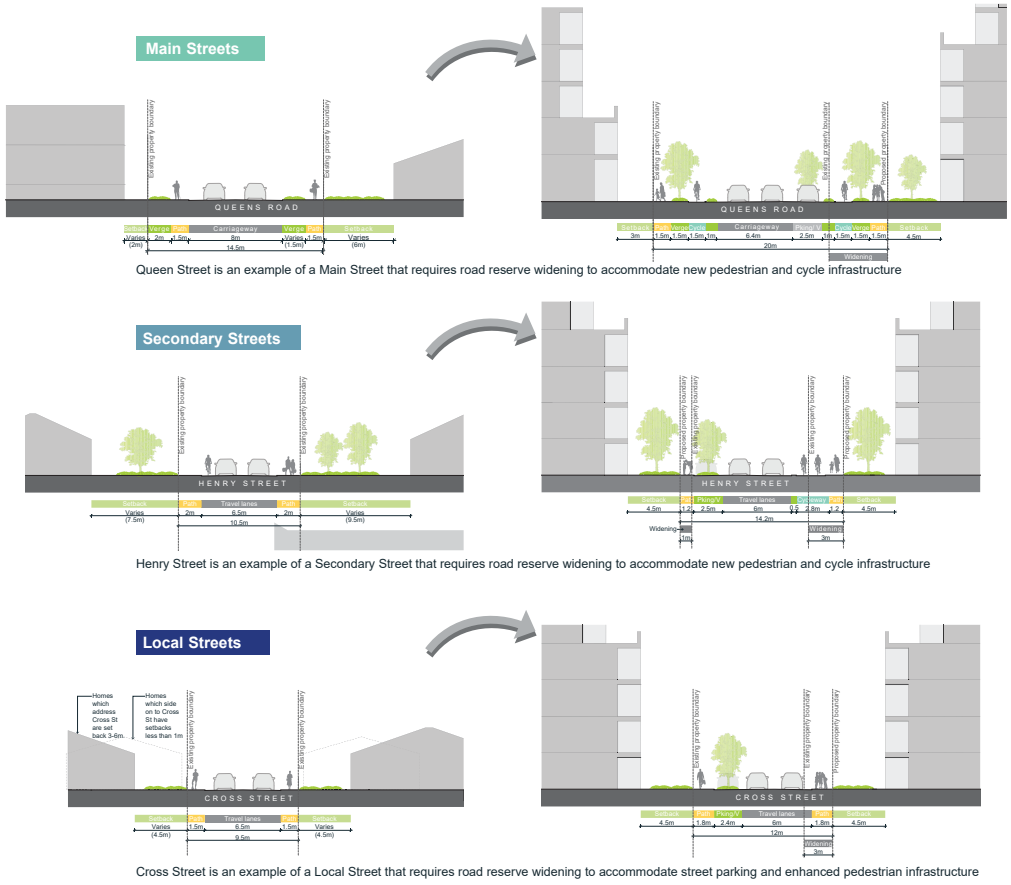
Some individual streets are proposed to have more specialised qualities and characteristics based on their context, function, location or width. For example,

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

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

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

All proposed changes are subject to future detailed traffic assessment.



Queen Street is an example of a Main Street that requires road reserve widening to accommodate new pedestrian and cycle infrastructure

Henry Street is an example of a Secondary Street that requires road reserve widening to accommodate new pedestrian and cycle infrastructure

Cross Street is an example of a Local Street that requires road reserve widening to accommodate street parking and enhanced pedestrian infrastructure

Figure 38 Proposed Before and After road reserve samples

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03 The Vision

3-9 Street Configuration



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



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



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

Main Streets

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



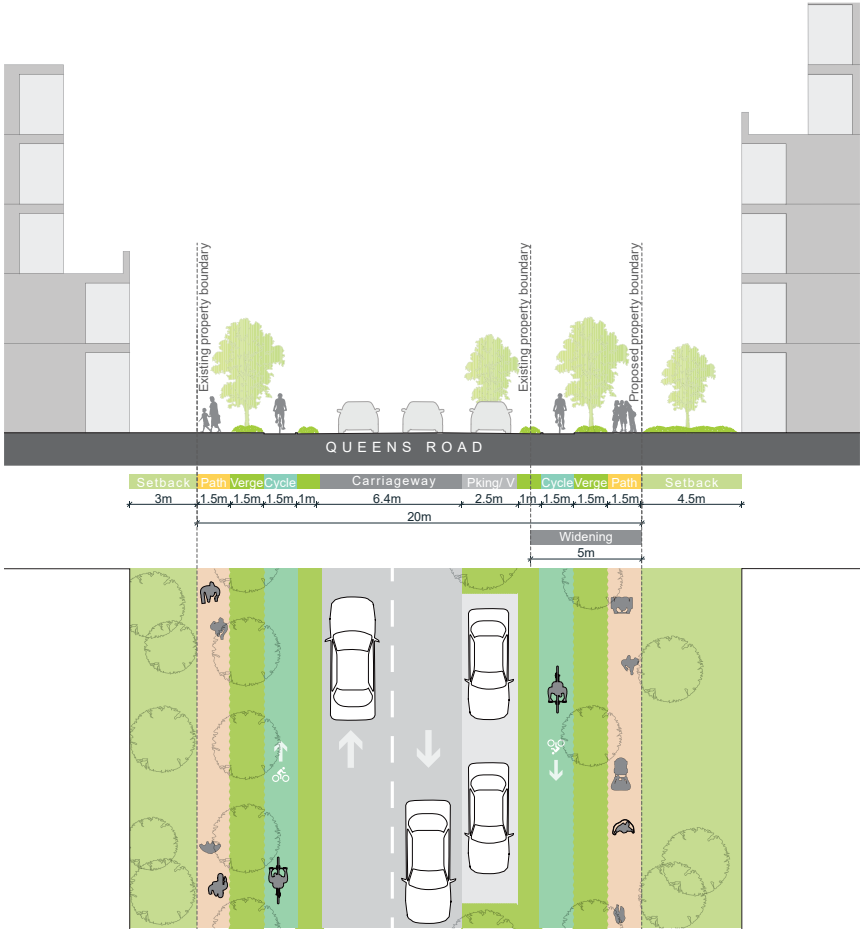


Figure 39 Queens Road - proposed

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03 The Vision

3-9 Street Configuration

Secondary Streets

Secondary streets perform a complex series of functions including:

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

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

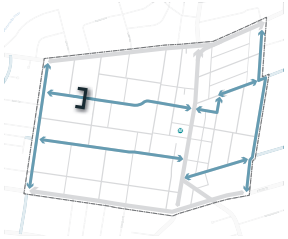
The character of Henry Street changes between West Street and Scott Street, when it becomes a proposed one way loop (anti-clockwise), reducing traffic volumes and providing more space for cyclists and pedestrians around the school.



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



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



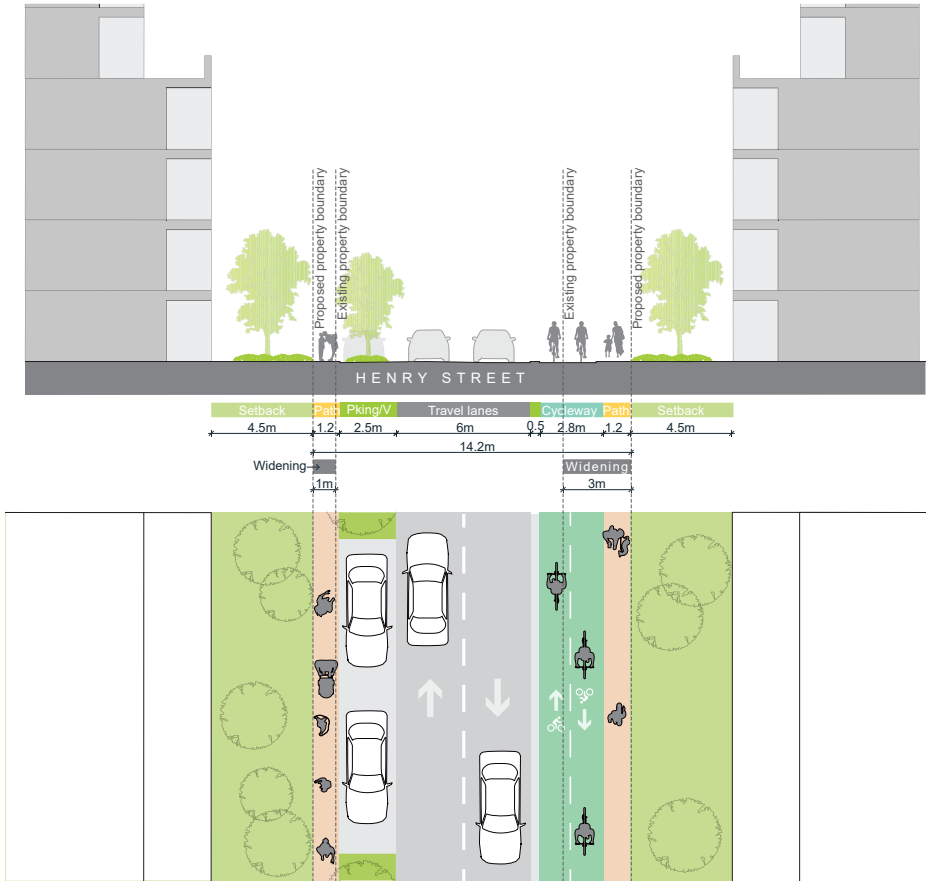


Figure 40 Henry St- proposed

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03 The Vision

3-9 Street Configuration



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



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

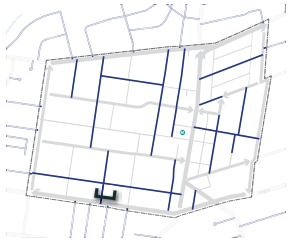


Landscaping, footpath, street tree, traffic and parking layout along Eve Street, Erskineville

Local Streets

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

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



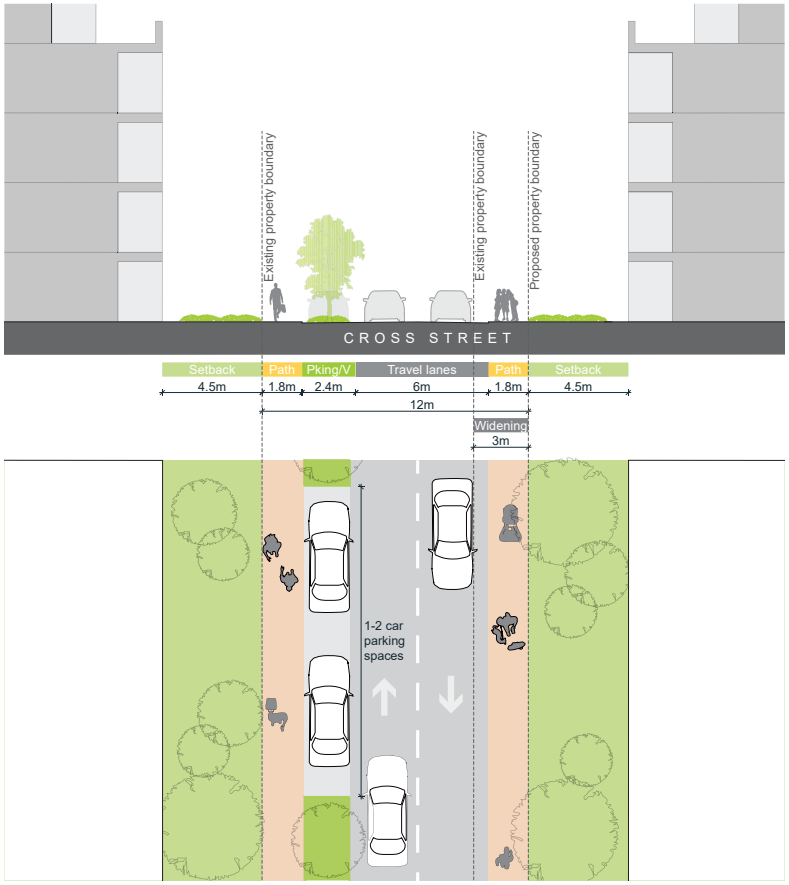


Figure 41 Cross Street - proposed

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03 The Vision

3-9 Street Configuration



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



Laneway with shared-zone character in Navins Lane, Zetland



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

Laneways

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

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

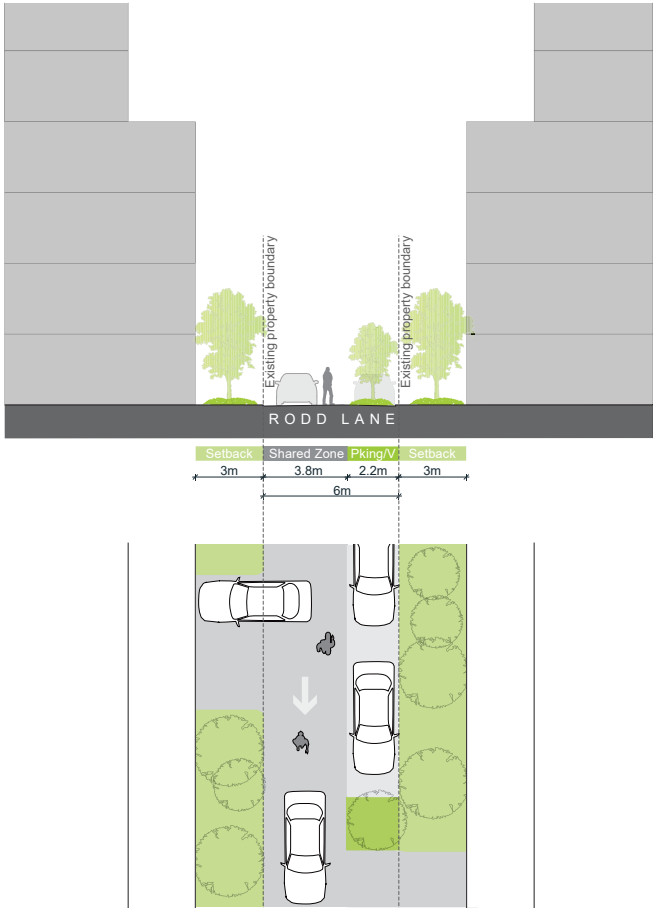


Figure 42 Rodd Lane - proposed

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03 The Vision

3-9 Street Configuration







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

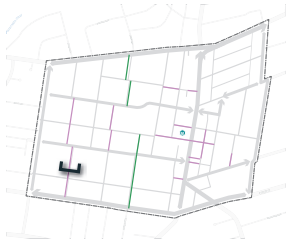
Accessible Pedestrian Links

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

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

Active Transport Links

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



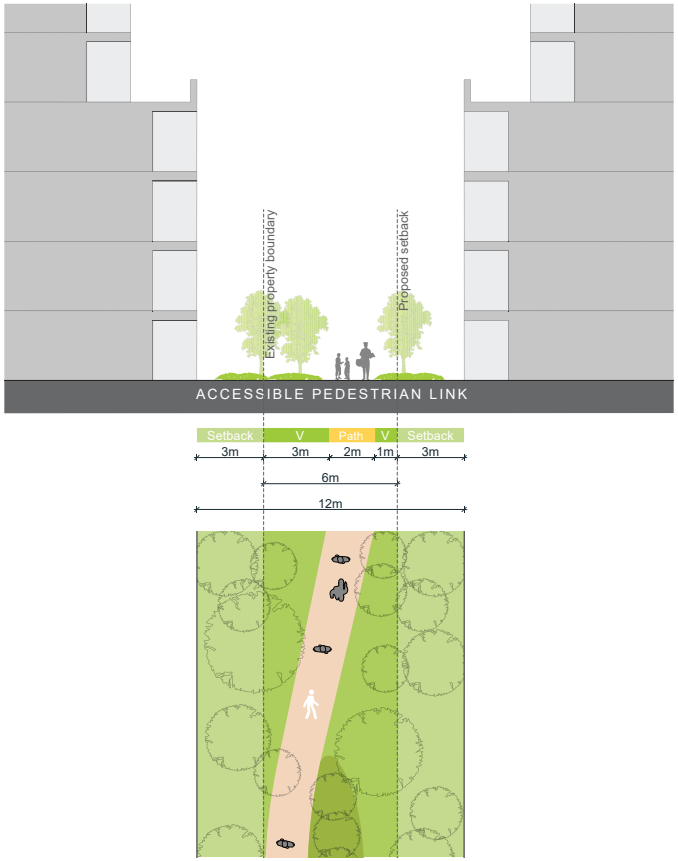


Figure 43 Typical Accessible Pedestrian Link - proposed

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

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Ashmore St, Erskineville

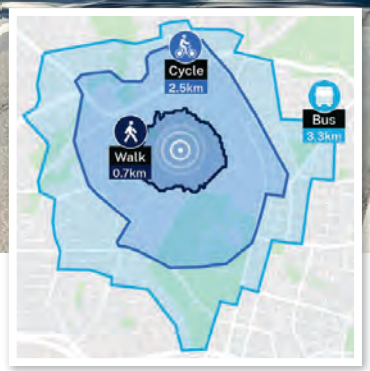


Figure 44 Average distance travelled in 10mins by different modes
(Source: Design of Roads and Streets, 2025, TfNSW)

3-10 Urban Structure Summary

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

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

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

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

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

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

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

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03 The Vision

3-10 Urban Structure Summary

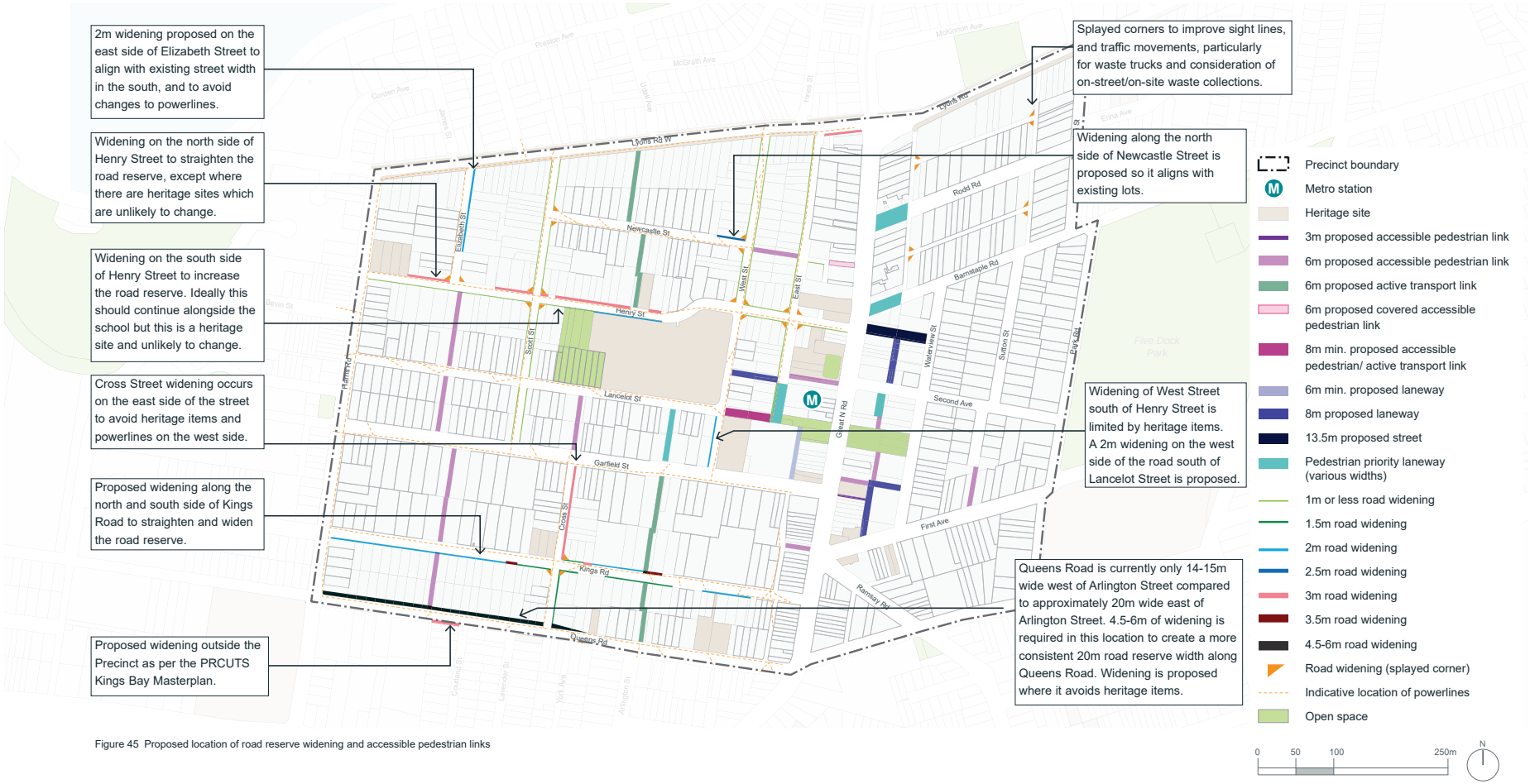
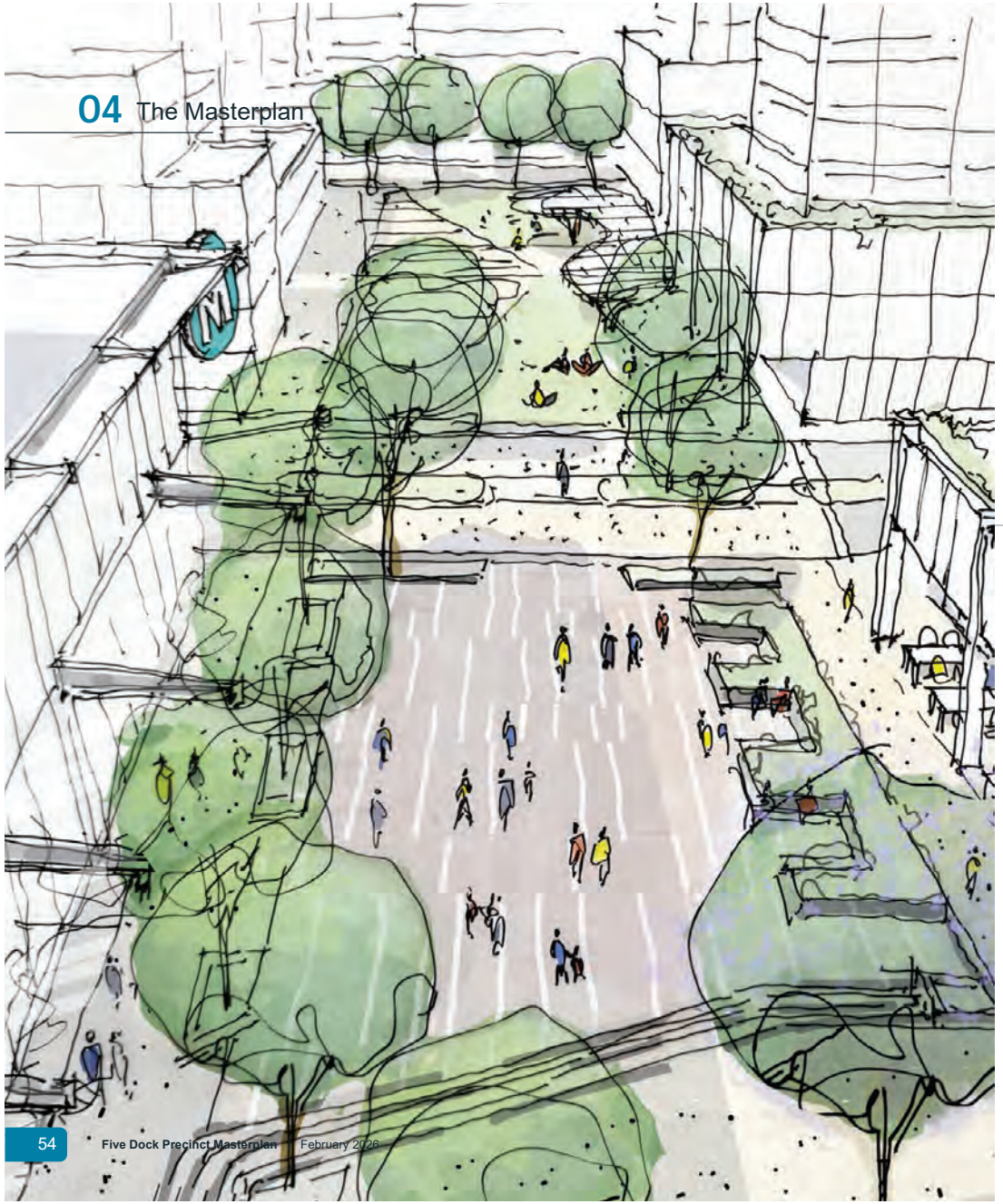


Figure 45 Proposed location of road reserve widening and accessible pedestrian links



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Chapter 4

The Masterplan

4-1 The Masterplan
4-2 Open Space Strategy
4-3 Fred Kelly Place and the New Town Square
4-4 Active Transport Strategy
4-5 Public Domain and Dedications
4-6 Street Setbacks
4-7 Lot Amalgamations
4-8 Building Heights
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4-10 Upper Level Setbacks
4-11 Heritage Strategy
4-12 Built Form Envelopes
4-13 Precinct Yield Estimates
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4-16 Solar Access Assessment

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04 The Masterplan

4-1 The Masterplan

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

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

Key elements of the Masterplan include:

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



Figure 46 Five Dock Precinct Illustrative Masterplan

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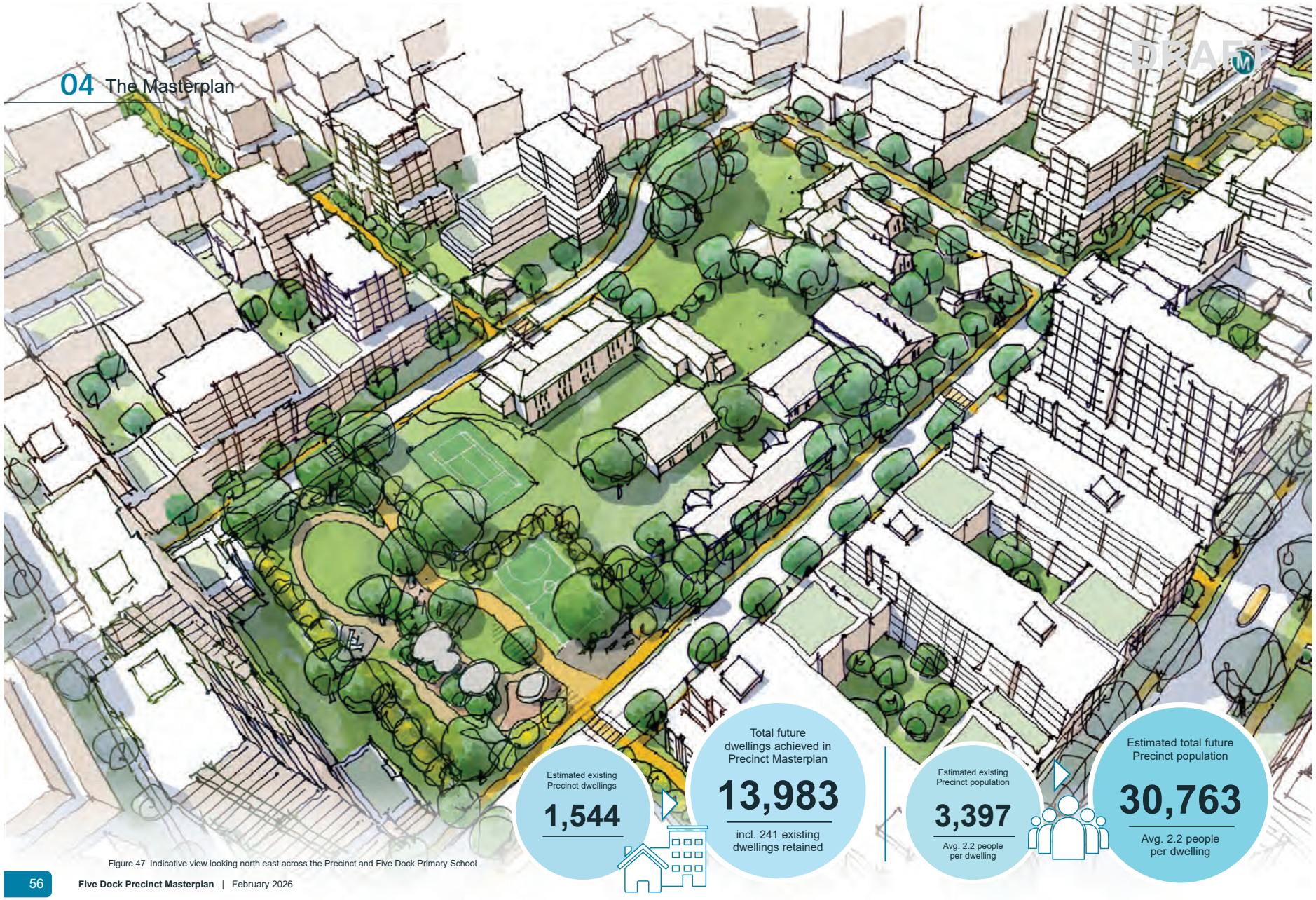


Figure 47 Indicative view looking north east across the Precinct and Five Dock Primary School

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04 The Masterplan

4-2 Open Space Strategy

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

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

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

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

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

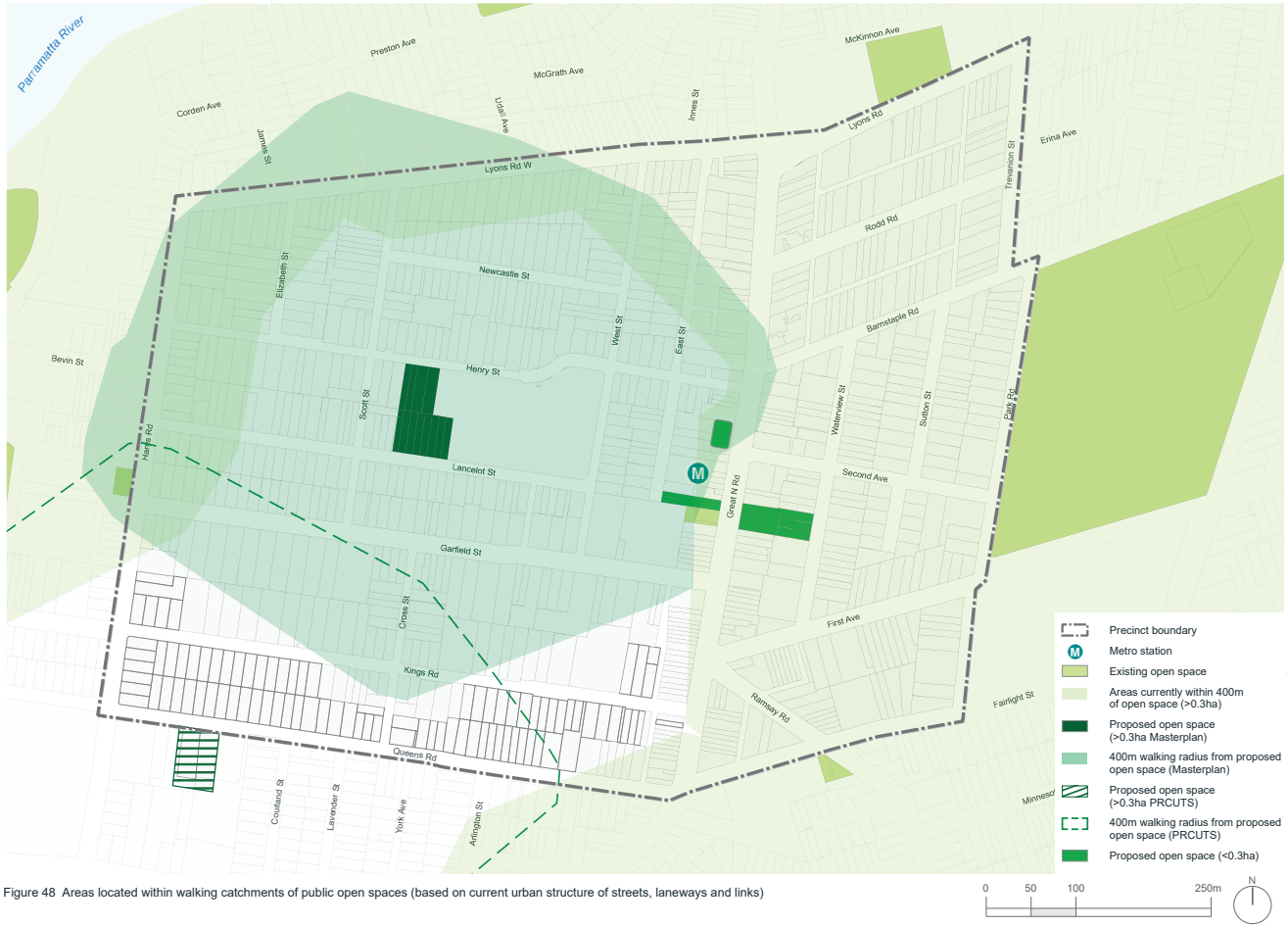


Figure 48 Areas located within walking catchments of public open spaces (based on current urban structure of streets, laneways and links)

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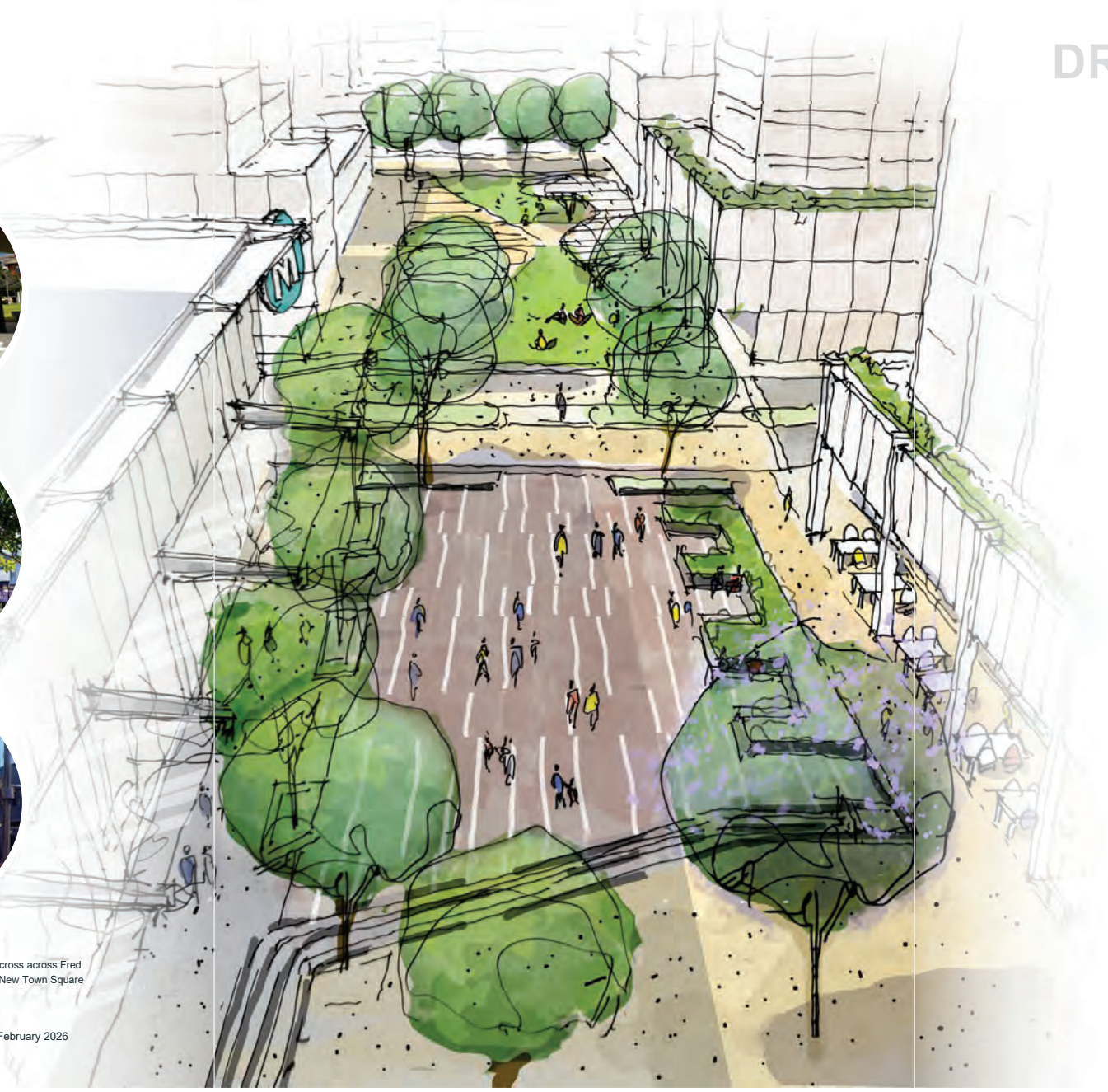


Figure 49 Indicative view looking east across across Fred Kelly Pl, Great North Rd and New Town Square with precedent images above

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04 The Masterplan

4-3 Fred Kelly Place and the New Town Square

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

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

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



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



Figure 51 Artist impression of potential future character of Henry Street

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04 The Masterplan

4-4 Active Transport Strategy

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

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

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

The Masterplan reflects these priorities by:

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

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

All proposed changes are subject to future detailed traffic assessment.

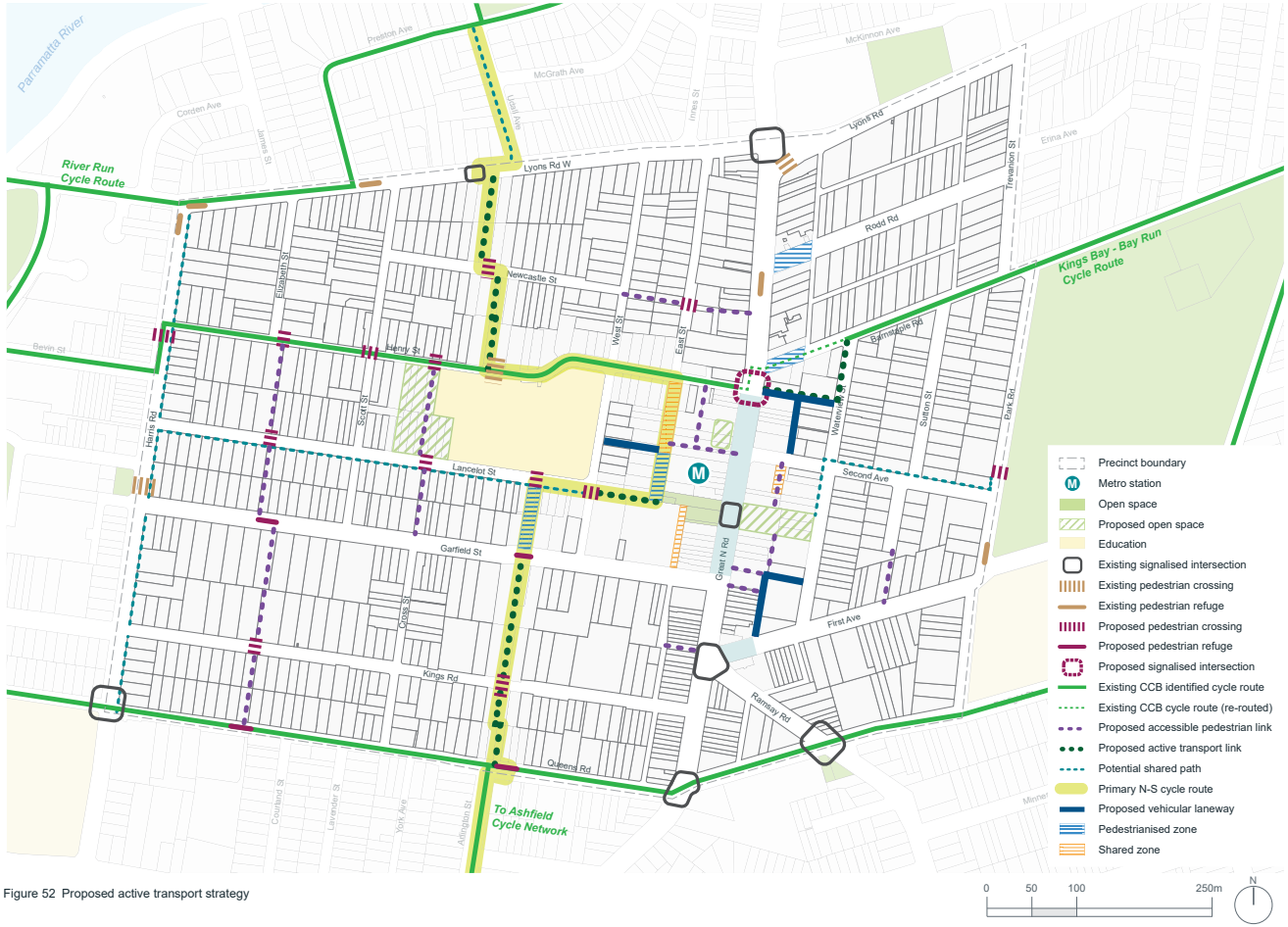


Figure 52 Proposed active transport strategy


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Figure 53 Indicative 3D birds eye view
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4-5 Public Domain and Dedications

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

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

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

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

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

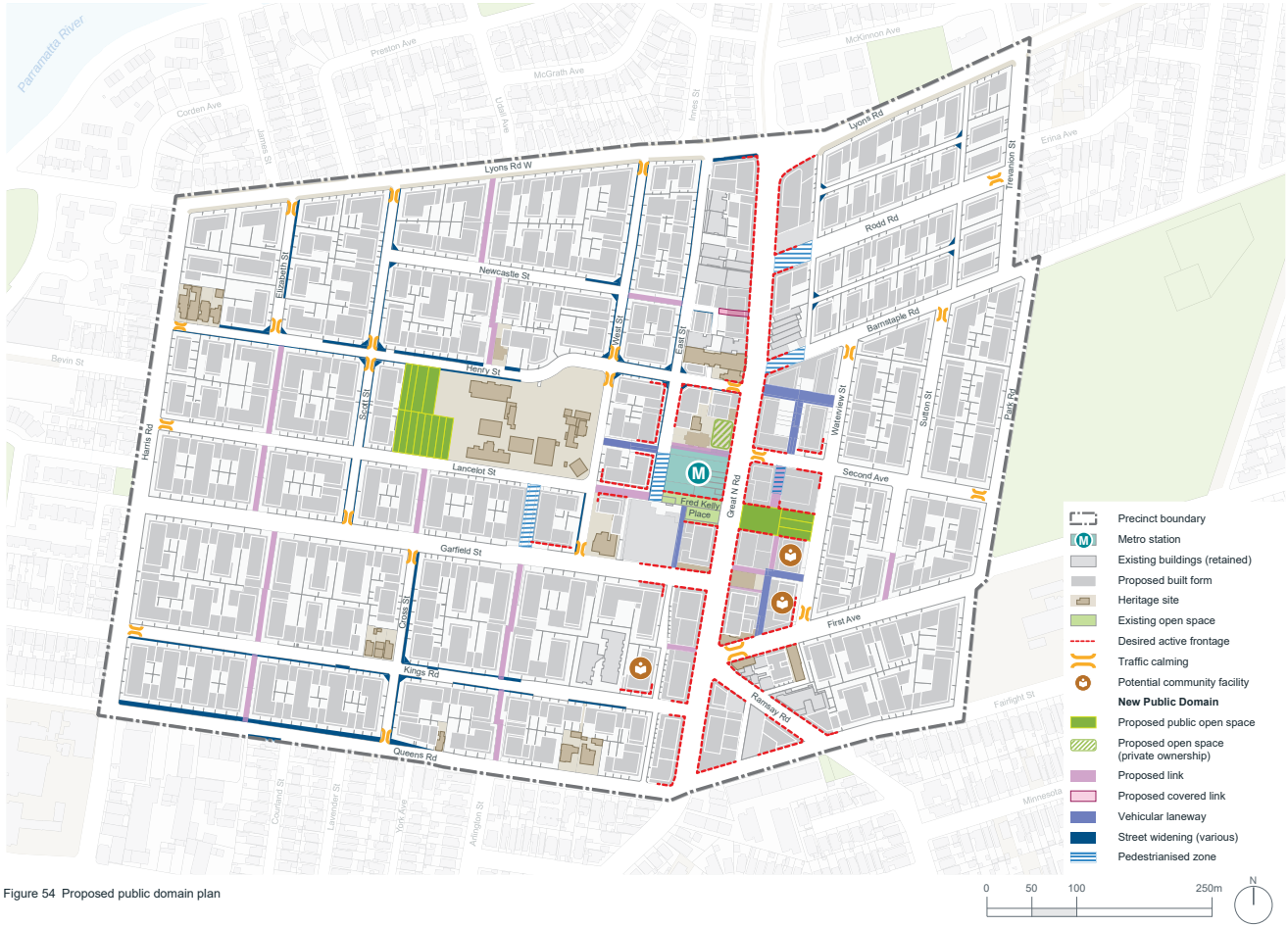


Figure 54 Proposed public domain plan

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04 The Masterplan

4-6 Street Setbacks

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

The following street setbacks are proposed for the Precinct:

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

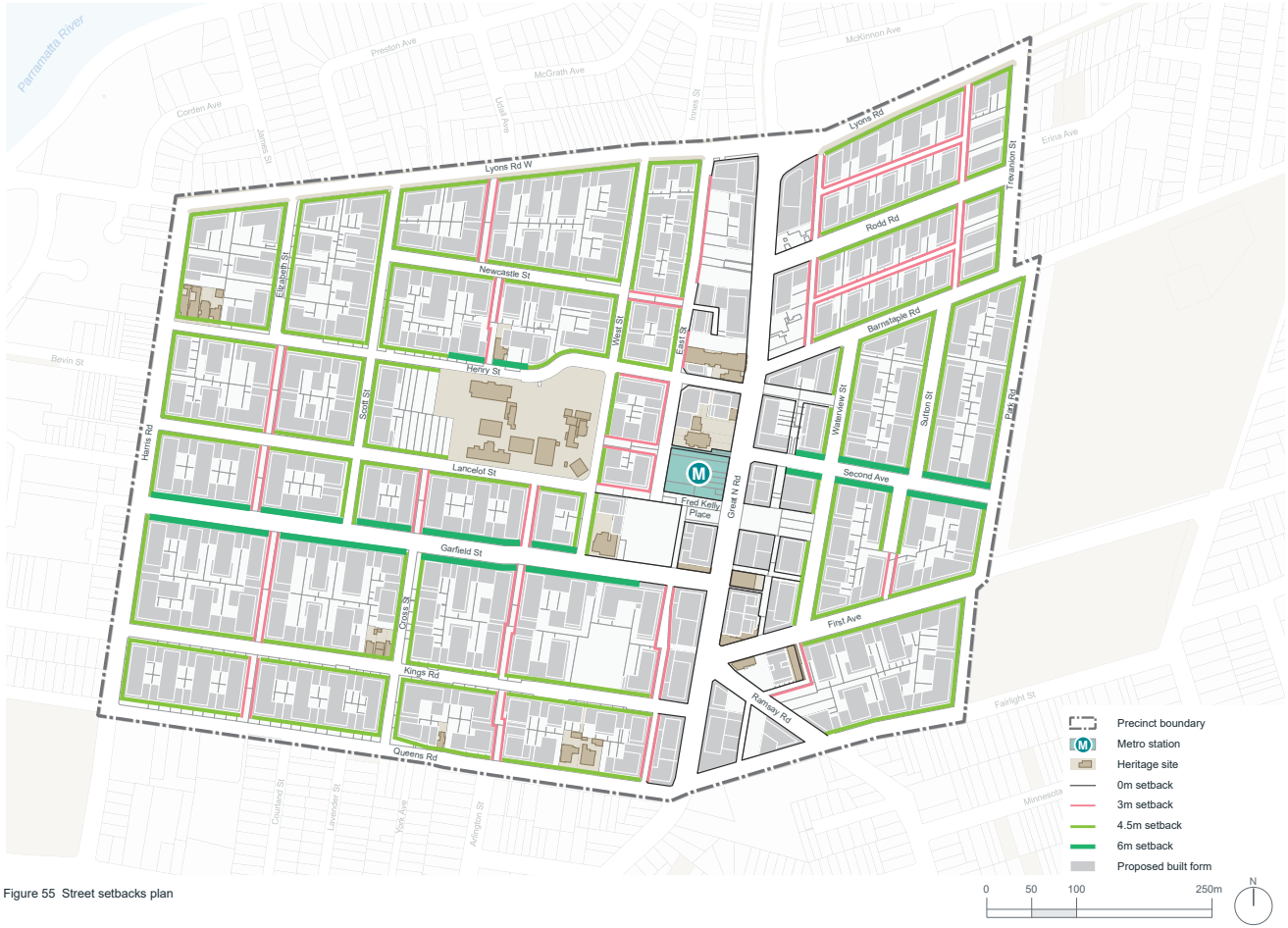


Figure 55 Street setbacks plan

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4-7 Lot Amalgamations

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

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

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

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

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

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

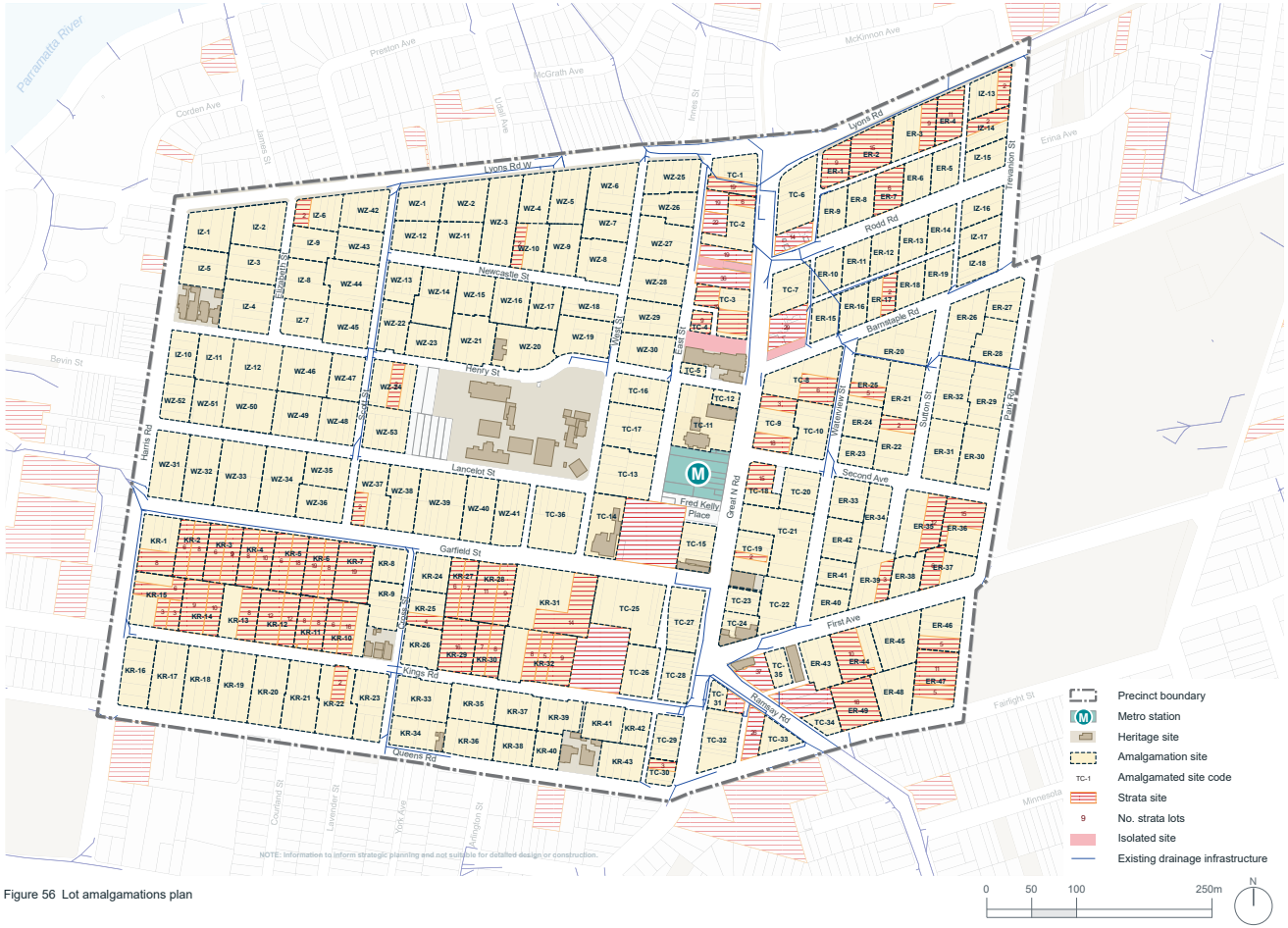


Figure 56 Lot amalgamations plan

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04 The Masterplan

4-8 Building Heights

The following height strategy is proposed:

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

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

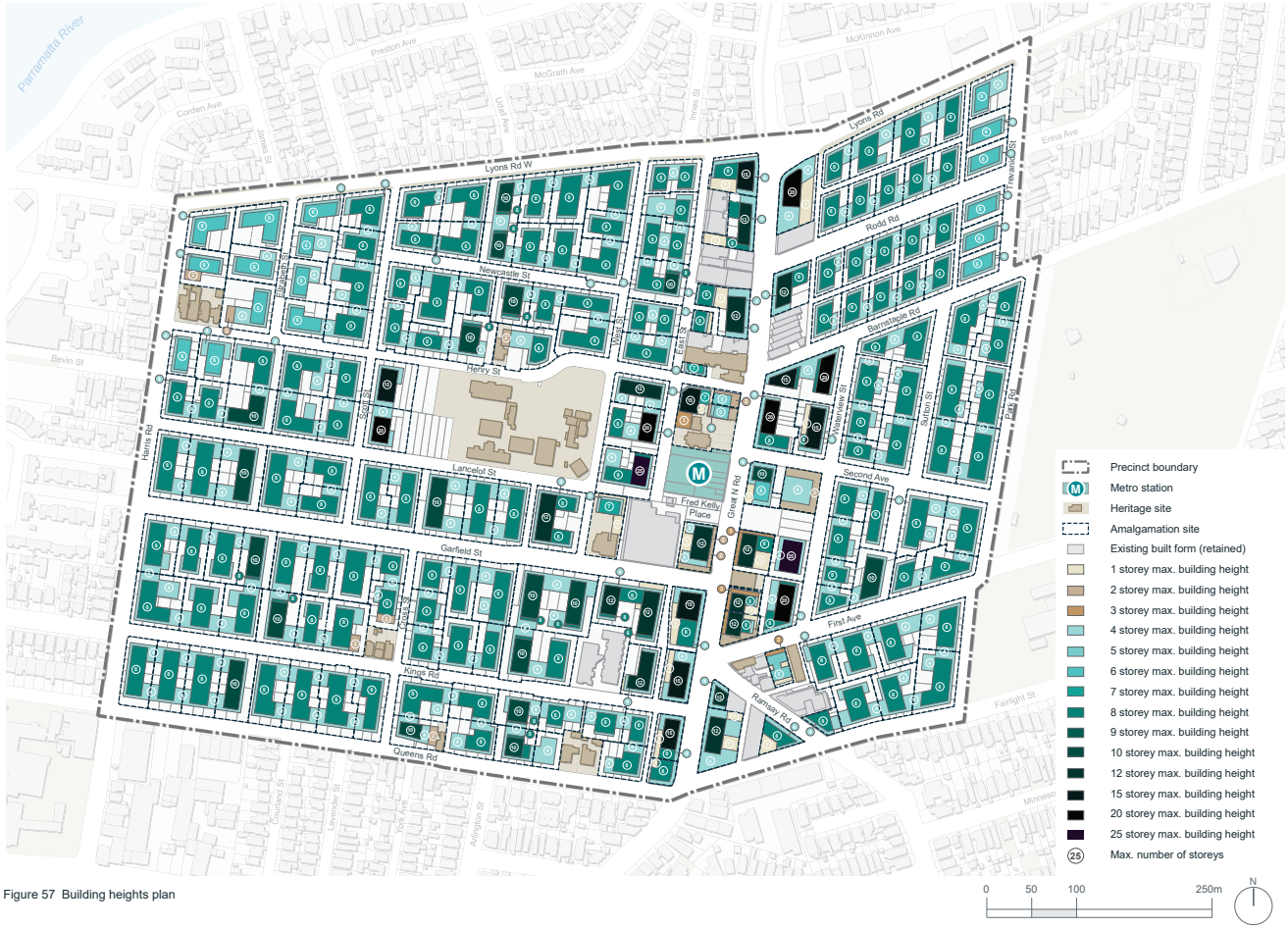


Figure 57 Building heights plan

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4-9 Street Wall Heights

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

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

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

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

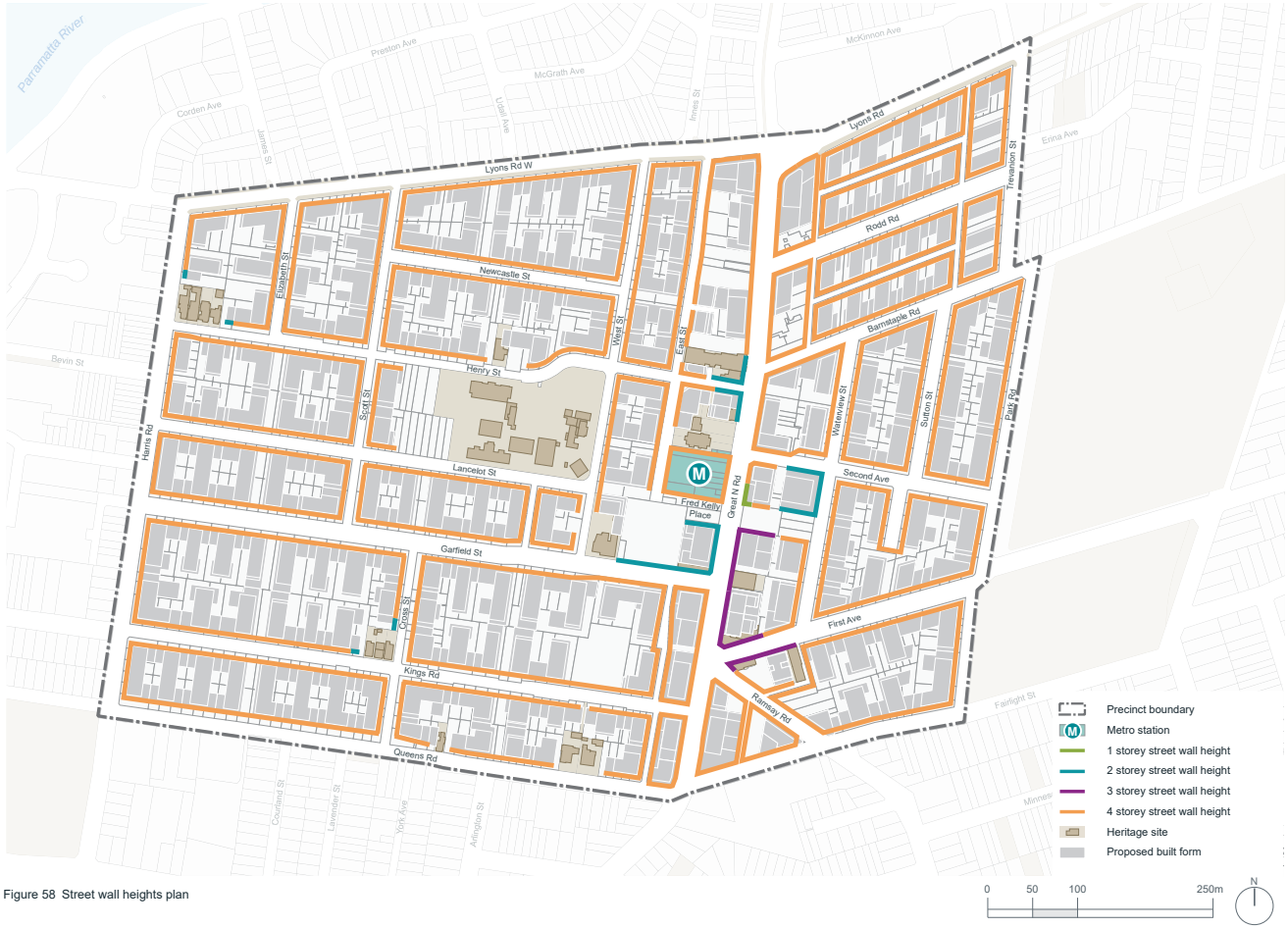


Figure 58 Street wall heights plan

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04 The Masterplan

4-10 Upper Level Setbacks

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

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

Apartment typologies:

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

Mixed-use typologies (Town Centre):

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

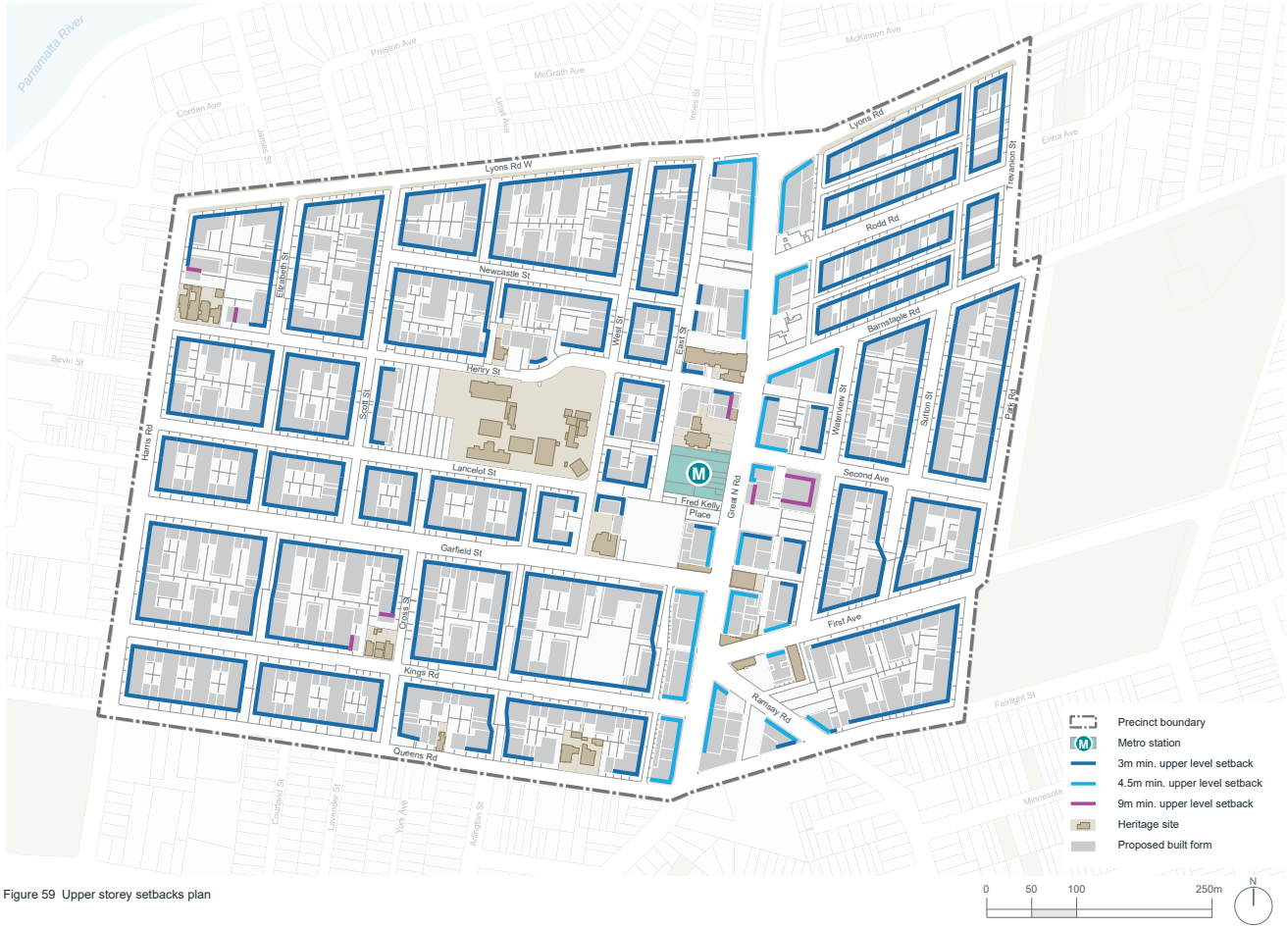


Figure 59 Upper storey setbacks plan

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04 The Masterplan

4-11 Heritage Strategy

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

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

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

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

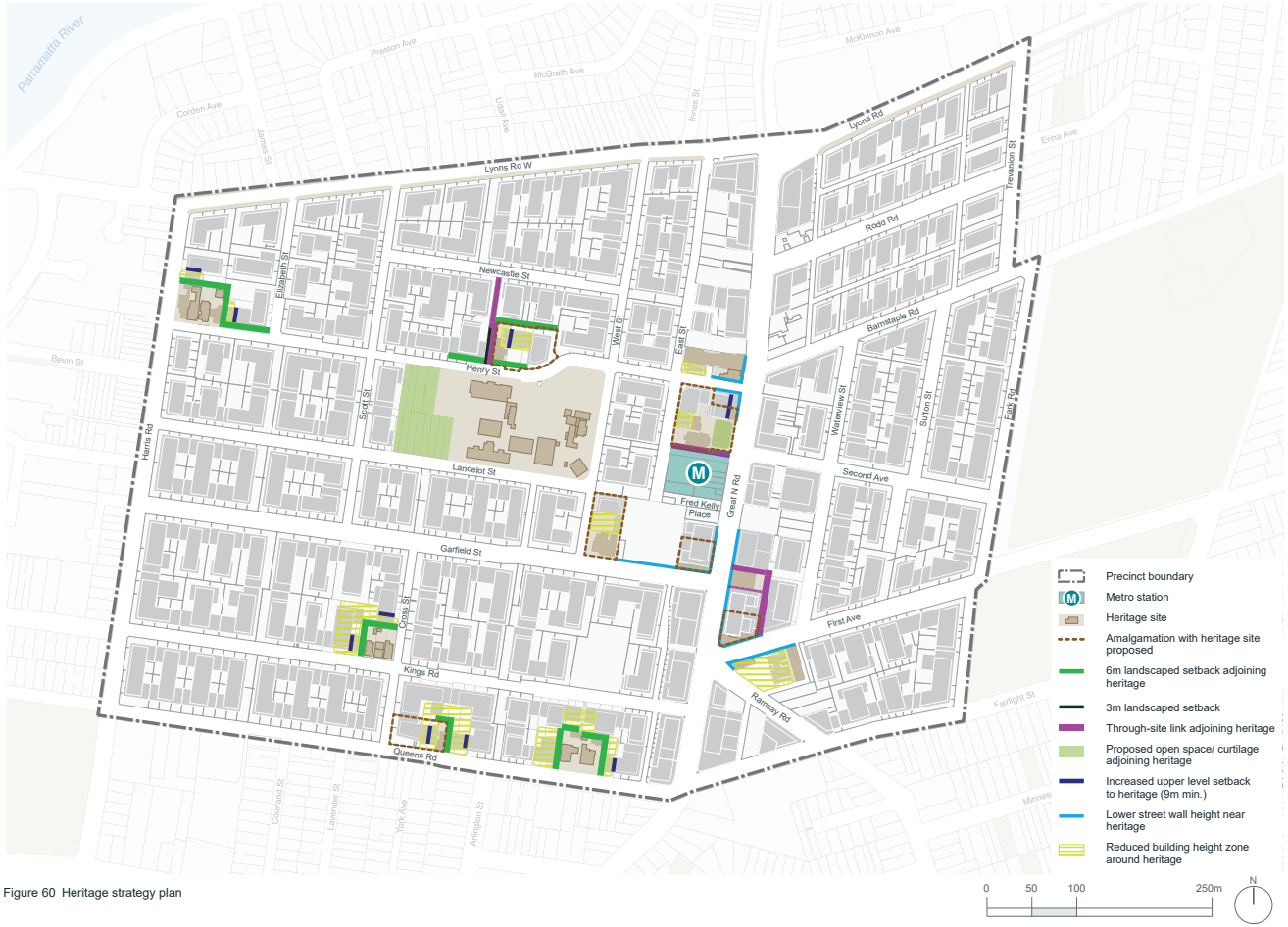


Figure 60 Heritage strategy plan



Figure 61 Artist impression looking south along Great North Rd

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04 The Masterplan

4-12 Built Form Envelopes

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

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

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

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

Mixed-Use Buildings

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

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

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

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

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

Residential Apartment Buildings

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

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

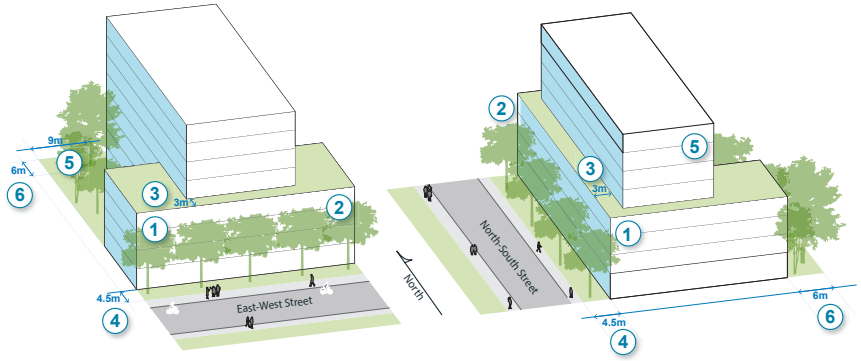


Figure 62 Typical apartment building envelope key dimensions for East-West Streets and North-South Streets

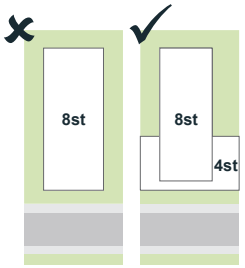


Figure 63 While both buildings above would have the same FSR, the one on the right would provide better residential amenity, improved passive surveillance and increased sunlight to streets.

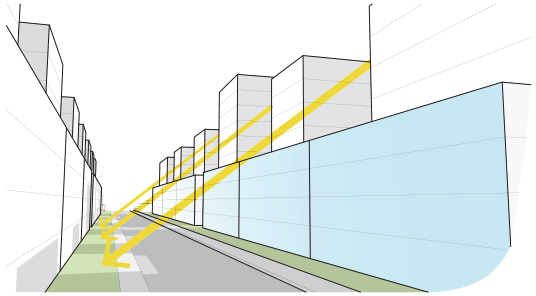


Figure 64 Strong four storey podium providing passive surveillance along the street with taller setback tower elements with building separation allowing for sun to penetrate to the street.

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04 The Masterplan

4-13 Precinct Yield Estimates

Assumptions for the testing include:

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

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

GBA = Envelopes drawn and measured in CAD

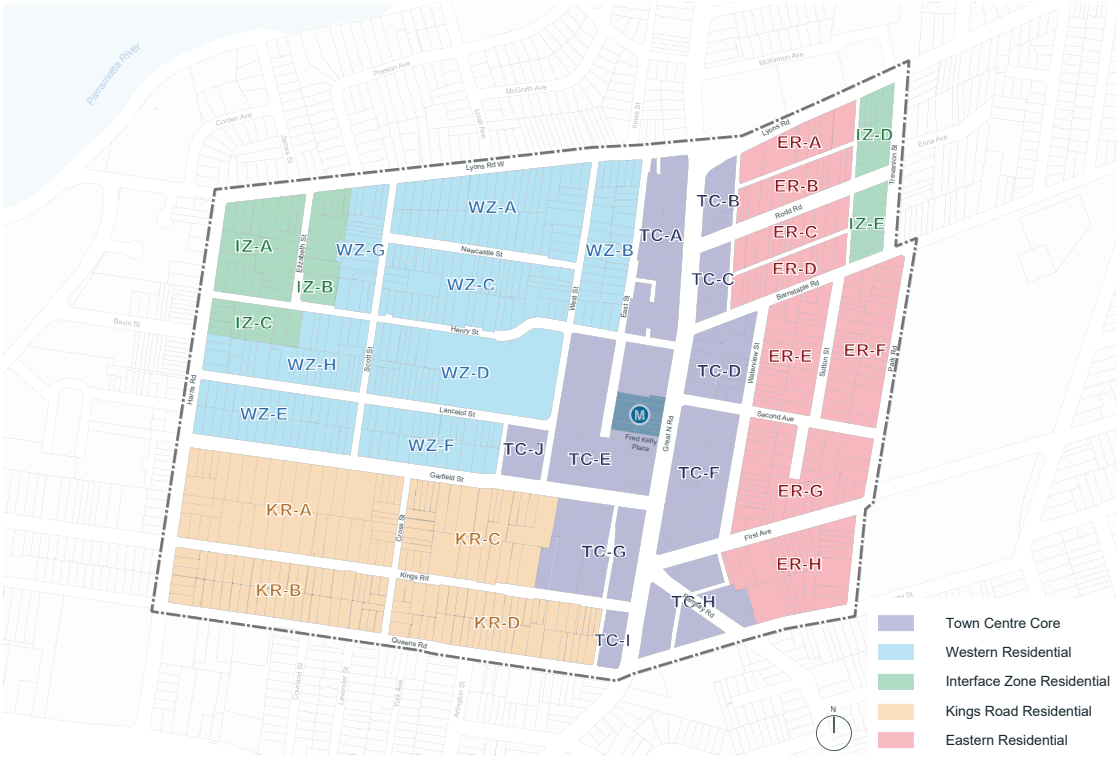


Figure 65 Blocks used to calculate yield estimates

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04 The Masterplan

4-13 Precinct Yield Estimates

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

=Large amounts of existing strata assumed to be amalgamated

Figure 66 Block yield estimate schedule

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4-14 Amalgamated Block FSRs

Lot	FSR	Lot	FSR	Lot	FSR
TC-1	5.2	TC-17	4.2	TC-33	4.0
TC-2	4.3	TC-18	3.8	TC-34	4.2
TC-3	4.5	TC-19	4.0	TC-35	2.5
TC-4	3.8	TC-20	2.5	TC-36	3.8
TC-5	3.8	TC-21	3.8		
TC-6	5.2	TC-22	6.1		
TC-7	4.6	TC-23	4.4		
TC-8	5.4	TC-24	4.2		
TC-9	5.0	TC-25	4.0		
TC-10	4.3	TC-26	4.0		
TC-11	2.7	TC-27	5.2		
TC-12	2.9	TC-28	5.7		
TC-13	4.8	TC-29	5.8		
TC-14	1.3	TC-30	4.2		
TC-15	4.1	TC-31	6.2		
TC-16	4.1	TC-32	4.3		

Lot	FSR	Lot	FSR	Lot	FSR
IZ-1	1.8	IZ-10	1.9		
IZ-2	1.9	IZ-11	1.9		
IZ-3	1.9	IZ-12	2.4		
IZ-4	1.4	IZ-13	1.9		
IZ-5	1.5	IZ-14	1.9		
IZ-6	2.0	IZ-15	2.1		
IZ-7	2.1	IZ-16	2.1		
IZ-8	1.6	IZ-17	2.1		
IZ-9	1.7	IZ-18	2.1		

Lot	FSR	Lot	FSR	Lot	FSR
WZ-1	2.7	WZ-26	2.6	WZ-51	2.9
WZ-2	2.8	WZ-27	3.1	WZ-52	2.7
WZ-3	2.9	WZ-28	2.9	WZ-53	4.1
WZ-4	2.8	WZ-29	3.1		
WZ-5	2.9	WZ-30	2.9		
WZ-6	2.9	WZ-31	3.0		
WZ-7	3.0	WZ-32	3.2		
WZ-8	2.7	WZ-33	2.9		
WZ-9	2.9	WZ-34	2.9		
WZ-10	2.9	WZ-35	3.0		
WZ-11	3.0	WZ-36	2.8		
WZ-12	2.7	WZ-37	2.9		
WZ-13	2.7	WZ-38	3.0		
WZ-14	2.9	WZ-39	2.9		
WZ-15	2.9	WZ-40	3.1		
WZ-16	2.9	WZ-41	3.0		
WZ-17	2.8	WZ-42	2.9		
WZ-18	2.9	WZ-43	2.9		
WZ-19	2.6	WZ-44	2.9		
WZ-20	1.7	WZ-45	2.8		
WZ-21	2.5	WZ-46	2.9		
WZ-22	2.5	WZ-47	3.0		
WZ-23	2.4	WZ-48	2.9		
WZ-24	3.6	WZ-49	3.0		
WZ-25	2.8	WZ-50	3.0		

Lot	FSR	Lot	FSR	Lot	FSR
KR-1	2.9	KR-16	2.9	KR-31	3.0
KR-2	2.7	KR-17	2.9	KR-32	2.9
KR-3	2.9	KR-18	3.0	KR-33	2.9
KR-4	3.0	KR-19	3.0	KR-34	2.2
KR-5	2.9	KR-20	2.9	KR-35	2.9
KR-6	2.8	KR-21	2.9	KR-36	2.4
KR-7	2.9	KR-22	2.9	KR-37	3.0
KR-8	2.7	KR-23	2.7	KR-38	3.0
KR-9	2.3	KR-24	2.7	KR-39	2.4
KR-10	2.5	KR-25	2.7	KR-40	1.6
KR-11	2.7	KR-26	2.7	KR-41	2.5
KR-12	2.9	KR-27	2.9	KR-42	3.0
KR-13	3.0	KR-28	2.9	KR-43	2.5
KR-14	2.9	KR-29	2.9		
KR-15	2.9	KR-30	2.9		

Lot	FSR	Lot	FSR	Lot	FSR
ER-1	2.9	ER-19	2.9	ER-37	2.8
ER-2	2.8	ER-20	2.9	ER-38	2.7
ER-3	2.8	ER-21	2.9	ER-39	3.1
ER-4	2.9	ER-22	2.9	ER-40	2.9
ER-5	2.9	ER-23	2.9	ER-41	2.9
ER-6	3.0	ER-24	2.8	ER-42	2.9
ER-7	3.0	ER-25	2.8	ER-43	2.8
ER-8	3.0	ER-26	2.9	ER-44	2.9
ER-9	2.9	ER-27	3.0	ER-45	2.7
ER-10	2.8	ER-28	2.8	ER-46	2.8
ER-11	2.9	ER-29	3.0	ER-47	2.9
ER-12	3.0	ER-30	2.9	ER-48	2.8
ER-13	3.0	ER-31	2.9	ER-49	2.8
ER-14	2.9	ER-32	3.0		
ER-15	2.8	ER-33	2.9		
ER-16	2.8	ER-34	2.7		
ER-17	3.0	ER-35	2.7		
ER-18	3.0	ER-36	2.9		

Figure 67 Amalgamated Block FSR (n:1) achieved



Figure 68 Amalgamated Block FSR Plan

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04 The Masterplan

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

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

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

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

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

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

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

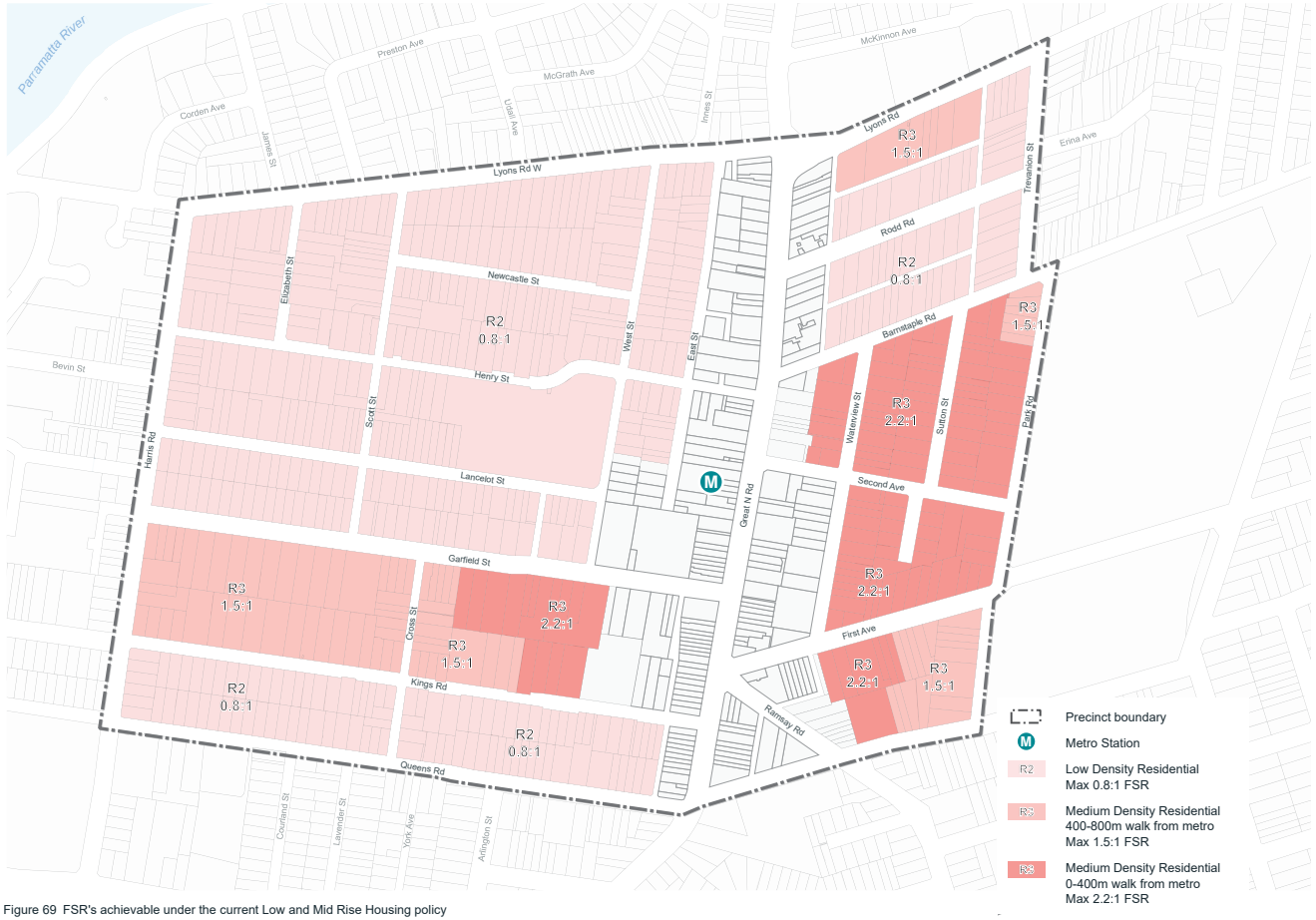


Figure 69 FSR's achievable under the current Low and Mid Rise Housing policy

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4-16 Solar Access Assessment

Solar access study aim and methodology

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

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

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

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

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

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

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

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

Existing Precinct Solar Testing

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

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

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

Streets, Footpaths and Public Open Space Solar access assessment criteria

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

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

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04 The Masterplan

4-16 Solar Access Assessment

Proposed Masterplan Solar Testing

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

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

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

Streets, Footpaths and Public Open Space Solar access assessment criteria

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

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

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

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

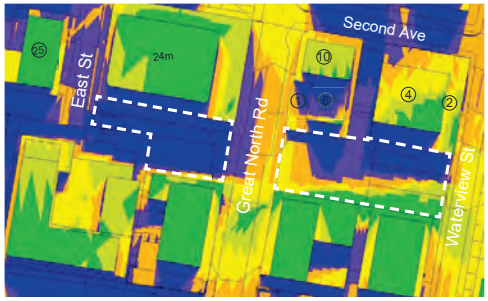


Figure 74 Solar access duration in mid-winter (June 21) between 9am and 3pm to Fred Kelly Place and New Town Square with proposed built form

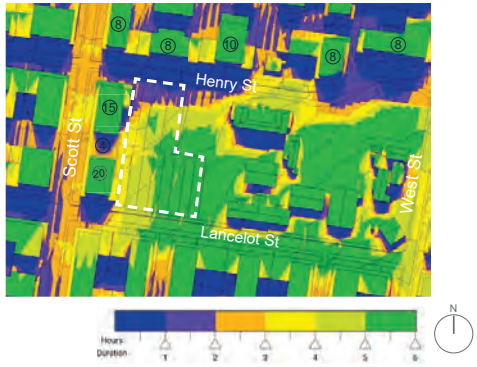


Figure 75 Solar access duration in mid-winter (June 21) between 9am and 3pm to Five Dock Public School and new proposed adjoining open space

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04 The Masterplan

4-16 Solar Access Assessment

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



Figure 76 Shadow Diagram 21 June - 9am



Figure 77 Shadow Diagram 21 June - 12pm

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04 The Masterplan



Figure 78 Shadow Diagram 21 June - 3pm



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



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Chapter 5

LEP/ DCP Next Steps

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

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05 LEP/ DCP Next Steps

5-1 Recommendations Overview

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

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

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

- Typical minimal lot width of 36m.
- Typical minimal lot size of 1500m^2.

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



Figure 80 Existing CCB Planning Frameworks

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05 LEP/ DCP Next Steps

5-2 LEP Land Zoning Recommendations



Figure 81 Existing LEP Zoning map with recommended changes

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

1 R4 High Density Residential zone.

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

2 MU1 Mixed Use zone.

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

- The area bounded by Barnstaple Road, Waterview Street and Second Avenue to MU1 zone to match the adjoining properties which face Great North Road. A MU1 zone would help to avoid split zoned sites (ie lots in the same ownership but with different planning controls), and provide greater flexibility for lot amalgamation and through site links. Rezoning could also encourage an east-west ownership pattern spanning between Great North Road and Waterview Street. If an east-west ownership pattern is achieved, the proposed laneway in the current DCP might be reconfigured.
- Extend the existing MU1 zone between East Street and West Street up to Henry Street. A MU1 zone would help to avoid split zoned sites and provide greater flexibility for lot amalgamation and through site links. Rezoning also enables the creation of a new vehicle laneway between East and West Street avoiding the need for a turning circle at the end of East Street.
- Extend the existing MU1 zone along Garfield Street to include the area between Lancelot Street, Garfield Street and School Lane.
- Include the small area of existing E1 zoned land along Ramsay Road.

3 RE1 Public Recreation zone.

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

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

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05 LEP/ DCP Next Steps

5-3 LEP Building Heights Recommendations

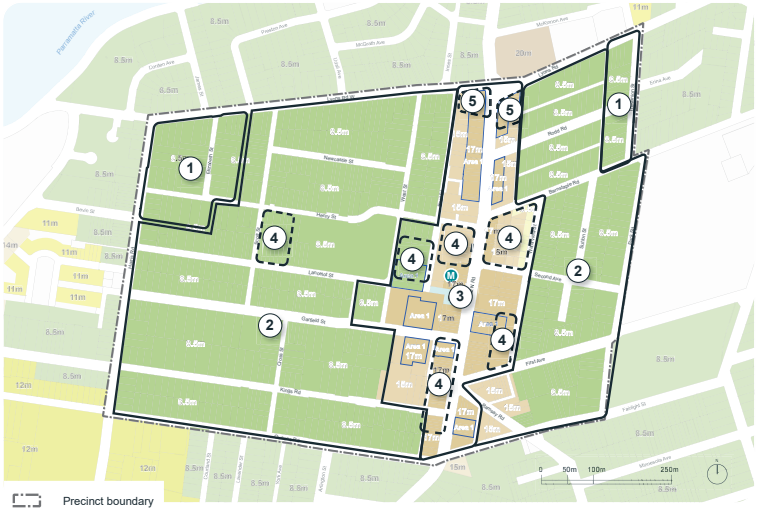


Figure 82 Existing LEP Heights map with recommended changes

Strategy:

The recommended maximum building heights have been developed to reflect the existing urban structure that includes narrow east west oriented streets and the built form strategy which creates four (4) storey street walls. Taller heights have been allowed to encourage diversity and to provide street and rear setbacks that are wide enough for deep soil zones that are suitable for trees.

Reduced heights have been proposed for some sites which contain or adjoin smaller scale heritage items.

Some exceptions to the above criteria have also occurred on a case-by-case basis after consideration of existing lot patterns, street character and desired future lot amalgamations.

1 20m height

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

2 26m height

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

3 41m height

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

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

4 Incentive and Infrastructure sites

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

5 Gateway sites

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

Overshadowing of public open spaces.

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

Methodology:

Calculations used the following floor to floor heights:

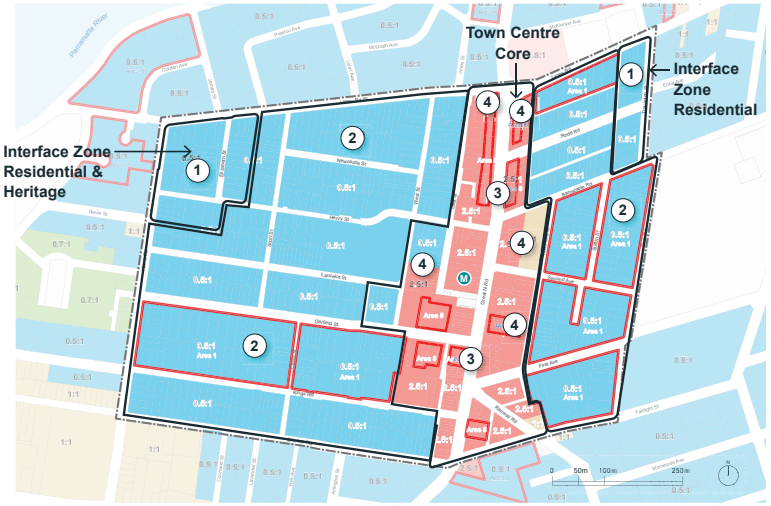
Residential Apartments	
Ground Floor	3.6m
Upper floors	3.2m
Shop Top Housing (MU1 zone)	
Ground Floor - Commercial/ retail	4.4m
First Floor - Commercial	3.8m
Upper floors (community)	3.8m
Upper floors (residential)	3.2m

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

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05 LEP/ DCP Next Steps

5-4 LEP FSR Recommendations



The recommendations considered the FSRs (and future densities) currently allowable under existing controls. By expanding the area that could accommodate the change and increasing the allowable heights, the aim has been to create higher amenity development with additional infrastructure, more deep soil and tree canopy and greater separation distances between buildings.

Figure 83 Existing LEP FSR map with recommended changes

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

1 Interface Zone, Residential & Heritage FSR ≥1.4:1 and ≤2.1:1

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

2 Western, Eastern and Kings Road Residential Zones: FSRs ≥2.4:1 and ≤3.2:1

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

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

3 Town Centre Core: Variable FSRs

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

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

4 Gateway and Infrastructure sites

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

Methodology

The following methodology informed the FSRs:

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

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05 LEP/ DCP Next Steps

5-5 LEP Overshadowing of Public Places

Overshadowing

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

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

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

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

Minimum Requirements

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

Fred Kelly Place

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

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

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

New open space next to the Five Dock Primary School

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

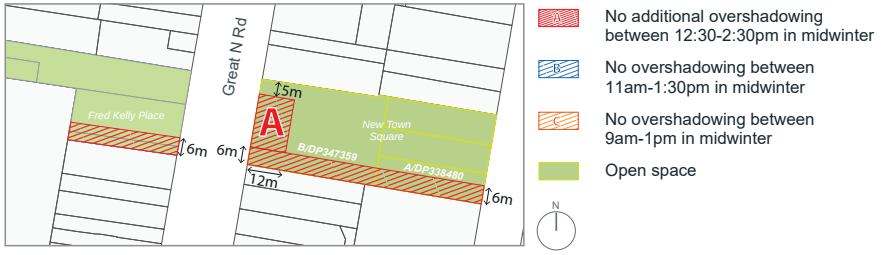


Figure 84 Potential minimum open space overshadowing controls (Fred Kelly Place and new Town Square)



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

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05 LEP/ DCP Next Steps

5-6 Proposed DCP Recommendations

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

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

Recommended amendments to the Five Dock DCP are provided below.

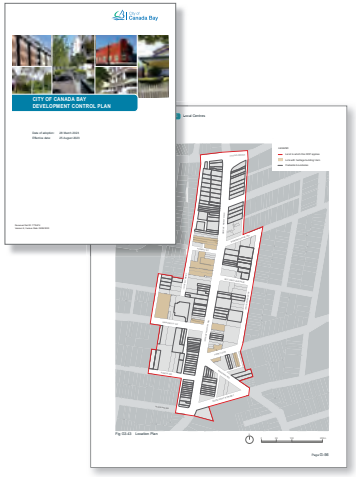


Figure 86 Five Dock Town Centre Location Plan (G3.2 Five Dock Town Centre, CCB DCP)

Building Height and Bulk and Scale

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

- Preparation of a detailed "Building Envelopes" Plan that shows the maximum building heights and storeys across the Precinct.
- Preparation of Sectional Building Envelopes diagrams that illustrate the desired building heights across the Precinct.
- Objectives i.e. new development is to ensure the bulk and scale is consistent and in keeping with the desired future character and streetscape; reduce overshadowing and perceived bulk when viewed from public places and neighbouring properties.
- Controls that encourage gateway and key incentive sites, utilising design excellence, could receive a possible height and/or FSR bonus.
- Controls that enable sites which provide increased public domain, laneways and/or accessible pedestrian links and design excellence to receive a possible height and/or FSR bonus.
- For all buildings over 12 storeys high define a maximum tower floor plate area, similar to PRCUTS, with an maximum GFA of 750m^2 GFA and a maximum street frontage length of 45m.
- To ensure any continuous street wall has a mix of facades, articulation, massing and architectural character and does not present as a single long podium form require podiums ≥40m to be broken into smaller elements with a different architectural character where all are <25m.

Street Wall Heights and Upper Level Setbacks

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

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

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

Street wall height:

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

Upper level setbacks:

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

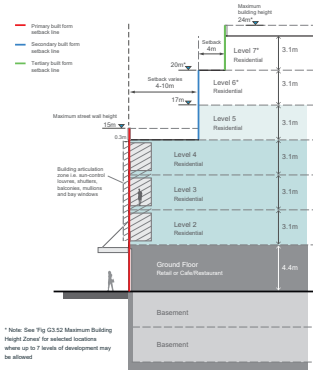


Fig G3.51 Example street frontage section showing maximum potential building height

Figure 87 Example built form section (G3.2 Five Dock Town Centre, CCB DCP)
Note: This is one of the sections in the existing DCP that would require amendments to reflect the proposed Five Dock Masterplan

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05 LEP/ DCP Next Steps

5-6 Proposed DCP Recommendations

Transitions and Sensitive Interfaces

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

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

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

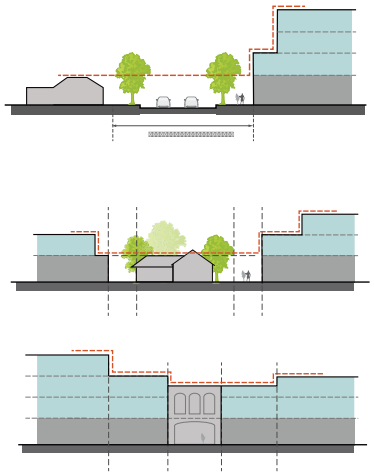


Figure 88 Sensitive building design principle diagrams

Solar Access and Overshadowing

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

Recommendations for the revised DCP include:

- Objectives that promote maximum solar access to the public domain as well as existing and future built form.
- Numerical standards that relate to a spatial outcome i.e."No additional overshadowing to an area within 6m north of the southern boundary of the open space between 12:30pm–2:30pm in mid-winter."
- Consideration of Apartment Design Guide solar access requirements i.e. living rooms and private open spaces of at least 70% of apartments in a building to receive minimum 2hrs direct sunlight between 9am and 3pm mid-winter.
- Design controls that minimise overshadowing to neighbouring dwellings and private open space including boundary setbacks, upper level setbacks, building bulk and scale, and siting of driveways and pathways.
- Additional controls for development adjacent to proposed open spaces including more restrictive building heights, and ground and upper level setbacks.

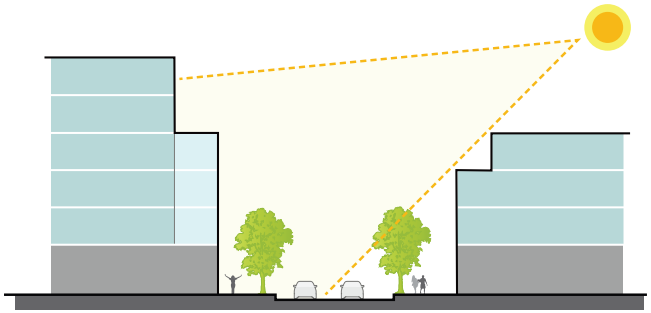


Figure 89 Public domain solar access principle diagram

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05 LEP/ DCP Next Steps

5-6 Proposed DCP Recommendations

Front Setbacks & Addressing the Street

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

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

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



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

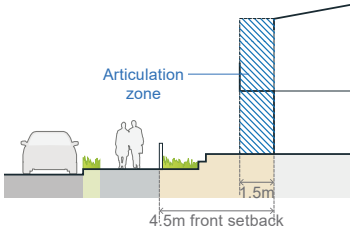


Figure 90 Possible front setback and articulation zone

Side and Rear Setbacks

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

Recommendations for the revised DCP include:

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

Parking and Servicing

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

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

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

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05 LEP/ DCP Next Steps

5-6 Proposed DCP Recommendations

Accessible Pedestrian Links and Open Space

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

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

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



Example of a landscaped accessible pedestrian link

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

Tree Canopy and Landscape

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

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

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

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





Existing tree canopy coverage in the Precinct

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

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05 LEP/ DCP Next Steps

5-6 Proposed DCP Recommendations

Active Frontages

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

Recommendations for the revised DCP include:

- Preparation of an 'Active Frontages' plan that identifies the location and types of required and desired active frontages across the Precinct. This may include a mix of 'Vibrant', 'Friendly' and 'Mixed' facades similar to PRCUTS.
- Objectives that require buildings to contribute to the streetscape character, add visual richness, complexity, interest and vertical rhythm along Great North Road, and support the safety and passive surveillance of the public domain.
- Objectives that encourage building uses that can support active frontages including cafes, restaurants, retail spaces and outdoor dining along Great North Road.
- Design controls that can support the quality of active frontages, including the provision of pedestrian awnings, facade modulation and articulation, clear glazing, front elevation room uses, lighting and business operating hours.
- Numerical standards to promote quality activated frontages, such as maximum lengths of unarticulated walls, shopfront widths, pedestrian awning heights, front building line setbacks and ground floor entrance levels.
- Suggest materials, textures, colours and detailing to provide a mix of visual interest at pedestrian level and speed.

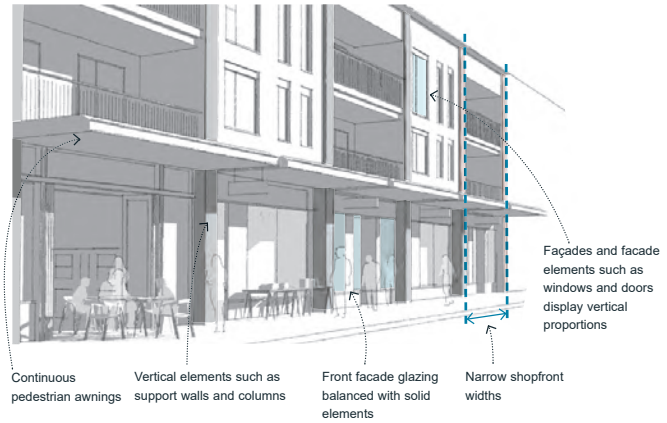


Figure 91 Example diagram showing design guidance for active frontages

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05 LEP/ DCP Next Steps

5-7 Contributions Plan Recommendations

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

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

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

Expansion to Fred Kelly Place

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

New Town Square

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

- PD5 Deliver new open space in Five Dock Town Centre / Fred Kelly Place (east),
- PD6 Deliver new open space in Five Dock Town Centre (3,000m^2), and
- PD10 New Town Square – including raised threshold and Waterview Street link.

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

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

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

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



Figure 92 Potential open space delivery plan

An individual lot, such as a 400m^2 parcel, does not have the capacity to accommodate an 8-storey built form. Development of this scale is expected to occur only through site amalgamation, enabling an appropriate building footprint, setbacks, amenity, and a cohesive urban design outcome consistent with the broader masterplan.

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

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05 LEP/ DCP Next Steps

5-7 Contributions Plan Recommendations

Road Widenings

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

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

Active Transport and Accessible Pedestrian Links

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

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

Expansion of streets and new laneways

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

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

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

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

Public domain improvements

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

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

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

Affordable Housing

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

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

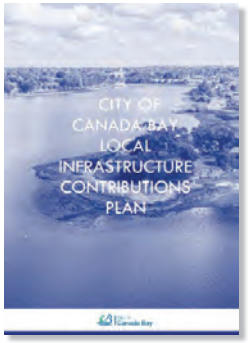


Figure 93 The City of Canada Bay Local Infrastructure Contributions Plan (LICP) details the works that are being funded through the contributions paid by developers when they develop sites within Canada Bay.

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05 LEP/ DCP Next Steps

5-8 Calibration with recent State Government policies

The Precinct

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

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

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

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

NSW State Planning Reforms

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

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

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

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

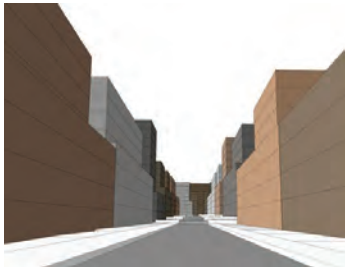


Figure 94 Streetview looking east along Newcastle St (Masterplan Heights)



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

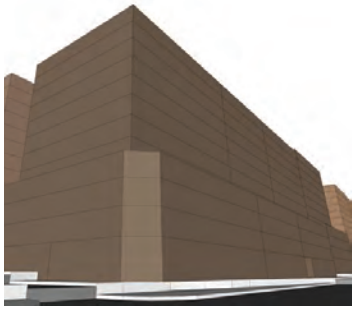


Figure 96 Streetview looking north along GNR (Masterplan Heights)

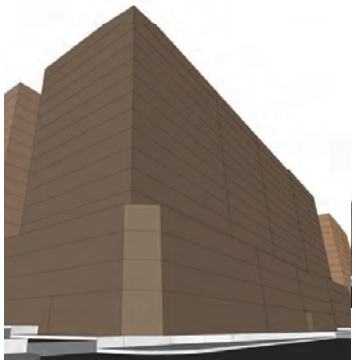


Figure 97 Streetview looking north along GNR (Masterplan Heights + 30%)

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05 LEP/ DCP Next Steps

5-8 Calibration with recent State Government policies

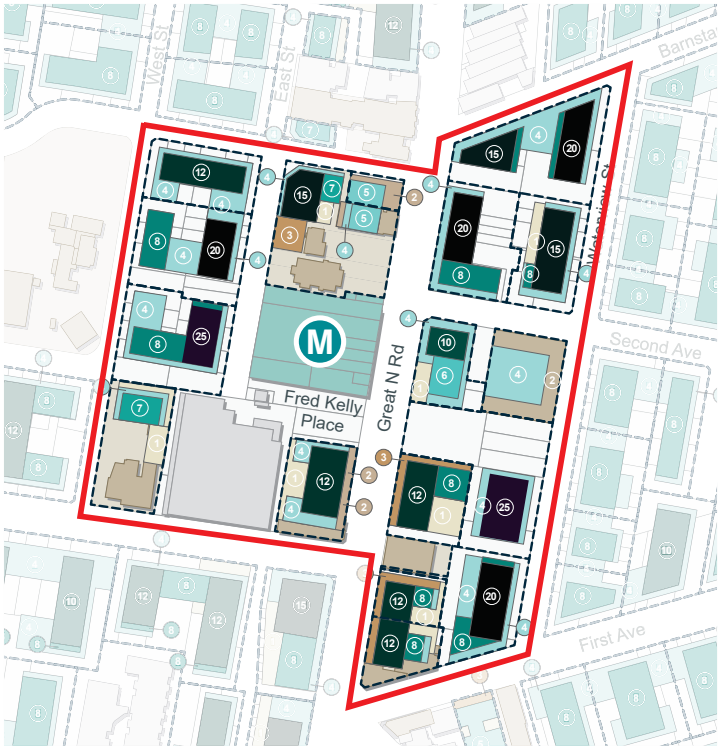


Figure 98 Proposed Five Dock Precinct Inner Area

Affordable Housing Bonus

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

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

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

Delivering the Masterplan Vision

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

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

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



Atlas Economics

Five Dock Precinct

Employment Land Use Assessment

CITY OF CANADA BAY COUNCIL

FEBRUARY 2025



Beyond the horizon thinking.

Document Control

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Executive Summary

Background

In 2019 the NSW Government announced the Sydney Metro West project, to deliver new metro stations that link Greater Parramatta to the Sydney CBD. Three of these stations will be located within the Canada Bay Local Government Area (**LGA**), including Five Dock, with expected completion in 2032. Council is working to progress a suite of technical studies to understand the strategic opportunities presented by the future metro stations.

A draft Masterplan was prepared by Studio GL for Council in July 2024 (**the Masterplan**) for the Five Dock Precinct (**the Precinct**). Council seeks advice on the appropriate quantum of non-residential floorspace that the Precinct could be accommodated in the coming decades. This would assist with the refinement of the Masterplan. Atlas is engaged to carry out an Employment Land Use Assessment to investigate market need for non-residential floorspace in the Precinct and broader locality (**the Study**).

The Study will examine the sufficiency of non-residential floorspace to meet projected demand in the coming decades, and advise the need for additional employment land in the Precinct. The Study is a collaboration between Atlas and GapMaps, who will collectively provide recommendations for supportable retail and ancillary non-retail floorspace (GapMaps) and commercial floorspace provision (Atlas) in the Precinct.

Employment Profile

To understand the nature of demand for employment land uses in the Precinct, the Study examined intercensal employment trends in the Five Dock Town Centre (**the Town Centre**). A series of ABS geographies known as Destination Zones (DZs) were selected as the basis of analysis, which broadly align with the boundaries of the Town Centre, referred to as the '**Employment Catchment'.**

The findings indicate a diverse employment profile in the Employment Catchment, with dominant industries including a mix of health and education, knowledge intensive and population-serving industries. In 2021, ~2,430 jobs were recorded, characterised by:

- Health care and social assistance jobs (16%)
- Professional, scientific and technical services jobs (16%)
- Retail trade jobs (11%)
- Education and training jobs (11%)

Over 2011-2021, the Employment Catchment recorded nominal growth averaging 2% per annum. This was largely driven by knowledge intensive and health and education industries – outpacing growth in traditional retail trade activity. Based on most recent 2023 employment projections by Transport for NSW (**TfNSW**), the Employment Catchment is expected to record higher levels of employment growth in the longer term (2031 onwards).

This level of employment growth is expected to be nominal in the years to 2041 (~0.1% to 0.4% per annum). Notably, the employment projections do not appear to account for new developments planned in Five Dock and surrounding localities (e.g. Kings Bay). Whilst future employment growth could therefore be higher than projected, this is not expected to be significant, given the local centre role of Five Dock. Overall, the employment mix is expected to remain largely unchanged, with population-serving industries to account for the dominant employment share. Knowledge intensive and health and education industries are likely to remain well represented.

Market Appraisal of Employment Land Uses

COMMERCIAL LAND USES

The COVID-19 pandemic has structurally altered the commercial office market, with direct implications on market demand for office floorspace as work-from-home patterns persist. This has resulted in a reduction in aggregate demand for office floorspace and a preference for high-quality office space in high amenity locations. It has also increased the threshold for the viability of commercial development, making it even more challenging for standalone commercial development in minor centres such as Five Dock.

The Town Centre accommodates a mix of fine grain commercial and retail uses in the Town Centre, clustered along Great North Road. The Town Centre is a local centre, comprising approximately 28,000sqm of commercial office floorspace predominantly within aged retail strip buildings. Modern office space is limited and mainly reflects ground level floorspace within apartment developments.

Businesses who currently occupy commercial properties in the Town Centre are predominantly professional services, medical and allied health services and few construction businesses. Overall, most corporate businesses and medical practices occupy small office suites ranging from 30sqm to 100sqm. This reflects the small-scale business profile of existing occupiers in the Town Centre, mostly comprising <10 employees.

COMMERCIAL LAND USE OPPORTUNITIES

Demand for commercial land uses in the Town Centre is driven by small-scale businesses. They include medical and allied health services, local professional services and community services. Employment projections anticipate an expansion of health and education industries. Considering local and structural commercial market trends, as well as the role of the Town Centre as a local centre, demand for office floorspace will likely be limited to small-scale occupiers. Accordingly, demand will predominantly be for small commercial suites suited for office operations or consulting services.

RETAIL AND ANCILLARY NON-RETAIL LAND USES

The Town Centre comprises ~16,500 to 17,500sqm of retail floorspace across >100 tenants. There is only one supermarket (Coles), a diverse mix of F&B tenants, personal services and several legacy tenants (Five Dock Hotel, Club Five Dock RSL). There are no destinational, entertainment type uses (i.e. cinemas, bowling) in the Town Centre. Ancillary non-retail uses generally include shop-front uses such as real estate agencies, physio, dental, medical centres and allied health services.

A review of key demand indicators and retail provision in the Main Trade Area (**MTA**) and surrounding area indicates that the existing retail floorspace demand from the MTA population is currently met by a range of retail facilities. This includes higher order retail and dedicated large-format retail centres like Homebush, Auburn, Leichhardt, Birkenhead Point and the Sydney CBD as well as online retail. However, the Study identified a **significant under-supply of supermarket facilities and a lack of convenience shopping centre assets, with dedicated/off-street parking in the MTA.**

The Town Centre also comprises non-retail land uses including childcare centres, gym/ fitness centres, medical centres and allied health uses. Analysis of demand and supply market dynamics indicates that there is **no critical gap in market need for additional facilities.** There is currently a healthy supply of various non-retail land uses across the MTA. Whilst the new Five Dock metro station will induce demand for more non-retail uses, this will likely be met with planned supply in the Kings Bay precinct or in Five Dock.

RETAIL AND ANCILLARY NON-RETAIL LAND USE OPPORTUNITIES

There is a significant under-supply of supermarket facilities and a lack of convenience shopping centre assets, with dedicated/off-street parking in the MTA. There is also potential for other independent operators who could occupy a dedicated site in the Town Centre – in proximity to the key supermarket anchor. It is possible that some ancillary non-retail uses could then be attracted to a new (small) precinct in the Town Centre.

Implications for Masterplanning

Based on the market appraisal of employment land uses in the Precinct, the Study has resolved that:

- Demand for **commercial** and **ancillary non-retail land uses** will likely be met with a sufficient provision of existing and future supply. Accordingly, demand for these land uses will not drive the need for more employment zoned land in the Precinct.
- There is a significant demand for additional **convenience-based retail land uses** in the Five Dock – in particular, demand for a **large supermarket**. Future growth in residential uses in the Precinct is expected to exacerbate this quantum of demand.

Based on the various land use market needs, the Study provides three masterplanning scenarios:

1. **Scenario 1: No additional area rezoned**

A gradual evolution of retail offering within the Town Centre over time, as retail leases come up for renewal and new residential/ mixed use projects are developed in the Town Centre. Five Dock residents will be better serviced by retail facilities in the future than they are currently.

2. **Scenario 2: Some additional area rezoned**

This could enable some additional specialty retail, a standalone supermarket (**i.e. Aldi**), or some ancillary non-retail uses to locate in the Town Centre. Other retail opportunities include additional cafes/restaurants or branded quick service restaurant (QSR) operators. This could reduce levels of escaped expenditure compared to Scenario 1, as residents have more retail choices.

3. **Scenario 3: Large area rezoned to enable a full-line supermarket**

This could enable opportunity for a full-line supermarket-anchored development, and supporting specialty retail and ancillary non-retail uses in the Town Centre. The addition of a large, anchor supermarket in an enclosed convenience centre would help to draw back trade from Kings Bay into the Town Centre.

This will benefit local residents and shoppers, providing increased convenience and consumer choice. Additionally, this will create new employment opportunities in the Town Centre.

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1
Introduction





Beyond the
horizon thinking.

Five Dock Precinct

1.1 Background

In 2019 the NSW Government announced the Sydney Metro West project. This will deliver nine new metro stations that link Greater Parramatta to the Sydney CBD. Three of these stations will be located within the Canada Bay Local Government Area (**LGA**) - in Five Dock, North Strathfield and Burwood North (**the Precincts**). Construction is underway, with expected completion in 2032.

Council is working to progress a suite of technical studies to understand the strategic opportunities presented by the future metro stations. This included preparation of a Local Planning Study for the Precincts (**the LPS**) to identify land use and built form opportunities by SJB for Council. The LPS would provide input into a Masterplan for the Precincts.

In 2023, Council adopted the LPS which has led to the preparation of draft Masterplans for the Precincts. Once finalised, the Masterplans will support the preparation of a Planning Proposal to amend planning controls in the Canada Bay Local Environmental Plan 2013 (**the LEP**) and update the Canada Bay Development Control Plan (**the DCP**).

A draft Masterplan was prepared by Studio GL for Council in July 2024 (**the Masterplan**) for the Five Dock Precinct (**the Precinct**). It identifies opportunity for the Precinct to accommodate ~7,900 dwellings. Accordingly, Council seeks advice on the appropriate quantum of non-residential floorspace that the Precinct could be accommodated in the coming decades. This would assist with the refinement of the Masterplan.

Atlas is engaged to carry out an Employment Land Use Assessment to investigate market need for non-residential floorspace in the Precinct and broader locality (**the Study**). The Study will resolve the following issues:

- If there is sufficient capacity for non-residential floorspace to meet projected demand in the coming two decades.
- If there is need for additional employment land in the Precinct.

The Study is a collaboration between Atlas and GapMaps. GapMaps will provide advice on supportable retail and ancillary non-retail floorspace (i.e. childcare, gyms/fitness, medical/allied health) in the Precinct while Atlas will provide advice on commercial and office uses, synthesising overall recommendations for non-residential floorspace provision in the Precinct.

1.2 Strategic Context

1.2.1 The Precinct

The Precinct is situated in Five Dock, approximately 10km west of the Sydney CBD. It is broadly bounded by Lyons Road to the north, Harris Road to the west, Queens Road to the south and Five Dock Park to the east. The Precinct is focused around the Five Dock Town Centre (or **The Town Centre,** interchangeably), which runs along Great North Road.

FIGURE 1-1 illustrates the locational context and geographical boundaries of the Precinct.

FIGURE 1-1: The Precinct



Source: Atlas

The Town Centre accommodates a broad range of business occupiers, including professional services, fitness studios, restaurants, medical clinics and beauty salons. Buildings predominantly reflect aged, 1-2 storey retail strip and modern, shop-top housing. These are situated on compact lots of a fine-grain nature.

Outside the town centre, the Precinct mostly accommodates residential land uses. This is aligned with the land use zones which immediately surround the town centre (R2 Low Density Residential and R3 Low Density Residential). Existing housing is characterised by a mix of detached dwellings, aged residential flat buildings and medium density housing in the pockets of R3 zoned land.

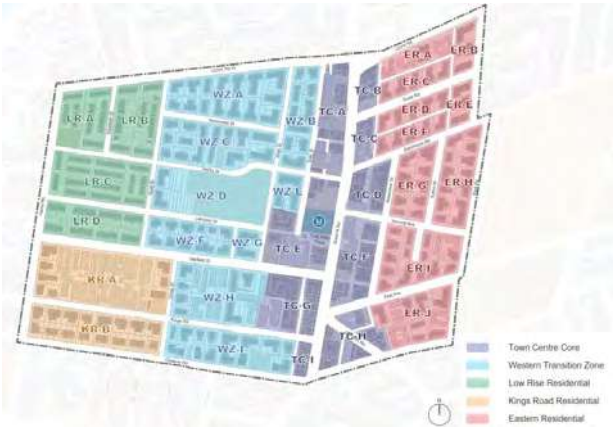
1.2.2 The Masterplan

The Masterplan envisages a mix of integrated land uses, including commercial, retail, residential and recreational uses – clustered around the future Five Dock metro station.

The Masterplan identifies several sub-precincts within the Precinct, based on respective land uses. Employment land uses (i.e. commercial, retail) are proposed to be focused in the 'Town Centre Core' sub-precinct. This broadly aligns with the boundaries of the Five Dock Town centre currently zoned as MU1 Mixed Use.

FIGURE 1-2 illustrates the sub-precincts identified in the Masterplan.

FIGURE 1-2: Sub-Precincts, The Masterplan



Source: Studio GL (2024)

In addition to employment land uses, the Masterplan also identifies potential for ~1,970 dwellings in the Town Centre Core, where buildings could range from 4 to 7 storeys. This indicates that the Town Centre Core could accommodate some 25% of the overall dwelling yield envisaged in the Precinct (~7,900 dwellings) in the coming decades. This has implications for employment land use opportunities in the Town Centre Core and broader Precinct.

Outside the Town Centre Core, the Masterplan identifies other residential land use opportunities within the various sub-precincts. These include a mix of medium density housing (2-3 storey terraces) and apartments (up to 6-storeys), with building densities gradually reducing outward from the Town Centre Core.

1.3 Scope and Approach

The overarching objective of the Study is to provide employment land use advice to assist the refinement of the Masterplan.

To meet the requirements of the brief, the following tasks have been carried out:

- Review of intercensal employment data in the Town Centre. This provides an understanding of key industry trends and the nature of demand for employment floorspace in the Precinct.
- Desktop audit of the Town Centre to observe the composition of existing businesses, considering occupancy and vacancy levels.
- Retail demand analysis to identify the potential retail trade catchment which the Precinct could draw and the type, mix and size of retail offer which could be supported.
- Review the development pipeline to understand future provision of employment floorspace in Five Dock and broader locality.

- Identification of any gaps in market need for commercial and retail provision and the potential for the Precinct to meet some of this supply shortfall, if any.
- Recommendations on employment land use opportunities that the Precinct could accommodate, including the quantum of additional retail and non-retail floorspace. This considers the strategic context and role of the Precinct.

The Study principally carries out an appraisal of employment land use demand in the Precinct, compared against supply levels to observe if there is any shortfall in supply provision. Additionally, if there is need to enable non-residential capacity in the Precinct.

1.4 Assumptions and Limitations

Atlas acknowledges several assumptions and limitations associated with the Study.

- The macro-economic outlook is currently subject to significant uncertainty due to, inter alia, global and domestic inflation, labour shortages and various military conflicts.
- The 2021 Census was administered during the COVID-19 pandemic and at a time of widespread lockdowns across Australia's east coast. Activity recorded at this time may not be accurately representative of employment levels.
- Floorspace supply data is sourced from various third party databases and subscriptions and is not validated.
- Market research is carried out on a 'desktop' basis without the benefit of site surveys and internal inspections.

Notwithstanding the above, due care, skill and diligence has been applied to this Study as is reasonably expected.

2
Demand for Commercial Land Uses



Beyond the
horizon thinking.

Five Dock Precinct

2.1 Employment Profile

To understand the nature of demand for employment land uses in the Precinct, the Study has examined the employment profile of the Town Centre. To do so, a series of ABS geographies known as Destination Zones (DZs) were selected as the basis of analysis. DZ geographies are the smallest geography at which historical employment Census data is available. Several DZ geographies were chosen which broadly align with the boundaries of the Town Centre, referred to as the 'Employment Catchment'.

2.1.1 Employment Catchment

The Employment Catchment includes three DZ geographies, which collectively encompass the Town Centre including surrounding residential uses. Analysis of employment trends in the Town Centre will provide a nuanced understanding of retail and commercial land use opportunities in the broader Precinct.

FIGURE 2-1 illustrates the Employment Catchment boundaries, including the Town Centre within the MU1 Mixed Use land use zone, focused along Great North Road.

FIGURE 2-1: Employment Catchment



Source: Atlas

2.1.2 Employment Profile

INDUSTRY CLASSIFICATIONS

The ABS categorises employment activity into 19 industry sectors referred to as ANZSICs (Australian New Zealand Standard Industry Classification). These are the most commonly utilised categorises used when analysing an areas employment profile.

It is also useful to consider employment composition in broader industry terms. Broad industry classifications (**BIC**) group the 19 ANZSIC sectors into four main industry categories - population-serving, knowledge-intensive, health and education and industrial. These BIC groupings and their corresponding ANZSIC are shown in **TABLE 2-1**.

TABLE 2-1: Broad Industry Classifications by 19-Digit ANZIC

POPULATION SERVING	KNOWLEDGE-INTENSIVE	HEALTH AND EDUCATION	INDUSTRIAL
• Construction • Retail Trade • Accommodation & Food Services • Arts & Recreation Services • Other Services	• Information, Media & Telecommunications • Financial & Insurance Services • Rental, Hiring & Real Estate Services • Professional, Scientific & Technical Services • Administrative & Support Services • Public Administration & Safety	• Education & Training • Health Care & Social Assistance	• Agriculture, Forestry & Fishing • Mining • Manufacturing • Electricity, Gas, Water & Waste Services • Wholesale Trade • Transport, Postal & Warehousing

EMPLOYMENT BY INDUSTRY

In 2011, the Employment Catchment recorded ~1,990 jobs. In 2021, this grew to ~2,430 jobs, representing an additional ~440 jobs in the last decade. This reflects average annual growth of 2% over the 2011-2021 period.

TABLE 2-2 provides a breakdown of employment by industry over the 2011-2021 period.

TABLE 2-2: Employment by Industry (2011-2021)

INDUSTRY (ANZSIC)	2011		2016		2021		AVG. ANNUAL GROWTH (2011-2021)
	No.	%	No.	%	No.	%	
Agriculture, Forestry and Fishing	-	0%	-	0%	-	0%	-
Mining	-	0%	-	0%	-	0%	-
Manufacturing	55	3%	69	3%	56	2%	0%
Electricity, Gas, Water and Waste Services	-	0%	3	0%	5	0%	-
Construction	86	4%	168	6%	159	7%	6%
Wholesale Trade	79	4%	42	2%	46	2%	-5%
Retail Trade	274	14%	359	14%	275	11%	0%
Accommodation and Food Services	173	9%	200	8%	164	7%	-1%
Transport, Postal and Warehousing	41	2%	64	2%	38	2%	-1%
Information Media and Telecommunications	30	2%	36	1%	27	1%	-1%
Financial and Insurance Services	89	4%	77	3%	104	4%	2%
Rental, Hiring and Real Estate Services	71	4%	118	4%	112	5%	5%
Professional, Scientific and Technical Services	269	14%	318	12%	384	16%	4%
Administrative and Support Services	60	3%	68	3%	72	3%	2%
Public Administration and Safety	30	2%	24	1%	35	1%	2%
Education and Training	178	9%	258	10%	273	11%	4%
Health Care and Social Assistance	327	16%	462	17%	395	16%	2%
Arts and Recreation Services	42	2%	59	2%	38	2%	-1%
Other Services	167	8%	185	7%	143	6%	-2%
Inadequately described/Not stated	18	1%	149	6%	107	4%	20%
Total	**1,989**	**100%**	**2,659**	**100%**	**2,433**	**100%**	**2%**
Broad Industry Classification (BIC)							**% Change (2011-21)**
Population-Serving	742	37%	971	37%	779	32%	-5%
Knowledge-Intensive	549	28%	641	24%	734	30%	3%
Health and Education	505	25%	720	27%	668	27%	2%
Industrial	175	9%	178	7%	145	6%	-3%
Inadequately described/Not stated	18	1%	149	6%	107	4%	3%
Total	**1,989**	**100%**	**2,659**	**100%**	**2,433**	**100%**	**0%**

Source: ABS/ Atlas

Based on employment trends over 2011-2021, several key observations can be made:

- The Employment Catchment accommodates a diverse mix of jobs. In 2021, dominant industries of employment were:
  - Health care and social assistance (16%)
  - Professional, scientific and technical services (16%)
  - Retail trade (11%)
  - Education and training (11%)

  Whilst **population-serving industries** accounted for the largest share of employment at **32%,** this was closely followed by **knowledge-intensive (30%)** and **health and education industries (27%).**

- In the last decade, employment growth was largely driven by knowledge-intensive and health and education industries.
    - Knowledge-intensive industries grew in proportional share, from 28% in 2011 (~550 jobs) to 30% in 2021 (~730 jobs). This includes ~120 additional jobs in professional, scientific and technical services and ~40 additional jobs in rental, hiring and real estate services.
    - Similarly, health and education industries accounted for an increasing employment share, from 25% in 2011 (~510 jobs) to 27% in 2021 (670 jobs). This includes the additional ~100 jobs and ~50 jobs in education and training and health care and social assistance respectively.
- Population-serving industries continued to represent the majority of jobs in 2021 - albeit in declining proportions (37% in 2011 to 32% in 2021).
    - Whilst there was strong growth in construction (+70 jobs), this was met with a decline in jobs in other population-serving industries such as 'Other Services' (-20 jobs). This includes personal care services such as beauty and hairdressing, etc.

Overall, the employment profile indicates an evolving mix of businesses in the Employment Catchment. In particular, strong growth in health, education and professional industries – outpacing traditional retail trade activity. This provides a nuanced understanding of employment land use opportunities in the Town Centre.

EMPLOYMENT PROJECTIONS

Employment projections relied upon in this Study are the most recent 2024 data prepared by Transport for NSW's Transport, Performance and Analytics (TPA) Division. These projections are carried out at a small area level in geographies known as Travel Zones (TZs). A selection of TZ geographies were chosen which align with the Employment Catchment boundaries.

The employment data reported in TPA's base year projections (2021) are not aligned with the 2021 ABS Census, given adjustments for Census undercount. TPA projections indicate ~3,360 jobs in the Employment Catchment in 2021, compared to the ~2,430 jobs recorded in the 2021 ABS Census.

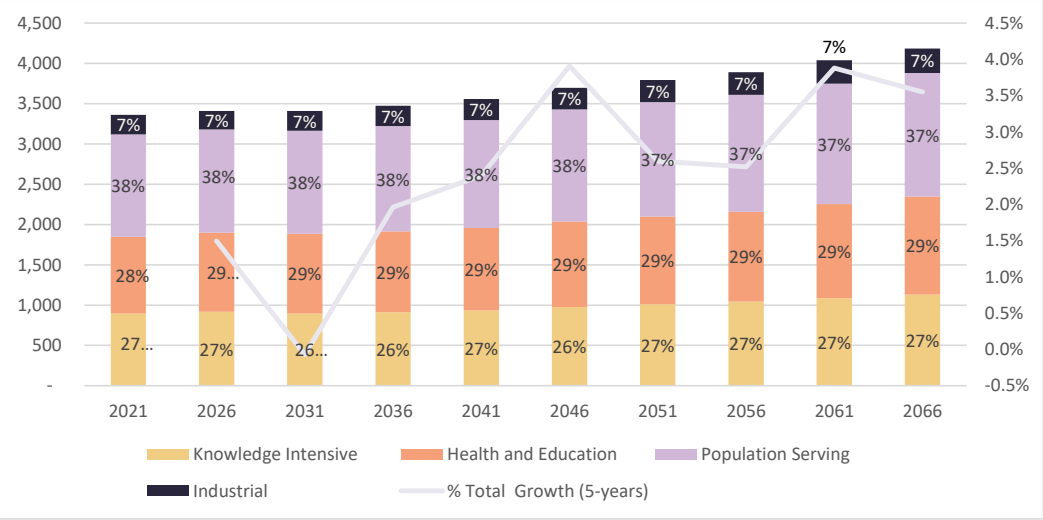
Notably, the employment projections do not appear to account for new developments planned in Five Dock and surrounding localities (e.g. Kings Bay). Whilst future employment growth could therefore be higher than projected, this is not expected to be significant, given the local centre role of Five Dock.

Using TPA estimates as the starting point, the Employment Catchment is expected to accommodate nominal employment growth in the coming years. Over 2021-2031, an additional ~50 jobs are anticipated in the Employment Catchment in total, with an additional 150 jobs over 2031-2041. This represents average annual growth projected at ~0.1% to 0.4% in the years to 2041.

In the longer term, the Employment Catchment is projected to accommodate higher levels of job growth, averaged at 0.5% to 0.8% over 2041 to 2066. This is equivalent to an additional ~20 to 30 jobs per annum over the longer term.

FIGURE 2-2 illustrates the employment projections for the Employment Catchment over 2021-2066.

FIGURE 2-2: Employment Projections, Employment Catchment (2021-2066)



Source: TfNSW (2024)

Several key observations are made, including:

- Nominal employment growth projected in the coming years to 2031. Of the additional ~50 jobs anticipated in the Employment Catchment, the vast majority are likely to be jobs in health and education (~40 jobs), followed by the 8 population-serving jobs.
- Higher levels of employment growth from 2031 onwards, averaging 2% to 3.5% per annum (compared to the projected 0.7% in the coming years to 2031).
- Projected employment mix to remain relatively unchanged in the long-term, with population-serving industries expected to account for the dominant employment share.
- Knowledge intensive and health and education industries to remain well represented in nearly equal proportions (~30% each).

Overall, the employment projections are generally aligned with historical trends, where job growth in the Employment Catchment is expected to be driven by health and education industries. Notwithstanding, population-serving and knowledge intensive industries will likely remain well-represented and account for 55% to 56% of total employment in the coming decades.

DEMAND FOR EMPLOYMENT FLOORSPACE

The floorspace required to accommodate projected employment growth in the Employment Catchment. Employment can be estimated through converting employment (jobs) into floorspace using workspace ratios (i.e. the amount of floorspace occupied per worker). The NSW Government provides a set of benchmark workspace ratios which can be used across Greater Sydney (DPHI, 2023). Atlas has refined this set based on past experience and industry knowledge.

The conversion of employment projections into floorspace suggests the Employment Catchment could require an additional ~1,900sqm in the years to 2031. By 2031, total demand for floorspace could reach ~120,200sqm and comprised of:

- 39,600sqm (33%) for health and education industries.
- 38,400sqm (32%) for population-serving industries.
- 24,300sqm (20%) for industrial.
- 17,900sqm (15%) for knowledge intensive industries.

TABLE 2-3 summarises the employment floorspace projections for the Employment Catchment over 2021-2041.

TABLE 2-3: Potential Floorspace Demand (sqm), Employment Catchment (2021-2041)

BROAD INDUSTRY CLASSIFICATION (BIC)	2021	2026	2031	2036	2041	CHANGE (NO.)	
						2021-31	2031-41
KNOWLEDGE INTENSIVE	17,886	18,327	17,892	18,233	18,669	6	777
HEALTH AND EDUCATION	38,112	39,261	39,638	40,123	40,913	1,526	1,275
POPULATION SERVING	38,151	38,465	38,394	39,193	40,196	243	1,802
INDUSTRIAL	24,162	23,069	24,285	25,388	26,224	123	1,938
TOTAL	**118,311**	**119,122**	**120,209**	**122,937**	**126,001**	**1,898**	**5,792**

Source: TPA/ Atlas

In the years to 2031, the employment projections suggest that demand for floorspace is likely to be driven by health and education industries (+1,530sqm). Notably, not all of this demand will be centre based but dispersed across the Employment Catchment.

2.2 Commercial Market Appraisal

This section carries out a market appraisal of macroeconomic trends and market activity in the Five Dock Precinct. This provides an understanding of local demand and supply dynamics of commercial floorspace.

STRUCTURAL TRENDS

Structural trends refer to a major shift in the way an industry, an economy or a society functions. Like all real estate sectors, offices are subject to structural changes that alter the type, location and quantum of space that is needed today and that will be needed in the future to meet occupier demand.

Whilst many of these trends were underway prior to the COVID-19 pandemic, the impact of enforced working from home has accelerated the realisation of these structural changes from perhaps 5-10 years to 12-24 months.

This has direct implications on market demand for commercial office floorspace, including:

- Reduction in aggregate demand for retail and commercial office floorspace.
- Preference for high-quality office space in high amenity locations.
- Good access to public transportation.

As flexible working arrangements have become more engrained, aggregate demand for office space has reduced overall and office floorspace must now provide a 'better offer' to meet market expectations and earn worker commutes.

This has resulted in a preference for high-quality office space and has rationalised demand to contemporary office buildings in high amenity locations. It has also increased the threshold for the viability of commercial development, making it even more challenging for standalone commercial development in minor centres such as the Five Dock Town Centre. Older office buildings face challenges in meeting the heightened expectations of modern tenants.

EXISTING COMMERCIAL LAND USES

The Five Dock Precinct accommodates a mix of fine grain commercial and retail uses in the Town Centre, clustered along Great North Road. The Town Centre is a local centre, comprising approximately 28,000sqm of commercial office floorspace across 35 properties (Arealytics, 2025).

Provision of commercial office supply is predominantly within aged buildings, almost entirely represented by B-grade stock (~27,050sqm) and includes C-grade stock (~540sqm). These include retail strip buildings of up to 3 storeys. Contemporary commercial space is limited, mainly reflecting ground level floorspace within modern apartment developments.

Additionally, there are no notable freestanding office buildings in the Precinct, apart from few aged commercial centres (e.g. Five Dock Commercial Centre at 118 Great North Rd).

FIGURE 2-3 illustrates examples of commercial floorspace provision in the Five Dock Town Centre.

FIGURE 2-3: Commercial Floorspace, Five Dock Town Centre



Source: various

A desktop appraisal of businesses in commercial premises in the Town Centre indicates a mix of industry occupiers. They include:

- A large mix of professional services, predominantly real estate agencies and accounting services.
- Medical and allied health services (i.e. dental clinics, physicians).
- Few construction businesses.

The Town Centre was additionally anchored by major bank branches, including Commonwealth Bank and St. George Bank. However, the increased adoption of digital banking and cost efficiency measures have resulted in the permanent closure of several bank branches. To date, only the NAB bank branch remains in the Town Centre. This demonstrates the impact of broader structural trends on demand for physical commercial/ retail space in centres.

Overall, many corporate businesses and medical practices in the Town Centre occupy small office suites ranging from 30sqm to 100sqm. This reflects the small-scale business profile of existing occupiers in the Town Centre, mostly comprising <10 employees.

The tenancy profile of businesses currently accommodated in the Town Centre is indicative of the type of demand for commercial floorspace in the Precinct. Whilst professional businesses (real estate agencies, etc) naturally require commercial space to support their operations, other occupiers (i.e. medical, trade businesses) also require commercial space for client/ patient consultations. Based on business occupier profile and activity, demand for commercial space is broader than just demand for office floorspace. The tenancy profile of businesses currently in the Town Centre (specialist medical practices, community services) is indicative of the spread of demand for commercial floorspace in the Precinct.

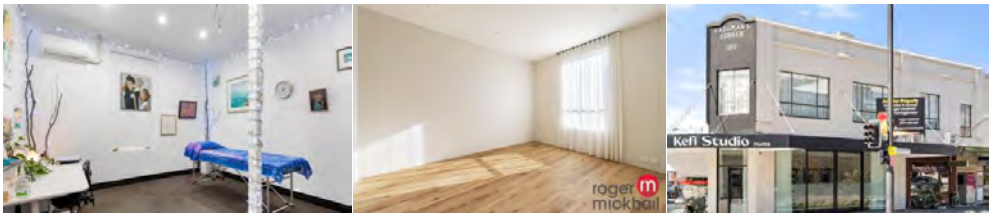
Relevantly, these businesses are small-scale and predominantly serve the needs of local residents. This is aligned with the role of the Five Dock Town Centre.

MARKET ACTIVITY

Current office occupancy levels in the Town Centre indicates a very tightly held market, with vacancy levels estimated at <1%. Accordingly, there are very limited office spaces on the market for lease or for sale. Recent sales activity is also limited, with no notable commercial properties transacting in the last 12-24 months.

Leasing activity demonstrates the nature of demand for commercial space in the Town Centre. Leased commercial properties are mostly compact suites (<100sqm), marketed at sole traders as flexi-workspace, medical practitioners for consulting/ day surgery, creative consultancies and beauty services. Examples of recently leased commercial properties in the Town Centre are provided.

BEAUTY SERVICES & FLEXI-COMMERCIAL SPACE, SUITES 4 & 5, 72A GREAT NORTH ROAD



OFFICE SUITES, 105/118 GREAT NORTH ROAD



MEDICAL PRACTICE, 105/118 GREAT NORTH ROAD



DEVELOPMENT PIPELINE

A review of the development pipeline indicates that there are no notable commercial projects proposed in the Town Centre. Proposed developments will predominantly deliver a small quantum of commercial floorspace as part of mixed use developments, including:

- **171-179 Great North Rd**: Redevelopment of the St Albans Church site into two mixed-use buildings. The proposal includes a level of commercial floorspace (level 1), integrated with ground floor retail and upper floor apartments. The site is currently in the rezoning stage, with the quantum of proposed commercial floorspace not yet known.
- **135-139 Great North Rd**: Proposed co-living development including retail/ office floorspace. The project is in its design stage with details of the proposed commercial floorspace not currently known.
- **52-56 Ramsay Rd**: The site is proposed for a 4- storey mixed use development, including potential for medical uses (~380sqm), retail/ office tenancies (~230sqm) and upper level apartments. Construction is expected to commence late 2025.

Overall, there are limited commercial developments being progressed. New commercial floorspace being delivered is generally provided on the ground floor of predominantly residential developments. This is aligned with the nature of commercial spaces delivered over the last few years, providing opportunities for small-scale commercial tenancies compared to standalone offices.

Few standalone commercial buildings are observed in the Town Centre – these are aged, low-rise buildings. In the last decade, several of these buildings have been sold as development sites or redeveloped into residential mixed use buildings. This reflects the shift in demand for commercial floorspace, with a focus on contemporary, flexible and adaptable office space. In particular, the increasing need for office floorspace to be co-located with other land uses (residential, retail) for project viability and to provide workers with increased convenience.

2.3 Implications for Commercial Floorspace Demand

Currently, commercial floorspace in the Town Centre is predominantly within aged, retail strip buildings. There are limited standalone commercial buildings, many of which have been gradually redeveloped into mixed-use projects in the last decade. A small quantum of contemporary office floorspace has been subsequently delivered as a component within these mixed-use developments.

Demand for commercial land uses in the Town Centre is predominantly driven by small-scale businesses. They include medical and allied health services, local professional services and community services. Employment projections indicate nominal growth in the Town Centre (averaging 0.1% to 0.5% per annum in the years to 2041). In particular, an expansion of health and education industries.

Whilst the projections do not appear to account for new developments planned in Five Dock and surrounding localities (e.g. Kings Bay), induced demand from the new Five Dock metro station will not likely be significant. This is attributed to the local centre role of Five Dock. It will therefore remain primarily as a local centre where businesses focus on providing local-oriented services.

More broadly, the COVID-19 pandemic has resulted in a structural shift to the demand for commercial office floorspace. Aggregate demand for office space has reduced overall and offices must now provide a better offer to meet market expectations.

Considering local and structural commercial market trends, demand for office floorspace in the Town Centre will likely be limited to small-scale occupiers. Accordingly, demand will predominantly be for small commercial suites suited for office operations or consulting services.

3

Retail Demand and Supply Assessment



Beyond the horizon thinking.

Five Dock Precinct

3.1 Five Dock Town Centre

FIGURE 3-1: Five Dock Trade Area



Source: Canada Bay Council

The Five Dock Town Centre study area is outlined in **FIGURE 3-1**. The following key points are made in relation to the Town Centre:

- Extends north to Lyons Road
- Extends south to Queens Road
- Extends east-west, generally along Waterview street and East Street.

The Town Centre generally includes the area currently zoned MU1 – Mixed Use.

The Town Centre includes a Coles supermarket, other convenience related retail including cafes, restaurants, a pub, the local RSL, medical and allied health uses, gym/fitness uses, some childcare, small scale commercial and some residential.

3.2 Demand for Retail Land Uses

3.2.1 Potential Customer Segments

Potential customer segments include local residents, workers, and visitors beyond the trade area.

FIGURE 3-2 illustrates the various customer segments who drive retail demand.

FIGURE 3-2: Customer Segments



*Size of box is indicative of importance
Source: GapMaps

- **Local residents**

  As a local suburban retail and commercial precinct, the key customer segment of relevance for the Five Dock precinct will be the local residential population and future growth in this population.

- **Local workers**

  The daily workforce in the Five Dock precinct will generate a reasonable proportion of activity for local retails and businesses, particularly during weekdays. It is not a major/high density commercial office precinct, so this customer segment will not be the dominant customer segment.

- **Other visitors from beyond the trade area**

  All retail precincts/shopping centres tend to draw the customers from a very broad region, with a core customer base within the immediate area, followed by secondary/tertiary sectors where engagement is slightly lower as well as a share of about 10 – 30% from outside any defined trade area, depending on the role and function of the precinct.

- **Tourists**

  Tourists (domestic) and tourists (international) would contribute very marginally to overall demand within the precinct. This segment is not specifically addressed given it would be so small for a precinct like Five Dock, and would be considered as part of a beyond trade area assumption.

- **Commuter/ Train station traffic**

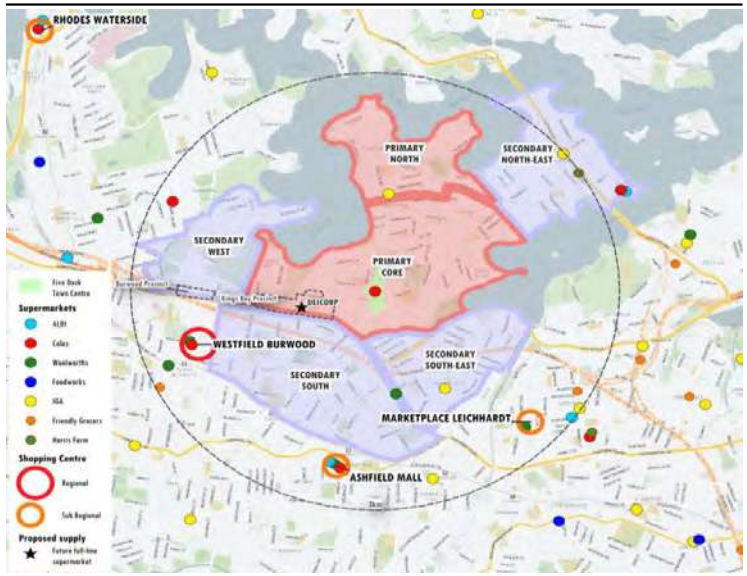
  Commuters could represent any of the above customer segments (i.e. local workers, visitors from beyond the trade area). They contribute to foot traffic and are a key customer segment for retailers in town centres.

3.2.2 Resident Trade Area Analysis

To understand the nature of retail demand in the Precinct, the Study has defined a catchment area for analysis (**Main Trade Area or MTA).**

FIGURE 3-3 illustrates the geographical boundaries of the Main Trade Area.

FIGURE 3-3: Five Dock Main Trade Area



Source: GapMaps

The MTA is defined based on:

- The observed visitation patterns to the Five Dock Town Centre, based on mobility data from Azira for the calendar year 2024 (to December).
- The existing and expected size, mix and layout of the retail and commercial provision within the Five Dock Town Centre.
- The surrounding competitive provision of retail including supermarkets.
- Planned developments/precincts e.g. Kings Bay Precinct.
- Road networks and statistical area boundaries.

The likely resident trade area served by Five Dock includes:

- 2 x primary sectors
- 5 x secondary sectors

3.2.3 Existing Visitation

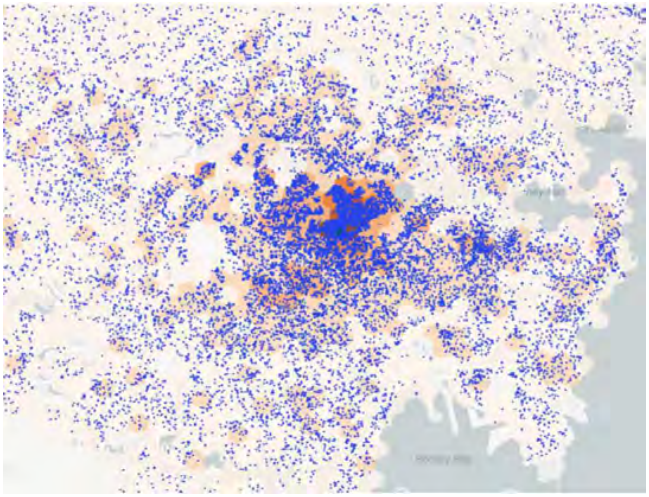
FIVE DOCK TOWN CENTRE

A review of existing visitation patterns was carried out in the Five Dock Town Centre. Key observations are made:

- The Five Dock Town Centre draws from far and wide, with around 25 – 30% of visitations coming from beyond 20km.
- The busiest days are Thursdays and Fridays – indicating that the precinct's visitation is underpinned by surrounding residents/destinational visitors rather than workers. Many other commercial/ employment precincts across Sydney have some of their lowest visitation on Fridays due to the shift in working behaviours post-Covid.
- Around 20% of visitors visit for more than 1hour.

FIGURE 3-4 and **FIGURE 3-5** illustrate the visitation profile of the Five Dock Centre.

FIGURE 3-4: Visitation Patterns, Five Dock Town Centre



Source: Azira

FIGURE 3-5: Visitation Periods, Five Dock Town Centre



Source: GapMaps

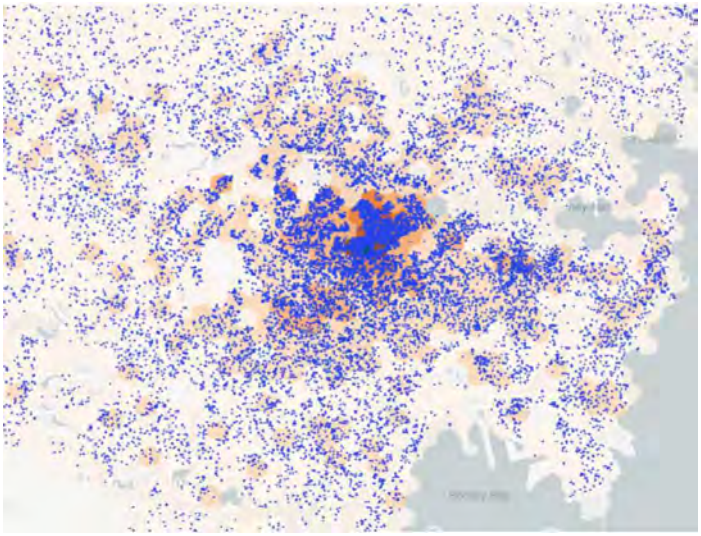
COLES, FIVE DOCK

A review of existing visitation patterns was also carried out for the Coles supermarket in Five Dock. Key observations are made:

- Coles Five Dock also draws fairly broadly, although it draws much more deeply from its immediate catchment (0-2km and 2-5km) than the Five Dock Town Centre more broadly.
- The busiest days are weekend days (Saturday and Sunday), with peak periods between 12-6pm.
- Average length of stay skews towards 0 – 30min.

FIGURE 3-6 and **FIGURE 3-7** illustrate the visitation profile of the Coles supermarket in Five Dock.

FIGURE 3-6: **Visitation Patterns, Coles**



Source: Azira

FIGURE 3-7: Visitation Periods, Coles



Source: GapMaps

3.2.4 Resident Socio-Demographic Profile

POPULATION GROWTH

TABLE 3-1: Population Growth (2024-2041)

Metric/sector	2024	2026	2031	2036	2041	2024 - 2041
Population						
Primary						
Primary - Core	17,501	17,679	18,575	20,075	21,575	4,074
Primary - North	10,219	10,251	10,321	10,392	10,467	248
Total Primary	**27,720**	**27,930**	**28,896**	**30,467**	**32,042**	**4,322**
Secondary						
Sec. NE	12,332	12,537	12,818	13,093	13,343	1,011
Sec. South	20,500	20,559	22,311	24,634	27,015	6,515
Sec. West	5,993	6,055	6,150	6,242	6,342	349
Sec. SE	5,180	5,192	5,217	5,242	5,267	87
Total Secondary	**44,005**	**44,343**	**46,496**	**49,211**	**51,967**	**7,962**
Main Trade Area	**71,725**	**72,273**	**75,392**	**79,678**	**84,009**	**12,284**

Source: GapMaps/ ABS/ DPHI

TABLE 3-1 analyses projected population growth across the MTA over the 2024-2041 period.

These projections have regard to the recent NSW DPHI projections released in November 2024, as well as the Canada Bay Council forecasts (prepared by .id).

The NSW DPHI projections do not appear to have regard to the potential uplift in the Five Dock Town Centre driven by the new Metro station nor the significant planned increases in density within the Kings Bay precinct.

For example, the Five Dock – Abbottsford SA2 is projected to grow from 21,642 residents in 2024 to 22,348 residents by 2041 by the NSW DPHI (growth of just 706 persons). The area encompasses the Kings Bay precinct (with its boundary along Parramatta Road).

However, the Canada Bay Council forecasts (prepared by .id) indicate the area around Kings Bay/Five Dock could grow by around 4,500 residents to 2041.

Overall, there are around 27,700 residents in the Total Primary sector and 71,700 residents across the MTA. Population projections indicate:

- The Primary Core population (which includes the Five Dock Town Centre and Kings Bay precinct) is expected to grow by around 4,100 persons between 2024 and 2041, equivalent to around 200-250 persons per annum with total Primary sector growth of around 15% in this timeframe (just less than 1% p.a.)
- The combined secondary sectors are estimated to grow by around 8,000 persons, most of this which is expected to occur within the Secondary South sector including Burwood, Croydon etc.
- Looking further ahead, the MTA population is projected to grow by around 1% p.a. to reach 84,000 by 2041.

Notably, there is only one existing supermarket comprising more than 1,000sqm within the combined Total Primary sector (Coles at Five Dock) to service this large population.

OTHER SOCIO-DEMOGRAPHIC INDICATORS

Table 3-2 provides an overview of the socio-demographic profile of the resident population within each trade area sector, based on the 2021 ABS Census. This is compared against benchmarks for the Sydney metropolitan area and national averages.

TABLE 3-2: Socio-Demographic Profile, Various Trade Areas (2021)

Metrics	Primary	Primary North	Main Trade Area	Greater Sydney - Avg.	Australia - Avg.
Age and Household Size					
0 to 14 years	18.6%	15.2%	15.8%	18.4%	18.3%
15 to 24 years	10.0%	7.4%	10.4%	12.2%	12.0%
25 to 34 years	10.9%	12.7%	14.0%	15.5%	14.3%
35 to 44 years	15.0%	15.6%	14.5%	14.9%	13.7%
45 to 54 years	15.5%	14.3%	14.1%	12.8%	12.8%
55 to 64 years	12.6%	12.1%	12.3%	11.1%	11.8%
65 to 74 years	9.1%	11.7%	9.6%	8.4%	9.7%
75 to 84 years	5.6%	7.1%	6.0%	4.8%	5.4%
85 years and over	2.8%	3.9%	3.3%	2.0%	2.1%
Avg. age (years)	40.4	42.8	41.2	37.8	38.9
Avg. H'hold Size	2.6	2.2	2.5	2.7	2.5
Income					
Per Capita Income	72,940	78,900	71,198	60,486	55,535
Avg. H'hold Income	135,630	129,149	129,549	119,667	105,794
Home Ownership					
Owned	36.0%	32.7%	33.4%	28.2%	31.5%
Mortgage	32.7%	26.7%	28.6%	33.8%	35.5%
Renting	30.3%	39.5%	36.7%	36.5%	31.2%
Birthplace					
Australia	69.9%	68.1%	63.6%	60.6%	72.0%
United Kingdom	4.0%	4.9%	3.9%	3.9%	4.7%
South & Central Asia	1.1%	1.3%	4.0%	7.0%	4.7%
South East Asia	2.7%	2.7%	4.3%	6.1%	4.1%
North East Asia	5.3%	5.4%	8.2%	7.2%	3.4%
New Zealand and Oceania	1.8%	1.3%	1.8%	2.6%	2.6%
Other	15.1%	16.3%	14.1%	12.6%	8.6%
Household Composition					
Couple family with no children Families	22.7%	27.7%	24.7%	23.3%	25.8%
Couple family with children under 15	26.2%	18.2%	20.8%	23.0%	20.9%
Couple family with no children under 15	12.6%	7.9%	10.1%	11.6%	9.6%
One parent family with children under 15	3.2%	4.3%	3.4%	4.6%	5.3%
One parent family no children under 15	6.4%	4.9%	5.7%	6.0%	5.4%
Other family Families	1.1%	1.3%	1.2%	1.1%	1.0%
Lone person	21.3%	27.3%	22.4%	19.7%	22.7%
Group household	6.6%	8.4%	11.7%	10.5%	9.3%
Workforce					
Workforce White Collar	84.5%	87.6%	84.2%	76.8%	71.3%
Workforce Blue Collar	15.5%	12.4%	15.8%	23.2%	28.7%
Average No Motor Vehicles per dwelling					
Average No. of motor vehicles per household	1.6	1.5	1.5	1.6	1.8

Source: ABS (2021)

Key socio-demographic indicators of the MTA population include:

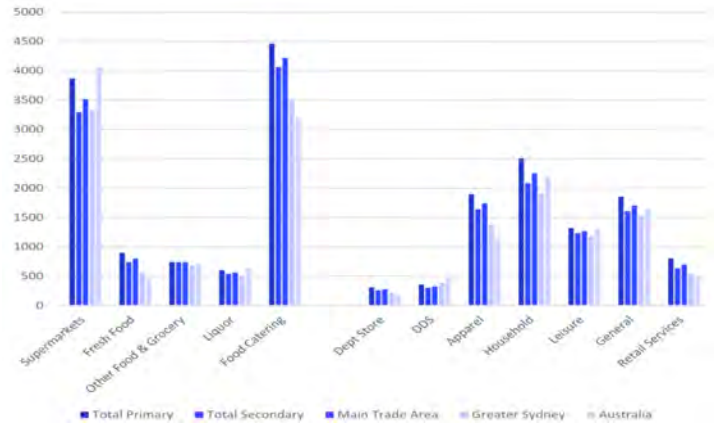
- High proportion of lone person households and couple households with no children. Overall more than 55% of households have no children (inc. group households).
- Much higher than average household incomes.
- Fairly similar ethnic profile to Greater Sydney, with a slight skew towards European born persons.
- A very high proportion of white collar workers.
- A high representation of couple family households.
- Slightly above average household income levels (largely dual income earners).

RETAIL SPEND PROFILE

FIGURE 3-8 illustrates the retail spending profile of MTA residents, based on data from CommBank iQ Retail Spend Insights, adjusted for cash and buy-now-pay-later (BNPL).

The data represents the most accurate insights on household retail spending behaviour in Australia, as Commbank has the highest market share of the consumer banking market in Australia.

FIGURE 3-8: Retail Spend per Capita By Category



Source: GapMaps

Several key observations are made, including:

- Total retail spending per capita is about 15% above Sydney average.
- Spending on supermarket and fresh food per capita is about 22% above the Sydney average.
- Food catering expenditure per capita is 20% above Sydney averages.
- Spending on all food categories (supermarket and food catering is about 50% of the retail wallet).

3.3 Existing Retail Supply

FIVE DOCK TOWN CENTRE

TABLE 3-3 provides an overview of existing retail supply in the various sectors (Primary and Secondary sectors and Beyond Trade Area). Existing retail supply in the Town Centre is identified as part of the Primary sector provision.

TABLE 3-3: Existing Retail Supply, Five Dock Town Centre and Surrounding Area

Centre/precinct	Traditional retail (sq.m)	Supermarket GLA (sq.m)	Supermarket tenants
Primary sector			
Five Dock TC	17,500	3,333	Coles
Wareemba/Abbottsford	3,000	700	IGA
Russell Lea	500	n.a.	n.a.
Kings Bay Precinct	~1,000	n.a.	Mainly LFR some F&B
Secondary sectors			
Drummoyne			
Birkenhead Point Outlet Centre	29,500	4,140	Coles, Aldi
Other (2 x strips)	15,000	600	IGA, *Harris Farm Markets is a large fresh food grocer
Total Drummoyne			
Haberfield	2,500	400	IGA
Ashfield (Parramatta Rd. - Woolworths)	4,250	4,000	Woolworths
Beyond Trade Area			
Ashfield			
Ashfield Mall	22,500	8,707	Woolworths, Coles, Aldi
Other Ashfield	15,000	n.a.	n.a.
Total Ashfield	**37,500**	**8,707**	
Burwood			
Westfield Burwood	52,500	7,544	Woolworths, Coles
Burwood Plaza	9,500	3,545	Woolworths
Other Burwood	25,000	n.a.	n.a.
Total Burwood	**87,000**	**11,089**	
Concord	12,500	2,400	Coles
Leichhardt			
Leichhardt Marketplace	17,500	5,924	Woolworths, Aldi
Other Leichhardt (Norton St.)	25,000	3,767	Coles (also Harris Farm Markets)
Total Ashfield	**42,500**	**9,691**	

Source: PCA/ GapMaps

The Five Dock Town Centre includes an estimated 16,500-17,500sqm of retail floorspace across more than 100 tenants, in the order of 40,000sqm of combined retail and commercial floorspace within the Town centre.

There is only one supermarket, a 3,300sqm Coles store along Garfield Street which has dedicated underground parking. There are around 45 to 50 F&B tenants in the Town Centre, including Dominos, Manoosh Pizza, Guzman y Gomez, multiple cafes/coffee shops, take-away shops, patisseries, several ice-cream shops, as well as multiple Asian and Italian restaurants. The F&B offers are popular, diverse and serve multiple customer segments over the course of a day, with several long-term tenants that have been part of the precinct for decades. The Five Dock Town Centre also includes the Five Dock Hotel, Club Five Dock RSL (with internal F&B).

Other retail uses include optometrists, hairdressers, barbers, beauty salons, some fashion retail, homewares/gifts, newsagents, tobacconist, mobile phone repairs, a blinds shop. There are no destinational entertainment type uses such as cinemas, bowling etc within the Town Centre. Other non-retail uses generally include shop-front uses such as real estate agencies, physio, dental, medical centres and allied health services.

Other Primary Sector

There is a small retail strip within Wareemba in the primary north sector which comprises around 3,000sqm of retail floorspace. This includes a small IGA supermarket of <1,000sqm, a small provision of cafes, restaurants, a pharmacy, some non-food retail, and some small scale business services.

There is a small node at Russell Lea and the Kings Bay Precinct along Parramatta Road which generally accommodates large format retail uses such as Officeworks, Fantastic Furniture, some car showrooms and QSR/fast food.

SECONDARY SECTORS

Drummoyne: Within the Secondary North East sector there is a solid strip retail precinct along Victoria Road in Drummoyne which includes Harris Farm Markets, an IGA, a range of convenience retail, F&B retail, pubs, medical/allied health, gym/fitness uses and some showroom type retail that takes advantage of the significant traffic volumes.

Birkenhead Point outlet centre is a hybrid shopping centre with around 75% of its mix constituting of outlet type retail (mainly apparel/fashion and homewares) and around 25% comprised of convenience retail including Coles, Aldi and a handful of specialty retail tenants. Due to the nature of this centre's mix it draws from an extensive trade area (with peak periods on weekends). It is not a convenient destination due to limited traffic/road access, noting it contains the only Aldi within the defined trade area.

Haberfield: There is a small strip retail precinct in Haberfield of around 2,500-3,000sqm with a small IGA supermarket, F&B, convenience and some non-food related retail uses.

Ashfield: There is a new Woolworths supermarket on Parramatta Road at the intersection of Bland Street. This 4,000sqm supermarket (inc. BWS) and supporting café was opened in 2023.

BEYOND TRADE AREA

Westfield Burwood (and Burwood Major Centre): A 57,000sqm regional shopping centre just south of the secondary south sector, which contains higher order retailers include DDS, fashion and leisure retailing as well as cinemas. This centre forms part of a larger precinct that contains around 90,000-100,000sqm of retail floorspace including Burwood Plaza. There is a vibrant strip precinct with many F&B tenancies.

Ashfield: Ashfield Mall provides significant sub-regional/convenience for residents in the northern and western parts of the trade area. The centre contains ~70 tenancies including a 6,500sqm Kmart, 4,000sqm Woolworths, Coles and Aldi. The mix is very much convenience-based and many of the sub-categories/tenancies represent potential candidates for a redeveloped Campsie Centre.

There is also an Asian-oriented strip retail precinct along Liverpool Road which includes F&B, and a range of retail and non-retail convenience services.

Leichhardt: Leichhardt Marketplace is situated just east of the secondary east sector. This enclosed sub-regional centre has ~17,500sqm of retail floorspace anchored by Woolworths, Aldi and Target with more than 60 specialty shops including a Panetta Mercado fresh food mini- major.

Norton Street contains a vibrant F&B precinct, with a Palace Cinema complex as well as other town centre retail and non-retail uses. Within the centre is the Norton Plaza convenience centre – a 13,000sqm neighbourhood centre with a full–line Coles as well as Harris Farm Markets.

Concord: There is an estimated 12,500-15,000sqm of retail floorspace at Concord, including a 2,400sqm Coles supermarket, a solid F&B offer with multiple Italian options as well as town centre retail and ancillary non- retail uses.

3.4 Future and Planned Retail Supply

Kings Bay Precinct

The Kings Bay Precinct is situated at the southern periphery of the Primary core sector , with frontage to Parramatta Road. This precinct is ear-marked to undergo significant transformation, with significant residential density and associated ground/lower level retail, commercial and community uses expected as part of any developments. This precinct will be developed over the next 20 years or so – with a recent Stage 2 rezoning proposal, planning on extending the area slightly. Within the existing Stage 1 zoned area, there is a State Significant Development Application (SSDA) for a major redevelopment of the site immediately west of the Rosebank College School.

129 – 153 Parramatta Road and 53 – 75 Queens Road (Deicorp site)

A SSDA was submitted for the development of a key site/precinct within the Kings Bay Precinct in late 2024. This development could potentially include up to 1,185 residential dwellings as well as 14,700sqm of non-residential floorspace including a full-line supermarket, F&B, convenience retail and other ancillary non-retail uses.

Up to ~10,000sqm of the non-residential floorspace could be classified as retail uses. If approved, and subsequently developed, retail uses could be operational sometime over the next 5 years or so (e.g. open by FY2028 for a first year of trade prior to FY2029). Given the Kings Bay precinct has been long earmarked for significant uplift in residential density and supporting retail amenity, this development is expected to be approved (or something of relatively similar scale – with a full-line supermarket).

Other Kings Bay precinct

There are other major developers that have acquired land within the Kings Bay precinct. It is likely that future residential development on these sites will be accompanied with some additional ground level retail uses. It is possible that additional supermarket facilities are developed in these sites – there is no Aldi in the locality (except for Ashfield Mall), and there are two large supermarket operators in Coles and Woolworths.



3.5 Implications for Retail Floorspace Demand

TABLE 3-4 estimates the retail floorspace demand generated by the MTA population over the period 2024 to 2041.

These estimates consider the available retail expenditure generated by the MTA population and then consider typical retail productivity levels that for each retail category.

TABLE 3-4: Estimated Retail Floorspace Demand

	Food					Non-Food							
	Supermarkets	Fresh Food	Other Food & Grocery	Liquor	Food Catering	Dept Store	DDS Apparel	H'Hold	Leisure	General	Retail Services	**Total Retail**
2024												
Primary sectors	10,209	2,611	2,154	1,006	15,455	2,849	3,276	7,004	17,382	5,217	6,847	3,169	**77,180**
Secondary sectors	13,790	3,420	3,425	1,430	22,359	3,756	4,387	9,610	22,912	7,744	9,438	3,963	**106,233**
Main Trade Area	**23,999**	**6,031**	**5,579**	**2,436**	**37,814**	**6,605**	**7,663**	**16,613**	**40,294**	**12,962**	**16,285**	**7,132**	**183,413**
2041												
Primary sectors	12,104	3,095	2,554	1,193	18,324	3,378	3,884	8,304	20,609	6,186	8,118	3,757	**91,505**
Secondary sectors	16,704	4,143	4,148	1,732	27,082	4,549	5,313	11,640	27,752	9,380	11,432	4,800	**128,676**
Main Trade Area	**28,807**	**7,238**	**6,702**	**2,925**	**45,406**	**7,927**	**9,198**	**19,944**	**48,361**	**15,566**	**19,550**	**8,557**	**220,181**
Change 2024 – 2041												
Primary sectors	1,895	485	400	187	2,868	529	608	1,300	3,226	968	1,271	588	**14,325**
Secondary sectors	2,913	723	724	302	4,724	793	927	2,030	4,840	1,636	1,994	837	**22,443**
Main Trade Area	**4,808**	**1,207**	**1,123**	**489**	**7,592**	**1,322**	**1,535**	**3,330**	**8,067**	**2,604**	**3,265**	**1,425**	**36,768**

Source: Commbank iQ/ GapMaps

Combining the provision rates with the population estimates, the MTA population is expected to generate around 183,000sqm of retail floorspace demand, which is currently being met by a range of retail facilities across the surrounding area including Westfield Burwood, Birkenhead Point, DFO Homebush, Five Dock Town Centre, the Sydney CBD etc. This demand is estimated to increase by 37,000sqm by 2041, or around 2,200sqm per annum.

Not all of this retail demand is captured by Five Dock town centre, as retail wallets tend to be widely distributed over the course of a year, particularly across some retail categories. Relevantly, the Five Dock Town Centre captures about 8 to 10% of retail floorspace demand generated by the MTA population.

Total supermarket demand in the primary sector is estimated at 10,200sqm (met by the Coles at Five Dock and small IGA in Abbotsford), increasing by a further 1,900sqm by 2041. More broadly across the MTA, supermarket floorspace demand is projected to grow by around 4,800sqm over the next 17 years (more than 1 full-line equivalent, in addition to a prevailing under-supply).

Current demand across a range of categories is presently being met by higher order retail facilities and dedicated large-format retail precincts like Burwood, Homebush, Auburn, Leichhardt, Birkenhead Point and the Sydney CBD as well as online.

Future growth in demand generated by the additional population is expected to be met by provisions in various centres. These provisions are identified by retail category, including:

- Convenience-based retail: New facilities in Kings Bay and the existing offer in Five Dock as well as other surrounding offers.
- Discretionary/higher order retail: Met by existing offers in the surrounding area – which will see benefits in trading levels.

Few tenants within the Five Dock Town Centre could be enticed to locate in new retail spaces in Kings Bay. This could result in a temporary period of lower trade levels in the Town Centre.

Conclusively, it is recommended to phase in new retail trade opportunities in Town Centre, to enable existing retailers to remain competitive without increased competition from new retailers in the Town Centre itself.

4

Ancillary Non-Retail Demand and Supply Assessment



Beyond the horizon thinking.

Five Dock Precinct

4.1 Overview

This section of the report provides a high-level market appraisal of ancillary non-retail uses in the Five Dock Town Centre. This includes a review of existing supply compared against current and future demand for a range of ancillary non-retail uses.

In particular, the following key non-retail land uses are examined:

- Childcare centres
- Gyms / fitness centres
- Medical centres
- Allied health uses

FIGURE 4-1 illustrates examples of existing non-retail land uses in Five Dock.

FIGURE 4-1: Examples of Non-Retail Land Uses in Five Dock



Source: Raising Stars Early Learning/ My Family Doctors

4.2 Non-Retail Land Use Market Appraisal

CHILDCARE CENTRES

Key drivers of demand for childcare centres include:

- Population density within a 3km radius or 5 – 10min drive-time.
- Size requirements. The average childcare centre in Australia is around 75 places – although some operators prefer larger models of >100 places.
- A high proportion of children aged 0 – 5 years of age, and the growth in this population.
- A high proportion of double-income, working parents.
- High incomes – which translates to higher fees, typically.
- The surrounding competitive environment and the future supply pipeline.
- Any surrounding workforce that could also contribute to the demand for childcare facilities.
- Any major roads that make it easy for people to drop and pick up children.

It is estimated that the primary sector population generates demand for 486 long-day places and the MTA population around 1,310 places (increasing by 224 places by 2041). There are 635 approved places in the primary sector and 1,754 approved places across the MTA overall. There are additional facilities that are approved within the primary sector – as previous identified and elsewhere across the MTA. This has been considered in the future supply pipeline, but not ones without approval nor the likely future ones that might be developed. At present there is more supply in the context of estimated demand across primary sectors and more broadly, noting there are two centres planned in/near the Five Dock Town Centre.

There is no major identified need for more childcare facilities in the town centre that would warrant major intervention (e.g. by zoning more area).

TABLE 4-1 outlines the estimated demand for childcare spaces compared with existing and planned supply across the combined primary sector and MTA more broadly.

TABLE 4-1: Childcare Centre Projected Demand and Supply

	2024	2026	2031	2036	2041	Chg. 24-41
Demand						
Demand for places - Primary						
Population	27,720	27,930	28,896	30,467	32,042	
% aged 0 - 5 years	6.5%	6.5%	6.5%	6.5%	6.5%	
Population aged 0 - 5 years	1,802	1,815	1,878	1,980	2,083	
Utilisation rate	45%	45%	45%	45%	45%	
Avg. days per week	3.0	3.0	3.0	3.0	3.0	
Implied demand (spaces)	**486**	**490**	**507**	**535**	**562**	**76**
Demand for places - MTA						
Population	71,725	72,273	75,392	79,678	84,009	
% aged 0 - 5 years	7.0%	7.0%	7.0%	7.0%	7.0%	
Population aged 0 - 5 years	5,021	5,059	5,277	5,577	5,881	
Utilisation rate	44%	44%	44%	44%	44%	
Avg. days per week	3.0	3.0	3.0	3.0	3.0	
Implied demand (spaces)	**1,310**	**1,320**	**1,377**	**1,456**	**1,535**	**224**
Supply						
Total primary	635	819	819	819	819	
Main Trade Area	1,754	2,100	2,100	2,100	2,100	
Supply vs. demand						
Total primary	149	329	312	284	257	
Main Trade Area	444	780	723	644	565	
*As at June						

Source: GapMaps/ ABS (2022)

GYM/ FITNESS CENTRES

Key drivers of demand for gym/ fitness centres include:

- Population density within a 3km radius or 5–10-minute drive time.
- A young population (18-35 years), especially for full-service or boutique offers.
- The surrounding workforce's size and gender composition.
- Convenient parking, accessibility, and visibility.
- While competition and future supply are considered, some operators may differentiate with low-cost or boutique services. Gyms often cluster near others as successful locations are already identified.

There are 4 gyms within the Five Dock Town Centre including Anytime Fitness, Plus Fitness as well as Vision PT, Body Fit gym. There is a Club Lime on Queens Road and the Five Dock Leisure Centre is also located within the primary sector. There are gyms at Haberfield /Ashfield and a cluster of gyms in Drummoyne.

Collectively, there are 13 major gyms in the MTA and 18 gyms/ fitness centres in total. Additionally, there are clusters of gyms just beyond the MTA in Burwood and Ashfield that would serve some of the southern parts of the MTA.

Future population growth is expected across the MTA, which will induce demand for gyms/ fitness centres across the MTA. It is likely that more fitness facilities will be provided in the Kings Bay Precinct in the future. Given that there are four gyms within the Town Centre currently – across a range of formats, including Club Lime and the Council Leisure centre nearby, there is not an overwhelming need for more gyms in the town centre that would warrant major intervention (e.g. by zoning more area).

TABLE 4-1 outlines demand for gym/ fitness centres compared with existing and planned supply across the MTA.

TABLE 4-2: Gym/ Fitness Centre Projected Demand and Supply

	2024	2026	2031	2036	2041	Chg. 24-41
Demand						
Demand for gyms/fitness - primary						
Population	27,720	27,930	28,896	30,467	32,042	
No. persons per gym	3,500	3,500	3,500	3,500	3,500	
No. persons per major brand gym	8,000	8,000	8,000	8,000	8,000	
Implied demand (spaces)						
Total gyms	7.9	8.0	8.3	8.7	9.2	1.2
Major brand gyms	3.5	3.5	3.6	3.8	4.0	0.5
Demand for gyms/fitness - MTA						
Population	71,725	72,273	75,392	79,678	84,009	
No. persons per gym	3,500	3,500	3,500	3,500	3,500	
No. persons per major brand gym	8,000	8,000	8,000	8,000	8,000	
Implied demand (spaces)						
Total gyms	20.5	20.6	21.5	22.8	24.0	3.5
Major brand gyms	9.0	9.0	9.4	10.0	10.5	1.5
Supply						
Primary						
Total gyms	6	6	6	6	6	
Major brand gyms	5	5	5	5	5	
MTA						
Total gyms	18	18	18	18	18	
Major brand gyms	13	13	13	13	13	
Supply vs. demand						
Primary						
Total gyms	1.9	2.0	2.3	2.7	3.2	
Major brand gyms	1.5	1.5	1.4	1.2	1.0	
MTA						
Total gyms	-2.5	-2.6	-3.5	-4.8	-6.0	
Major brand gyms	4.0	4.0	3.6	3.0	2.5	
*As at June						

Source: GapMaps/ ABS (2022)

MEDICAL CENTRES

Key drivers of demand for medical centres include:

- Size of surrounding resident population and future growth in that population as well as the socio- demographic profile of surrounding population, in particular age and average household incomes.
- Accessibility to GPs and other allied health practitioners (i.e. staff)
- Availability of appointments for current practices and whether current practices are taking on new patients. Patient-doctor relationships tend to be stickier than say a retail shopping centre tenant relationship, however, access to appointments/opening times/bulk billing services can influence a patient's decision to visit a particular medical centre/GP on a given day.
- Supply of surrounding medical centres, in particular the number of small, medium and large corporate practices in the surrounding area.

It is estimated that the primary sector generates demand for around 35 GPs currently. This is expected to increase to 40 GPs by 2041. More broadly the MTA population generates demand for around 90 GPs currently, expected to grow to 105 GPs by 2041.

There are 10 medical centres in the Primary sector, with an average size of 5 GPs per centre – noting there are 5 within the Five Dock Town Centre itself (29 GPs in total). Of these existing GP clinics, 3 comprise >5 GPs. More broadly there are 105 GPs across the MTA accommodated within approximately 23 medical centres.

A comparison of supply levels against demand indicates that the area is well serviced by medical centres/GPs, even after accounting for future growth. It is possible that additional facilities might be provided in Kings Bay as well. Given the healthy supply of medical centres in the Town Centre, the Study has not identified an overwhelming need for more medical centres in the town centre that would warrant major intervention (e.g. by zoning more area).

TABLE 4-3 Provides an assessment of demand for medical centres compared with existing and planned supply across the MTA.

TABLE 4-3: Medical Centre Projected Demand and Supply

	2024	2026	2031	2036	2041	Chg. 24-41
Demand						
Demand for GPs - primary						
Population	27,720	27,930	28,896	30,467	32,042	
Avg. persons per GP	800	800	800	800	800	
Avg. GPs per medical centre	5	5	5	5	5	
Implied demand (spaces)						
No. GPs	34.7	34.9	36.1	38.1	40.1	5.4
No. medical centres	6.9	7.0	7.2	7.6	8.0	1.1
Demand for GPs - MTA						
Population	71,725	72,273	75,392	79,678	84,009	
Avg. persons per GP	800	800	800	800	800	
Avg. GPs per medical centre	5	5	5	5	5	
Implied demand (spaces)						
No. GPs	89.7	90.3	94.2	99.6	105.0	15.4
No. medical centres	17.9	18.1	18.8	19.9	21.0	3.1
Supply						
Primary						
No. GPs	51	51	51	51	51	
No. medical centres	10	10	10	10	10	
MTA						
No. GPs	105	105	105	105	105	
No. medical centres	23	23	23	23	23	
Supply vs. demand						
Primary						
No. GPs	16.4	16.1	14.9	12.9	10.9	
No. medical centres	3.1	3.0	2.8	2.4	2.0	
MTA						
No. GPs	15.3	14.7	10.8	5.4	0.0	
No. medical centres	5.1	4.9	4.2	3.1	2.0	
*As at June						

Source: GapMaps/ ABS (2022)

4.3 Implications for Non-Retail Floorspace Demand

The non-retail land use assessment indicates that there is no critical gap in market need for additional facilities. There is currently a healthy supply of various non-retail land uses, including childcare centres, fitness centres and medical centres across the MTA. Whilst the new Five Dock metro station will induce demand for more non-retail uses, this will likely be met with the delivery of planned supply in the Kings Bay precinct or in Five Dock.

Therefore, the demand for additional non-retail floorspace in the Five Dock Town Centre and Precinct will likely remain steady. Accordingly, the existing non-retail land use capacity in the Precinct is considered sufficient, with no notable need to rezone additional land to accommodate future growth.

5

Employment Land Use Opportunities



Beyond the horizon thinking.

Five Dock Precinct

5.1 Commercial Land Use Opportunities

The Five Dock Town centre accommodates a range of business occupiers who drive demand for commercial space. These businesses represent a mix of knowledge intensive and health and education industries, as well as population-serving industries. They include medical practices, allied health services and professional services.

Completion of the Five Dock metro station is expected to induce demand for residential and business opportunities in the Town Centre. The new metro station will provide direct public transport access between Five Dock and Parramatta/ Westmead as well as the Sydney CBD. This will facilitate higher levels of patronage in the Town Centre. Additionally, the Town Centre will benefit from a wider consumer base as new housing is gradually delivered in the Precinct and new residents move in. This will naturally benefit businesses, who can leverage access to a wider pool of local residents, workers and consumers.

Employment projections anticipate that this could include an expansion of health and education services, with knowledge-intensive industries likely to remain well represented. Overall, employment is anticipated to grow at nominal levels, with an additional ~7,400sqm of employment floorspace likely required by 2041. This includes an additional ~1,200sqm of floorspace for knowledge intensive industries and the ~1,300sqm of floorspace for health and education industries.

Whilst the new metro station will drive demand for commercial land uses in the Town Centre, this is not likely to reflect a need for a significant quantum of commercial floorspace. Instead, the Town Centre will remain a local centre which accommodates small businesses that service the catchment within 20km. Accordingly, commercial land use opportunities could include the following:

SMALL COMMERCIAL SUITES WITHIN MIXED USE DEVELOPMENTS (<150SQM)


71 Ramsay Rd, Five Dock

Unlike major commercial centres such as the Sydney CBD or Parramatta, the Five Dock Town Centre plays a local centre role. It therefore reflects a significantly smaller commercial market comprised of small service businesses. Development of standalone commercial buildings is likely not viable in small commercial centres such as Five Dock.

This is further challenged by development feasibility. Given the high cost of land in the Town Centre, developers seek to maximise revenue through higher residential yields. Commercial uses generally reflect lower end sale values, which challenge development feasibility.

CO-WORKING HUB WITH FLEXIBLE SUITE SIZES AND LEASE TERMS



WOTSO North Strathfield

There are currently no notable co-working providers located in Five Dock. In the broader Canada Bay LGA, there are few co-working providers located in the various centres. This includes the **WOTSO Workspace in North Strathfield**, situated at the Bakehouse Quarter in the North Strathfield Town Centre (Level 1, 5 George St), some 650m south of the train station.

A range of office suite sizes are available for lease. This includes lettable areas ranging from approximately 8sqm to 40sqm (up to 10 persons), 44sqm to 136sqm (up to 34 persons) and offices of up to 1,000sqm for large businesses. Lease term agreements are flexible, with no lock-in contracts and a high level of onsite amenity included (utilities, concierge, communal kitchen, printing, etc.). In addition to **private offices**, WOTSO provides **coworking desks (open plan workspace)** and **enclosed private suites** designed specifically for healthcare professionals. Most recent available data indicates that WOTSO Workspace in North Strathfield currently accommodates ~75 workers (Arealytics, 2025). Co-working opportunities in the Precinct would be of smaller scale in comparison.

ROLE OF THE PRECINCT

The Town Centre predominantly accommodates small service businesses focused on meeting local service needs. Once operational, improved accessibility from the metro station will induce demand for more commercial uses in the Town Centre, along with inducing demand for residential uses. This would require the provision of modern, flexible workspaces to support the growth of existing industries such as medical and allied health, and professional services. This includes opportunities for small office tenancies within mixed use buildings. Additionally, larger office floorspace (podium level, etc.) to provide flexible, co-working opportunities for individuals or businesses in an amenity-rich location.

5.2 Retail Land Use Opportunities

Based on the retail demand and supply assessment, various retail land use opportunities are identified. These are summarised in **TABLE 5-1.**

TABLE 5-1: Retail Land Use Opportunities

Metric/sector	Comment	TTA demand growth (2024-41)	Existing demand & future demand	Existing supply	Kings Bay precinct	Potential	Recommendation/need
Retail - convenience categories							
Supermarket	Significant under-supply of supermarket floorspace in the PTA and MTA. Existing Coles store would be trading very strongly.	PTA = 1,300 sq.m and TTA = 4,500 sq.m	Population growth to 2041 will drive demand across the whole MTA for at least one additional full-line supermarket (roughly 1,500 sq.m potentially allocated to the Five Dock TC).	PTA: Coles (3,300 sq.m) in Five Dock, small IGA in Wareemba. Secondaries: Woolworths Ashfield, small IGA Haberfield, small IGA Drummoyne; Aldi and small Coles at Birkenhead Point	Full-line supermarket proposed at Deicorp development. Possible that an Aldi or second full-line might locate in another site in Kings Bay, particularly if a site is not available in Five Dock	There is significant existing demand to support another large supermarket in Five Dock, and this would be exacerbated by future population growth. Three potential scenarios/options: no new supermarket, potentially Woolworths; potentially Aldi. A large supermarket at Five Dock will absorb some of the excess existing demand and meet the needs of the future population	Investigate sites that could potentially accommodate either an Aldi type footprint (1,600 sq.m plus 70-80 car spaces) or larger supermarket footprint (3,500 sq.m plus parking >200 spaces) plus other uses (a small-medium sized convenience centre like a Norton Plaza, Burwood Place, Mascot Central, Lane Cove Plaza
Fresh Food & Grocery	Small provision including a butcher, a deli and patisserie as well as a few bakeries. Most demand would be met by retailers like Harris Farm Markets or stores at Burwood, Ashfield etc	PTA = 500 sq.m and TTA = 1,700 sq.m	Small future demand (equivalent to 1 extra shop)	Butcher, Tobacconist, 2 x delis/patisseries and a few bakeries	Likely to support several retailers in these categories (butcher, fresh food, specialty food, vitamins, bakery)	Typically, new retailers in these categories tend to cluster together near a major supermarket anchor, in a convenience/shopping centre asset or precinct. If larger supermarket site is made available, and subsequently developed, several tenants likely to be supported. Otherwise, tenants will organically find their way into town centre as spaces/sites rejuvenate/redevelop.	Not an overwhelming under-supply. Additional retailers possible if new supermarket, otherwise some possible new tenants as spaces/sites rejuvenate/redevelop..
Liquor	Only one liquor store in Five Dock TC.	PTA = 100 sq.m and TTA = 350 sq.m	Small future demand (equivalent to 0.5-1 additional liquor store)	1 x Liquorland in Five Dock and 1 x Vintage Cellars in Abbotsford	Likely to support 1-2 liquor retailers	Existing undersupply, with just 1 store in Five Dock Town Centre. Expect another store (or two in Kings Bay precinct). Potential for this to be accommodated if a new large supermarket is built, otherwise possibly an independent opens in the main street at some point.	Potential for this to be accommodated if a new large supermarket is built, otherwise possibly an independent opens in the main street at some point as spaces/sites rejuvenate/redevelop.
F&B	Solid existing F&B offer, with some long standing tenancies, as well as new/modern. Not much fast food/QSR or major brand F&B retail within Five Dock TC	PTA = 1,500 sq.m and TTA = 5,600 sq.m	Future PTA demand equivalent to 15 x average sized take-away restaurants (@100 sq.m)	Expect 45 - 50 F&B tenants	Expect 20+ F&B retailers within the precinct over long term	The Five Dock Town Centre has a reasonably diverse provision of F&B and hospitality uses. If more space were available, we would expect that more operators in this category would be interested in opening in a high-affluence location like Five Dock. There are multiple small and large F&B precincts across the TTA and immediate surrounds, providing a diverse range of F&B options. There are multiple QSR/Fast food operators on Parramatta Rd.	There are multiple small and large F&B precincts across the TTA and immediate surrounds, providing a diverse range of F&B options. There are multiple QSR/Fast food operators on Parramatta Rd.
Retail services	Fairly well provided for within the Five Dock TC. Some specific uses not present (e.g. key cutters)	PTA = 300 sq.m and TTA = 1,000 sq.m	Future PTA demand equivalent to 3-4 x tenants (e.g. 1 x optometrist, 2-3 x hair/beauty/massage)	More than 10 hair & beauty retailers, 2 x optometrists, 1 x dry-cleaner/alter.	Likely to support several retailers in these categories (hair-dressers, barbers, optometrists)	Retailers in this category (service driven) don't necessarily need a major anchor nearby. Good provision already. Likely to be a few more provided in Kings Bay precinct. Retailers in this category (service driven) don't necessarily need a major anchor nearby. Good provision already.	Not an overwhelming under-supply. Additional retailers possible if new supermarket, otherwise some possible new tenants as spaces/sites rejuvenate/redevelop.
Retail - generally discretionary/higher order/destinational							
Department store/DDS	Spend captured by regional/sub-regional centres and Sydney CBD and online etc	PTA = 600 sq.m and TTA = 2,100 sq.m	Future demand growth likely to be met by existing retail precincts/centres and online.	n.a.	n.a.	n.a.	n.a.
Apparel	The demand in this category is typically met by surrounding higher order retail centres, fashion destinations like DFO HomeBush, Sydney CBD or boutique precincts like Balmain, Paddington etc.	PTA = 700 sq.m and TTA = 2,400 sq.m	Future demand growth likely to be met by existing retail precincts/centres and online.	There is virtually no apparel within the Five Dock Town Centre (1-2 stores)	Not much is expected in this precinct, possibly 1 - 2 shops might form part of a new retail precinct/asset.	Limited potential for apparel/fashion. Possibly 1-2 retailers organically move into the town centre over time.	n.a.
General retail	Pharmacies tend to be locally oriented but cosmetics, giftware, pets, discount variety tend to be located in higher order or LFR type locations	PTA = 700 sq.m and TTA = 2,400 sq.m	Future demand growth likely to be met by existing retail precincts/centres and online.	Op. shop, 4 x pharmacies, 2 x cosmetics	Likely to accommodate at least 1 additional pharmacy, possibly 2, as well as potentially retailers in cosmetics, pets, discount variety, gifts etc)	Limited potential for additional general retail, apparel/fashion. Allow retailers in this category to move in organically.	n.a.
Leisure retail	The re is an existing newsagent, but most of the demand in this category would be met by retailers in larger centres (e.g. book stores, games, sports stores) and online (e.g. music, streaming)	PTA = 1,300 sq.m and TTA = 4,500 sq.m	Future demand growth likely to be met by existing retail precincts/centres and online.	Newsagency in town centre	Not much is expected in this precinct, possibly 1 - 2 shops might form part of a new retail precinct/asset. Likely newsagent.	Limited potential for leisure retail - given most retailers tend to locate in larger centres. Some book stores can still be found in retail strips but they n.a. are not common.	
Household goods	Generally this category includes retailers that would typically be considered large format retail (LFR). Most of this demand would be met by LFR clusters and higher order shopping centres.	PTA = 1,300 sq.m and TTA = 4,500 sq.m	Future demand growth likely to be met by existing retail precincts/centres and online.	Minimal in this category, except for blinds store	Not much is expected in this precinct, but it is currently and LFR cluster. Maybe 1-2 homewares shops form part of mix.	Limited potential for household goods retail but possible that a boutique operator to organically locate as spaces/site/rejuvenate/redevelop	n.a.

Source: GapMaps

SUPERMARKET

There is a significant under-supply of supermarket facilities and a lack of convenience shopping centre assets, with dedicated/off-street parking in the MTA. There is a 4,000sqm Woolworths supermarket on Parramatta Road, Ashfield – within the MTA) which would serve a catchment oriented south and draw significantly from passing trade along Parramatta Road. Aside from this, the 3,300sqm Coles at Five Dock is the only other supermarket in the MTA above 3,000sqm. There are large supermarkets south of the MTA in Burwood and Ashfield – part of regional and sub-regional shopping centre assets/precincts. The Coles at Birkenhead Point is around 2,900-3,000sqm, and there is a 1,448sqm Aldi as well. The centre is difficult to access for convenience retail trips and draws most of its trade from a broad catchment who visit the centre primarily for its retail outlet offer. The other supermarkets in the trade area are small IGAs (Haberfield, Wareemba, Drummoyne).

The Concord strip to the west is generally a street/strip based precinct, anchored by a 2,400sqm Coles supermarket. To the east, Leichhardt provides two convenience-based retail shopping centre assets – Marketplace Leichhardt (with Woolworths and Aldi) and Norton Plaza (with Coles and Harris Farm Markets), the latter forming part of the broader Norton Street strip precinct.

There is a SSDA for a ~14,000 – 15,000sqm retail and commercial component of the Deicorp site within the Kings Bay precinct, which will include a full-line supermarket, presumably a reasonably comprehensive F&B offer and a suite of convenience retailers as well as typical non-retail uses like medical/allied health, gym/fitness, some shopfront commercial and potential child care uses.

This new development will help to meet some of the gap for supermarket facilities in the MTA and will take traffic pressure off the Five Dock Town Centre as the population grows in the town centre and in the Kings Bay precinct itself. Future growth will mostly be met with provision within the Kings Bay precinct, so having local/immediate facilities available will be important to reduce/minimise car trips for retail within the surrounding area.

It is recommended that Council locate large land parcels for rezoning to potentially enable development of additional supermarket facilities within the Five Dock Town Centre.

OTHER RETAIL OPPORTUNITIES

There is potential for other independent operators who could occupy a dedicated site in the Town Centre – ideally in proximity to the key supermarket anchor. This would be much more likely if they were part of a completely new, dedicated neighbourhood shopping centre asset with dedicated car-parking (e.g. Panetta Mercado at South Village and Marketplace Leichhardt). It is possible that some ancillary non-retail uses could be attracted to a new (small) precinct in the Town Centre.

If Harris Farm Markets did not have an existing store at Drummoyne and Leichhardt, there would be a genuine opportunity for the retailer to locate in the Town Centre (and they might also be seeking a location in the Kings Bay Precinct which might have less cannibalisation on its own network).

ROLE OF THE TOWN CENTRE

There is a significant supermarket opportunity in Five Dock. Should there be a suitable site available, it is likely that Woolworths (the only other large operator) would be interested to locate in the Town Centre. This is regardless of a new store (either Coles or Woolworths) locating in Kings Bay.

The supply of discount supermarket retailer Aldi is lacking in the MTA, only one store at Birkenhead Point. There is no known development application yet for other developments in this precinct, with Aldi as an indicated tenant. Aldi provides a good complement to full-line stores like Coles and Woolworths. Present trends indicate that over 70% of the adult population shops at Aldi at least once a year, with most Aldi shoppers also requiring trips to Coles or Woolworths for certain items not stocked by Aldi.

There are broadly two ways that supermarket retail could be accommodated in the Town Centre. A site with just enough room to accommodate a footprint and associated parking would leave no room for supporting specialty retail uses. While a larger site could enable a small convenience based retail shopping centre asset to be developed – e.g. a smaller scale version of Norton Plaza or East Village in Zetland. South Village in Kirrawee has a large Coles, an Aldi (external) and 10 – 15 specialty shops. Aldi stores tend to be about 1,600sqm (which is ~40-50% the size of a large supermarket) and they attract less patronage and flow-on trade, which means they tend to support fewer associated retail specialty shops.

An example of an Aldi centre as part of a mixed-use residential precinct is Wolli Creek. Other operators like IGA or Foodworks are highly unlikely to open another store in such close location to a full-line Coles supermarket in the town centre.

5.3 Ancillary Non-Retail Land Use Opportunities

Based on the non-retail land use market appraisal, various land use opportunities are identified. These are summarised in **TABLE 5-2**.

TABLE 5-2: Summary of Ancillary Non-Retail Land Use Opportunities

Type of use	Demand MTA (2024)	Future demand MTA (2024 - 2041)	Existing supply	Planned supply	Kings Bay precinct	Potential / need
Non-retail uses						
Childcare	PTA = 490 places and MTA = 1,310 places	PTA growth = 80 places; MTA growth = 220 places (around 2 x large centres or 3 medium-large centres)	5 x centres around the Five Dock TC (170 places - all small) as well as a further 400+ places across other centres in the PTA	New 112 place centre u/c in north of Five Dock TC. 72 place centre at construction certificate stage and St Albans Church site is in early concept stage	Expect 1 - 2 facilities in Kings Bay precinct.	Not a critical need for new facilities, with the new centre under construction in Five Dock, other planned facilities and expected facilities in Kings Bay.
Gym/fitness	PTA = 8 gyms, 3-4 major brand gyms and MTA = 21 gyms, 9 major brand gyms	PTA growth = 1 gyms, 0.5-1 major brand gyms and MTA = 3.5 gyms, 1.5-2 major brand gyms	Anytime Fitness, Plus Fitness in Five Dock TC, as well as Vision PT, Body Fit gym. Club Lime on Queens Road. Anytime, Fitstop, Snap at Haberfield / Ashfield.	No planned gyms	Expect 1 - 2 facilities in Kings Bay precinct.	Not a critical need for new facilities. Plus Fitness provides a medium sized format offer, while Anytime Fitness provides small format offer. Club Lime provides a slightly higher quality gym experience for MTA residents
Medical centre	PTA = 35 GPs worth of demand (equates to 7 medical centres) and MTA = 90 GPs	PTA growth = 5 - 6 GPs (1 medical centres) and MTA growth = 15 GPs (3-4 medical centres)	5 x medical centres in Five Dock TC including 3 large centres (of 7-8 GPs), a 5 x GP centre and a sole practice. Total of ~29 GPs in TC. There are 4 other medical centres in PTA (inc. a 15 GP practice in Abbotsford)	Cinque site DA, on Ramsay Road includes medical centre of 376 sq.m. A centre of this size would accommodate around 4 - 5 GPs and other allied health potentially	Expect 1 - 2 facilities in Kings Bay precinct.	Not a critical need for new medical facilities given that there will likely be new facilities provided in Kings Bay precinct. There might be new facilities provided organically over time in the TC, or part of a new retail asset, should one be developed in the TC.
Allied health	n.a.	n.a.	8 x dental clinics in Five Dock TC. 4 x physio clinics in Five Dock TC.	Not any planned in Five Dock TC.	Possible that 1 - 2 facilities are provided in Kings Bay precinct.	Not a critical need for additional allied health facilities given that there will likely be new facilities provided in Kings Bay precinct. There might be new facilities provided organically over time in the TC or part of a new retail asset, should one be developed in the TC.

Source: GapMaps

Overall, there are no significant market gaps in non-retail land uses in the Town Centre. Analysis of market demand and supply indicates that the need for these uses is sufficiently met by existing services. Whilst the new Five Dock metro station will induce demand for non-retail land uses in the Precinct, the quantum of demand is expected to be appropriately responded to by the delivery of future supply being planned in Five Dock and the Kings Bay precinct.

5.4 Implications for the Masterplan

Based on the market appraisal of employment land uses in the Precinct, the Study has identified various land use opportunities. Accordingly, the following masterplanning scenarios are discussed.

DEMAND FOR COMMERCIAL FLOORSPACE

Considering local and structural commercial market trends, demand for office floorspace in the Town Centre will likely be limited to small-scale occupiers. Accordingly, demand will predominantly be for small commercial suites suited for office operations or consulting services. Commercial land use opportunities would mainly reflect:

- Small office tenancies within mixed use buildings
- Larger office floorspace (podium level, etc.) to provide flexible, co-working opportunities for individuals or businesses

Whilst the new metro station is expected to induce demand for more commercial service land uses in the Town Centre, this is not likely to reflect the need for large volumes of commercial floorspace. Accordingly, demand for commercial land uses is unlikely a key factor driving the need for more employment zoned land in the Precinct.

DEMAND FOR RETAIL AND NON RETAIL ANCILLARY FLOORSPACE

There are no significant market gaps in non-retail land uses in the Town Centre, with existing demand sufficiently met by existing and planned supply in Five Dock and the Kings Bay precinct. Like demand for commercial land uses, demand for non-retail ancillary floorspace is not a key factor driving the need for more employment zoned land in the Precinct.

In contrast, there is a significant under-supply of supermarket facilities and a lack of convenience shopping centre assets, with dedicated/off-street parking in the trade area. As the Five Dock population is expected to grow significantly with new residential development, there will be increased demand for supermarket facilities. This indicates that the gap in market need is expected to widen, if sufficient supply is not provided.

Accordingly, the Study has identified opportunity for the Town Centre to accommodate a large anchor supermarket. This will assist in plugging unmet market need of existing and future residents. The following section discusses various masterplanning scenarios.

POTENTIAL LAND REZONING SCENARIOS

The Study envisages three broad potential outcomes for the Five Dock Town Centre:

1. Scenario 1: No additional area rezoned;
2. Scenario 2: Some additional area rezoned;
3. Scenario 3: Large area rezoned to enable a full-line supermarket.

Under each of these scenarios the following potential specialty retail outcomes are likely:

1. Scenario 1 - future growth met by the existing area and the Kings Bay precinct

A gradual evolution and rejuvenation of the retail offer within the Town Centre over time, as leases for existing retailers come up for renewal and new residential/ mixed use projects are developed in the Town Centre. The new development in the Kings Bay precinct – if convenient (with good parking), attractive and with quality tenants, will draw some trade away from the Five Dock Town Centre, albeit also being one of the key drivers of population growth in the trade area.

Five Dock residents (existing and future) and other MTA residents will be better served by retail facilities in the future than they are currently – with new retail at Kings Bay potentially in the order of 7,500-10,000sqm plus other ancillary non-retail uses.

2. Scenario 2 – some additional area rezoned

This could enable some additional specialty retail, a standalone supermarket, or some ancillary non-retail uses like medical, fitness or childcare to locate in the Town Centre. Other land use opportunities include additional cafes/restaurants or branded quick service restaurant (QSR) operators.

This includes opportunities for a standalone Aldi supermarket (including 70 to 80 car space provision to meet Aldi requirements). This would represent the addition of a major anchor retailer to the centre, increasing its attractiveness to shoppers across the trade area. This could reduce levels of escaped expenditure - from Leichhardt and Ashfield to increased retail expenditure across the rest of the Five Dock Precinct – compared with an alternative Do Nothing scenario (Scenario 1).

3. Scenario 3 – large area rezoned

This could enable an opportunity for a full-line supermarket anchored development plus supporting specialty retail and ancillary non-retail uses in the Town Centre. Under this scenario, an Aldi development scheme would be possible as an alternative, if Woolworths chooses not to locate in the Town Centre. As benchmarks for comparison - the South Village , Norton Plaza and East Village site areas are 1.7ha (ex. Aldi external site), 1ha and 1.4ha respectively.

The addition of a large, anchor supermarket in an enclosed convenience centre would help to draw back trade from Kings Bay into the Five Dock Town Centre. This will attract new retailers to the precinct – likely an additional 10 to 20 retailers, including a dedicated fresh fruit and veg operator, additional F&B and a range of ancillary non-retail uses. A centre with such retail provision should have significant underground car-parking to ensure it operates successfully without resulting in street or parking congestion within the Five Dock Town Centre. A smaller development, perhaps anchored by Aldi would be possible under this scenario.

The implications of adding an Aldi would be broadly positive for all retailers in the town centre and MTA residents who currently leave the MTA or go to Birkenhead Point to access Aldi.

IMPLICATIONS FOR THE MASTERPLAN

Retain existing non-residential capacity: Having no additional employment zoned land in the Precinct will result in an initial trade reduction in the Town Centre. This is attributed to new supermarket and associated retail facilities in the Kings Bay precinct. Much of the impact will be experienced by the existing Coles supermarket – who currently enjoy strong trade due to the lack of other supermarket facilities in the area. These impacts will be dissipated over time as new residents in Five Dock contribute to demand for retail services in the Five Dock Town Centre, given its established retail offering with anchor retailers like the RSL and pub.

Rezoning additional employment land: This will enable opportunity for a new full-line supermarket in the Town Centre.

This will benefit local residents and shoppers, providing increased convenience and consumer choice. Additionally, this will create new employment opportunities.

Notwithstanding, the new supermarket will adversely impact the existing Coles in Five Dock, as well as some specialty retailers given the increased competition. Other retailers, however, could benefit from the increase in foot traffic and spillover spending.

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Final

Five Dock Metro Precinct Environmental Sustainability Study

2 May 2025

Prepared for:

CITY OF CANADA BAY

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Acknowledgement of Country

We acknowledge and pay respect to the Wangal people as the Traditional Custodians of the land. We pay our respect to their Elders past, present, and emerging, and honour their enduring connection to this land. We acknowledge and hold in high regard their ongoing cultural significance and contributions to the life of this city and its surroundings.

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We gratefully acknowledge the use of the images sourced from third parties. All externally sourced images have been duly noted and credited individually.

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

Executive Summary

The City of Canada Bay has commissioned Flux to advise on environmental sustainability to support the masterplanning of the Five Dock Metro Precinct.

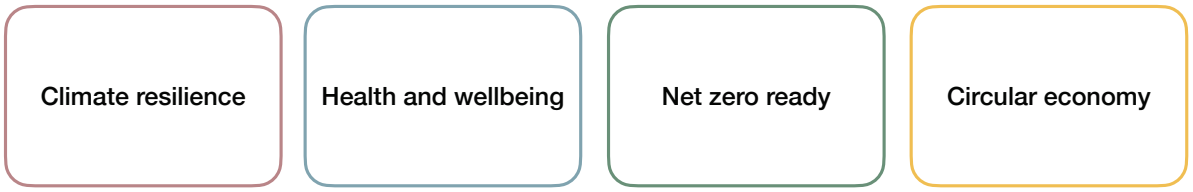
A review of the existing environmental context and impacts has identified the characteristics of the current uses within the precinct area. The context review confirms that the current precinct area experiences elevated land surface temperatures, indicative of the urban heat island effect and transport impacts dominated by private vehicle usage. Benchmarks for energy use, water use, waste management, commuter transport and the synthetic greenhouse gases used in air conditioning systems have been used to establish a baseline greenhouse gas inventory, estimated to be approximately 15 Mt.CO2e per year.

A projection of changed environmental impacts was made on the basis that the Masterplan is developed to the full extent following the controls of the current DCP and relevant state planning policy. The projected impacts in 2046 show that the operating greenhouse gas footprint is forecast to reduce by 40%, despite significant growth in building floor area. The considerable drop is attributed to the current NSW government forecast of reducing emissions from electricity generation. However, other sources of emissions, such as natural gas, commuter transport, waste management and refrigerants, are seen to increase. Water consumption is also forecast to increase significantly in proportion to the planned increase in floor space and residential population.

A review of NSW government policy has confirmed the dominant themes in strategy and regulation, from targeting net zero carbon in 2050 to adapting to the effects of a changing climate. In addition, integrated urban water management and the circular economy have been identified as relevant policy priorities of the NSW government for consideration when formulating the Masterplan. These, together with local planning strategies and plans, have informed the development of priority outcomes areas to which the Masterplan can positively contribute.

A review of best practice examples of sustainability controls within development control plans and planning proposals identified a move towards more ambitious and forward-looking environmental sustainability controls supporting a broader range of environmental sustainability objectives. The objectives for resilience and safeguarding health, amenity, and future value are vital to navigating the potential barrier imposed by the Sustainable Buildings State Environmental Planning Policy 2022 non-compete provisions that prevent better outcomes for greenhouse gas emissions, water conservation, and thermal performance in local planning instruments.

After reviewing the existing context and the impacts of the current development potential, four themes have been identified for integrating improved sustainability outcomes into the Masterplan. Recommendations have been made for additional controls to guide the implementation of the Masterplan for each theme. The benefits of these additional controls have been projected, indicating a potential reduction in greenhouse gas emissions by an additional 42% by 2046 compared to delivery under the current planning policy. The broad considerations for costs and adjustments associated with each potential additional control are also presented.



The proposed additional controls and their contribution to the proposed themes are shown below.


Goals
Strategies
Climate resilience
Health and wellbeing
Net-zero ready
Circular economy
Urban cooling
Surface permeability
Urban shade
Resilient buildings
Natural ventilation
Facades
Connection to nature
Local open space
Biodiversity
Energy
Energy Efficiency
On-site solar
Rapid decarbonisation
All-electric building
Refrigerant GWP
Electric vehicle infrastructure
Urban Water Management
Water efficiency
Water resilience
Integrated waste management
Equitable disposal of waste
Design and construction impacts

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Project Number	223
Document Title	Environmental Sustainability Study

Revision	Date	Prepared By	Approved By	Changes
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Final draft	27 February 2025	Helda Lim	Ché Wall	Final draft of the report with council comments addressed.
Final	2 May 2025	Helda Lim	Ché Wall	Comments addressed

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Section 1
Introduction

1. Introduction

This report outlines aspirational sustainability initiatives for the Five Dock Masterplan and provides recommendations for new or revised planning controls within the City of Canada Bay local planning framework.

The proposed initiatives are informed by analysing the existing environmental contexts and their implications for Greenhouse Gas (GHG) emissions. They are also shaped by state and local policies and planning frameworks relevant to the Five Dock Metro Precinct Masterplan.

This report also examines the impact of the proposed sustainability initiatives on GHG emissions when fully implemented and the broad potential cost-benefit outcomes.

1.1. Report structure

This report is constructed with the structure as below.

Environmental Context reviews the existing environmental conditions of the Precinct.

Environmental Impacts provides an assessment of the Greenhouse Gas (GHG) emissions for the existing environmental conditions of the Precinct when current controls are implemented to their maximum capacity.

Policy and Planning Context reviews relevant policies and planning controls, ranging from state-wide frameworks to local guidelines.

Precedents reviews how emerging environment sustainability issues are being addressed in recent amendments to DCPs in other local government areas.

Sustainability Initiatives presents proposed visions, goals, and provisions for implementation within the Masterplan. These initiatives are derived from existing environmental and policy contexts to drive the Precinct toward achieving sustainability.

GHG Emissions Impacts of Sustainability Initiatives provide forecasts of GHG emissions in 2046 when the proposed sustainability initiatives are implemented as part of the Masterplan.

Costs and Benefits are presented at a high level for each potential additional control.

1.2. Sources of information

Various sources of information have been used to establish the existing environmental print.

Data sources have been selected to provide the most granular information relevant to the study site. Where possible, data sources have also been chosen to avoid distortions from the change in building use under the Covid lockdown.

Primary data sources include:

- Five Dock Masterplan Final Draft Report.
- ABS Data Cubes.
- ABS 2016 Method of Travel to Work for SA2 and SA1.
- Endeavour Energy Zone substation reports.
- Jemena Gas Network Average Consumption by LGA 2022.
- Bureau of Meteorology.
- NSW NARCliM 2.0.

Primary GIS data sources include:

- NSW UHI 2016.
- NSW HVI 2016.
- NSW Existing Green Assets and Green Grid Corridors 2019.
- NSW Tree Canopy Cover 2020.
- TfNSW Bicycle Use Propensity Index.
- NSW and NARCliM 2024.
- NSW BioNet Species Sightings
- The Native Vegetation of the Sydney Metropolitan Area V3.1 OEH 2016.

Policy, planning contexts and guidelines include:

- NSW Climate Change Policy Framework 2016.
- Net Zero Plan Stage 1: 2020-2030.
- Electric Vehicle Strategy.
- Waste and Sustainable Materials Strategy 2041 Stage 1: 2021-2027.
- NSW Food Organics and Garden Organics (FOGO).
- NSW Circular Design Guidelines for the Built Environment.
- Greater Sydney Water Strategy 2022.
- Eastern City District Plan.
- Ozone Protection and Synthetic Greenhouse Gas Management Amendment (2024 Measures No. 1) Regulations 2024.
- Our Future 2036 City of Canada Bay Community Strategic Plan.
- City of Canada Bay LSPS 2020.
- City of Canada Bay Environmental Strategy 2020 Our Sustainable City.
- City of Canada Bay Emissions Reduction Action Plan 2020.
- City of Canada Bay Urban Tree Canopy Strategy.
- City of Canada Bay Council Social Infrastructure (Open Space and Recreation) Strategy and Action Plan.
- Canada Bay Biodiversity Framework and Action Plan.
- Canada Bay Resource Recovery and Waste Strategy.
- City of Canada Bay DCP.
- SEPP and NCC 2022.

Other sources of information are noted within this report's body.

1.3. Limitations

This report has been compiled within the scope and programme provided.

No breakdown of existing commercial uses within the precinct has been provided, so the testing of existing impacts has assumed a split of uses from a visual survey of the streetscapes to estimate energy, water consumption and waste generation rates. The split assumed is:

Use type	Areas allocation (m2)
Office	10,000
Retail	15,800
Retail F+B	5,000
Schools, Community and Institutions	10,000
Short Term Accommodation	5,000
Others	6,000

Table 1. Building uses and areas

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Section 2
Environmental Context

2. Environmental Context

This section analyses the environmental contexts that direct the areas and ambition for sustainability initiatives for the Five Dock Metro Precinct Masterplan.

Introduction to Five Dock Metro Precinct

The Five Dock Metro Precinct bounds a confirmed Metro West station within the City of Canada Bay LGA. Centrally located in the established Five Dock local centre, the station enhances connectivity and drives opportunities for future growth.

The precinct covers the area bounded by Harris Rd to the west, Park Rd to the east, Lyons Rd to the north, and Queens Rd to the south. The Five Dock Metro Precinct integrates retail and residential space with a public school. The precinct is supported by a bus network that positions it as both a point of origin and destination for commuters.



Figure 1. Five Dock Metro Precinct

The Five Dock Metro Precinct is home to several local heritage buildings. Figures 2 and 3 provide examples of local heritage buildings in Five Dock along Great North Rd.



Figure 2. St Alban's Church - Local heritage building



Figure 3. Bank - Local heritage building

Environmental Context Analysis

The context analysis is structured to assess various environmental factors that influence the Five Dock Metro Precinct. This analysis evaluates the following environmental contexts: Urban Heat Island, Heat Vulnerability Index, Urban Tree Canopy, Local Open Space, Existing Green Assets and Green Grid Corridors, Biodiversity, Air Temperature, Rainfall, Method of Travel to work, Cycling Propensity and Network, Waste Generation, Water Consumption, Gas Demand, Renewable Energy, EV Ownership and Infrastructure, and Refrigerant Bank.

These environmental contexts are integral to understanding the existing conditions of the Five Dock Metro Precinct and will be explored in detail in the following pages.

Geographical Boundaries of the study area

The Five Dock Metro Precinct Masterplan area lies across various boundaries relevant to data capture that inform the analysis. The data boundaries that have been used are:

- ASGS 2016 Statistical Area (SA) 4: Sydney - Inner West.
- Local Government Area (LGA): City of Canada Bay.
- ASGS 2016 Statistical Area (SA) 2: Five Dock Abbotsford.
- ASGS 2016 Statistical Area (SA) 1: Various SA1 codes representing the Five Dock Metro Precinct.
- Suburb/localities: Five Dock.
- Postal Code Area (POA): 2046.

Figure 4 shows the Masterplan area in comparison to select data boundaries.

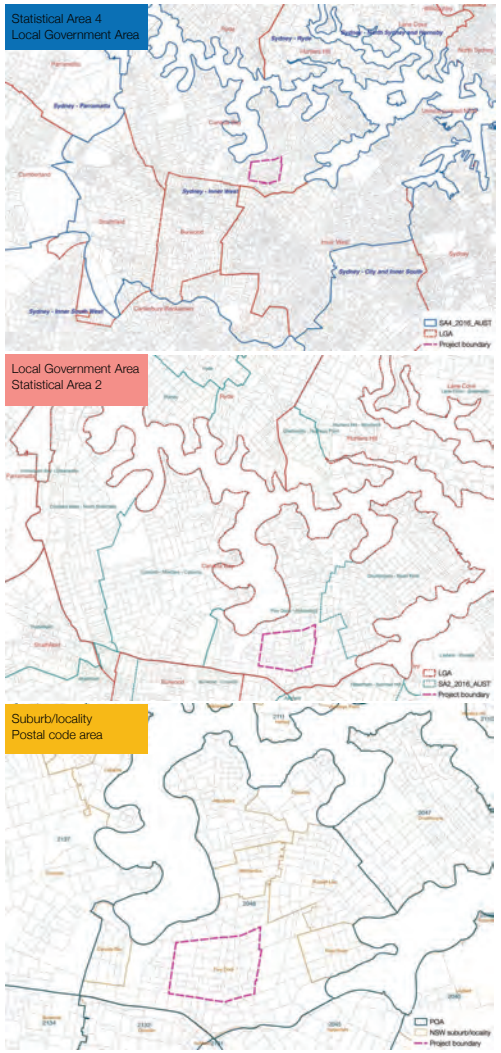


Figure 4. Study area geographical boundaries

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2.1. Urban Heat Island

The Urban Heat Island (UHI) measures the effects of urbanisation on Land Surface Temperatures (LST) by assessing the LST deviation of the study area compared to a non-urban vegetated reference within the Greater Sydney Region. Elevated LST indicates UHI effects, as it results from the absorption and retention of heat within urban environments.

The data was observed from the thermal and infrared data by Landsat satellite in the summer of 2015 - 2016, combined with the Australian Bureau Statistics (ABS) Mesh Block Polygon.



Figure 5 LST elevation frequency comparison in summer 2015-2016.

Figure 5 compares the 2016 urban heat mesh block LST elevations between the Greater Sydney, City of Canada Bay LGA, Five Dock Abbotsford region, and the Five Dock Metro Precinct.

It reveals that Canada Bay LGA experienced a higher LST elevation in general than Greater Sydney. The Five Dock Abbotsford area was recorded with more mesh blocks with elevated LST compared to the broader Canada Bay LGA.

Figure 6 confirms that most areas in the City of Canada Bay experienced LST elevations ranging from 6° - 12°C, with Five Dock Metro Precinct showing a high concentration of regions with significant LST elevation.

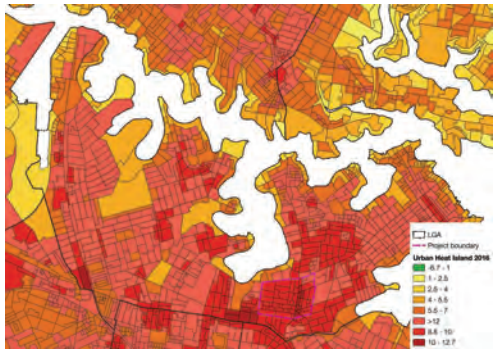


Figure 6. City of Canada Bay LST deviation in summer 2015-2016.

A closer review in Figure 7 reveals that the Five Dock Metro Precinct experienced LST elevations of at least 8°C, with some locations exceeding 10°C. These higher elevations were observed along the Great North Rd, First Ave and Ramsay Rd.

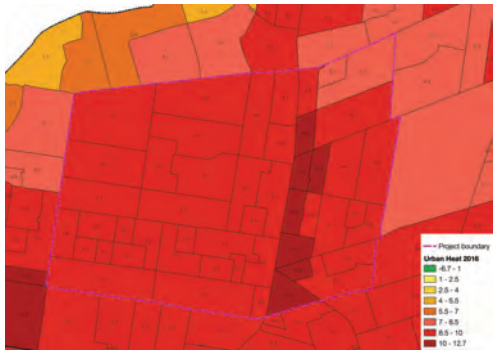


Figure 7. Five Dock Metro Precinct LST deviation in summer 2015-2016.

2.2. Heat Vulnerability Index

The Heat Vulnerability Index (HVI) dataset highlights areas to monitor where populations are more vulnerable to the adverse effects of urban heat. The HVI is based on exposure, sensitivity, and adaptive capacity indicators.

A vulnerability of 1 represents a combination of low exposure, low sensitivity and/or high adaptive capacity, whereas a vulnerability of 5 represents high exposure, high sensitivity, and/or low adaptive capacity.

The data in this study shows the HVI in the summer of 2015 - 2016.

Figure 8 highlights the Five Dock Metro Precinct as one of the key areas within Canada Bay LGA with significant heat vulnerability.

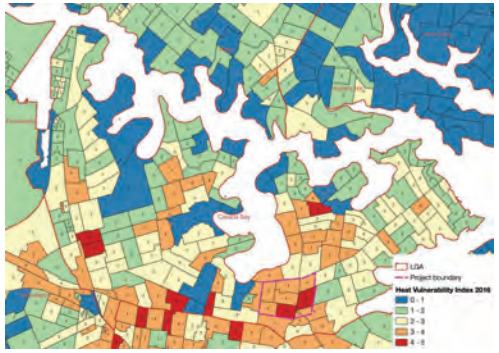


Figure 8. City of Canada Bay LGA HVI summer 2015-2016

Figure 9 shows that the HVI in the Five Dock Metro Precinct during the summer of 2015 - 2016 reached a minimum of 4, with some locations reaching 5.

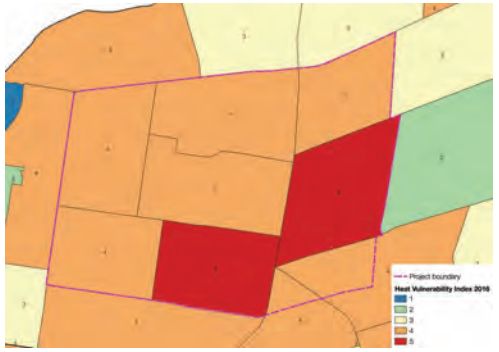


Figure 9. Five Dock Metro Precinct HVI summer 2015-2016.

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2.3. Urban Tree Canopy and Surface Permeability

The City of Canada Bay *Urban Tree Canopy Strategy 2019*[1] provides insights into the distribution of impervious areas, tree canopy coverage, and plantable and unplantable areas across the Canada Bay LGA.

Impervious surfaces accounted for approximately 55.5% of the total area in the Canada Bay LGA, with the Five Dock suburb being the second-largest contributor despite representing only 12% of the LGA's total area.

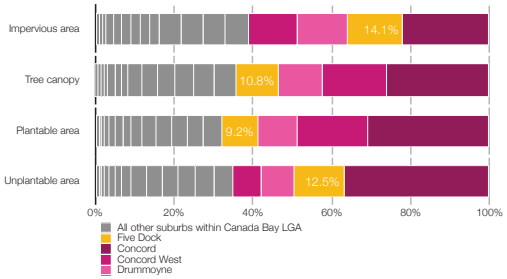


Figure 10. Five Dock suburb urban tree canopy and permeability context

In the Urban Tree Canopy Strategy, Five Dock suburb is categorised as a suburb with medium priority for hot and plantable suburbs within the LGA, with the majority of street planting concentrated on Henry St and Great North Rd.

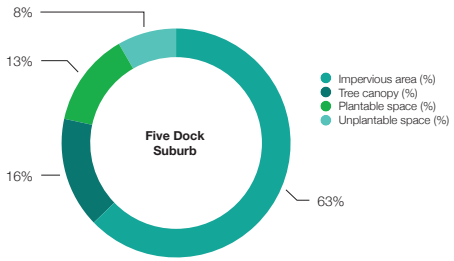


Figure 11. Impervious, plantable and tree canopy in Five Dock.

The Strategy reveals that the Five Dock suburb has a tree canopy coverage of 16%, with 9.11% on private land and 6.51% on public land, making it susceptible to canopy loss in the event of urban infill on private land. The suburb also has 13% of potential plantable areas, offering opportunities for greening initiatives, although more than half occurs on private land.

The Five Dock suburb is dominated by 63% of impervious surfaces. This includes nearly 28% covered by impervious buildings, less than 13% by impervious roads, and the remainder by other impervious surfaces.

Figure 12 illustrates the distribution of tree canopy within the Five Dock Metro Precinct. The highest concentration of tree canopy is found around Five Dock Primary School and along sections of Kings Rd and Garfield St. In contrast, the area east of Great North Rd has less than 5% tree canopy coverage.

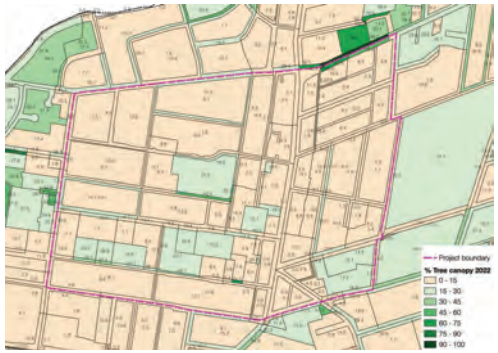


Figure 12. Five Dock study area tree canopy cover 2022.

The distribution of tree canopy was established from Greater Sydney Region Tree Canopy Modified Mesh Block 2022. Figure 13 shows that only 3.6% of the Five Dock Metro Precinct mesh blocks had tree canopy coverage exceeding 20% with a height above 10 m, compared to 34.5% frequency in Greater Sydney overall.

Areas with trees reaching at least 10 m in height were most concentrated around Five Dock Primary School and several locations along Kings Rd and Garfield St.

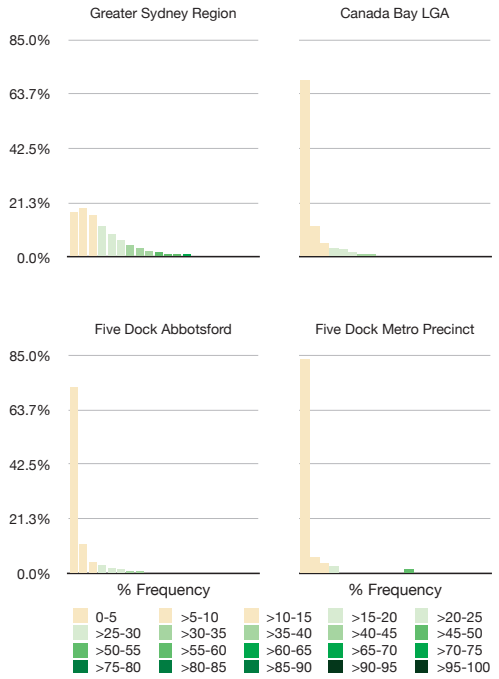


Figure 13. Tree cover (> 10 m) - regional comparison.

[1] *Urban Canopy Strategy.* City of Canada Bay. https://www.canadabay.nsw.gov.au/council/sustainable-council/our-urban-tree-canopy/urban-canopy-stategy

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2.4. Local Open Space

Local open space data and mapping were sourced from the *City of Canada Bay Council Social Infrastructure (Open Space and Recreation) Strategy and Action Plan 2019*.

The City of Canada Bay council has adopted proximity-based benchmarks by the Government Architect NSW *Greener Spaces* Draft Open Space for Recreation Guide (2018) and local needs, which sets benchmarks requiring all dwellings to be within 400 m of 0.3 ha open space and high-density housing (60+ dwellings/ha) within 200 m of 0.1 ha open space.

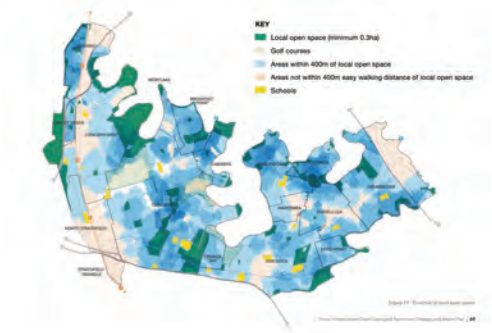


Figure 14. Five Dock Metro Precinct in Canada Bay LGA - Local open space (source: *Social Infrastructure (Open Space and Recreation) Strategy and Action Plan 2019)*

Figure 14 illustrates that the central and southern parts of the Five Dock Metro Precinct fell outside the 400 m easy walking distance to local open space.

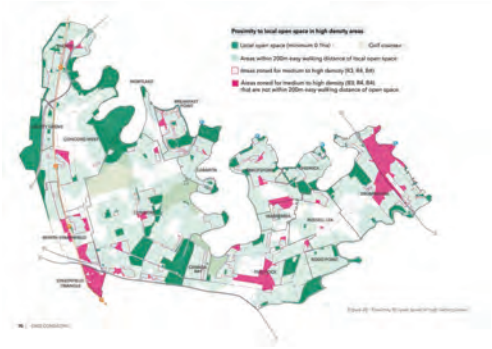


Figure 15. Five Dock Metro Precinct in Canada Bay LGA - Open space proximity, high density area (source: *Social Infrastructure (Open Space and Recreation) Strategy and Action Plan 2019)*

Figure 15 highlights that high-density areas along Garfield St, Kings Rd, and Great North Rd were not within 200 m of easy walking distance of open space.

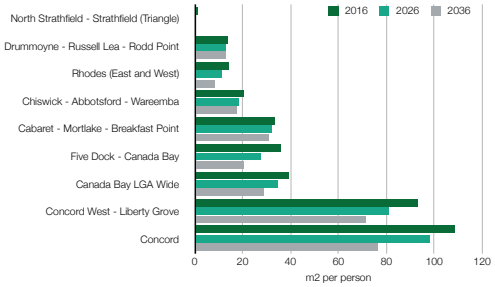


Figure 16. Canada Bay LGA and suburbs - Local open space m2 per person

In 2016, the combined suburbs of Five Dock and Canada Bay had a total open space of 395,069 m^2, averaging 36 m^2 per person. While this was below the Canada Bay LGA average, it was the third-largest among the LGA's suburbs.

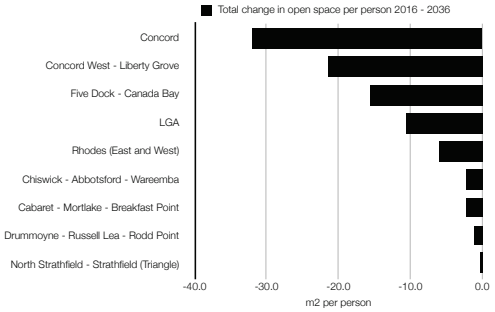


Figure 17. Canada Bay LGA and suburbs - Total change 2016 - 2036

Figures 16 and 17 show that Five Dock - Canada Bay is expected to experience the third-largest decline in open space per person by 2036, with a reduction of 15.7 m^2 compared to 2016.

2.5. Existing Green Assets

Existing green assets were established from the Greater Sydney Region Existing Green Assets with temporal coverage from October 2016.



Figure 18. Existing Green Assets - Five Dock Metro Precinct in Canada Bay LGA

Five Dock Metro Precinct is located near a golf course and several parks and gardens, with a large park/garden right next to the Precinct boundary. The map shows no existing green assets within the Precinct.

2.6. Existing Green Grid Corridors

Green grid corridors were established from the Greater Sydney Region Existing Green Assets with temporal coverage from October 2016. It shows that while there are green grid corridors connecting to the north and south boundaries of the precinct, none traverse it.



Figure 19. Green Grid Corridors - Five Dock Metro Precinct in Canada Bay LGA

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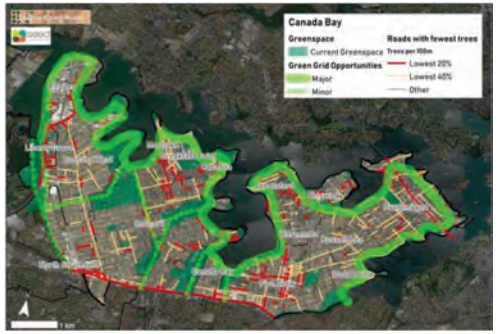


Figure 20. Green Grid Opportunities (*Urban Tree Canopy Strategy*)

The City of Canada Bay Urban Tree Canopy Strategy maps green grid opportunities in Canada Bay LGA. The mapping shows no identified green grid opportunities within Five Dock Metro Precinct.

2.7. Biodiversity

Biodiversity mapping was extracted from Native Vegetation of the Sydney Metropolitan Area - Version 3.1 OEH 2016 and NSW BioNet Species Sightings.



Figure 21. Native vegetation 2016

Native vegetation OEH 2016 mapping shows Urban exotic/Native in Five Dock Public School and some lots around the Southwest area of the Precinct as well as near the Precinct boundaries.

Canada Bay Biodiversity Strategy provides a historical mapping of vegetation communities pre-1750. It shows that most of Five Dock Metro Precinct was predominantly covered by Turpentine-Ironbark forest and Eucalypt woodland. This highly contrasts the native vegetation condition in 2016.

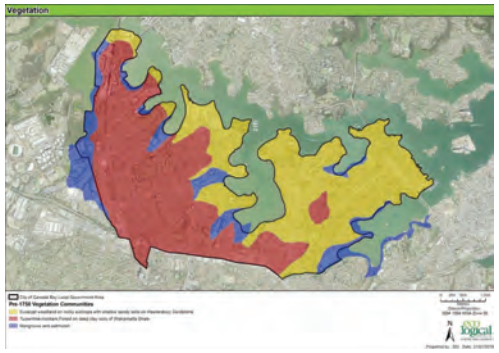


Figure 22. Pre-1750 Vegetation communities (source: Canada Bay Biodiversity Strategy)

NSW BioNet Species Sightings mapping covers flora and fauna records in the Species Sightings module of the NSW BioNet-Atlas application at the OEH. This data is made available by OEH's Sensitive Species Data Policy.



Figure 23. BioNet Species Sightings mapping

The mapping shows there was a sighting of long-nosed bandicoot around the northeast of the precinct. This fauna is listed as an endangered population.

Other fauna within the Precinct are grey-headed flying fox and noisy minors, which are listed as vulnerable species.

2.8. Air temperature

Air temperature analysis considered existing conditions and future projections under different emissions scenarios.

2.8.1. Existing condition

The air temperature data was analysed for the period 2001-2020 from the nearest weather monitoring station, Canterbury Racecourse AWS (approximately 4.2 km from Five Dock)[2], and compared to the Mascot AMO weather station, which is commonly used to inform energy assessments across much of the Greater Sydney Region. This comparison provides insights into Five Dock's seasonal air temperature based on the nearest available data.

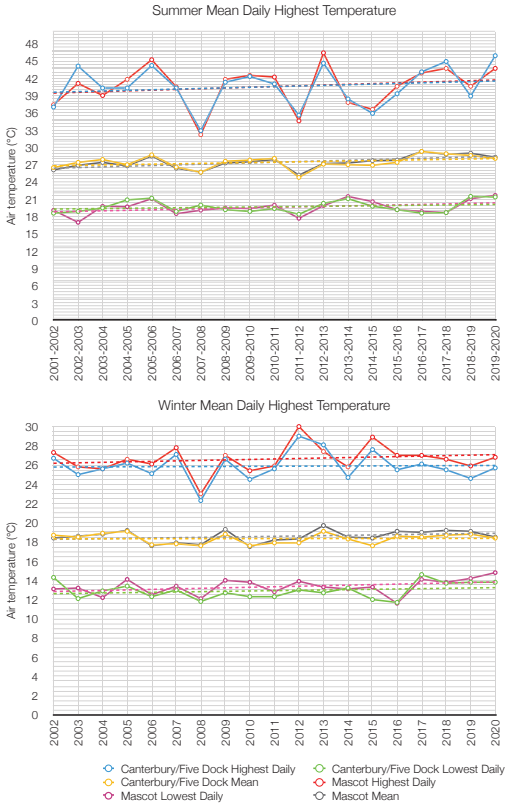


Figure 24.Summer and winter daily temperature comparison.

[2]

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The graph illustrates a linear increase of over 1°C in the summer mean daily highest air temperature from 2001 - 2020 recorded in Canterbury racecourse. This rise is lower than the corresponding increase recorded in Mascot.

Further analysis reveals an increasing trend in the number of days exceeding 35°C or 40°C and the occurrence of the highest temperatures.

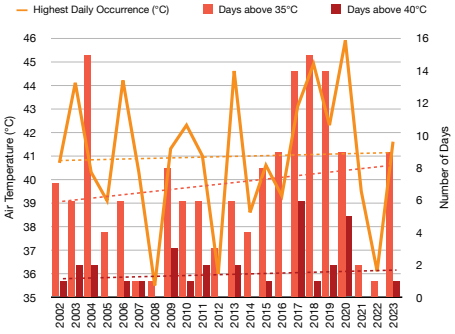


Figure 25. Days above 35°C, 40°C and highest temperature occurrence recorded in Canterbury Racecourse.

From 2002 to 2023, the highest daily air temperatures were often above 40°C. The highest peak daily temperature of 45.9°C was recorded in 2020, while the lowest was 35.5°C in 2008.

The number of days exceeding 35°C or 40°C fluctuates annually. The worst year on record was 2017, with 14 days above 35°C, including 6 days surpassing 40°C.

2.8.2. Projection

Projections of air temperature were analysed using TIFF images provided by the NSW and Australian Regional Climate Modelling (NARCliM) project, which offers insights into plausible future climates based on the latest emissions scenarios.

The NSW NARCliM 2.0 offers future climate projections from the historical baseline period of 1990-2009 (representing the '2000' climatology) under two emissions scenarios:

- Low emissions scenario (SSP1-2.6): aligned with our 2050 Net Zero Targets.
- High emissions scenario (SSP3-7.0).

Table 2 presents the historical air temperature for the '2000' climatology. It shows that Five Dock Metro Precinct had a slightly higher average temperature and experienced marginally more hot days compared to Mascot. Despite these differences, both were found to have similar overall conditions.

'2000' Historical	Five Dock Metro Precinct			
	Average temperature (°C)	Maximum temperature (°C)	Minimum temperature (°C)	Hot days* (day)
Annual	19.52	23.95	15.60	6.34
Summer	24.10	28.18	20.83	4.45
Autumn	20.58	24.70	16.73	0.48
Winter	13.90	18.60	9.58	0.00
Spring	19.50	24.31	15.25	1.17

'2000' Historical	Mascot			
	Average temperature (°C)	Maximum temperature (°C)	Minimum temperature (°C)	Hot days* (day)
Annual	19.48	23.38	15.88	4.83
Summer	23.84	27.33	21.02	3.45
Autumn	20.65	24.21	17.09	0.36
Winter	14.11	18.40	9.95	0.00
Spring	19.31	23.57	15.45	1.02

Table 2. '2000' Historical air temperature.

Figure 26 to 29 compare projections of air temperature and hot days for Five Dock and Mascot suburbs under low (SSP1-2.6) and high (SSP3-7.0) emissions scenarios. These projections, spanning seven future climatology periods, are presented as changes relative to the '2000' climatology baseline.

Under scenario SSP3-7.0, both suburbs are expected to experience significantly higher average, maximum, and minimum temperatures, along with an increase in the frequency of hot days. By contrast, scenario SSP1-2.6, which aligns with our achieving 2050 Net Zero targets, demonstrates a notable capacity to curb these increases.

Table 3 below provides the approximate projection summary for Five Dock Metro Precinct.

Climatology	Scenario	Average temperature rise (°C)	Increase in hot days (days)
2050	SSP1-2.6	1.02	3.99
	SSP3-7.0	1.66	5.31
2090	SSP1-2.6	1.16	4.82
	SSP3-7.0	3.36	12.61

Table 3. NSW NARCliM 2.0 - Air temperature projection summary

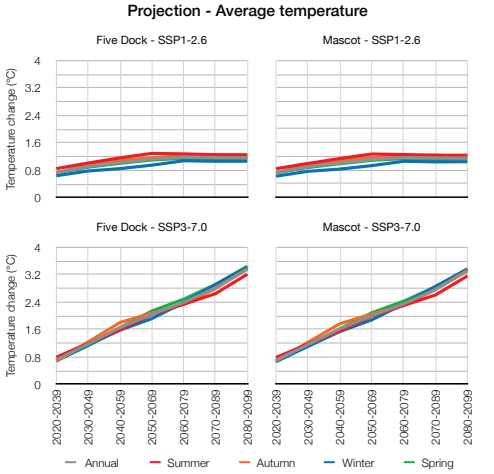


Figure 26. Average temperature projection for seven future climatologies

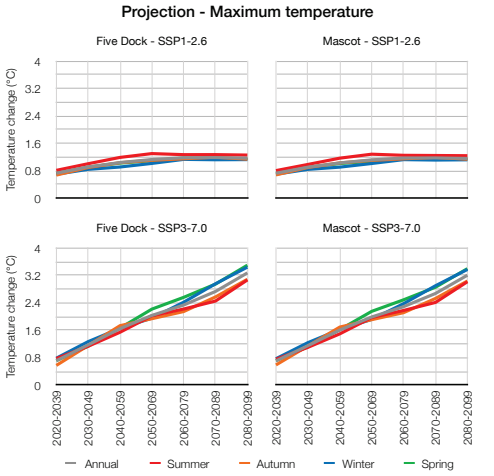


Figure 27. Maximum temperature projection for seven future climatologies

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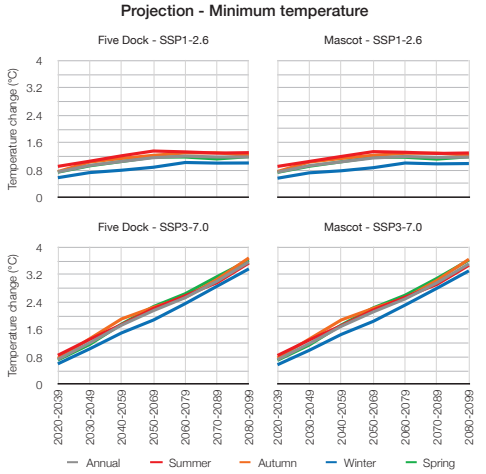


Figure 28. Minimum temperature projection for seven future climatologies

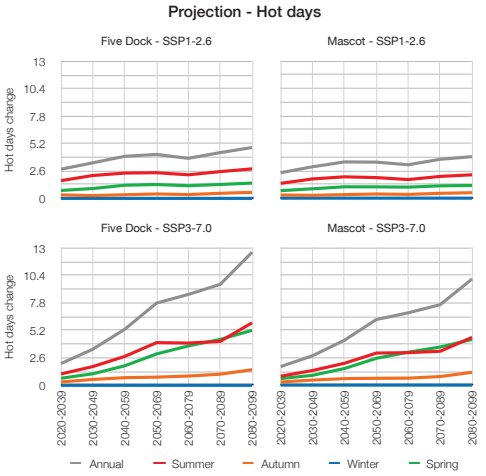


Figure 29. Hot days projection for seven future climatologies

2.9. Rainfall

Rainfall analysis considered both existing conditions and future projections under different emissions scenarios.

2.9.1. Existing condition

The rainfall was benchmarked using the nearest available weather monitoring station, Abbotsford (Blackwell Point Rd), and compared to the Sydney rainfall data (Mascot AMO).

The analysis revealed no year with typical annual rainfall for any weather station for the last 20 years. The average annual rainfall in Abbotsford from 2004 to 2023 is 1114.18 mm, compared to 1070.17 mm in Mascot.

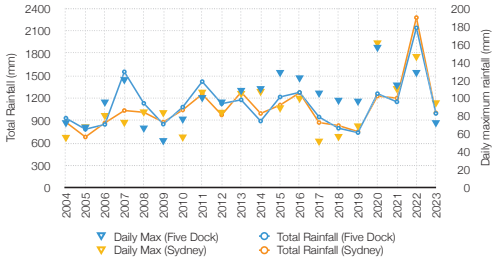


Figure 30. Daily maximum and annual rainfall.

An analysis of BASIX Dwelling Certificates 2011 - 2020[3] in Five Dock suburb reveals that all projects were registered with centralised or individual rainwater or stormwater tanks, with 17 achieving the exact water target and the rest exceeding it.

2.9.2. Projection

The NSW NARCliM offers future climate projections of rainfall from the historical baseline period of 1990-2009 (representing the '2000' climatology) under emissions scenario SSP1-2.6 and SSP3-7.0.

Table 2 shows the historical rainfall for the '2000' climatology.

2000 Historical rainfall	Five Dock Metro Precinct (mm)	Mascot (mm)
Annual	1110.67	1170.36
Summer	318.95	321.51
Autumn	360.81	385.77
Winter	250.14	273.72
Spring	180.78	189.35

Table 4. '2000' Historical rainfall.

The '2000' historical rainfall data indicates that Five Dock Metro Precinct had slightly lower average rainfall than Mascot. Despite this minor difference, both suburbs were found to have similar overall rainfall conditions.

The average annual rainfall in Five Dock Metro Precinct's '2000' climatology aligns closely with existing conditions observed from the nearest recorded weather data.

Figure 31 compares rainfall projections for Five Dock Metro Precinct and Mascot under low (SSP1-2.6) and high (SSP3-7.0) emissions scenarios. These projections, spanning seven future climatology periods, are presented as changes relative to the '2000' climatology baseline.

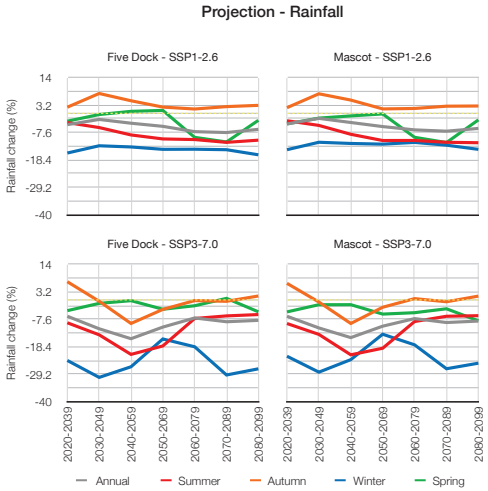


Figure 31. Rainfall projection for seven future climatologies

Projections for the Five Dock Metro Precinct and Mascot indicate an annual decrease in average rainfall across all scenarios and climatologies. Under the SSP3-7.0 scenario, the annual decrease is expected to be higher than SSP1-2.6.

Seasonal variations are most pronounced in Winter, which under SSP3-7.0 is anticipated to experience a substantially higher decrease compared to SSP1-2.6.

The table below shows the rainfall projection summary for Five Dock Metro Precinct.

Climatology	Scenario	Average (mm)	Summer (mm)	Autumn (mm)	Winter (mm)	Spring (mm)
2050	SSP1-2.6	1055	287	376	213	179
	SSP3-7.0	934	250	324	180	181
2090	SSP1-2.6	1029	281	370	205	173
	SSP3-7.0	1022	299	371	179	173

Table 5. NSW NARCliM 2.0 - Rainfall projection summary

[3] *BASIX_Dwelling_Certificates_2011-2020*. NSW Department of Planning, Housing, and Infrastructure. https://www.planningportal.nsw.gov.au/opendata/dataset/basix_dwelling_certificates_2011-2020

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2.10. Method of Travel to Work

The method of travel to work was analysed from the ABS 2016 Census of Population and Housing Data for Five Dock Abbotsford, comparing it to Canada Bay LGA and Sydney - Inner West regions.

The data below presents the outbound and inbound journeys.

Outbound Journey	Five Dock Abbotsford	Canada Bay LGA	Sydney - Inner West
Train	4.3%	16.5%	23.6%
Bus	14.5%	9.0%	8.8%
Ferry	3.7%	2.4%	1.2%
Tram	0.4%	0.2%	1.1%
Taxi	0.3%	0.3%	0.4%
Car, as driver	54.7%	50.4%	42.7%
Car, as passenger	3.5%	3.2%	3.1%
Truck	0.6%	0.6%	0.5%
Motorbike/scooter	1.1%	0.8%	0.9%
Bicycle	1.1%	0.9%	1.3%
Walked only	2.0%	2.9%	3.8%
Other Mode	0.6%	0.6%	0.6%
Worked at home	4.9%	4.6%	4.4%
Did not go to work	8.3%	7.5%	7.5%

Table 6. Outbound journey.

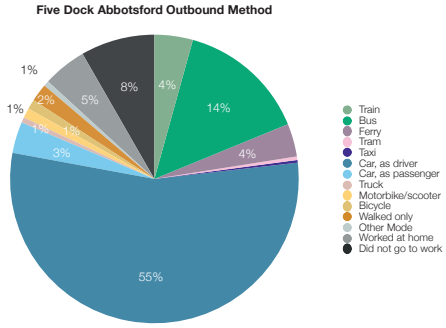


Figure 32. Five Dock Abbotsford outbound method proportion

The data shows that private cars were the dominant mode of transport for outbound and inbound journeys in the Five Dock Abbotsford area, accounting for 54.7% and 62.5%, respectively. These percentages were higher than the reliance on private cars in the broader Canada Bay LGA and Sydney - Inner West region.

The data also highlights a relatively high use of buses for outbound journeys in Five Dock Abbotsford. However, overall public transport usage in the area remained lower.

Public transport was also less popular for inbound journeys, with usage roughly half that compared to Canada Bay LGA and Sydney - Inner West.

Inbound Journey	Five Dock Abbotsford	Canada Bay	Sydney - Inner West
Train	4.1%	14.8%	14.4%
Bus	5.0%	3.2%	3.6%
Ferry	0.0%	0.1%	0.1%
Tram	0.1%	0.0%	0.1%
Taxi	0.2%	0.2%	0.2%
Car, as driver	62.5%	58.3%	57.0%
Car, as passenger	5.0%	3.6%	3.7%
Truck	0.6%	0.4%	0.6%
Motorbike/scooter	0.5%	0.6%	0.6%
Bicycle	0.5%	0.5%	0.6%
Walked only	4.5%	3.9%	4.9%
Other Mode	0.4%	0.5%	0.5%
Worked at home	8.0%	6.0%	5.7%
Did not go to work	8.6%	8.0%	8.0%

Table 7. Inbound journey.

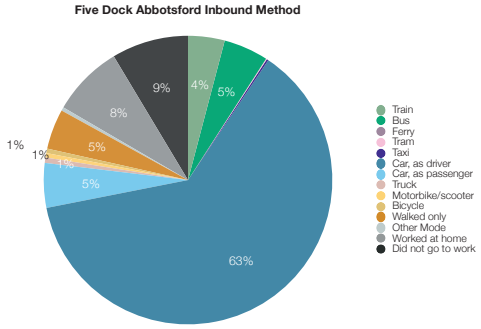


Figure 33. Five Dock Abbotsford outbound method proportion

2.11. Cycling Propensity and Network

This section examines the latent demand for cycling within the study areas in 2016 using the Cycling Propensity Index data from Transport for NSW (TfNSW). The index assigns a value between 0 and 1 for each Statistical Area (SA) 1, with 1 indicating the highest inclination for cycling.

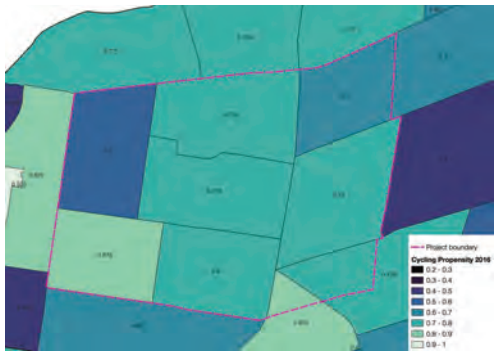


Figure 34. Bike Use Propensity Index Based on Census 2016

Figure 34 shows that the cycling propensity index in Five Dock Metro Precinct in 2016 ranged from 0.6 - 0.875, indicating a high propensity of cycling by residents.

	Train	Bus	Car, as driver	Bicycle	Walked only
Over 0 km to less than 1 km	0	7	48	0	124
1 km to less than 2.5 km	0	23	81	6	11
2.5 km to less than 5 km	0	30	242	0	17
5 km to less than 10 km	96	533	599	35	3
10 km to less than 20 km	89	77	680	0	0
20 km to less than 30 km	6	6	143	0	0
30 km to less than 50 km	0	0	61	0	0
50 km to less than 100 km	0	0	5	0	0
100 km to less than 250 km	0	0	0	0	0
250 km and over	0	0	17	0	0

Table 8. Five Dock Metro Precinct Method of Travel to Work 2016 by distance travel.

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Table 8 compares common modes of transport based on the ABS Census 2016 - public transport, active travel, and private cars - used by Five Dock Metro Precinct residents based on travel distance to work. The data shows that around 20% of private car journeys were for short trips (less than 5 km), indicating a reliance on private cars even for distances that could be comfortably cycled.

Given the high cycling propensity and car reliance on short trips, there is an opportunity to shift some car trips to cycling.

Figure 35 shows the existing cycling network in the Five Dock Metro Precinct in 2024. It was found that the existing cycling network consists of mixed traffic in Barnstaple Rd and Queens Rd, as well as parking lanes in Henry St and First Ave. Parking lanes in Henry St and First Ave are found to be disconnected from the rest of the cycling infrastructure.

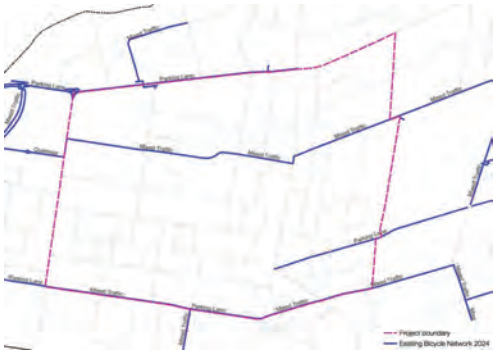


Figure 35. Existing cycling network 2024

2.12. Waste Generation

Waste generation has been estimated using bottom-up analysis of the existing building stock and typical generation benchmarks. Canada Bay[4] data was used as the basis for residential waste generation rates.

Type	Estimate of waste generation (t/annum)
Non-residential	1,558
Residential	1,303
Parks	4
Total	**2,865**

Table 9. Estimated waste generation by building type

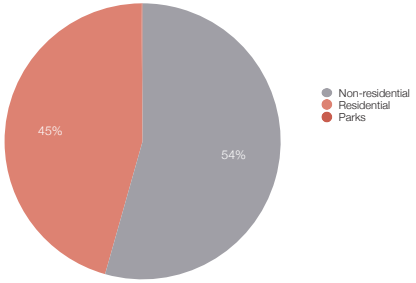


Figure 36. Contribution of building type to waste generation in the study area

2.13. Water Consumption

Non-residential water use has been estimated using bottom-up analysis of the existing building stock and typical use benchmarks from Sydney Water, Hunter Water and other sources. Residential water demand is taken from Sydney Water consumption statistics for the Canada Bay LGA and is seen to be dominant.

Type	Estimate of water use (ML/annum)
Non-residential	44.4
Residential	247.3
Parks	0.5
Total	**292**

Table 10. Estimated water demand by building type

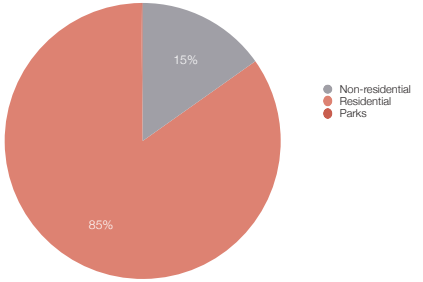


Figure 37. Contribution of building type to water use in the study area

[4] NSW EPA 2021-22-LG-WARR-Report-Appendix

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2.14. Gas Demand

Current gas use in the Five Dock Metro Precinct area has been estimated from bottom-up analysis of estimated building energy demands and typical fuel splits and confirmed with the average customer usage data supplied by Jemena for 2022, which showed 78% of residential homes are connected to the gas service in Five Dock.

There is limited information on fuel split by building types in NSW. The NABERS dataset provides valuable information for the Sydney metropolitan region. However, it covers only a few building use types and excludes tenant-related impacts in most building types. For retail, this limits the insight into the common areas of shopping centres and excludes any information on energy consumption in retail tenancies, where food retailers will be big consumers of gas for cooking or High street retail shops. The fuel splits provided in the Commercial Building Baseline Study 2022 have been used for all other building uses.

The comparison with Jemena's published averages confirmed that the Flux estimated aggregated gas demand of the buildings is in line with the LGA total when the relative density of use is considered.

Type	Gas proportion of building energy use	GJ/Annum
Non-residential	31%	9,900
Residential	69%	21,870
Average / Total	**100%**	**31,770**

Table 11. Estimated gas usage by building use.

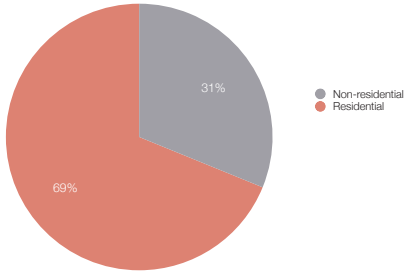


Figure 38. Contribution of building type to overall gas use in the study area

2.15. Renewable Energy (Solar PV)

The rooftop solar photovoltaics (PVs) were benchmarked using postcode-level data supplied by the Clean Energy Regulator[5].

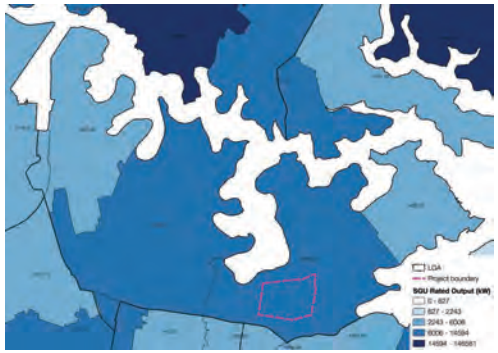


Figure 39. SGU Rated Output from Jan 2001- Oct 2024 per postcode.

Total PV installation sizes in postcode 2046 as of October 2024 are recorded to be 10.45 MW.

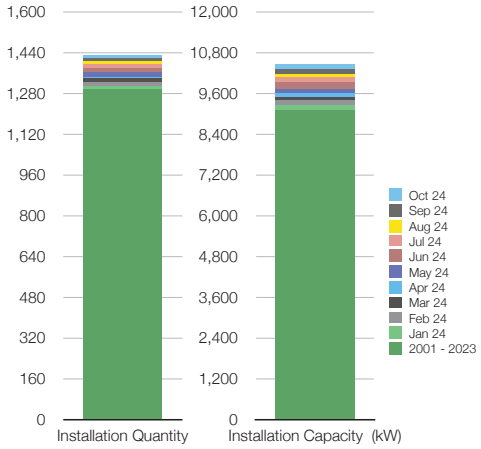


Figure 40. Solar PV Installation 2001 - 2024 in postcode 2046

The Australian PV Institute (API) data shows no large-scale PV system (with a capacity of more than 100 kW) installed within postcode 2046 as of September 2024[6].

Clean Energy Regulator does not provide information on whether the systems are installed on houses, apartments, or non-residential buildings.

API estimates that approximately 19.5% of dwellings in the area are equipped with solar PV systems, with about 94.5% being residential buildings. This data may be understated as it only includes accredited solar PV systems.

The cumulative capacity installed by the size of the installation in postcode 2046 is shown in the chart below.



Figure 41. Solar PV cumulative capacity in postcode 2046

An analysis of BASIX Dwelling Certificates 2011 - 2020[7] in Five Dock suburb reveals a significant under-provision of PV systems in multi-residential buildings. Of the 39 residential projects, only one building (152 dwellings) was registered as having a PV installation with a peak output of 35 kW.

All other projects met or exceeded the minimum energy target without implementing solar PV systems. Of these, 19 achieved the exact energy target, 14 achieved scores 1-3% above the target, and the rest exceeded it by a greater margin.

[5] *Small-scale installation postcode data.* Clean Energy Regulator. https://cer.gov.au/markets/reports-and-data/small-scale-installation-postcode-data

[6] *Large-Scale PV Systems. PV Postcode Data.* Australian PV Institute. https://pv-map.apvi.org.au/

[7] *BASIX_Dwelling_Certificates_2011-2020.* NSW Department of Planning, Housing, and Infrastructure. https://www.planningportal.nsw.gov.au/opendata/dataset/basix_dwelling_certificates_2011-2020

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2.16. Electric Vehicle Ownership and Infrastructure

Data on the ownership of electric vehicles (EVs) has been taken from the NSW vehicle registration database. The data shows that 1,269 EVs are garaged in the area out of 62,868 private motor vehicles as of November 2024, representing approximately 2% of all private vehicle ownership.

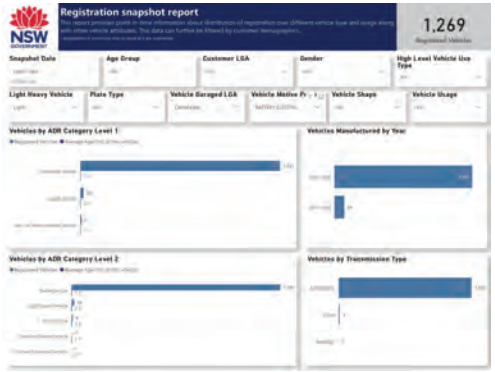


Figure 42. Registered Battery Electric Vehicles in Canada Bay LGA

The NSW Climate and Energy Action has released an EV Public Charging Masterplan, outlining ideal zones for public EV charging stations and projecting the current and future networks of public EV chargers in NSW by 2031. This mapping is shown in Figure 43.

Figure 43 shows that the Five Dock suburb has one existing or planned DC Fast charger with a capacity exceeding 50 kW and one approved charger under Drive Electric NSW EV Fast Charging Grants, which aims to establish charging stations at intervals of every 5 km in metropolitan areas. Both chargers are located outside the Five Dock Metro Precinct.

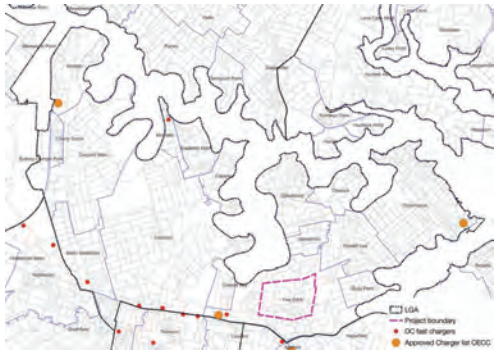


Figure 43. NSW EV Public Charging Masterplan map.

2.17. Refrigerant Bank

The bank of synthetic greenhouse gases contained in air-conditioning and heat pump installations was estimated in the Five Dock Metro Precinct area. The proportion of dwellings with air conditioning was taken to be 75%, which was derived from BASIX Certificate data. Air conditioning of commercial buildings was taken at 100%, with schools/ community use buildings at 50%.

A total of 5.63 tonnes of synthetic greenhouse gases are estimated to be installed in the study area.

Type	Estimate of refrigerant charge (kg)
Non-residential	1,180
Dwelling house	2,688
Apartment	1,763
Total	**5,630**

Table 12. Estimated current total refrigerant bank by building type

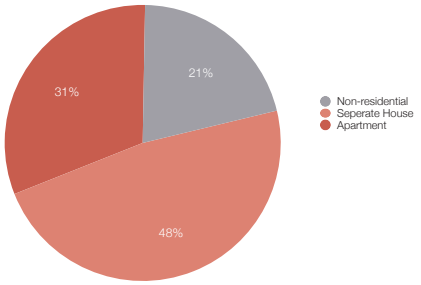


Figure 44. Contribution of building type to the refrigerant bank in the Study Area

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Section 3
Existing Environmental Impacts

3. Environmental Impacts

This section presents the current environmental impacts within the Five Dock Masterplan precinct area and the emissions changes expected to occur in 2046 if the precinct is developed to the floor space capacity of the Masterplan, applying current requirements for environmental sustainability.

The projections consider the growth in floor space planned and the resulting impacts on energy consumption, transport use, etc. Appendix A details various assumptions that underpin the projections.

3.1. Greenhouse Gas Inventory

Based on the Five Dock Metro Precinct detailed in Section 2, a baseline current greenhouse gas inventory has been prepared. The inventory follows standard greenhouse gas accounting protocols for emissions scope allocation and materiality testing for inclusion.

The estimated annual Greenhouse Gas emissions associated with the study area is 15 Mt.CO2e per year. This is made up of the components shown in the chart below.

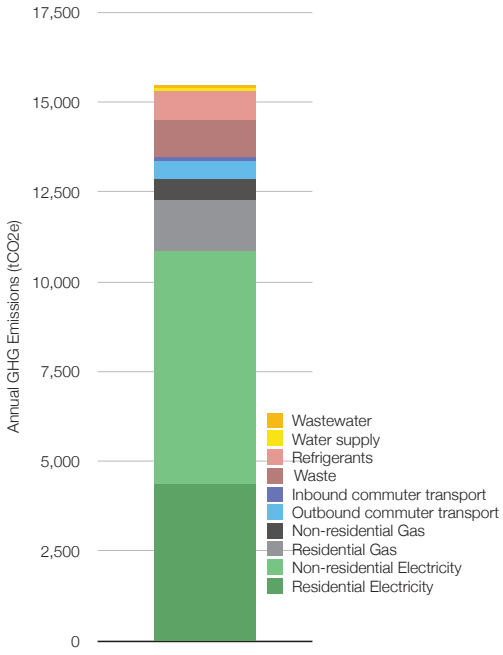


Figure 45. Current annual greenhouse gas emissions by contribution

A breakdown of emissions by Scope is shown below.

Scope 1 represents direct emissions in the Study Area from sources such as gas combustion.

Scope 2 represents emissions that occur offsite as a direct result of electricity usage within the Study Area.

Scope 3 represents emissions that occur offsite but are caused by the activities within the study area. Examples included commuter transport, disposal of waste, and the distribution losses associated with bringing electricity and gas to the Study Area.

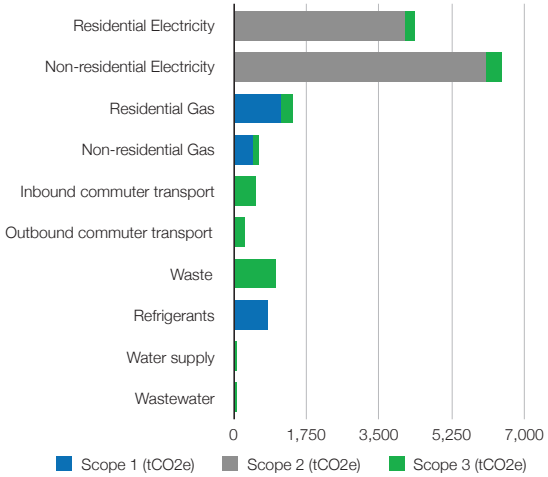


Figure 46. Breakdown of current emissions by scope.

The analysis reveals that Scope 2 emissions from electricity consumption currently dominate. This is despite the adoption of rooftop solar in the study area, which is estimated to reduce Scope 2 emissions by over 16%.

The use of gas is seen to be the most significant contributor to Scope 1 direct emissions, with the leakage of refrigerants also being a considerable source.

Waste management is the most significant contributor to Scope 3 emissions.

The following pie chart shows the proportional contribution of each source towards the current total greenhouse inventory for the Five Dock Metro Precinct Area.

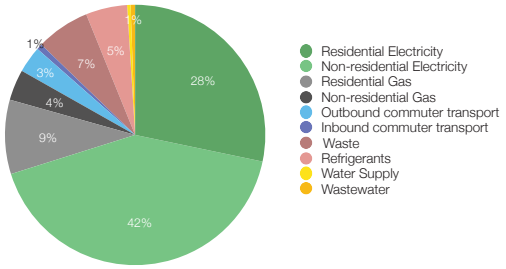


Figure 47. Breakdown of current emissions by source

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3.2. Future Greenhouse Gas Inventory

The projection of emissions in 2046 that will occur if the Five Dock Metro Precinct Masterplan is delivered to its full potential by 2046 is shown below. It is projected that overall emissions will be reduced by 40% despite a significant increase in emissions associated with natural gas, transport, waste and refrigerants due to the growth in floor space.

The forecast reduction is due almost entirely to the projected rapid decarbonisation of the electricity grid and the small number of buildings retained.

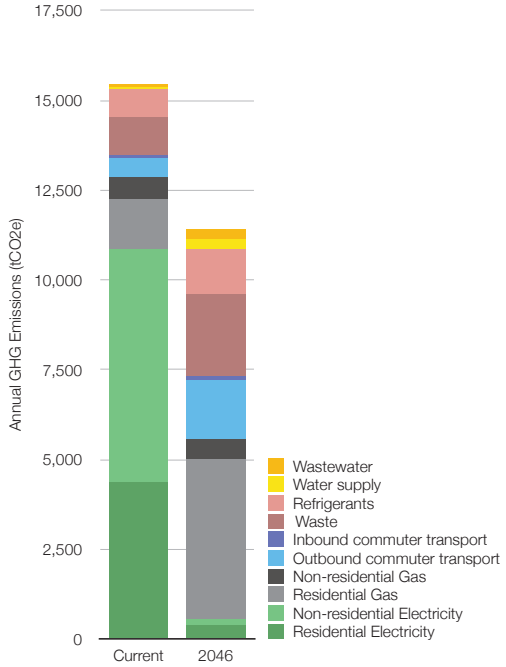


Figure 48. Projected change in GHG emission when fully developed under current controls

The relative proportion of GHG emission forecast in 2046 is shown below.

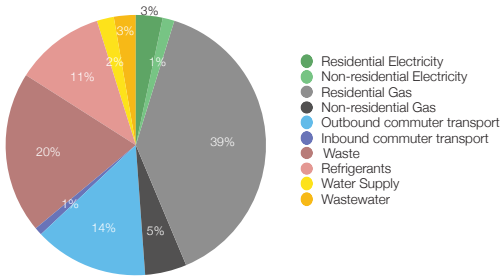


Figure 49. Breakdown of 2046 emissions by source

The 2046 forecast shows that under the current controls, the use of gas in buildings will contribute 44% of annual greenhouse gas emissions. This is after a minor allowance for reduced consumption due to a warming climate has been considered.

By comparison, electricity emissions are reduced to contribute no more than 4% of emissions in the precinct, compared to 70% of current contributions.

A comparison of impacts that isolate gas and electricity energy sources is shown below. Gas emissions are shown to increase by 250% by 2046. This starkly contrasts with electricity emissions, which are reduced by 95% compared to current levels. This highlights the undesirable, significant climate legacy of delivering new buildings that rely on gas for heating, cooling, or cooking.



Figure 50. GHG emissions comparison between gas and electricity

The contribution of waste to the overall annual emission grows significantly, even after allowing increased proportions of organics to be diverted from landfill due to the NSW government FOGO legislation. This is mainly due to the inability to capture significant portions of organic waste from apartment buildings under current controls.

Outbound commute impacts grow by 300% and contribute 14% of the overall annual greenhouse gas emissions despite benefitting from the increased adoption of electric vehicles and the decarbonisation of metro trains and trams. 50% of total vehicles have been assumed to be battery EVs in 2046, facilitated by the NSW policy target of 50% of new vehicle sales being EVs by 2050 and the National Construction Code (NCC) requirements for 100% EV-ready infrastructure in all new residential apartment buildings.

Inbound commute impacts are reduced due to EV adoption, decarbonisation of electric transport and the lack of material change in employment floor space within the precinct.

Fugitive refrigerant emissions are forecast to contribute 11% of annual greenhouse gas emissions in 2046. The government's importation restriction of high GWP small charge refrigeration units limits growth in residential impacts.

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3.3. Water Demand

The current demand for mains-supplied drinking quality water is estimated as 285ML per year and is forecast to grow to 1,032 ML per year, representing a 360% increase. The breakdown of building use contributions to the current and 2046 development potential demands is shown below.

The significant increase in residential water use is attributed to the growth in residential floor space and the failure of the Sustainable Buildings SEPP to increase the water targets in BASIX or set non-residential water targets above existing below-average consumption levels.

A slight reduction in water use is projected for non-residential buildings. Water use in parks is forecast to increase threefold (from 0.45 ML to 1.67 ML) due to increased irrigation area and irrigation demands. However, it will remain an insignificant component of the precinct's water footprint.

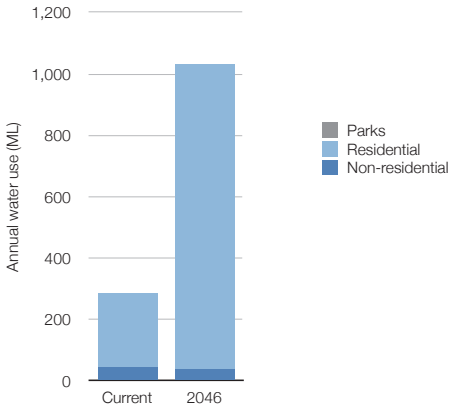


Figure 51. Projected change in water use when developed under current controls

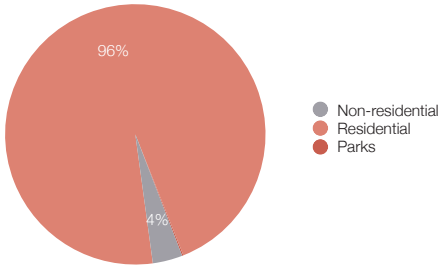


Figure 52. Breakdown of 2046 water demand by use

3.4. Waste Generation

Waste generation, excluding recovered organics, is estimated at 2.9 Mt per year for the current uses in the precinct and is forecast to grow 250% to 7.1 Mt per year in 2046 when developed under the current planning controls.

The generation rates scale with the increase in floor areas by usage type and the significant growth in residential apartments means controls for effective management of food organics waste will be important to limit waste to landfill.

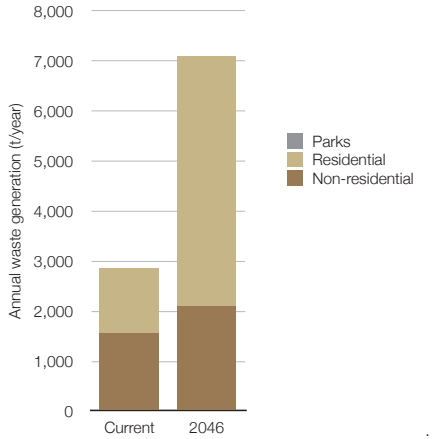


Figure 53. Projected change in waste generation when developed under current controls

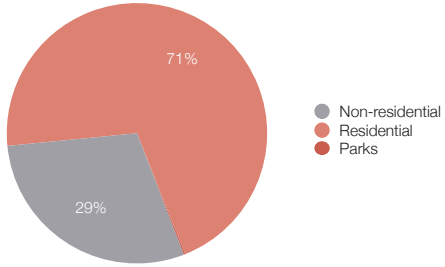


Figure 54. Breakdown of 2046 waste generation by source

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Section 4
Policy and Planning

4. Policy and Planning

This section summarises the environmental policy and planning context relevant to the Five Dock Metro Precinct.

4.1. NSW Government Policy Context

The NSW Government has implemented plans and policies in several areas of environmental sustainability outcomes that are progressive in an Australian context.

4.1.1. NSW Climate Change Policy Framework 2016



NSW Climate Change Policy Framework sets two aspirational objectives for NSW:

-to achieve net-zero emissions by 2050

-for NSW to be more resilient to a changing climate

The framework sets out the international context of the Paris Agreement and how more ambitious commitments are needed globally to achieve global temperature and emissions objectives. The NSW Government endorses the Paris Agreement.

The framework established several policy directions, which include the following that are relevant to sustainability controls for new development:

- Boost energy productivity, put downward pressure on household and business energy bills
- Reduce risks of damage to public and private sector assets arising from climate change
- Reduce climate change impacts on health and wellbeing
- Manage impacts on natural resources, ecosystems and communities

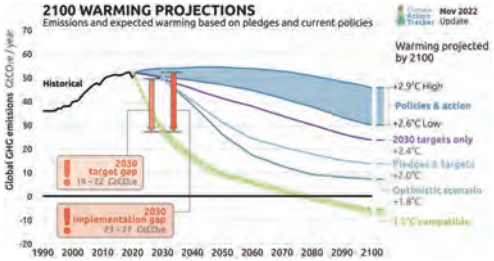


Figure 55. Emissions and expected warming based on pledges and policies[8]

4.1.2. Net Zero Plan Stage 1: 2020-2030



The Net Zero Plan details the policy priorities to fast-track emissions reduction over the decade to support the NSW Government's net-zero emissions by 2050 target.

The Net Zero Plan lays out several clear priority areas that should inform any amendment to local planning controls. In addition to the goal of accelerating emissions reduction, the themes of government leadership, reducing the cost of living and data transparency are also very relevant.

The relevant Net Zero priorities in the plan are:

Priority 1 - Drive uptake of proven emissions reduction technologies that grow the economy, create new jobs, or reduce the cost of living.

This priority includes sub-priorities directly relevant to establishing new development controls, including energy efficiency, electric vehicle infrastructure and a target for net-zero emissions from organic waste.

The priority to reduce the cost of living is also relevant to the setting of new controls.

Priority 2 - Empower customers and businesses to make sustainable choices.

Sub-priorities relevant to buildings and precincts include NABERS and BASIX ratings for buildings and transparency in emissions reporting of electricity retailing.

Priority 3 - Invest in the next wave of emissions reduction innovation to ensure economic prosperity from decarbonisation beyond 2030.

The priority notes the significant potential to cut emissions from onsite fuel use through electrification and renewable energy.

4.1.3. NSW The Climate Change (Net Zero Future) Act 2023 - Net Zero Commission

The Net Zero Commission provides an annual report to monitor, review, report on and advise on progress towards net zero targets set by The Climate Change (Net Zero Future) Act 2023. These targets include:

- 50% reduction on 2005 levels by 30 June 2030.
- 70% reduction on 2005 levels by 30 June 2035.
- Net zero by 30 June 2050.

In 2024, NSW released the first annual Net Zero Commission report. It is reported that the state's total emissions decreased by 27% or 42 Mt CO_2-e between 2005 and 2022. Built environment was the only sector to record an increase in emissions, rising from 4 Mt CO_2 -e to 7.7 Mt CO_2 -e.

According to the state's emissions inventory, the electricity and energy sector is the largest source of emissions, followed by the transport sector. Emissions in the Electricity and energy sector are primarily driven by fossil-fuel-based electricity generation.

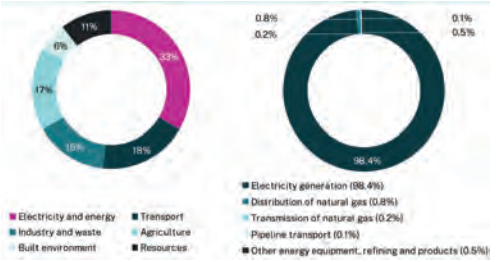


Figure 55. NSW Emissions breakdown year 2022.

It is noted that the Net Zero Commissions reporting of the Built Environment sectors contribution to NSW emissions does not include scope 2 electricity emissions. The impact of electrcity use within the building environment is included with the Electricity and energy sector.

According to the report, the electricity and energy sector will remain central to achieving net zero by reducing its own emissions and enabling other sectors to decarbonise through electrification.

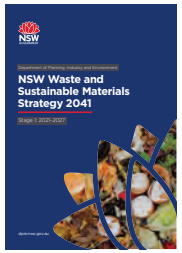
Meeting the 2030 and 2035 targets will also require faster progress in transport, buildings, and resource management, where emissions-reduction technologies are already available.

Additionally, there are proposed coal mine expansions and extensions that pose a risk of increasing emissions. These projects could place greater pressure on other sectors to further reduce their emissions in order to keep NSW on track to meet its climate goals.

[8] 2100 Warming Projections: Emissions and expected warming based on pledges and current policies. November 2022. Available at: https://climateactiontracker.org/global/temperatures/

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4.1.4. Waste and Sustainable Materials Strategy 2041 Stage 1: 2021-2027



The NSW government is committed to participating in the transition to a circular economy over the next 20 years. Stage 1 of the Waste and Sustainable Material Strategy outlines the actions to be taken in the first six years to deliver the circular economy objective.

The targets are given as follows:

-Reduce total waste generated by 10% per person by 2030

-Have an 80% average recovery rate from all waste streams by 2030

- Significantly increase the use of recycled content by governments and industry
- Phase out problematic and unnecessary plastics by 2025
- Halve the amount of organic waste sent to landfill by 2030

The target of halving the amount of organic waste in landfills is particularly relevant to multi-unit residential development planning.

The NSW Government proposes mandating source-separated Food Organics and Garden Organics (FOGO) collection services[9]. These mandates will apply to businesses starting 1 July 2026[10] and households from 1 July 2030. This initiative aims to halve the amount of organics, including food waste, going to landfill and achieve net zero emissions from organics in landfill by 2030. This mandate will affect all residential buildings.

A circular economy is one where the value of resources is retained for as long as possible. In addition to minimising resource consumption and maximising reuse and recycling, a circular economy for the built environment also includes concepts such as design for longevity, adaptability and disassembly, and the provision of goods as a service.

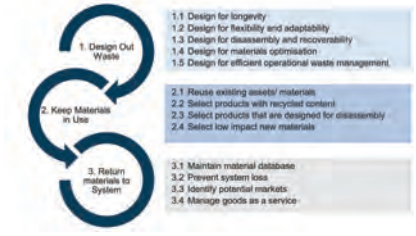


Figure 56. Circular economy strategies for the built environment source: NSW DPIE[11]

4.1.5. Greater Sydney Water Strategy 2022

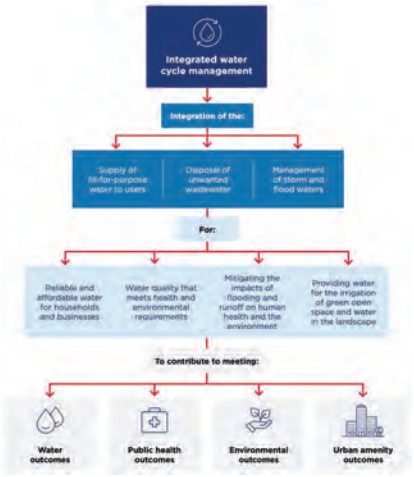


Figure 57. Integrated Water Cycle Management source: NSW DPE

The Greater Sydney Water Strategy charts the long-term vision and direction for ensuring the region's sustainable and resilient water services for the next 20 years. The report notes that the future water demand in Greater Sydney will exceed the sustainable supply from existing infrastructure to the finite limitation of the water catchment area and the need to move toward rainfall-independent sources of water.

The strategy includes delivering drinking water, wastewater, recycled water and stormwater services. A core focus of the strategy is better integration with land use planning, the need for rainfall-independent water sources and the supply of fit-for-purpose water to users.

Priorities in the strategy that may guide the development of new development controls are:

Priority 2 - Our water systems are sustainable for the long term and resilient to extreme events.

This priority includes further water conservation and new rainfall-independent supply capacity planning.

Priority 3 - Our City is green and liveable.

This priority considers several approaches to cool and green Greater Sydney, including:

- Integrate water cycle and land use planning
- Support the design principles for Greater Sydney
- Water for green public and private spaces
- Progress a circular economy approach

In addition to conservation and reuse, the integrated water cycle approach acknowledges that rainfall on a site must be treated as a resource to be retained and utilised.

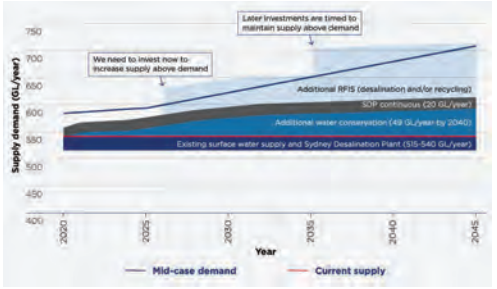


Figure 58. Portfolio of actions to support growth source: NSW DPE[12]

[9] Food and Garden Organics mandates proposed paper. NSW EPA. https://hdp-au-prod-app-nswepa-yoursay-files.s3.ap-southeast-2.amazonaws.com/8617/1688/1797/Food_and_garden_organics-mandates-proposal-paper.pdf

[10] Protection of the Environment Legislation Amendment (FOGO Recycling) Bill 2024. Parliament of New South Wales. https://www.parliament.nsw.gov.au/bills/Pages/bill-details.aspx?pk=18693

[11] Circular Design Guidelines for the Built Environment - Online Workshop Discussion Guide

[12] Greater Sydney Water Strategy August 2022 NSW Department of Planning and Environment

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4.1.6. Ozone Protection and Synthetic Greenhouse Gas Management Amendment (2024 Measures No. 1) Regulations 2024.

Starting 1 July 2024, Australia has banned the import of small air conditioning equipment designed to use hydrofluorocarbon (HFC) refrigerants with a Global Warming Potential (GWP) of over 750.

This includes equipment with a standard charge of up to 2.6 kg or less of refrigerant intended for cooling, heating, or both for human comfort in a stationary space.

The ban applies even if the equipment is imported without refrigerant. It covers:

- Outdoor units of single-head split system air conditioners.
- Portable air conditioners.
- Wall or window-mounted air conditioners.

It is reasonable to assume that similar bans will be implemented in the future for larger equipment to meet national commitments.

4.2. Local Planning Context

4.2.1. Eastern City District Plan



The Eastern City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney.

Relevant directions for sustainability:

"A city in its landscape"

Planning Priority E14. Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways.

Objective 25. The coast and waterways are protected and healthier.

Planning Priority E15. Protecting and enhancing bushland and biodiversity.

Objective 27. Biodiversity is protected, urban bushland and remnant vegetation is enhanced.

Planning Priority E17. Increasing urban tree canopy cover and delivering Green Grid connections.

Objective 30. Urban tree canopy cover is increased.

Objective 32. The Green Grid links parks, open spaces, bushland and walking and cycling paths.

Planning Priority E18. Delivering high quality open space.

Objective 31. Public open space is accessible, protected and enhanced.

"An efficient city"

Planning Priority E19. Reducing carbon emissions and managing energy, water and waste efficiently.

Objective 33. A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change.

Objective 34. Energy and water flows are captured, used and re-used.

Objective 35. More waste is re-used and recycled to support the development of a circular economy.

"A resilient city"

Planning Priority E20. Adapting to the impacts of urban and natural hazards and climate change.

Objective 36. People and places adapt to climate change and future shocks and stresses.

Objective 37. Exposure to natural and urban hazards is reduced.

Objective 38. Heatwaves and extreme heat are managed.

4.2.2. Our Future 2036 - Community Strategic Plan



Our Future 2036 captures community's collective vision for the City of Canada Bay from now until 2036.

Direction that guides the community strategic plan relevant to sustainability:

Direction 2 Sustainable and Thriving Environment

The community strategic plan provides 5 future goals set for 2036 under Direction 2:

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

Community Strategic Plan provides four indicators below to achieve Direction 2.

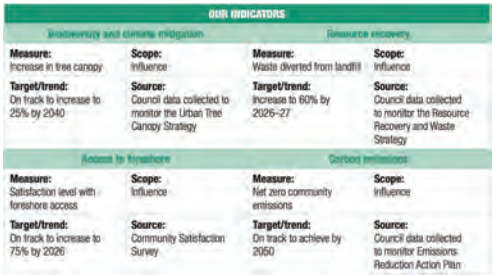


Figure 59. Community Strategic Plan indicators.

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4.2.3. City of Canada Bay Local Strategic Planning Statement (LSPS)



The Local Strategic Planning Statement (LSPS) is informed by a range of guiding frameworks, including the Eastern City District Plan, Future Transport Strategy 2056, the State Infrastructure Strategy and other Council's planning and controls, such as Local Environmental Planning (LEP), Development Control Planning (DCP), and Contributions Plans, to provide a cohesive strategic framework at the local level.

LSPS is also informed by *Your Future 2030* Community Strategic Plan to reflect the community's key aspirations and pathways to achieve them.

Relevant land use visions are:

- Improve access to the Parramatta River foreshore.
- Facilitate sustainable development and renewal.
- Increase biodiversity and the urban tree canopy.

The LSPS provides Sustainability visions/values and planning priorities. Relevant aspects are highlighted below:

Planning Priorities 13. Protect and improve health and enjoyment of the Parramatta River Catchment and waterways.

Action 13.2 Review and update water sensitive urban design controls to ensure:

- Reduced stormwater runoff volumes and pollution entering waterways;
- Pervious areas are maximised.
- All stormwater is treated before it reaches waterways.
- Stormwater management systems are vegetated to slow down and clean runoff and provide passive irrigation, greening and urban cooling on lot, street, and precinct scales.

Planning priorities 14. Protect and enhance bushland and biodiversity.

Action 14.1 Implement land use planning actions arising from the preparation of the Canada Bay Biodiversity Framework.

Action 14.2 Review the land use zones and environmental controls in the Canada Bay LEP and DCP to ensure that significant remnant habitats are retained to protect endangered flora and fauna, and improve habitat connectivity.

Action 14.3 When preparing planning studies and controls, create links to habitat sites through canopy cover, the Green Grid and waterways and improve planting of shrubs and understory.

Planning priorities 14. Protect and enhance bushland and biodiversity.

Action 14.1 Implement land use planning actions arising from the preparation of the Canada Bay Biodiversity Framework.

Action 14.2 Review the land use zones and environmental controls in the Canada Bay controls in the Canada Bay LEP and DCP to ensure that significant remnant habitats are retained to protect endangered flora and fauna, and improve habitat connectivity.

Action 14.3 When preparing planning studies and controls, create links to habitat sites through canopy cover, the Green Grid and waterways and improve panting of shrubs and understory.

Planning priorities 16. Increase urban tree canopy and deliver Green Grid connections.

Action 16.1 Prepare a street tree Masterplan in accordance with the principles and outcomes of the Canada Bay Urban Tree Canopy Strategy to increase tree canopy on public land.

Action 16.3 Increase urban tree canopy on private land by amending the Canada Bay DCP to:

- Update the list of recommended tree species;
- Require tree planting when land is redeveloped;
- Include appropriate controls to protect trees, including the definition of a tree.

Action 16.4 Investigate the potential for landowners to provide a monetary contribution towards the planting of trees on public land when replacement planting is unable to be accommodated on private land.

Action 16.5 Ensure that Masterplans and Precinct Plans achieve a minimum of 25% canopy cover. Where targets are unable to be achieved on individual sites, a precinct wide target is to be achieved.

Action 16.6 Prepare a Green Grid delivery strategy that seeks to align the relevant recommendations contained within the:

- Biodiversity Strategy;
- Urban Tree Canopy Strategy;
- Social Infrastructure (Open Space and Recreation) Strategy;
- Local Movement Strategy;
- Walking Strategy.

Planning priorities 17. Deliver high quality open space and recreation facilities.

Action 17.1 Consider and implement the Canada Bay Social Infrastructure (Open Space and Recreation) Strategy to deliver:

- The expansion of Fred Kelly Place on the eastern and western side of Great North Rd in Five Dock.

Planning priorities 18. Reduce carbon emissions and manage energy, water and waste efficiently.

Action 18.1 Advocate for increased BASIX water and energy targets.

Action 18.3 Where appropriate, develop controls to compel developers to connect to planned recycled water schemes for all non-potable water uses, including dedicating space for required metering, storage, connection and plumbing infrastructure.

Action 18.4 Undertake a Waste Management Review to identify potential improvements to the waste related controls in the Canada Bay Development Control Plan, to assist in developing a circular economy.

Action 18.5 Undertake a review of Canada Bay DCP to:

- Identify provisions for electric vehicles and shared infrastructure;
- Consider whether there is a need to provide controls regarding solar panels; and
- Require a dedicated space for battery storage.

Action 18.6 Prepare a Guideline to inform the implementation of green infrastructure as part of development, with consideration given to:

- Green roofs and walls; and
- Passive design to ensure efficient and resilient buildings.

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4.2.4. Environmental Strategy 2020 - Our Sustainable City



This strategy builds upon the delivery strategies established in Council's long term community plan, *Your Future 2030*. It provides Council's environmental commitment into four key themes, three of which below are relevant to the Five Dock Masterplan.

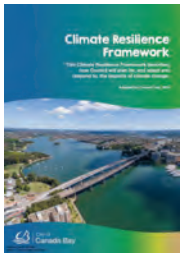
"Connected to nature"		
3.1a Biodiversity	Target: - No decrease in native fauna species - compared to the 2014 Fauna Survey. - No decrease in native plant species - as compared to those identified in the 2019 Biodiversity Framework - No decrease in the area or number of vegetation communities - compared to OEH 2016 mapping.	Goal: - Improve connectivity and protect the current habitat. - Protect and enhance habitat for fauna. - Plant species that are characteristics of naturally occurring vegetation communities and habitat requirements. - From our bush regeneration and Bushcare volunteers program. - Increase and protect habitat areas, fauna, and native species. - Empower residents to increase biodiversity on their own properties. increase involvement in citizen science programs.
3.1b Urban canopy	Target: Increase tree canopy cover from 18.2% across the city to 25% by 2040.	Goal: - Increase the number of trees by planting over 2,500 trees per year. Plant the right tree in the right place. - Move towards managing trees as an asset and as part of ecosystem approach. - Increase trees on both public and private land.
3.1c Waterways	Target: Make the Parramatta River swimmable again by 2025.	Goal: Increase the adoption of WSUD principles on private and public land.

"Resilient city"		
3.2a Climate change		Goal: - Embed climate resilience within Council's planning and management. - Improve liveability through cooling and heat mitigation measures. - Increase tree canopy. - Promote WSUD principles. - Educate the community on key climate risks and vulnerabilities and provide strategies to respond to these. - Emergency response for community, particularly members most vulnerable to the impacts of climate change (i.e. children and elderly population). - Collaborate with businesses, utilise and other government agencies to strengthen our complex infrastructure network to withstand proposed climate change impacts.
3.2b Transport	Target: - 5% of trips made by cycling by 2036 (1% in 2016). - 20% of trips made by walking by 2036 (12% in 2016). - 30% increase in total kilometres of cycleways from 2019 baseline by 2030 (39km of cycleway in 2019).	Goal: - Improved access to sustainable transport options. - Improved cycleway facilities. - Improved walkability and accessibly to ease congestion. - Improved health outcomes. - Reduced emissions and pollutions.

"Resource efficient community"		
3.3a Waste	Target: - Residential waste - increase waste diverted from landfill to 75% of total waste by 2021-22 (state target). - Litter 50% reduction - in identified hotspot locations.	Goal: - Use innovation and technology to improve resource recovery. - Work with our community to reduce kerbside recycling contamination. - Reduce litter and illegal dumping. - Improve data collection, monitoring and reporting. - Influence building design to improve waste outcomes. - Increase community clean up participation. - Reduce emissions from waste through greater diversion from landfill. - Support the community to adopt waste avoidance behaviours.
3.2b Transport		Goal: - Support the community on their journey to reduce their emissions. - Council lead by example inspiring the community to reduce their own emissions. - Reduce energy costs for households and businesses. - Educating, training and supporting the community through programs to reduce emissions focusing on key areas: • Energy efficiency. • Renewable energy generation through solar PV. • Buying renewable energy. • Fuel switching from gas to electricity. • Transition to electric vehicles.
3.3c Water	Target: Community target of no net increase on average annual household water consumption based on 2017-18 levels.	Goal: Support the community to reduce potable water consumption.

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4.2.5. Climate Resilience Framework



Climate Resilience Framework sets out City of Canada Bay Council's goals to 2035 with actions for implementation within the next four years, from 2025 - 2029.

City of Canada Bay Council is already responding to climate change through adopted individual targets and plans below:

- Increasing canopy cover through tree planting in streets, parks, and gardens.

This includes 25% tree canopy cover by 2040 and 25% reduction in potable water use based on 2013 consumption, while refer to Urban Tree Canopy Strategy and Nature Strip Policy.

- Improving the health of Parramatta River.
- Conserving and enhancing natural areas and biodiversity.
- Transport resilience.

This includes a target of 5% of trips made by cycling and 20% of trips made by walking by 2036, increase EV charge points, bike plan and other transport strategies.

- Climate mitigation

This includes target to achieve Community Net Zero by 2050, reducing waste sent to landfill per person by 20% by 2030, organics collection and recycling program diverting waste from landfill by 2026.

4.2.6. Emissions Reduction Action Plan



This action plan supports the delivery of targets outlined in the City of Canada Bay's Environmental Strategy. It is also guided by Your Future 2030 Community Strategic Plan.

The City of Canada Bay's community target is to reach net-zero emissions by 2050, with 2035 interim emissions target of 351,682 tCO2-e (~45.5% reduction from 2020).

The action plan to achieve the target is organised into seven priority areas:

Grid decarbonisation
To keep abreast of changing trends, lobby effectively and use trends to inform future revisions to Council's community climate change plans and targets.

Buying clean energy
To provide the residential and business community with the most current information about the renewable energy market, to help accelerate the transition to clean energy. Council is aware that changing to renewable energy supply may be one of the most cost-effective ways for the City of Canada Bay community to reduce its emissions over the long term.

Generating renewable energy
To triple the amount of solar PV capacity in Canada Bay by 2025 through its support initiatives and the community's response to climate change. This equates to a further 17 MW of solar PV capacity across all sectors of the community, as monitored and reported by the CER.

Energy efficiency
To achieve changes to the BASIX requirements that will see future new single and multi-unit residential developments achieve a significantly higher level of energy efficiency.
To see sustained reductions in the amount of stationary energy (electricity and natural gas) consumed per resident and per business in the City of Canada Bay, as monitored via annual reporting by utilities.

Sustainable transport
Recommended actions in this study refer to measures that can help to reduce climate change impacts of transport and are a subset of the adopted Local Movement Strategy.

Waste management
Council is undertaking a broader waste strategy review and action plan development, including the challenges and options relating to waste disposal.

4.2.7. City of Canada Bay Urban Tree Canopy Strategy

This strategy provides key directions for on-going planning and management of the City of Canada Bay's urban forest under five priorities categories into short-, medium-, and long-term actions to achieve Council's vision and targets to 2040.

Vision

The council's vision is underpinned by the principle of "right tree, right place", aims to grow and protect the urban forest by:

- Ensuring that trees are selected that align with community values for shade, playable spaces, and cultural relevance;
- Matching tree size and form to local growing conditions, such as in streets and parks;
- Accounting for future potential tree related risks to people and infrastructure;
- Allowing for projected changes in the local climate.

Target and outcomes

The City of Canada Bay will increase its the canopy cover across the city to at least 25% by 2040, an increase of over 6%. The increase in canopy cover will occur primarily in streets and parks on public land and by working with private land holders.

Objectives

7.3.1 Protect and value - Ensure that tree management policies and programs help to protect the urban forest by increasing the retention of existing trees on public and private land.

7.3.2 Renew and grow - Ensure that tree planting programs strategically plan for increasing the total canopy cover across council.

7.3.3 Support and sustain - Manage the health and condition of urban trees to minimise risk and support and sustain healthy, growing urban forest.

7.3.4 Engage and create - Work with the community and key stakeholder groups to enhance the urban forest for amenity, liveability, and biodiversity benefits and provide opportunities for collaboration.

7.3.5 Manage and resource - Reduce conflicts between people, infrastructure and trees and ensure adequate funding is available to support urban forest growth and management.

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4.2.8. Canada Bay Biodiversity Framework and Action Plan

Visions:
"*Our community shares a collective responsibility to protect or environment and actively participates in innovative programs to mitigate climate change. These programs, along with our well cared for and cherished, active and passive open spaces and waterways, are sustaining our future.*"

Relevant themes:

Native vegetation: Protection, managing and restoring native vegetation and biodiversity for current and future generations.

Corridors and Connectivity: enhancing landscape linkages.

Public Space: managing our reserves to promote biodiversity and community interaction.

Urban Habitat: protecting, conserving and managing biodiversity with the community in the urban landscape.

Green Infrastructure: providing opportunities for green infrastructure, innovation, enhancements and demonstration of excellence in biodiversity, and fostering partnerships and education opportunities in Canada Bay.

4.2.9. Resource Recovery and Waste Strategy

Key goals:

- Reduce waste to landfill and reduce greenhouse gas emissions.
- Recycle and reuse more.
- Improve our waste service.
- Reduce litter and illegal dumping.
- Lead by example.

Relevant targets:

- Reducing waste sent to landfill per person by 20% by 2030.
- Increasing diversion of landfill from 38% to 60% by 2027.
- Reducing contamination in our recycling to below 10% by 2025.
- Maintaining 93% community satisfaction with our services.
- Reducing the total number of illegal dumping incidences per year from a baseline of 1,180 events in 2019-20.

4.2.10. City of Canada Bay Council Social Infrastructure (Open Space and Recreation) Strategy and Action Plan 2019



Open space and recreation principles to drive the design, delivery and management of open space and recreation facilities to 2036 in City of Canada Bay. Below are the relevant principles:

- Optimise capacity - Address current and future gaps by realising the capacity of existing open space and recreation facilities.
- Diversity - Deliver open space and recreation facilities, services and programs to cater for the informal and formal recreation needs of the diversity of age groups, cultures and genders.
- Accessibility and connectivity - Improve accessibility and connectivity to open space and recreation facilities, services and programs through green streets, active transport links, affordable access, universal design, and equitable distribution.
- Well-designed - be adaptable and future-proof open space for growth through co-located, multipurpose, shared use, diverse and flexible space. Optimise recurrent asset management and maintenance costs.
- Sustainability - be environmentally and financially sustainable through the provision of recreation facilities and programs;
  - That enhance connections to nature, biodiversity, ecology and mitigate the impacts of climate change.
  - That remain fit for purpose through quality maintenance and asset management.

The Strategy and Action Plan outlines open space and recreation priorities to 2036. Relevant priorities for Five Dock Metro Precinct are:

- New open space in town centre (minimum 0.3 ha) to support increased population including form future Metro station (2036).
- New youth and recreation area (2026).

4.2.11. City of Canada Bay Development Control Plan (DCP) 2023

This section provides overview of Canada Bay DCP 2023 in relation to sustainability.

B3 Vehicle and bicycle parking and access

B3.6 Bicycle parking and storage facilities.

This section outlines controls designed to promote bicycle use among residents, employees, and visitors within the LGA, providing minimum requirements for bicycle parking and storage in residential, commercial, and industrial developments.

B3.7 End of trip facilities.

This section provides controls for bicycle end of trip facilities in non-residential developments and public domain.

B3.8 Electric Vehicles.

This section provides minimum electric vehicle charging facilities based on development typologies.

B4 Waste Management

This section provides waste management controls for:

- Waste source separation facilities and collections - includes onsite separation and the facilities capacity for residential and mixed-use buildings and its amenity, waste vehicle access, and chutes.
- Building construction waste - includes minimisation of materials with building design to align with standard material sizes, reuse and recycle, and replaceable building components.

B5 Water Conservation

This section provides water conservation controls to satisfy BASIX and WSUD strategies. This includes water saving devices and strategies, fit-for-purpose water usage and minimum water requirements.

B6 Urban Forest

B6.3 City of Canada Bay tree species

This section provides controls to prioritise planting and conservation of native and exotic species and lists of flora species that is indigenous to Canada Bay LGA.

B6.4 Biodiversity

This section provides controls and mapping of Biodiversity map in Canada Bay LGA for E2 Environmental Zone. The mapping shows no Zone E2 within the Precinct.

B6.5 Habitat Connectivity

This section provides habitat connectivity map in Canada Bay LGA for biodiversity corridor. The mapping shows that the Precinct is not located within a Biodiversity Corridor.

B6.7 Replacement planting

This section provides replacement planting ratio for trees removed from private land.

B6.9 Threatened and migratory species

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This includes controls and mapping of buffer area for threatened and migratory species. The map shows one buffer area within the Precinct where Long-nose bandicoot is spotted.

B6.10 Urban Tree Canopy

This section outlines the minimum tree canopy cover requirements based on lot size/dwelling and replacement ratios for any trees removed, as well as deep soil requirements.

B11 Energy Efficiency

This section outlines controls to support current or future installation of energy efficient technologies.

Part E and F Environmental Criteria and residential amenity

These sections outline controls design for solar access for single and multi residential buildings.

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4.3. SEPPs and NCC

4.3.1. State Environmental Planning Policy (Sustainable Buildings) 2022

The Sustainable Buildings (SB) SEPP and Regulation amendments commence on 1 October 2023.

The SB SEPP replaces the BASIX SEPP, changes the BASIX standards and introduces new requirements for non-residential buildings.

Non-compete provisions.

The BASIX non-compete provisions are retained in the SB SEPP. A competing provision of an environmental planning instrument or development control plan, whenever made, is of no effect to the extent to which the provision aims:

a. To reduce consumption of mains-supplied potable water or greenhouse gas emissions related to the use of:
   - a building, or
   - The land on which a building is located, or

b. To improve the thermal performance of development, or

c. To quantify and report on the embodied emissions attributable to development.

The non-compete provisions do not apply to the non-BASIX portion of a mixed-use development or where a planning instrument offers incentives for the adoption of measures beyond the measures required by provisions of the kind referred to in the definition of competing provision.

The non-compete provisions are not extended to any other aspect of the SEPP apart from BASIX.

Changes to BASIX standard.

The SEPP requires improved BASIX targets for greenhouse gas emissions. However, the relative improvement gained from the improved greenhouse gas emissions target is difficult to quantify due to several changes to the BASIX scoring methodology. The changes included:

- Updating of the emission coefficients applied to gas and electricity use.
- Changing to the technical scoring of some elements, such as heat pumps.
- Changes to the relative contribution of thermal performance assessed with NatHERS.
- Changes to the height bands that are used for different targets.

Whilst the precise improvement in requirements cannot be determined, it is clear that the more ambitious greenhouse gas targets are likely to require an improvement in energy efficiency in the order of 20% on a like-for-like basis.

There is no increase in the BASIX water targets.

4.3.2. State Environmental Planning Policy (Housing) 2021

The SEPP 65 was rescinded in December 2023, and the provision for better apartment design was consolidated into Chapter 4 of State Environmental Planning Policy (Housing) 2021 (Housing SEPP).

The Housing SEPP maintains the design quality principles and the operation and provisions of the Apartment Design Guide (ADG).

Relevant aims of Chapter 4 of the Housing SEPP include

- Improving the design quality of residential apartment development to ensure that it contributes to the sustainable development of New South Wales by providing sustainable housing in social and environmental terms
- to maximise amenity, safety and security for the benefit of its occupants and the wider community, and
- to minimise the consumption of energy from non-renewable resources, to conserve the environment and to reduce greenhouse gas emissions.

Schedule 9 provides Design principles for residential apartment development. The most relevant to environmentally sustainable design in the Five Dock Metro Precinct Masterplan are Principles 4, 5 and 6.

The Housing SEPP requires that development consent must not be granted unless the quality of the design has been evaluated in accordance with :

- The design principles for residential development in Schedule 9
- The ADG
- Any advice from a design review panel.

A change in the SEPP is the additional clarification that evaluation in accordance with the ADG does not require a consent authority to require compliance with design criteria specified in the ADG.

The Housing SEPP, like SEPP 65 before confirms that the ADG prevails over any requirement, standard or control within a DCP, regardless of when made, in relation to scheduled matters. The matters scheduled relevant to environmental sustainability are:

(b) solar and daylight access,

(f) private open space and balconies,

(g) natural ventilation,

A non-discretionary standard requires that the car parking for the building must be equal to, or greater than, the recommended minimum amount of car parking specified in Part 3J of the ADG. The Design Criteria supporting Objective 3J-1 establishes the minimum requirements as being set out in the Guide to Traffic Generating Development, or the car parking requirements prescribed by the local council, whichever is less.

4 Sustainability

(1) Good design combines positive environmental, social and economic outcomes.

(2) Good sustainable design includes—

(a) use of natural cross ventilation and sunlight for the amenity and liveability of residents, and

(b) passive thermal design for ventilation, heating and cooling, which reduces reliance on technology and operation costs.

(3) Good sustainable design also includes the following—

(a) recycling and reuse of materials and waste,

(b) use of sustainable materials,

(c) deep soil zones for groundwater recharge and vegetation.

5 Landscape

(1) Good design recognises that landscape and buildings operate together as an integrated and sustainable system, resulting in development with good amenity.

(2) A positive image and contextual fit of well designed development is achieved by contributing to the landscape character of the streetscape and neighbourhood.

(3) Good landscape design enhances the development's environmental performance by retaining positive natural features that contribute to the following—

(a) the local context,

(b) co-ordinating water and soil management,

(c) solar access,

(d) micro-climate,

(e) tree canopy,

(f) habitat values,

(g) preserving green networks.

6 Amenity

(1) Good design positively influences internal and external amenity for residents and neighbours.

(2) Good amenity contributes to positive living environments and resident well-being.

(3) Good amenity combines the following—

(a) appropriate room dimensions and shapes,

(b) access to sunlight,

(c) natural ventilation,

(d) outlook,

(e) visual and acoustic privacy,

(f) storage,

(g) indoor and outdoor space,

(h) efficient layouts and service areas,

(i) ease of access for all age groups and degrees of mobility.

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4.3.3. National Construction Code of Australia

The Building Code of Australia (BCA) is not an item for consideration under Clause 4.15 of the EP&A Act. However, any proposed development is required to be capable of complying with the BCA.

The energy efficiency provisions of the BCA are not enforced in NSW, where BASIX is used instead.

Energy efficiency requirements for non-residential buildings remain relevant in NSW.

New additions for NCC 2022 BCA Volume One that commence in May 2023 and are adopted in NSW, relevant to sustainability are:

J9D4 Facilities for electric vehicle charging equipment

Car parks associated with Class 2, 3, 5, 6, 7b, 8 or 9 buildings must be provided with electrical distribution boards dedicated to electric vehicle charging under the Deemed to Satisfy (DTS) provisions.

The distribution boards are to be sized to support the connect:

- 100% of car park space associated with a Class 2 buildings
- 10% of car parking spaces associated with a Class 5 or 6 building
- 20% of car parking spaces associated with a Class 3, 7b, 8 or 9 building; and

J9D5 Facilities for solar photovoltaic and battery systems

Switchboards must include empty circuit breakers for fire safety of batteries and photovoltaic sized to accommodate solar photovoltaic panels on at least 20% of the building roof area. Additionally, at least 20% of the roof area of a building must be left clear for installing solar photovoltaic panels.

The DTS EV provisions are considered very robust and essential for more sustainable buildings. However, the performance requirement is far less robust and may not result in the necessary infrastructure being provided.

Volume Two of the NCC 2022 BCA contains the requirements for single-occupant dwellings and does not include renewables or EV charging requirements.

NCC 2025 has been exhibited as a draft for public comment. There are changes proposed for the energy efficiency of commercial buildings, the most material of which are:

- Increased EV charging requirements.
- A requirement for rooftop solar for 100% of the roof not serving other uses (plant, equipment, roof garden, etc.)
- Significantly reduced envelope solar admittance.

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Section 5
Precedents

5. Precedents

5.1. Local Planning Instruments

This section presents precedents of sustainability controls from LEP or DCPs.

5.1.1. Woollahra

The Woollahra DCP was the first to adopt a provision for electric vehicle charging in new development. Whilst innovative at the time, the requirements have since been slightly improved upon in other DCPs and the new NCC 2022 BCA provisions.

Other ESD controls, such as NABERS for office buildings, need to be updated. The current requirement for 4-star NABERS for new development represents a low performance level relative to existing building stock and needs to catch up to contemporary targets for new buildings.

Amendments to the DCP currently on exhibition include new urban greening controls framed by an objective of mitigating urban heat:

- A new control will require a certain percentage of the site to be covered by tree canopy. The proposed controls range from 25-35% of the site area to be covered by canopy and establish the minimum height and crown dimensions for a canopy tree.
- A deep soil control of 35% of the site area is proposed for development in our residential areas.

Illustrations support both proposed controls to describe the calculations required. Deep soil is included in the Principles of SEPP65 only in the context of recharging groundwater, and urban heat is not contemplated. The attention to tree canopy in SEPP65 and the ADG is limited to the consideration of good landscape design. Therefore, Flux considers the proposed controls complementary to, and not inconsistent with the Housing SEPP.

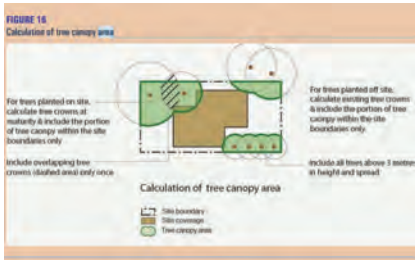


Figure 60. Diagrams to support Woollahra's proposed Urban Green controls[13]

5.1.2. Penrith

The Penrith LEP and DCP were amended in 2022 to require consideration of urban heat.

The LEP amendment has the objectives:

- to ensure development incorporates planning and design measures to reduce the urban heat island effect in Penrith, and
- to ensure buildings and outdoor spaces are thermally comfortable for people living and working in Penrith, particularly during summer, and
- to promote the cooling benefits of green infrastructure and water in the landscape to ensure

The LEP required that development consent must not be granted unless the consent authority is satisfied that planning and design measures are incorporated to reduce the urban heat island effect that:

- maximise green infrastructure, and
- retain water in the landscape, and
- use design measures to ensure the thermal performance of the development achieves a high degree of passive cooling, and
- use building, paving and other materials that minimise heat impacts, and
- reduce reliance on mechanical ventilation and cooling systems, to conserve energy and to minimise heat sources.

The supporting DCP provisions are extensive, including a glossary of terms (refer to Figure 7) and objective targets for many elements. Except for irrigation requirements, the control applies equally to development covered by BASIX.

Cool refuges: provide temperatures of no more than 27°C on extreme heat days and should also aim to achieve between 40% to 60% relative humidity. Principally through passive design for thermal comfort.

Efficient/Efficiency: The operational effectiveness of the subject is maximized by its design and location and any impacts on the effectiveness of the subject are managed or mitigated.

Extreme Heat: days where maximum air temperatures exceed 40°C.

Green roof: A green roof is vegetation covering at least 30% of available rooftop space -that is, space which is not occupied by structures housing plant, equipment, or stairway accesses. A green roof should provide measurable environmental benefits. The green roof includes a vegetated layer, growing medium, and a waterproof membrane. Plants grown in sectioned lots are acceptable, however, potted plants/planter boxes which cover less than 30% of available rooftop space are not considered as a green roof. Additional to the minimum 30% vegetation cover, a green roof can include facilities for renewable energy, water collection infrastructure, walkways, furnishings, and the like.

Green wall: Green walls are either free standing or part of a building that is partially or completely covered with vegetation. The wall may incorporate soil and/or inorganic material as the growing medium. There are two main types of green wall: green façades and living walls. Green façades are made up of climbing plants either growing directly on a wall or on specially designed supporting structures. The plant's shoot system grows up the side of the building while being rooted in the ground. With a living wall, modular panels are affixed to the wall and geo-textiles, irrigation and a growing medium combine to support a dense network of plants.

High Albedo: high solar reflectance

High thermal emittance: materials that release heat quickly.

Hot days: where maximum air temperatures exceed 35°C.

Solar Reflectance Index: (SRI) measures a surface's ability to reflect solar heat, as shown by a small temperature rise caused by the materials reflectance and emittance properties. It is defined so that a black surface is 0 and a white surface is 100.

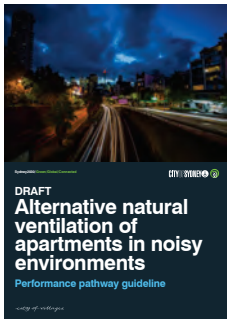
Thermal comfort/thermally comfortable: temperatures of between 22°C to 27°C, with a relative humidity of 40% to 60%.

Urban Heat Island Effect: increased heat in developed areas, when compared with the temperatures in nearby areas with less development.

Figure 61. Definitions supporting Penrith's Urban Heat Management controls[14]

5.1.3. City of Sydney

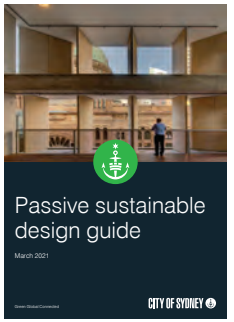
The City of Sydney has published guidelines to support the DCP.



The draft performance pathway for natural ventilation in noise-affected environments[15] describes a process to demonstrate alternative natural ventilation solutions to comply with the ADG requirements for natural ventilation and acoustic amenity.

The pathway allows natural ventilation to be supplied through acoustically attenuated openings with sizes less than specified in the ADG, subject to demonstration of adequate performance, with the balance of the ADG opening requirement provided without attenuation.

A passive sustainability design guide is published to: describe how passive design contributes to "sustainable design" and "ecologically sustainable development" (ESD) that are required to be addressed in Sydney Local Environmental Plan 2012 and the meaning of "passive environmental design" in the NSW government's Apartment Design Guide (ADG).



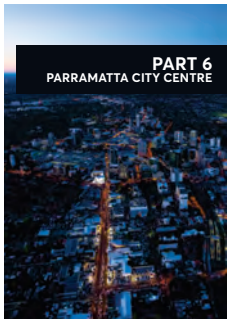
[13] source: draft DCP amendments - August 2022. Retrieved from https://yoursay.woollahra.nsw.gov.au/download_file/1253/819

[14] source: Penrith DCP 2014.

[15] https://www.cityofsydney.nsw.gov.au/-/media/corporate/files/2020-07-migrated/files_n/natural-ventilation-guide-note-310818.pdf?download=true

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5.1.4. City of Parramatta



The City of Parramatta amendments to the LEP and DCP to introduce new controls for the Parramatta City Centre were effected in October 2022.

The new LEP provisions related to sustainability include end-of-journey facilities, dual water systems and high-performance buildings.

The dual water systems provision was to give more weight to an existing DCP provision with the objective of ensuring water security in the Parramatta City Centre.

The high performance building design provisions apply to hotels/motels, offices, residential flat buildings, large retail premises, serviced apartments and mixed-use developments. The requirement for residential flat buildings is attached to an FSR bonus of up to 5% for residential accommodation.

Figure 9 shows the published targets for residential and non-residential buildings. The residential targets are published relevant to BASIX before the SB SEPP and will need to be amended. The non-residential targets need more clarity on how they are to be measured, so will rely on the DCP to be effective.

(f) the part of a building that is a dwelling is capable of exceeding—

(i) the applicable BASIX target for water by at least 15 points or equivalent, and

(ii) the applicable BASIX target for energy by at least the amount of points specified for the building in the following table, or equivalent—

	Building with FSR of at least 6:1 but less than 14:1	Building with FSR of at least 14:1
Height of building	**BASIX points**	**BASIX points**
5–15 storeys	25	15
16–30 storeys	20	10
31–40 storeys	10	10
41 or more storeys	10	10

Figure 62. Residential High Performance Building requirements for Parramatta City Centre

(a) the part of a building used for the purposes of retail premises is capable of achieving the following—

(i) a maximum energy target of 52.8kg CO_2e/m^2 per year,

(ii) a maximum water target of 1.1kL/m^2 per year,

(b) the part of a building used for the purposes of office premises is capable of achieving the following—

(i) a maximum energy target of 63.8kg CO_2e/m^2 per year,

(ii) a maximum water target of 0.5kL/m^2 per year,

(c) the part of a building used for the purposes of hotel or motel accommodation or serviced apartments is capable of achieving the following—

(i) a maximum energy target of 5,220kg CO_2e per room each year,

(ii) a maximum water target of 76.1kL per room each year.

Figure 63. Non-residential High Performance Building requires for Parramatta City Centre

Part 6 of Parramatta DCP 2012 contains many progressive new environmental sustainability controls. Most of the controls were adopted after being implemented in Design Excellence Competition briefs over several years, which provided the opportunity for feedback and tuning. The controls that were most novel were:

High performance building provisions support the LEP amendments and provide the verification requirements for non-residential buildings through equivalent NABERS ratings. The Provisions also flag the intent to improve the targets over time to maintain a performance level representing the top 15% of the market.

An **all-electric buildings** control requires that all new development uses only electricity for all requirements associated with normal operations. The objectives include:

- Reduce the combustion of fossil fuels through electric-only connected new buildings that benefit from the progressive greening of grid-supplied electricity in NSW.
- Reduce indoor air pollutants associated with the onsite combustion of gas to improve air quality for occupants.
- Operational cost savings to occupants through avoiding gas connections and ongoing connection charges.
- Reduction in the need for utility cabinets in the street and on street walls.

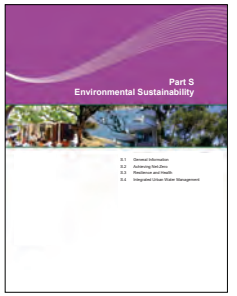
Urban cooling controls include reducing the reflectivity of solar heat from reflective building facades through the reduction of glazing or the use of external shading. The controls have numerical targets and must be demonstrated with shadow diagrams or each facade at a nominated time.

Natural refrigerants in air conditioning controls aim to reduce the use of synthetic refrigerants, which have a high Global Warming Potential. The lack of market readiness for this control is anticipated with a market availability and cost test.

Bird-friendly design controls seek to minimise the risk of bird collisions due to building facades' high transparency or reflectivity. The controls have additional provisions for developments within 100m of nominated parkland, reserves and the Parramatta River corridor.

Wintergarden controls seek to safeguard natural ventilation and cross ventilation from enclosed balconies often used to protect from external noise. The controls include a requirement for an adequate permanently open area to outside, reinforcing ADG criteria, and prohibiting heat rejection within the space.

5.1.5. Lane Cove



Lane Cove DCP amendments were effected in February 2024. The amendment introduced a new Part S Environmental Sustainability with three main areas: Achieving Net-Zero, Resilience and Health, and Integrated Urban Water Management.

The following summarises the key objectives and provisions:

All-electric buildings for all building use types

On-site Solar to an amount no less than 60% of the unutilised roof area, or 45w/m2 of the total site area for four storeys and above or, no less than 25% of the unutilised roof area, or 25w/m2 of the total site area for three storeys or less.

Refrigerant GWP limits with the same criteria applied in the Parramatta DCP

Natural ventilation for residential buildings, generally consistent and reinforcing of the ADG

Glazing with guidance on window-to-wall ratios and external shading for residential and non-residential buildings.

Urban Heat and Shade with requirements for site and roof treatments.

Sustainable materials with objectives relating to native habitat loss, toxicity and human heat risks.

Design and Construction impacts requiring a life cycle assessment for all buildings over 1000m2 GFA

Water efficiency with improvement on Sustainable Buildings SEPP requirements for non-residential buildings.

Stormwater management to reduce peak stormwater flows and maximise porous surfaces.

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5.1.6. City of Canterbury Bankstown

The City of Canterbury Bankstown has adopted Masterplans and progressing development controls for the strategic growth centres of Bankstown and Campsie. Both are now being assessed as Planning Proposals by DPE.

The proposed environmental sustainability related controls include:

Powered by 100% Renewable Resources by 2050

- All-electric buildings
- Embracing electric vehicles
- Maximising Rooftop Solar
- Improved natural ventilation

Minimise Heat Island Effect

- Setback, solar amenity, deep soil landscape controls for mature trees
- Reduce heat reflectivity, absorption and rejection controls of new buildings
- Revised natural ventilation controls
- All cooling systems to use natural refrigerants
- Green roofs and green wall design

Increase Water Efficiency & Flood Resilience

- introduce a minimum BASIX water score for all new buildings, including plumbing fixtures and appliances.
- Require best practice water saving measures for all new buildings not subject to BASIX.
- Require cooling towers to meet best practice guidelines for water consumption.
- Require all new buildings to provide on-site rainwater collection and dual reticulation system for future or immediate connection to a recycled water system.

Become a Waste Smart City

- Provision for organic waste storage facilities and communal area for organic waste composting
- Provision of separate recycling chutes

The City of Canterbury Bankstown exhibited model controls and supporting rationale[16] before adopting the Masterplan.

When the Masterplan was initially exhibited, it attracted significant criticism from a section of the media and politics, which presented the all-electric building controls as a 'crazy' plan[17] to ban the use of gas and barbecues. However, the all-electric building proposal was supported by community feedback, and the proposed control is included in the Planning Proposals.

Compliance review

The existing Bankstown LEP contains a sustainability bonus scheme, which provides additional FSR for improved outcomes. The Campsie and Bankstown Masterplans have an action to redesign the Sustainability Incentive Scheme. This is due to concerns about design and compliance with the existing scheme[18].

The review of projects awarded FSR bonuses based on improved levels of BASIX certification found evidence of non-compliance in both the original certificates and in the construction. For example, certificates were found to describe the proposed development improperly, resulting in a higher score than should have been achieved.

An inspection of a finished building found that the rainwater collection and distribution required for the BASIX certification had not been installed, and thermal insulation was improperly installed. The image below shows thermal imaging (left) of the audited apartment in Bankstown and a standard photograph of the same view (right). Dark blue colours in the thermal images show areas with insulation within the stud wall.

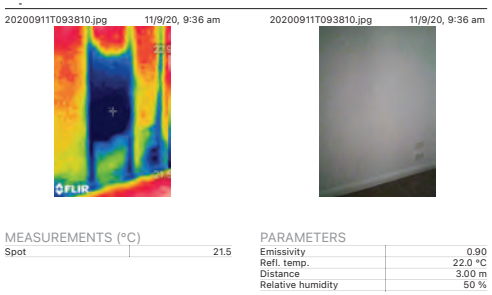


Figure 64. BASIX compliance review - thermal imaging showing insulation defects. Source: Flux

[16] Bankstown City Centre and Campsie Town Centre Sustainability Study Phase 3 Flux Consultants 9 March 2021

[17] https://www.dailymail.co.uk/news/article-9416225/Sydney-crazy-plan-ban-Canterbury-Bankstown-using-GAS.html

[18] Bankstown City Centre and Campsie Town Centre Sustainability Study Phase 2 Flux Consultants 5 March 2021

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Section 6
Summary of Context

6. Summary of Context

The environment context review identified that the urban heat island effect contributes to significant local land surface temperature elevation in the precinct. The increase in heat will be compounded by the changing climate, making resilience an important priority to safeguard ecological and human health and wellbeing.

The policy context review has identified clear NSW priorities for accelerating the transition to net zero. This priority needs to consider building design, transport and waste management.

The baseline of the existing GHG footprint found an emissions profile characteristic of the building use mix. It highlighted the critical impact of the planned decarbonisation of the NSW electricity grid on projected GHG emissions if the floor space capacity of the Masterplan is fully realised in 2046. GHG emissions generated due to electricity use within buildings transition from being the single most critical concern in 2024 to being the area of least concern in 2046. Transport emissions are also reduced with the increased share of electric vehicle use and the decarbonisation of electrified transport. The 2046 projected emissions identified fossil fuel use in buildings and the global warming potential of refrigerants used in air conditioning and heat pumps as the two most significant direct emissions sources in 2046, with waste management being the largest source of indirect emissions.

The GHG 2046 projection also highlighted a unique opportunity inherent in the Masterplan arising from the low retention of existing buildings. New buildings provide a unique opportunity to fundamentally reposition ongoing environmental impacts, making new building standards critically important to determine the future impacts of the precinct.

The policy context has identified strong ambitions and controls in areas of the sustainable building SEPP, the NCC and the City of Canada Bay Canada Bay DCP. Despite this, there remain areas that are not addressed and will need to considered as site-specific provisions to minimise the impact of the Masterplan on the environment.

Relationship with other planning instruments

The operation of SEPPs was identified as potential barriers to establishing appropriate targets for residential buildings due to the regulated protection against competing provisions or inconsistency. The BASIX non-compete is the most impactful and makes direct regulation of better residential outcomes for greenhouse gas emissions reduction or mains water conservation impossible without providing an incentive to the developer.

Where non-compete provisions limit the effectiveness of a planning instrument without an incentive, the process of agreeing on better outcomes in planning proposals, concept plans, VPAs, etc., becomes an important strategy to deliver the required improvement to environmental sustainability outcomes.

The repeal of SEPP 65 and the integration of the ADG into the Housing SEPP have provided greater flexibility in the application of the ADG. The ADG continues to play a vital role in protecting amenity in residential flat buildings, and the Masterplan can enhance the guidance that is most relevant to achieving priority sustainability outcomes.

Non-residential buildings are free of non-compete restrictions in the Sustainable Buildings SEPP and benefit from new minimum NABERS targets.

The NCC is not a matter for consideration under the EP+A Act, but new development must comply with NCC provisions adopted in NSW. NCC 2022 BCA includes new provisions for EV charging and renewable energy infrastructure that align well with the government's policy ambitions. The energy efficiency provisions of the BCA are not adopted in NSW for residential buildings, and the deemed to satisfy amenity provisions in the NCC are significantly improved upon by the Housing SEPP and the ADG.

Whilst the NCC maintains a trajectory of improved energy efficiency standards with the public consultation draft for NCC 2025 proposing mandatory renewable energy in Volume One, there is no sign that the NCC will address electrification, refrigerant GWP, building resilience or improved occupant amenity.

Priorities for the Masterplan

The context review has led to the development of the following key themes to guide sustainability in the Masterplan:

Climate Resilience

NSW Climate Change Policy Framework establishes policy directions to reduce risks of damage to public and private sector assets arising from climate change and reduce climate change impacts on health and wellbeing.

Climate resilience is inherent to the "Resilient city" key theme of the City of Canada Bay Environmental Strategy 2020. This key theme is also discussed as part of the Council's targets and plans in the City of Canada Bay Climate Resilience Frameworks 2024.

The highest priority for the Masterplan is initiatives relating to urban cooling.

Health and Wellbeing

The issues of resilience, health and well-being and particularly interlinked in residential development, where improved passive resilience will safeguard occupant amenity.

Health and wellbeing also extend to ecological health, nature and biodiversity. Many relevant issues are included in the 'Connected to nature" key City of Canada Bay Environmental Strategy 2020 theme.

Net-zero ready

NSW aspires to a net-zero emissions economy by 2050. A necessary component to achieve this ambition is to transition the electricity grid to renewable energy generation. A clean energy electricity grid allows other sectors to eliminate residual greenhouse gas emissions by switching to electricity.

This theme for the Masterplan is considered the most important to reduce the future greenhouse gas emissions associated with the precinct.

Circular Economy

The Greater Sydney Water Strategy identifies that Sydney's water supply is unsustainable. Water conservation is a key contributor and is a fit-for-purpose use of water, where alternative water sources can supply water demands that do not require drinking quality water.

The NSW Waste and Sustainable Materials Strategy 2041 establishes the principles of a circular economy. It identifies organic wastes from households and buildings as a significant opportunity to reduce landfill and greenhouse gas emissions. New buildings must provide the space and infrastructure to facilitate the recovery of recyclables, including organics.

Construction impacts are an area deserving particular attention given the extent of new development proposed by the Masterplan.

Many issues relevant to a circular economy are also relevant to delivering the "Resource efficient community" key theme of the City of Canada Bay Environmental Strategy 2020.

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Section 7
Sustainability Initiatives

7. Sustainability Initiatives

This section outlines sustainability initiatives to address the existing environmental challenges in the delivery of the Five Dock Metro Precinct and limit the ecological impacts of new development.

Sustainability initiatives have been developed by analysing key environmental issues alongside relevant planning and policy contexts, providing a cohesive approach to building a more sustainable and resilient Precinct.

The sustainability initiatives proposed generally fall into one of three categories:

- A new requirement to provide significant additional environmental benefit to the planning instruments.
- An additional requirement to complement and strengthen an existing DCP control.
- Additional guidance reinforcing SEPP-guided requirements to maximise realised benefits.

7.1. Climate Resilience

Vision:

"*To support climate-resilient communities*"

Climate resilience refers to the ability of communities and infrastructure to prepare for, adapt to, and recover from the impacts of climate change.

In the Five Dock Metro Precinct, the predominance of impervious surfaces hinders natural water infiltration, exacerbates heat retention and intensifies urban heat stress. Combined with limited urban tree canopy, this creates localised heat hotspots that affect the communities.

To build a more climate-resilient community, the Precinct must prioritise strategic actions that reduce heat impacts, enhance environmental sustainability, and support equitable access to cooling resources.

7.1.1. Urban cooling

Goal:

To mitigate urban heat island effects.

Urban cooling integrates strategies designed to lower temperatures in urban areas to mitigate the Urban Heat Island (UHI) effect and improve thermal comfort for communities.

Key urban cooling strategies can be found in the subsequent sections.

Urban tree canopy is addressed, as the DCP provides comprehensive controls for urban tree canopy, including requirements for tree numbers and replacement planting ratios.

7.1.1.A. Surface Permeability

Five Dock suburb is predominantly covered by imperious surfaces, with nearly 13% of the area comprising impervious roads. Enhancing surface permeability through porous pavements and vegetated surfaces is an effective strategy to lower land surface temperatures by reducing heat absorption. This approach also improves water infiltration, contributing to sustainable urban cooling and stormwater management.

Objectives:

a) To increase soil moisture and promote evaporative cooling to lower local ambient temperature.

b) To maximise rainwater infiltration into the ground.

Provisions:

a) All new development must prioritise the use of permeable materials in private and public domain for:
   (i) pedestrian pathways;
   (ii) driveways;
   (iii) outdoor parking areas

Compliance requirements:

Detail plans showing that all required surfaces are pervious, indicating permeable areas and features.

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7.1.1.B. Urban shade

The urban heat island results from an energy imbalance with an urban centre where more heat is received than can be dissipated.

It is important that strategies to reduce the amount of heat received or increase the amount of heat dissipated are effective and do not result in adverse amenity impacts.

Objectives:

a) To limit the retention of heat within the urban environment.

b) To improve the passive resilience of dwellings.

c) To provide sufficient shade for pedestrians and users of open space.

Provisions:

a) For medium and high-density development (FSR > 1), where surfaces on rooftops or podiums are used for communal open space or other active purposes, the development must demonstrate that at least 50% of the accessible roof area complies with one or a combination of the following:
   (i) Be shaded by a shade structure
   (ii) Be shaded by solar panels;
   (iii) Be covered by vegetation;
   (iv) Provide shading through canopy tree planting, to be measured on the extent of the canopy cover two years after planting.

b) For all other development where surfaces on rooftops or podiums are not used for communal open space, solar panels or heat rejection plants, the development must demonstrate the following:
   (i) Materials used have a minimum solar reflectivity index (SRI) of 82 for a horizontal surface or a minimum SRI of 39 for a sloped surface greater than 15 degrees; or
   (ii) 75% of the total roof or podium surface is covered by vegetation; or
   (iii) A combination of (i) and (ii) for the total roof surface

c) At least 75% of the ground plane must comprise one or a combination of the following when assessed in plan view:
   (i) Vegetation,
   (ii) Hardscaping elements shaded by overhanging vegetation or roof structures, including solar hot water panels and photovoltaic panels;
   (iii) Water bodies and/or watercourses; or
   (iv) Areas shaded by the proposed development for at least 50% of all daylight hours in summer.

d) Roof surfaces visible from the public domain or overlooked by neighbours are to limit visible reflectivity and avoid bright surfaces, so they may not be able to meet SRI requirements of a) (iii) and (c) (i).

Compliance requirements

A site plan indicating the proportion of the site covered by scheduled provisions together with a table showing areas (m^2) and proportion of site (%) covered by the scheduled provision when measured in the plan.

7.1.2. Passive survivability

Goal:

To ensure buildings and communities are able to maintain liveability and comfort during extreme weather events or power outages.

Passive survivability refers to the ability of a building or space to remain habitable and maintain thermal comfort without heavy reliance on active mechanical systems, such as air conditioning, heating or electrical power. It also focuses on designing buildings in a way that allows them to adapt to environmental conditions while reducing the need for external energy sources.

Key passive survivability strategies can be found in the subsequent sections.

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7.1.2.A. Natural ventilation

Effective natural ventilation supports the ability of a building to provide necessary amenity to occupants during short or long-term disruption to power supply and services. Adequate natural ventilation is also needed to safeguard the wellbeing of occupants by removing pollutants and promoting good indoor air quality.

Insect protection of natural ventilation openings is necessary to allow ventilation whilst protecting from an increased risk of mosquito and fly-borne diseases in a warming climate.

Natural ventilation opening sizes need to be delivered to a minimum level to ensure the adequate dilution of CO_2 as atmospheric background levels of CO_2 continue to rise.

Objectives:

a) To maintain habitability in the event of short or long-term interruptions to the power supply or building services.

b) To improve amenity and liveability of residents and reduce reliance on cooling and associated operation costs.

c) To increase the lifespan of air conditioning and reduce the need for maintenance and repairs.

d) To provide the ability to rapidly purge the build-up of heat and indoor air pollutants from within residential dwellings.

Provisions:

a. All multi-unit residential dwellings must meet the objectives and design guidance for Natural Ventilation in Part 4B of the Apartment Design Guide. The following interpretations are to be applied to remove uncertainty.

   (i) Unobstructed window opening area is to be calculated following the ADG Glossary definition of Effective Openable Area (EOA), including necessary allowance for insect screens.

   (ii) Apartments with natural cross ventilation are to have unobstructed window areas of no less than 5% of the apartment floor area with no less than 2% of the apartment floor area in any individual facade providing dual aspects.

   (iii) Facades counted as dual aspects for natural cross ventilation are to be unsheltered from wind for at least 50% of the length. Notches, building indentations, ventilated corridors and breezeways are generally unsuitable for natural cross ventilation.

   (iv) Facades contributing to dual aspects are to be directly exposed to the outside. Using plenums that bridge other spaces to connect to the outside is not allowable.

   (v) Natural ventilation cannot be provided through any balcony that can be fully enclosed.

b. Where protected balconies or wintergardens are needed to temper noise and harsh conditions, they must be designed to not limit natural ventilation or natural cross ventilation within the apartment. A permanent opening is to be provided at the top of the wintergarden or protected balcony no smaller than:

   (i) 25 per cent of the external face of the balcony on its longest aspect or;

   (ii) Twice the EOA Effective Openable Area (EOA) that is required for the openings from the apartment onto the winter garden to support natural ventilation or natural cross-ventilation.

Notes

i. The provisions do not increase the numerical measures of the ADG criteria and guidance but provide necessary interpretation to ensure they are correctly delivered.

7.1.2.B. Facades

Appropriately designed facades balance internal amenity, energy efficiency and external impacts.

Excessive glazing in the facade can reduce amenity through excessive heat and glare. Additionally, using high-performance solar control glass can result in excessive heat being reflected into the public domain. Reducing glass area and providing effective shading provide a better response to limit overheating within the space in the event of power of service failure and limit the contribution of increased urban heat within the public domain.

The placement of heat rejection units on facades and balconies negatively impacts amenity and adds heat into the public domain, contributing to the urban heat island effect.

Objectives:

a) To maintain habitability in the event of short or long term interruptions to the power supply or building services.

b) Reduce excessive heat and glare within habitable spaces.

c) Reduce the amount of solar heat reflected into private open spaces or the public domain, and limit its contribution to the urban heat island.

d) To avoid or minimise the impact of heat rejection from air conditioning and refrigeration systems on user comfort in private open space and the public domain.

Provisions:

a) Window-to-wall ratios of each major aspect are to be limited to a maximum of 70% when measured externally or 50% when measured on the internal facade, whichever is lower.

b) External solar shading should be provided to glazing on the north, east and western facades where it is not significantly overshadowed by neighbouring buildings or shaded by the inclusion of balconies. The solar shading should be designed to maximise the protection of the glazing from the summer sun and maximise solar transmission in the winter sun.

c) Green walls and other living infrastructure elements can be considered shading where long-term maintenance arrangements can be confirmed.

d) Glazing is to be selected with external solar heat and visible light reflectivity no greater than 20% measured at normal incidence.

e) Residential apartments within a mixed-use development or residential flat building should incorporate efficient heating, ventilation and cooling systems that reject heat from a centralised source on the upper-most roof.

f) Heat rejection units are strongly discouraged from being located on building facades or private open space, such as balconies and courtyards. However, where it is demonstrated that heat rejection

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cannot be achieved per the controls e) above and these units are installed, the HVAC system must demonstrate:

(i) Heating, ventilation and cooling systems exceed current Minimum Energy Performance Standard requirements; and

(ii) The heat rejection units are situated with unimpeded ventilation, avoiding screens and impermeable balcony walls; and

(iii) The area required by the heat rejection units is to be additional to the minimum area requirements for private open space.

g) Where a mixed-use development or residential flat building proposes wintergardens as the primary private open space, no heat rejection source systems are permitted to be located in the wintergarden.

Compliance requirements:

Solar shading should be detailed for each facade. A shadow diagram for each elevation in winter and summer will confirm the extent of shading.

All developments should confirm indicative glass selections that meet the limits for external solar heat and visible light reflectivity. Values are to be provided for the combined reflectances of all panes where laminates or Insulated Glazing Units (IGUs) are proposed.

BASIX developments should additionally confirm that the indicative glass selection(s) also meets BASIX performance requirements.

Notes

i. The provisions do not stipulate a numerical measure for shading to reduce compliance and assessment costs.

ii. The normal incident reflection is the standard measure used in glazing catalogues and technical data sheets. It has been added to avoid ambiguity, as reflectivity increases significantly and higher angles of incidence.

iii. Condition of consent required for the glazing reflectivity limits.

7.2. Health and wellbeing

Vision:

"*To foster environments that prioritise the health and wellbeing of humans and nature*"

Health and wellbeing in urban environments stem from a holistic approach that nurtures both human and ecological needs. In the Five Dock Metro Precinct, this involves fostering meaningful and healthy connections between people and nature, promoting active lifestyles, and ensuring the built environment supports physical and mental health.

7.2.1. Connection to nature

Goal:

To foster healthy connections between humans and nature.

This goal emphasises fostering healthy interactions between humans and the natural environment without negatively impacting each other. Enhancing biodiversity and providing accessible green spaces create opportunities for relaxation, recreation, engagement with nature, benefiting both physical and mental health without bringing negative impacts on the environment.

Bicycle infrastructure is addressed by the DCP.

7.2.1.A. Biodiversity

Biodiversity emphasises the importance of reconnecting the community to nature through the preservation and restoration of local ecosystems and ensuring that new development does not further degrade these natural habitats.

Objectives:

a) To maximise the coverage of native vegetation.

b) To protect endangered and vulnerable species from negative impacts of urban development.

c) To provide improved connectivity along existing or broken habitat corridors.

Provisions:

a) Retain existing native vegetation where feasible.

b) Use native and locally endemic species wherever possible.

c) Terrestrial habitat features are to be incorporated into landscape plans and building designs. This should aim to provide both micro-habitats and stratified habitats and improve connectivity along existing or broken habitat corridors wherever practicable.

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

Compliance requirements:

Landscape plans identifying all retained element showing native or locally endemic planting and local habitat context.

A landscape management plan may be required to detail how existing vegetation and habitat will be protected until replacement vegetation and habitat are established.

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7.2.1.B. Local open space

The Five Dock Metro Precinct faces challenges with a lack of accessible open spaces, particularly in the Southwest and along the Great North Rd.

Open spaces are vital for fostering community health and wellbeing, offering residents the opportunity physical activity and relaxation with nature in built environment.

Objectives:

a) To connect people with nature.

b) To contribute to maintaining or improving the City of Canada Bay open space area.

c) To provide sufficient and good quality of local open space within reasonable walking distance.

Provisions:

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

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

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

Compliance requirements:

A report outlining how the development meets the provisions, including public open space opportunities and alignment with ADG requirements.

Architectural plans clearly showing the location, design, and connectivity of proposed open spaces and stated open space area.

Notes

ADG requires all new multi-residential development to provide a minimum of 25% of the site for communal open space.

7.3. Net Zero ready

Vision:

"*To achieve net zero carbon emissions in all sectors*"

Australia is committed to achieve net zero emissions by 2050, with progressive targets of a 50% reduction on 2005 levels by June 2030 and 70% reduction by June 2035. Achieving net zero emissions requires rapid decarbonisation across key areas such as energy efficiency, renewable energy integration, electric vehicle infrastructure, and the electrification of buildings.

7.3.1. Rapid Decarbonisation

Goal:

To adopt sustainable practices and technologies that support rapid decarbonisation in impactful sectors.

Achieving rapid decarbonisation requires urgent action across key sectors focusing on reducing GHG emissions at an accelerated pace.

7.3.1.A. Energy efficiency

Energy efficiency is now well regulated in NSW, and there is limited merit in requiring higher targets. Additionally, setting higher targets for residential buildings is only possible with incentives due to BASIX / SEPP non-compete provisions. A passive first solution will promote reliance and survivability.

Objectives:

a) To maximise efficiency and minimise the demand for energy and associated greenhouse gas emissions.

b) To reduce the ongoing cost to occupants by lowering the electricity usage associated with heating and cooling.

Provisions:

a. All development must demonstrate the prioritisation of passive design measures to minimise the energy gained and lost through the building envelope.

b. All development must maximise the use of natural light to reduce the need for artificial lighting during daytime hours.

c. All Non-residential development must:

   (i) Demonstrate that they meet the relevant requirements of the Sustainable Buildings SEPP, and

   (ii) Demonstrate that it is capable of meeting the relevant requirements of Section J of the NCC BCA Volume 1.

d. All residential development must meet the relevant requirements of the Sustainable Buildings SEPP.

Compliance requirements:

Non-residential development must provide an energy efficiency report by a suitably qualified professional detailing all relevant matters.

Residential development must provide a BASIX certificate and stamped plan set that provides all details and specifications necessary to deliver the BASIX requirements.

Notes

(i) Whilst the NCC isn't a matter relevant to approval under the EP & A Act, there is a benefit in reporting and documentation to make the subsequent private certification more robust. Additionally, NCC facade requirements may impact the facade design, which is a matter for DA; therefore, consideration is needed before the DA.

(ii) Condition of consent required to ensure delivery of benefits. These conditions should itemise the major energy efficiency initiatives for all building types.

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7.3.1.B. On-site solar

On-site solar energy is affordable and will generate significant ongoing savings for building owners. A requirement to maximise the potential of each new roof will ensure that the misalignment of financial benefits for developers is overcome within multi-unit residential developments.

Objectives:

a) To maximise the on-site collection of renewable energy

b) To reduce reliance on electricity grid.

c) To reduce the cost to households and businesses to meet operational energy needs.

Provisions:

a. Non-residential development will include the installation of a solar PV system of no less capacity than:

   (i) A coverage area of solar panels of not less than 60% of the roof area not occupied by cooling towers or communal open space, or

   (ii) Sized to provide no less than 45 W/m^2 of total site area in year one AC maximum peak power delivery, after allowances for inverters and system losses.

b. Residential development of four storeys and above will include the installation of a solar PV system of no less capacity than:

   (iii) A coverage area of solar panels of not less than 60% of the roof area not occupied by cooling towers or communal open space, or

   (iv) Sized to provide no less than 45 W/m^2 of total site area in year one AC maximum peak power delivery, after allowances for inverters and system losses.

c. Residential development of three storeys of less will include the installation of a solar PV system of no less capacity than:

   (v) A coverage area of solar panels or not less than 25% of the roof area, or

   (vi) Sized to provide no less than 25 W/m^2 of total site area in year one AC maximum peak power delivery, after allowances for inverters and system losses.

d. Strata residential buildings of three storeys or less are to connect solar panels directly to the meters of individual units, or integrate hardware for the distribution of generated electricity to all residents.

e. Strata residential buildings of four storeys or more are to connect solar panels directly to the common areas services or integrate hardware for the distribution of generated electricity to all residents

f. The integration of rooftop solar and green roofs and/or community open space is encouraged to maximise the utility of the roof.

g. Where a building is a heritage item, the extent of solar panels is to be considered to ensure no reduction in the heritage value of the building.

h. Consider the provision of a battery to maximise the utilisation of renewable energy resources.

i. Where a roof or part of a roof is overshadowed by existing tree canopy to the extent that the annual efficiency generation of solar is reduced by more than 50%, then a) to e) do not apply to that extent of the roof. Tree removal is not allowed under this control.

j. The view impacts of solar panels on the urban form should be minimised by avoiding excessive framing in visible locations.

Compliance requirements:

Roof plan showing the area(s) allocated to PVs and necessary access requirements for cleaning and routine maintenance.

Notes

(i) NCC 2022 BCA Volume One requires 20% of the roof area to be dedicated to future PVs without considering other uses.

7.3.1.C. All-electric building

Burning fuels in buildings negatively impacts air quality within and externally. Avoiding fuel combustion in new buildings will provide immediate health benefits, reduce operating costs and prevent future expenses and disruption required to replace fossil fuel services with all-electric servicing.

Objectives:

a) To minimise the installation of plant and equipment in new buildings that rely upon on-site fuel combustion.

b) To reduce indoor and outdoor air pollutants associated with the combustion of gas or wood and improve air quality.

c) To reduce the cost to occupants by avoiding ongoing gas connection standing charges.

d) To reduce the contribution of gas combustion to the anthropogenic heat contribution flux in the urban area.

Provisions:

a. All new developments are to use only electricity for all energy requirements associated with normal operations.

Compliance requirements:

A statement of compliance is required at the DA stage to confirm that no natural gas service is provided and that the application is designed as an all-electric building.

This requirement is to be expressly scheduled as a condition of consent.

BASIX certificates and Section J reports should be reviewed to confirm that no gas is proposed to achieve compliance.

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7.3.1.D. Refrigerant Global Warming Potential (GWP) [new control]

Air conditioning and heat pumps use refrigerants to move heat within the equipment. Synthetic greenhouse gases are almost universally used today for domestic and commercial scale air conditioning and heat pumps, even though they are being phased down under the Kigali amendment to the Montreal Protocol, which Australia is a signatory.

Natural refrigerants have a global warming potential hundreds of times lower than the commonly used synthetic refrigerants and can improve energy efficiency.

The current market for air conditioning supplied with GWP <10 is extremely limited. This is why the DCP provision has a market test. However, the skilling of the industry and market growth to support refrigerants with very low GWP will become increasingly essential to meet net-zero ambitions, and the DCP provision will become more effective as the market grows.

Objectives:

a) To minimise the installation of equipment that relies on Hydrofluorocarbons (HFCs) and to avoid the inbuilt obsolescence from using gases subject to the HFC phase-down provisions of the Kigali Amendment to the Montreal Protocol.

b) To reduce operating costs for owners and tenants.

Provisions

a) Natural or Hydrofluoroolefin (HFO) refrigerants with a GWP of less than 10 should be used in all air conditioning, refrigeration and heat pump equipment:

   (i) if the equipment can be supplied on similar terms to conventional systems, and

   (ii) at a cost of not more than 10% higher than the market rate for conventional equipment.

Compliance requirements

Confirmation of commitment or details of market testing for each component of the development using refrigerants.

Notes

   (i) Australia is phasing down HFCs. Australia was one of the first countries to ratify the amendment in 2018, demonstrating its commitment to reducing HFC emissions. Australia has set targets to phase down HFC consumption as part of its commitment, reducing levels by 85% by 2036. Newly installed HFC air conditioning will need conversion or replacement when the importation for HFC is more restricted in 13 years.

   (ii) The most suitable very low-GWP refrigerant for residential use is Propane and Isobutane, which are both highly flammable. However, this does not mean they cannot be used. It just means the design must consider limiting the amount of refrigerant leaking into any enclosed space and is guided by an Australian Standard.

   (iii) There are considerable market inertia issues and industry concerns regarding accelerating the move towards alternative refrigerants. However, these are addressed by applying the relevant standards and using accredited installers.

   (iv) Part (i) and (ii) of the provision are essential in the initial years of the DCP, as the market may not be able to meet the requirements for many types of installation.

   (v) Condition of consent required to ensure delivery of benefits.

7.3.1.E. Electric Vehicle infrastructure

Providing essential infrastructure for vehicle charging will future-proof the buildings and ensure residents can easily transition to electric vehicles. Without the necessary infrastructure, an apartment owner's future installation of EV charging facilities can be much more expensive and, in some cases, technically impossible. EV charging in long-stay locations is also the most convenient for users and least impactful of the maximum demand on the distribution network.

Objectives:

a) To accelerate the positive benefits of increased electric vehicle adoption on the urban environment, including air quality, urban heat and acoustic amenity.

b) To ensure development in Five Dock Metro Precinct provides the essential infrastructure to support the charging of electric vehicles.

c) To minimise the impact that electric vehicle charging has on peak electricity demand requirements.

d) To remove the procedural, technical and financial barriers to installing future EV charging capacity in strata titled buildings.

Provisions

a) All new developments are to provide electric vehicle charging infrastructure according to City of Canada Bay DCP Part3.13 and the Table below. The Table below takes precedence in the event of conflict.

Car Space type	Minimum % charging stations installed	Minimum % space to hav EV ready infrastructure	Minimum capacity provided to each car space	Energy provision required for car space Overnight is between the hou 11pm and 7am Daytime is between 9am and
Dwelling houses, dual occupancies, semi-detached dwellings				
Resident	Per DCP	100	15A	12kWh overnight
Multi-dwelling, including residential flat building, shop-top housing, boarding houses, manor houses and co-living				
Resident	Per DCP	100	32A	12kWh overnight
Car share/Visitor	100	100	40A	48kWh overnight
Commercial hotel and serviced apartments				
Guest / resident	20	100	32A	48kWh overnight
Staff	10	100	32A	12kWh daytime
Car share/Visitor	100	100	40A	48kWh overnight

Table 13. EV requirements table for DCP, source: Flux adapted from NCC 2022 Volume One

b) All car-share spaces and spaces allocated to visitors must have a minimum Level 2 40A fast charger.

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c) All bicycle parking must provide at least 10A GPO for every 5 spaces distributed throughout the parking or at least 1 10A GPO if spaces are less than 5.

Compliance requirements

The location of the electric vehicle charging infrastructure is to be shown on DA pans.

A statement of adequacy by an electric engineer is to be provided for parts a), b), c) and d)

This item is to be expressly scheduled as a condition of consent.

7.4. Circular economy

Vision:

"*To sustainably manage resources to support circular economy and ecological balance*"

A circular economy is an economic model that focuses on reducing waste and maximising the use of resources. Unlike the traditional linear economy, which follows a "take, make, dispose" pattern, a circular economy aims to close the loop by reusing, repairing, refurbishing, and recycling products and materials.

7.4.1. Urban Water Management

Goal:

To manage water resources through a circular economy.

To minimise potable water demand.

To manage stormwater from polluting surrounding areas.

Additional initiatives are proposed for both non-residential water efficiency and dual piping. The treatment of stormwater with the DCP is considered adequate, and the residential water management is subject to non-compete provision on the Housing SEPP and is to be considered only with development incentives.

7.4.1.A. Water resilience

Maximising the collection and reuse of water will help reduce demands on Sydney's finite drinking water supply capacity, which is coming under increasing stress due to a changing climate and the needs of a growing population.

Objectives:

d) To increase resilience and water security by providing an alternative water supply to buildings.

e) To maximise the use of rainwater as a resource.

f) To reduce loads on the stormwater system infrastructure.

g) To reduce the technical and financial barriers to upgrading buildings to connect to future non-drinking water supply infrastructure.

Provisions

a) All development should refer to Canada Bay DCP Part B5 Water Conservation.

b) All development involving the construction of a new building or significant alterations to an existing building must install a dual water or reticulation system to support the immediate or future connection to a recycled water network. The design of the dual reticulation system is to be such that a future change-over to an alternative water supply can be achieved without significant civil or building work, disruption or cost.

c) The dual reticulation is to have:

   i) One reticulation system servicing drinking water uses, connected to the drinking water supply, and

   ii) One reticulation system servicing all non-drinking water end uses. The non-drinking water system is to be connected to the rainwater tank with drinking water supply backup, until an alternative water supply connection is available. The non-drinking system is to be provided with a connection point adjacent the street boundary for easy connection to a future district non-drinking water supply

Compliance requirements

Rainwater collection should be demonstrated at DA stage.
Requirements for dual piping are required to be conditioned.

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7.4.1.B. Water efficiency

Water efficiency in new development is needed to reduce the demands on drinking quality and reuse water.

Minimising water demand in new development is essential for integrated urban water management as it reduces augmentation needs on the drinking and non-drinking water supply infrastructure.

Objectives:

a) To maximise the efficient use of water.

b) To reduce the ongoing cost to occupants by reducing the demand for water.

Provisions

a) All development must demonstrate the prioritisation of water conservation measures to minimise water consumption.

b) All Non-residential development must exceed the relevant requirements of the Sustainable Buildings SEPP by 1 star, and

c) All residential development must meet or exceed the relevant requirements of the Sustainable Buildings SEPP.

Compliance requirements

Non-residential development should provide a water efficiency report detailing all relevant matters.

Residential development should provide a BASIX certificate and BASIX stamped plan set that provides all details and specifications necessary to deliver the BASIX requirements.

Notes

i) The Sustainable Buildings SEPP targets for water are not as ambitious as those for energy, and there is room for the DCP to require better outcomes for non-residential buildings.

ii) Condition of consent required to ensure delivery of benefits. These conditions should itemise the major water efficiency initiatives for all building types

7.4.2. Buildings support integrated waste management

Goal:

To minimise waste-to-landfills by supporting waste separation systems for organic waste.

To manage construction waste in alignment with a circular economy.

The DCP provisions for waste are comprehensive. Additional controls are proposed to enhance the current DCP provisions for waste management for dealing with FOGO in apartment buildings.

7.4.2.A. Management of waste

Design for waste management to support equitable disposal of three primary waste streams necessary to support a circular economy.

Objectives:

a) To enhance the Canada Bay DCP Part B4 Waste Management for the management of organic food waste and recyclables.

b) Provide equitable disposal, transport and storage for food organic waste, recyclables and general waste.

Provisions

a) Waste facilities should be provided in accordance with Canada Bay DCP Part B4 Waste Management and the following provisions, which prevail in the event of conflict.

b) For apartments:

   (i) Facilitate waste separation at source by providing a dedicated waste storage area within each apartment to accommodate 2 days worth of waste, recycling and organics.

   (ii) Integrate waste management infrastructure to facilitate the separation of general waste, recycling and organics at the point of disposal and on each residential level for large buildings.

   (iii) If a chute system is used, a separate chute must be provided for each type of waste stream. Chute systems that rely on diverters to separate different waste streams are not allowed.

c) For commercial buildings:

   i) Integrate waste management infrastructure to facilitate the separation of waste, recycling and organics at the point of disposal and on each level for large buildings.

   ii) Provide space for on-site equipment to reduce the waste volume leaving the development appropriate to the proposed use, i.e. cardboard balers for large retail.

   iii) Commercial disposal and collection infrastructure must be separated and secure from residential waste infrastructure in mixed-use developments.

Compliance requirements

Plan showing necessary storage areas for supporting the management of separated waste treatment

The adequacy of storage for separated waste streams is to be demonstrated in an operational waste management plan.

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7.4.2.B. Design and construction impacts

A circular economy aims to preserve natural resources by reducing the extraction and consumption of finite resources and promoting the use of renewable resources.

In a circular economy, waste is minimised through strategies such as reducing the use of non-renewable resources, using material that can be reused, repaired or recycled, and promoting responsible consumption and production.

Objectives:

a) To minimise the use of non-renewable resources in construction

b) To minimise the embodied energy of materials and construction.

c) To maximise the reuse of materials.

d) To design and construct to minimise the generation of waste.

e) To maximise durability and adaptability to avoid the future impacts of replacement and redevelopment.

Provisions:

a) Design to minimise demolition of existing structures where possible.

b) Design structures to allow reduced Portland cement in concrete mixes and steel profiles with high recycled content and reduced embodied energy.

c) Design for prefabricated elements where suitable.

d) Standardise details to avoid cutting on site.

e) Avoid finishes and materials with warranties of less than 20 years.

f) Design floor plates and floor-to-floor heights to maximise the suitability for alternate uses.

g) Divert a minimum of 80% of construction waste from landfill by separating and recovering recyclable resources.

Compliance requirements:

A circular economy design statement that details how material impacts are minimised in the design and construction should be provided for all development over 1,000 m2 GFA.

A construction waste management plan is to be provided for all development over 500 m2

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Section 8
Impacts of Sustainability Initiatives

8. Impacts of sustainability initiatives

This section presents the annual impact benefits in 2046 if the Five Dock Metro Precinct Masterplan is developed with additional environmental sustainability controls.

The potential benefits of controls relating to potential environmental sustainability initiatives are presented individually and as a combined suite of controls. In each case, the initiatives' environmental benefits are projected for 2046 and compared against the sustainability BAU delivery of the Masterplan without additional controls.

8.1. GHG emissions reduction from All-electric buildings

This section outlines the projected 2046 annual GHG emissions reduction realised through the addition of all-electric building control.

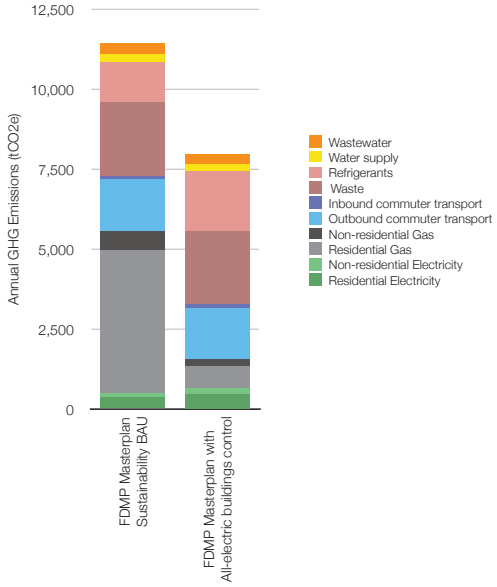


Figure 65. Projected impact of all-electric buildings controls - GHG emissions.

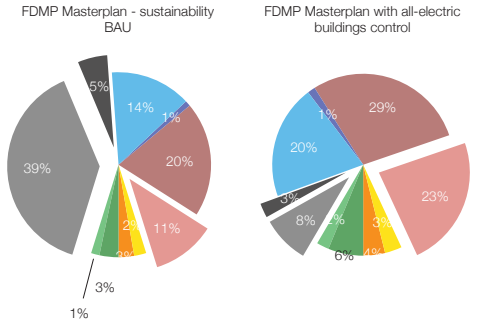


Figure 66. Projected impact of all-electric buildings control - Emissions proportion.

Phasing out fossil gas in the Draft Masterplan by delivering all-electric buildings could significantly reduce GHG emissions, with a potential 85% reduction in residential gas and a 65% reduction in non-residential gas-related GHG emissions.

	Draft Masterplan Sustainability BAU (tCO_2e)	Draft Masterplan with All-electric buildings control (tCO_2e)	Difference (tCO_2e)	Difference (%)
Residential Electricity	380	498	118	31.1%
Non residential Electricity	167	176	9	5.4%
Residential Gas	4,444	673	-3,771	-84.9%
Non Residential Gas	591	205	-386	-65.3%
Commuter Transport	1,616	1,616	0	0.0%
Worker transport	110	110	0	0.0%
Waste	2,294	2,294	0	0.0%
Refrigerants	1,273	1,866	593	46.6%
Water supply	242	242	0	0.0%
Waste Water	310	310	0	0.0%
Total	**11,427**	**7,990**	**-3,437**	**-30.1%**

Table 14. Projected impact of all-electric buildings control - comparison.

In this scenario, all-electric building controls are assumed to be delivered for new construction. A 100% reduction is not feasible due to the continued use of gas in existing buildings retained in the Five Dock Metro Precinct Masterplan.

Replacing gas boilers with electric heat pumps will increase greenhouse gas (GHG) emissions associated with electricity and refrigerants. It is estimated there will be a 31% increase in emissions related to electricity and a 46% increase in emissions from refrigerants. However, this increase is more than offset by the reduction in emissions from fossil gas.

Overall, requiring all-electric buildings reduces the Five Dock Metro Precincts Draft Masterplan's annual GHG emissions by 30%, making this the single most impactful initiative.

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8.2. GHG emissions reduction from increasing on-site solar

In this scenario, rooftop solar control is assumed to apply to all new residential buildings with a target of 20% coverage of roof space, compared to the 10% projected under current regulations and codes. 80% of generated energy is assumed to be used behind the meter, with the remaining 20% being exported and having no benefit to reducing the precinct's greenhouse gas emissions footprint.

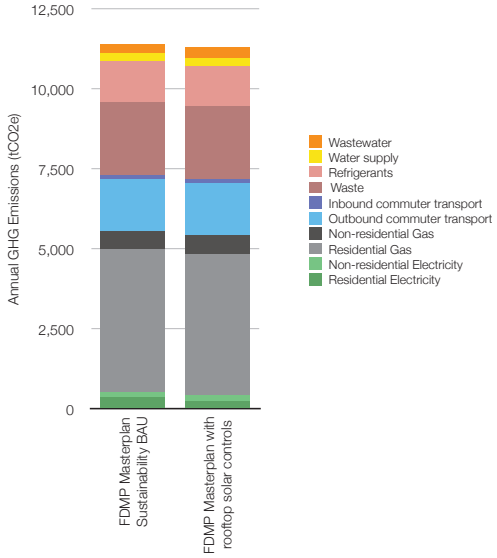


Figure 67. Projected impact of rooftop solar controls - GHG emissions.

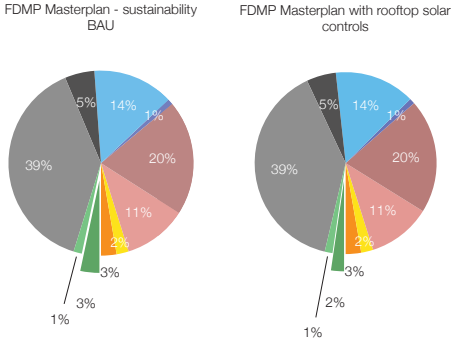


Figure 68. Projected impact of rooftop solar controls - Emissions proportion.

Doubling the amount of rooftop renewable energy generation provides a 30% reduction in residential electricity consumption. However, it has negligible net impact on the overall annual emissions inventory due to the expectation that the NSW electricity grid will be effectively decarbonised.

	Draft Masterplan Sustainability BAU (tCO_2e)	Draft Masterplan with All-electric buildings control (tCO_2e)	Difference (tCO_2e)	Difference (%)
Residential Electricity	380	261	-119	-31.4%
Non residential Electricity	167	157	-10	-6.0%
Residential Gas	4,444	4,444	0	0.0%
Non Residential Gas	591	591	0	0.1%
Commuter Transport	1,616	1,616	-0	-0.0%
Worker transport	110	110	0	0.4%
Waste	2,294	2,294	0	0.0%
Refrigerants	1,273	1,273	-0	-0.0%
Water supply	242	242	-0	-0.2%
Waste Water	310	310	0	0.1%
Total	**11,427**	**11,298**	**-129**	**-1.1%**

Table 15. Projected rooftop solar controls - comparison.

The greenhouse gas benefits of solar will be more pronounced before 2030, and regardless of emissions benefits, the reduction in demand for electricity will directly benefit occupants through the reduction in electricity purchase from a retailer.

8.3. GHG emissions reduction by limiting GWP of refrigerants

In this scenario, The GWP of refrigerants used in air condoning and heat pumps is reduced beyond the minimum regulated requirements.

The comparison of GHG emissions shows potential for reducing annual greenhouse gas emissions.

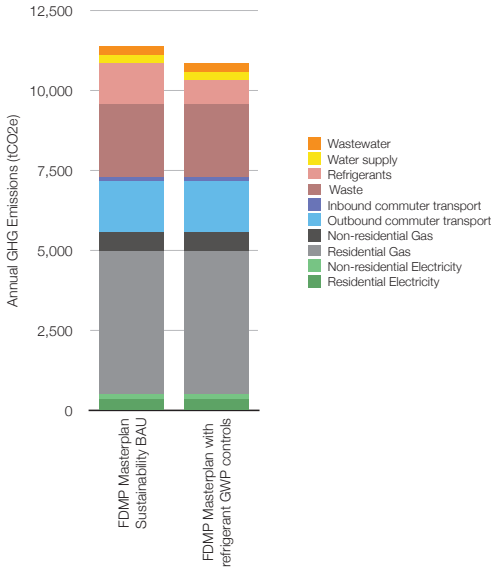


Figure 69. Projected impact of refrigerant GWP controls - GHG emissions.

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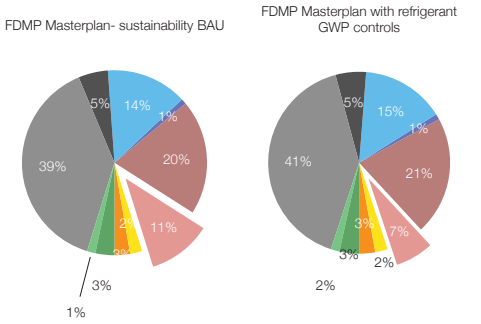


Figure 70. Projected impact of refrigerant GWP controls - Emissions proportion.

Limiting GWPs is projected to offer a 40% reduction in refrigerant-related emissions and an overall annual emissions inventory reduction of almost 5%. The relative benefits of all-electric buildings will increase due to the increased mass of refrigerants.

	Draft Masterplan Sustainability BAU (tCO_2e)	Draft Masterplan with All-electric buildings control (tCO_2e)	Difference (tCO_2e)	Difference (%)
Residential Electricity	380	380	0	0.1%
Non residential Electricity	167	167	-0	-0.1%
Residential Gas	4,444	4,444	0	0.0%
Non Residential Gas	591	591	0	0.1%
Commuter Transport	1,616	1,616	-0	-0.0%
Worker transport	110	110	0	0.4%
Waste	2,294	2,294	0	0.0%
Refrigerants	1,273	742	-531	-41.7%
Water supply	242	242	-0	-0.2%
Waste Water	310	310	0	0.1%
Total	**11,427**	**10,897**	**-530**	**-4.6%**

Table 16. Projected impact of refrigerant GWP controls - comparison.

8.4. GHG emissions reduction by natural ventilation design measures

In this scenario, improved natural ventilation and resilient design strategies are assumed for residential buildings. This control reduces reliance on mechanical ventilation, year-round air conditioning and winter heating through improved solar access. A net benefit of 10% savings to thermal loads is tested. The comparison of GHG emissions shows potential for reducing annual greenhouse gas emissions.

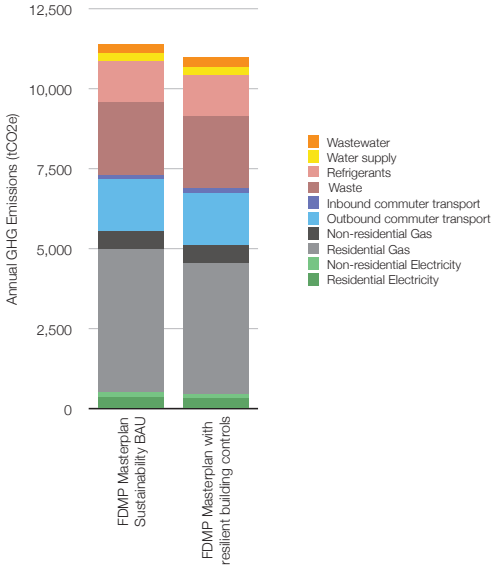


Figure 71. Projected impact of resilient building controls - GHG emissions.

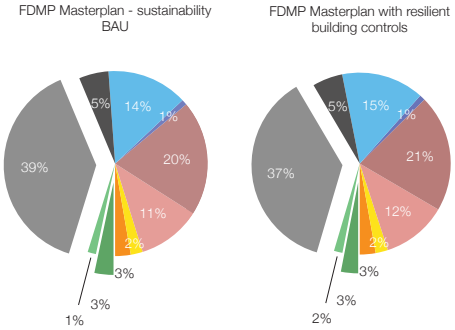


Figure 72. Projected impact of resilient building controls - Emissions proportion.

	Draft Masterplan Sustainability BAU (tCO_2e)	Draft Masterplan with All-electric buildings control (tCO_2e)	Difference (tCO_2e)	Difference (%)
Residential Electricity	380	336	-44	-11.6%
Non residential Electricity	167	167	0	0.0%
Residential Gas	4,444	4,067	-377	-8.5%
Non Residential Gas	591	591	0	0.0%
Commuter Transport	1,616	1,616	0	0.0%
Worker transport	110	110	0	0.0%
Waste	2,294	2,294	0	0.0%
Refrigerants	1,273	1,273	0	0.0%
Water supply	242	242	0	0.0%
Waste Water	310	310	0	0.0%
Total	**11,427**	**11,006**	**-421**	**-3.7%**

Table 17. Projected impact of resilient building controls - comparison.

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8.5. GHG emissions reduction by improved equitable disposal of waste

In this scenario, increased recovery of organic food waste within apartment buildings through equitable disposal infrastructure is tested. Recovered or organic waste streams for apartment buildings are assumed to increase from 20% under BAU to 90% with improved infrastructure.

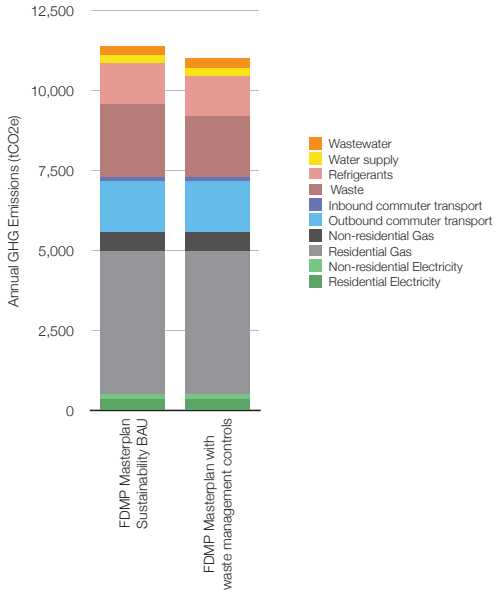


Figure 73. Projected impact of resilient building controls - GHG emissions.

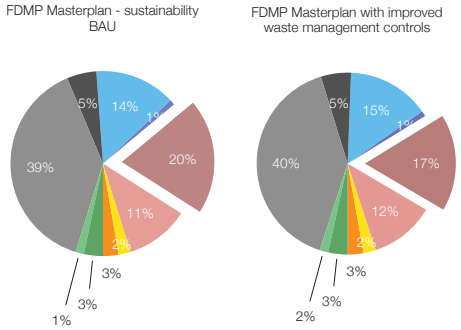


Figure 74. Projected impact of waste management controls - Emissions proportion.

Improving the recoverability of organic food waste within apartment buildings is projected to reduce waste-related greenhouse gas emissions by 17% and precinct-wide greenhouse gas emissions by 3.4%

	Draft Masterplan Sustainability BAU (tCO_2e)	Draft Masterplan with All-electric buildings control (tCO_2e)	Difference (tCO_2e)	Difference (%)
Residential Electricity	380	380	0	0.1%
Non residential Electricity	167	167	0	0.0%
Residential Gas	4,444	4,444	0	0.0%
Non Residential Gas	591	591	0	0.0%
Commuter Transport	1,616	1,616	0	0.0%
Worker transport	110	110	0	0.0%
Waste	2,294	1,900	-394	-17.2%
Refrigerants	1,273	1,273	0	0.0%
Water supply	242	242	0	0.0%
Waste Water	310	310	0	0.0%
Total	**11,427**	**11,034**	**-393**	**-3.4%**

Table 18. Projected impact of resilient building controls - comparison

8.6. GHG emissions reduction from integrated controls

This scenario tests the integrated benefits of the potential controls that impact greenhouse gas emissions.

Assuming all controls tested are implemented within a site-specific DCP, the annual GHG emissions are forecast to be 6.6 Mt.CO2e. This is a 42% reduction compared to the sustainability BAU scenario.

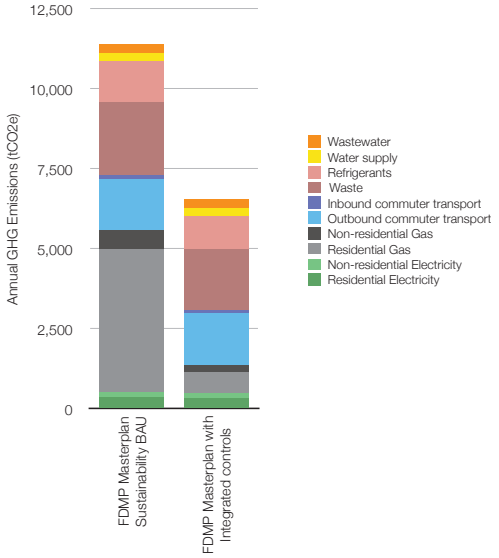


Figure 75. Projected impact of waste management controls - GHG emissions.

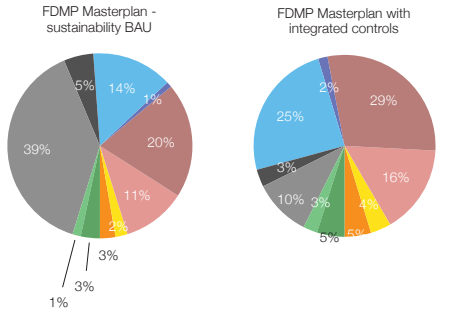


Figure 76. Projected impact of waste management controls - Emissions proportion.

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Improving the recoverability of organic food waste with apartment buildings is projected to reduce waste-related greenhouse gas emissions by 17% and precinct-wide greenhouse gas emissions by 3.4%

	Draft Masterplan Sustainability BAU (tCO_2e)	Draft Masterplan with All-electric buildings control (tCO_2e)	Difference (tCO_2e)	Difference (%)
Residential Electricity	380	323	-57	-15.0%
Non residential Electricity	167	166	-1	-0.6%
Residential Gas	4,444	673	-3,771	-84.9%
Non Residential Gas	591	205	-386	-65.3%
Commuter Transport	1,616	1,616	0	0.0%
Worker transport	110	110	0	0.0%
Waste	2,294	1,900	-394	-17.2%
Refrigerants	1,273	1,039	-234	-18.4%
Water supply	242	242	0	0.0%
Waste Water	310	310	0	0.0%
Total	**11,427**	**6,584**	**-4,843**	**-42.4%**

Table 19. Projected impact of waste management controls - comparison

8.7. Drinking water savings from dual piping

This section outlines the potential saving in the volume of drinking water required in the Five Dock Metro Precinct if it required all new buildings to be dual piping for drinking and non-drinking water quality end uses, and an alternative water supply was available before 2046 for the dual plumbed building to connect to.

The testing shows that 28% of water demand in the precinct could be met through an alternative water utility if all buildings were dual piped and connection ready.

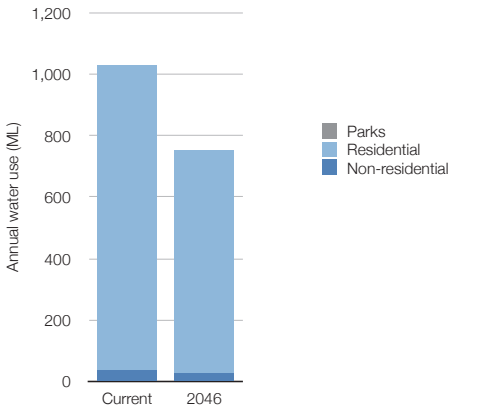


Figure 78. Projected change in drinking water use with dual piping

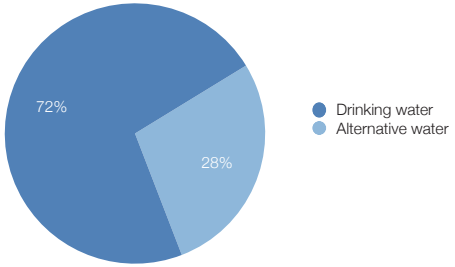


Figure 79. Breakdown of 2046 water demand by quality

8.8. Water savings from higher BASIX Water

This section outlines the potential savings in the volume of drinking water required in the Five Dock Metro Precinct if BASIX Water 55, which is 15 points higher than the regulated requirement of BASIX 40 in the Sustainable Buildings SEPP, were mandated.

Requiring a more stringent BASIX target could reduce total water demand by 22%.

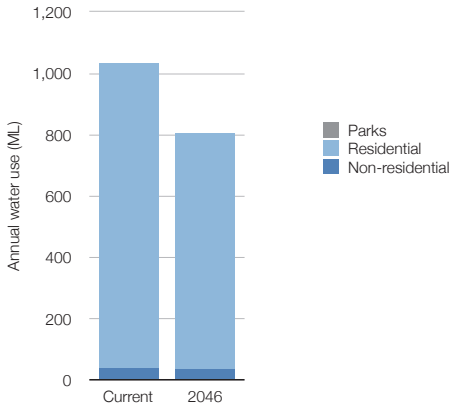


Figure 79. Projected change in drinking water use with dual piping

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Section 7
Cost and Benefit

9. Cost and Benefit

This section provides the benefits of proposed sustainability strategies and the broader cost impacts on the developments and/or ongoing costs.

9.1. Surface permeability

Climate resilience benefits

A 20-year study[19] of impervious surfaced development impact on land surface temperature in China revealed a significant exponential correlation between impervious surface and Land Surface Temperature (LST). The impact of impervious surface on LST is found to be greater than the sum of vegetation and water contributions. For each 10% reduction of impervious surface with additional 10% green or water space could lower the LST by up to 2.5°-2.9°C.

Permeable pavements are considered as sustainable drainage systems due to their ability to reduce stormwater runoff. A study[20] comparing permeable pavement to conventional asphalt found that permeable pavement can provide up to 42% more effective peak flow reduction and results in longer discharge times.

Likely order of costs to a builder or developer

Many studies show that the initial cost of permeable pavements is generally higher than traditional non-permeable surfaces. However, this can be offset by reductions in stormwater management infrastructure.

A study[21] in Oregon shows that the cost for the implementation of permeable pavement was US$102/m2 and was designed with 100% infiltration in precipitations of up to 51 mm. In comparison, conventional pavement system would vary from US$35/m2 to US$46/m2 for runoff of 15,000 litres for a 25 mm of precipitation.

A study[22] conducted in Olympia, Washington compared the life cycle costs of traditional non-permeable with permeable concrete sidewalks. It is found that the permeable option cost US$ 8 per square foot, while the traditional impermeable option cost US$ 15 per square foot. The higher cost of the traditional option was attributed to the need for a stormwater pond to manage runoff for the impervious surface.

9.2. Urban shade

Climate resilience benefits

A study on heat-related mortality in Sydney[23] found that, based on a high-range greenhouse-gas-emissions scenario, Sydney could experience a fourfold increase in the numbers of heatwave days and heatwave-attributable deaths by 2100, warranting immediate interventions to reduce the UHI effect.

The study found that substantial health gains could be achieved if the UHI effect was reduced in the Sydney Greater Metropolitan Region. Annually, the heatwave death rate was 2.2 per 100,000 people) culminating in 117.3 heat deaths annually across the entire study area. If all residents of the study area were relieved of the UHI effect, the heat death rate would be reduced to 0.2 per 100,000 or 9.3 in total.

Likely order of costs to a builder or developer

No cost is assigned to this initiative, given that compliance can be achieved by simply selecting the appropriate colour roof.

Ongoing cost savings to households and businesses

Low temperatures on roofs and reduced UHI will provide savings in reduced cooling loads.

9.3. Natural ventilation

Health and wellbeing benefits

In addition to the basic amenity provided by removing odours and stale air, high ventilation rates can improve indoor air quality and correlate to reduced illnesses.

Figure 80 below shows the relationship between minimum outdoor air ventilation rates and the prevalence of illness or sick leave in several research studies. The studies are consistent in showing better health outcomes as a result of increased ventilation rates. The minimum ventilation rate required by the Australian Standard for a two-bedroom apartment is shown for benchmarking purposes. It can be seen that any increase in the minimum ventilation rates is likely to be beneficial to occupants.

Conversely, not safeguarding natural ventilation and when the NCC or other standards are increasing air-tightness requirements for buildings risks poorer health outcomes for occupants.

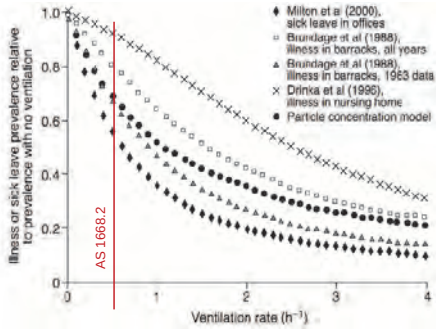


Figure 80 - Relationship between ventilation and illness Adapted from WE Fisk

A UK study from the University of Reading[24] describes the tension between home energy standards, which are scheduled to reduce minimum outside air rates, and the promotion of health and wellbeing. For example, the study estimates a 2-3% increase in asthma for every 1-point increase in minimum energy efficiency requirements.

[19] "The impact of impervious surface development on land surface temperature in a subtropical city: Xiamen, China". Xu et al. 2012.

[20] "Review of permeable pavement systems". Scholz, Miklas and Piotr Grabowiecki. 2006.

[21] "Permeable Pavements Life Cycle Assessment: A Literature Review". Antunes et al. 2018. https://doi.org/10.3390/w10111575

[22] "Permeable Pavements". USA EPA. 2021

[23] Chaston TB, Broome RA, Cooper N, Duck G, Geromboux C, Guo Y, Ji F, Perkins-Kirkpatrick S, Zhang Y, Dissanayake GS, Morgan GG, Hanigan IC. Mortality Burden of Heatwaves in Sydney, Australia Is Exacerbated by the Urban Heat Island and Climate Change: Can Tree Cover Help Mitigate the Health Impacts? *Atmosphere.* 2022; 13(5):714. https://doi.org/10.3390/atmos13050714

[24] Indoor Air Quality in UK Homes and its Impact on Health, Professor Hazim B Awbi, School of the Built Environment University or Reading

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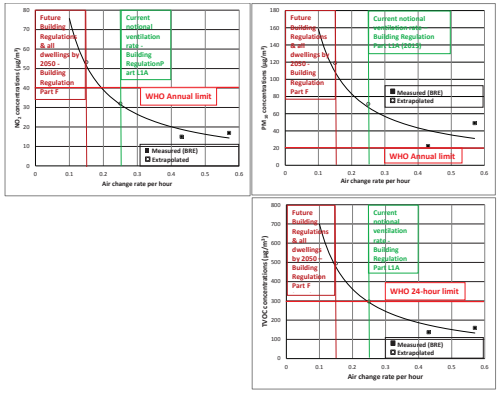


Figure 81 - Relationship between ventilation indoor pollution limits Source: H Awbi

The study provides a useful comparison of the impact of reduced outdoor air ventilation rates upon predicted concentrations of pollutants and the corresponding World Heath Organisation exposure guidelines. Figure 82 shows the annual exposure limits to NO_2 and PM_{10}, and 24-hour exposure limits are provided for Total Volatile Organic Compounds (TVOC). It can be seen that all indicators are at risk from reduced ventilation rates.

VOCs are the air pollutants referenced when it is claimed that the air inside a building is up to 10 times more polluted than outside. A literature review of TVOC levels in classrooms[25] found that 65% of classrooms had a TVOC ratio of over ten times that outdoors, with some over 100 times. A further literature review observed a moderate correlation between classroom TVOC levels and CO_2 levels.

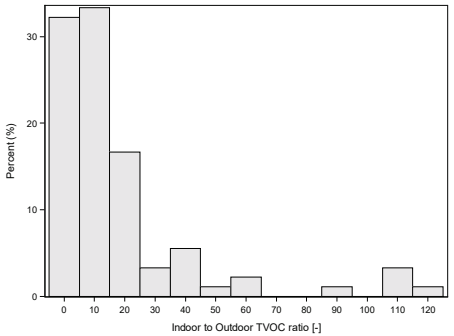


Figure 82 - Comparison of indoor to outdoor air pollutants Source: E Chatzidiakou

Covid 19 transmission has placed a renewed focus on ventilation's role in controlling indoor air quality. Burridge[26] et al. note:

> *The focus on energy efficiency, often imposed by changes in construction standards, in combination with space restrictions arising from higher population density, have led to more tightly constructed, and less spacious, buildings. These tightly constructed structures can, without careful design, maintenance and operation, result in inadequate ventilation provision.*

The paper concludes that the primary control measure for airborne transmission indoors is ventilation, and achieving adequate outdoor air supply rates to ensure an acceptable level of risk should be the priority.

A common recommendation in public health guidance is to open windows and doors to facilitate improved ventilation.

Flyscreens are an effective way of keeping insects out of the home while allowing natural ventilation. Besides being a nuisance, many insects, especially flies (Diptera), including houseflies and mosquitoes, are also known pathogen vectors, posing a health risk. The benefit to health and resilience gained from fly screens will increase in the warming climate.

Fly species, such as the housefly (Musca domestica), are known to spread salmonellosis, shigellosis, trachoma and hepatitis A[27]. In contrast, others, such as the mosquito (Culicidae), are vectors for the transmission of numerous diseases such as Dengue fever, Malaria, Barmah Forest virus, Chikungunya virus, Elephantiasis, Murray Valley encephalitis, Ross River virus, Zika virus and Yellow fever[28]. However, most studies on vector-borne diseases have focused on Dengue due to the incidence rising 30-fold in the last 50 years, affecting 50-100 million people in more than 100 endemic countries[29].

NSW is not immune to vector-borne disease, recording hundreds of locally transmitted vector-borne diseases from the Ross River and Barmah Forest virus infections. For example, the estuarine wetlands along the Parramatta River have some of Australia's most important pest species. These include the saltmarsh mosquito, Aedes vigilax, and the southern saltmarsh mosquito, Aedes camptorhynchus. They can get exceptionally abundant during periods of favourable environmental conditions[30], such as during the unusually warm and wet weather at the start of 2020, contributing to the high mosquito numbers recorded[31].

Co-benefits

An improvement in indoor air quality and health will decrease healthcare costs.

Passive survivability refers to a building or structure's ability to maintain habitable conditions without active heating, cooling, or ventilation systems. Effective natural ventilation and natural cross ventilation are critical strategies for improving passive survivability.

Power outages are caused by planned maintenance and unplanned interruption of the distribution network. An unplanned power outage can be caused by many things, such as damage by fallen trees during a storm or an unexpected fault in equipment. Unplanned power outage risks will be increased by climate change.

Ausgrid publishes quarterly records of power outages and causes[32]. Flux reviewed a sample reporting period for the first quarter of 2020. In the period, Ausgrid reported 888 outages:

- An average of 500 customers were impacted per outage.
- The average duration of an outage was over 4.5 hours.
- 10% of incidents lasted over 11 hours.
- A total of 430k customers suffered outages.

Figure 83 below plots the outages in the period by date and the cause attributed to the outages. Environmental causes are the most significant reason for failure in the distribution network. Ausgrid reporting is limited to owned assets, so the statistics do not include equipment failure on the building side or in the transmission network.

[25] Is CO_2 a good proxy for Indoor Air Quality in school classrooms? Doctoral Thesis by Evangelia Chatzidiakou University College London

[26] Burridge, Henry C.; Bhagat, Rajesh K.; Stettler, Marc E. J.; Kumar, Prashant; De Mel, Ishanki; Demis, Panagiotis; et al. (2021): "The ventilation of buildings and other mitigating measures for COVID-19: a focus on wintertime". The Royal Society. Collection. https://doi.org/10.6084/m9.figshare.c.5325030.v2

[27] https://www1.health.gov.au/internet/publications/publishing.nsf/Content/ohp-enhealth-manual-atsi-cnt-l~ohp-enhealth-manual-atsi-cnt-l-ch5~ohp-enhealth-manual-atsi-cnt-l-ch5.3

[28] https://www.healthdirect.gov.au/mosquito-borne-diseases

[29] Global Strategy for Dengue prevention and control 2012-2020; World Health Organisation; ISBN 978 92 4 150403 4

[30] Webb.C.; 2013; Workbook for managing urban wetlands in Australia Chapter: 3.6: Managing mosquitoes in coastal wetlands; Sydney Olympic Park Authority

[31] Webb.C.E; 2020; Reflections on a highly unusual summer: bushfires, COVID-19 and mosquito-borne disease in NSW, Australia; SAX institute; Vol. 30(4):e3042027

[32] https://www.ausgrid.com.au/Industry/Our-Research/Data-to-share/Past-outage-data

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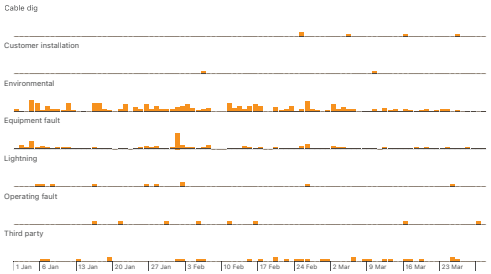


Figure 83. Q1 2020 supply interruption on the Ausgrid network. Source: Flux from Ausgrid data

Likely order of costs to a builder or developer

The first cost is identified as nil due to provisions simply ensuring the proper application of the existing NCC and SEPP requirements.

Given the range of design impacts, the cost savings from current non-compliance with guidance for effective open area and fly screens are difficult to quantify.

Ongoing cost savings for households

The provision of effective natural cross ventilation will provide some savings in electricity bills to residents through reduced reliance on air conditioning to provide thermal comfort on warm days. The savings are estimated to be between $50 and $150 per year (2 - 6 kWh/m^2/annum), depending on the exposure of the rooms to solar heat.

Natural ventilation can and should be designed to avoid uncontrolled infiltration and drafts and increased heating costs.

9.4. Facade

Health and resilience benefits

The benefits of improved resilience are not able to be readily quantified.

The reflection of solar heat from high-glazed facades into the lower parts of street canyons contributes to the elevation of surface and air temperatures at the street level. Therefore, reducing the amount of solar heat that can reach the street is an important strategy to reduce the heat imbalance that is the cause of the urban heat island effect.

Facade controls are important in the context of the increasing energy efficiency stringency of the building code. These energy efficiency requirements are met with increasingly sophisticated spectrally-selective high-performance glazing coatings, which reflect most solar heat away from the glass. This benefits energy efficiency and has allowed Section J to be met with unshaded, highly glazed facades, but it leads to more solar heat entering the public domain.

Likely order of costs to a builder or developer

This provision is not expected to result in a cost increase for residential development.

Additional costs may be incurred for commercial development to meet Section J requirements without reliance on glass without high levels of star heat reflectivity. However, these costs are difficult to quantify due to the direct influence of the design approach taken.

Ongoing cost savings

Ongoing cost savings have not been attributed to this provision, although reducing urban heat will contribute to lower costs associated with air conditioning.

9.5. Biodiversity,

Health and wellbeing benefits

Protecting biodiversity has numerous health benefits, supporting human and ecological wellbeing.

A paper investigating the extent to which threatened species overlap with urban areas in Australia[33] found that cities in Australia support a substantial number of nationally threatened animal and plant species and that individual cities contain unique suites of threatened species. Sydney was found to be the city with the most threatened species (124 species).

A paper[34] reviewing links between biodiversity, ecosystem services, and human well-being discusses the importance of maintaining and restoring biodiversity and ecosystem services in urban areas, where most of the world's population lives. The authors suggest that urban green spaces, such as parks and gardens, can provide important health and wellbeing benefits, such as stress reduction, improved cognitive function, and increased physical activity. They also argue that urban ecosystems can support food production, water management, and climate resilience, making cities more sustainable and resilient in the face of environmental change.

Likely order of costs to a builder or developer

This provision requires thoughtful design and should not require an increased capital cost.

[33] Ives, C.D., Lentini, P.E., Threlfall, C.G., Ikin, K., Shanahan, D.F., Garrard, G.E., Bekessy, S.A., Fuller, R.A., Mumaw, L., Rayner, L., Rowe, R., Valentine, L.E. and Kendal, D. (2016), The importance of cities for threatened species. Global Ecology and Biogeography, 25: 117-126. https://doi.org/10.1111/geb.12404

[34] Haines-Young, R., & Potschin, M. (2010). The links between biodiversity, ecosystem services and human well-being. In D. Raffaelli & C. Frid (Eds.), *Ecosystem Ecology: A New Synthesis* (Ecological Reviews, pp. 110-139). Cambridge: Cambridge University Press. doi:10.1017/CBO9780511750458.007

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9.6. Local open space

Health and wellbeing benefits

Providing local open space offers significant health and well-being benefits.

Studies cited in the Urban Institute research report[35] highlight a strong link between proximity to local open spaces and increased physical activity. This is shown to reduce risk of cardiovascular disease, diabetes, cancer and heart disease.

Research indicates that individuals with a higher sense of connectedness to nature are more likely to employ adaptive emotion regulation strategies, such as cognitive reappraisal and mindfulness, which in turn can lead to improved emotional outcomes.

Likely order of costs to a builder or developer

Additional costs are not anticipated beyond ADG requirements.

Ongoing cost savings

A study shows that annual healthcare cost savings from preventing physical inactivity related diseases range from A$2,800 to A$99,600 per 100,000 adults.[36]

9.7. Energy efficiency

This provision only seeks confirmation that the SEPP and NCC provisions can be satisfied. Therefore, costs and benefits are not attributable to the DCP.

9.8. On-site solar

Net zero benefit

The environmental benefits of rooftop solar are significant. Using the latest published data, every kilowatt hour of electricity generated will avoid the greenhouse gas emission associated with generation in the NSW electricity grid, which is 0.81 kgCO2e.[37]

Using a factor of 1.4 kWh annual yield per watt of installed capacity, every additional 100 kW of installed power capacity under this provision would generate 140,000 kWh of energy per year in its first year and off-set approximately 100,000 kgCO2e once a reduction in the greenhouse intensity of grid provided electricity is allowed for. However, the benefits would decrease in subsequent years due to the degradation of the solar panels (0.5%) and the continued greening of the NSW electricity grid.

Co-benefits

The increase in renewable energy generation within the LGA will assist in curtailing increased demand on the zone substations that provide grid electricity to the LGA due to growth and the electrification of buildings.

Likely order of costs to a builder or developer

The likely order for costs based on building types are:

- $9,000 for a Single-family house on a 400 m^2 block
- $4,500 for an apartment in a three-storey block
- $40,000 for all other development, assuming a 1,000 m^2 block.

Ongoing cost savings for households and businesses

The cost savings for residential are estimated assuming a finite amount of rooftop generation is used directly and surplus power to demand at the time of generation is exported to the grid. This provides a conservative view of potential cost savings given the low price for exported electricity.

The following table summarises financial benefits.

Type	Consumed electricty (kWh)	Exported Electricity (kWh)	Saving ($/ year)	Simple payback
per House	10	20	1,800	5 years
per Apartment in block < 3 storeys	8	8	1,300	4 years
body corporate of mid apartment building on 1,000 m^2 site	90	90	14,800	3 year
body corporate high rise apartment building on 1000 m^2 site	130	50	19,900	2 year

Table 20. Onsite solar financial benefits

The proportion of generated electricity consumed within the building improves for non-residential uses due to the higher daytime demands. However, the cost of electricity is reduced due to lower cost tariffs for larger users. Flux anticipates a cost saving in the order of $13,000 per annum for a 1,000m2 site and a simple payback of 3-4 years.

[35] "The Health Benefits of Parks and their Economic Impacts. A Review of Literature". Urban Institute. 2022. https://www.urban.org/sites/default/files/2022-03/the-health-benefits-of-parks-and-their-economic-impacts_0.pdf

[36] "The effects of built environment attributes on physical activity-related health and health care costs outcomes in Australia". Diomedi et al. 2017

[37] 2022 NGA Factors Workbook DCCEEW.

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9.9. All-electric building

Net zero benefits

The immediate environmental benefits of delivering all-electric buildings are the reduction in urban air pollution resulting from the combustion of natural gas and a reduction in the greenhouse gas emissions associated with the production of natural gas and its combustion on site.

The benefits will increase significantly as the electricity grid moves toward zero net emissions. As a result, the air quality in NSW will improve further as fossil fuel sources are removed from electricity generation, and the greenhouse benefits of a low-carbon grid will be fully realised.

Co-benefits

Although commonly used, gas stovetops are highly inefficient for heat utilisation. Only about 40% of the heat generated by the gas flame is utilised in heating the contents of the pan. The remaining 60% of the heat is lost to the surrounding environment, contributing to overheating and increased cooling loads. In comparison, induction cooktops have an inherent efficiency of over 80%, with the majority of the heat generated being utilised to heat the contents of the pan. This increased efficiency can result in lower temperatures and reduced cooling requirements, which is highly beneficial for both commercial kitchens and residential dwellings.

Not only are gas stovetops inefficient, but they are also a significant source of indoor air pollutants. Gas combustion releases a variety of contaminants, including nitrogen oxides (NO_x), carbon monoxide (CO), formaldehyde (CH_2O or HCHO), and $PM_{2.5}$ particles. Gas cooking produces about twice as much $PM_{2.5}$ as electric cooking. These pollutants pose a significant health risk if not properly managed.

According to a study by the University of Queensland (2018), 12% of childhood asthma around the country can be related to gas cooking[38].

Table 19 below shows the measured emissions for gas stoves[39]. For comparison, the maximum contaminant limit for acceptable indoor air quality in the NCC 2019 BCA for NO_2 is 0.0897ppm (1hr averaging).

Measured NO_2 Emissions from Gas Stoves	Peak (ppm)
Frying bacon	0.104
Boiling water	0.184
Gas cooktop - no food	0.082-0.300

Table 21. Measured NO2 emissions from gas stoves

All-electric buildings can help combat the Urban Heat Island effect by reducing the amount of anthropogenic heat released. Traditional gas hot water heating systems release waste heat into the atmosphere through flues for combustion exhaust gases, resulting in a significant energy loss. While commercial gas condensing boilers can reduce these losses to 15%, conventional boiler and balanced flue units can lose up to 30% of the consumed energy in heat, contributing to the energy imbalance that causes the Urban Heat Island effect. On the other hand, heat pumps transfer heat from the atmosphere to water through an evaporation cycle, which cools the outdoor air while heating the water. Therefore, heat pumps do not contribute to anthropogenic heat release, unlike gas-fired hot water systems.

Likely order of costs to a builder or developer

A US study[40] found that delivering new fully electric single-family homes was cheaper than a mixed-fuel building, saving between $2.15/sqft and $2.35/sqft (around AUD30/$m^2$). However, the same study noted a minor increase in cost for a medium-sized office of $0.33/sqft and $0.50/sqft (around AUD5-7.50/m^2, or 0.1% of construction costs).

Flux does not expect the order of savings and costs to be significantly different in the Sydney market and provides the following commentary on Australian costs with respect to apartment buildings.

Likely order of costs for apartments

Any development that provides all-electric servicing will save the cost associated with installing a gas service to the building, gas distribution pipework to each apartment and the cost of a gas meter and cupboard space for each apartment. These costs are in the order of $2,000 per apartment.

The cost difference between an induction hob in an all-electric apartment and a gas hob is considered negligible.

Gas hot water heating has a cheaper first cost than an electric heat pump, which is necessary to provide energy-efficient hot water in an all-electric building. If distributed hot water systems are used, a gas cost is likely to be in the order of $1,000 per apartment compared to $3,000 per apartment for a heat pump. The cost difference is expected to be lower for centralised hot water heating.

There will also be an impact on maximum demand in switching to all-electric servicing. Assuming electric storage or instantaneous water heaters for power requirements is very much worst-case (but lower first cost than heat pumps). With this worst-case assumption, the after-diversity maximum demand increases by approximately 10% per apartment. However, the overall increase in the building will be lower after common loads such as lifts and car park ventilation are added. Any increase in cost for an all-electric apartment building will likely be marginal

Ongoing cost savings to households and businesses

Electric equipment is generally more energy-efficient than gas-fired equipment, which can lead to lower utility bills and reduced energy consumption.

There is also a significant saving for a homeowner in avoiding standing meter charges associated with gas. The current Jemena standing charge for a gas connection is 65.8c/day, which equates to a cost of approximately $240/year, which is saved by not having a gas connection.

Removing a gas meter is also costly. The minimum scheduled cost for removing a gas meter is $1,169.30. This provides a simple payback of approximately five years for an apartment owner who no longer wants to be connected to gas.

If 1000 apartments were built in Lane Cove without a new gas connection, the avoided liability for disconnection would be over $1m.

[38] Cooking with Gas: bad for the planet, and bad for your health 21 May 2020 The Fifth Estate

[39] Nitrogen Dioxide levels using gas stoves in comparison with the standard levels of Nitrogen Dioxide in Guidelines: https://rmi.org/insight/gas-stoves-pollution-health

[40] Cost Study of the Building Decarbonization Code. New Buildings Institute April 2022

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9.10. Refrigerant GWP

Net zero benefits

Conventional refrigerants are synthetic greenhouse gases, and their significant environmental impact is why they are subject to a global phase-down.

The environmental impact of the synthetic greenhouse gas is given as a Global Warming Potential (GWP) value, which represents how many times larger than CO_2 their global warming potential is when released into the atmosphere.

The following figure contains the GWP of some refrigerants currently being used in Australia:

HFC-410A, which is most commonly used in air conditioning, has a GWP_{100} of over 2,000. R32 is better, having a GWP_{100} of 650, and is becoming more common in air conditioning applications.

However, there is debate about whether quoting the GWP of refrigerants using a start 100-year GWP indicator is correct to recognise the Global warming impact of synthetic refrigerants, which have a shorter life in the atmosphere. For example, R32 has an atmospheric life of just over 5 years, and if the GWP were measured over 20 years, the GWP would increase to 2,300 times that of CO_2.

The total distribution of refrigerants in Australia is published by the Australian Department of Climate Change, Energy, the Environment[41] and Water and is shown below.

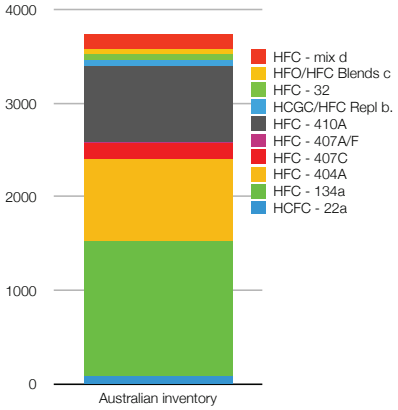


Figure 84. Australian refrigerant bank source: Flux from CECEWW data

The move towards all-electric buildings will also require heat pumps for hot water generation, which will further increase the use of refrigerants.

Allowing for 4kg of refrigerant inventory in each house with a blended GWP_{100} of 1,500 and an 8% leakage rate, synthetic refrigerants will contribute an average of 480kg CO_2e/annum in greenhouse gas emissions per house. If the more time-relevant blended GWP_{20} of 3,000 is used, the synthetic refrigerants will contribute approximately 1 tCO_2e/annum.

Using an alternative refrigerant allows both the charge to be reduced (to about 1kg) and GWP_{100} and GWP_{20} to be reduced to 0.24 kg CO2e/annum.

The same relative saving is achieved for apartments, but the magnitude is expected to be reduced by 30%.

Likely order of costs to a builder or developer

The likely order for costs based on building types, allowing for the full 10% cost premium contemplated by the provision and using standard published rates[42], are:

- $1,500 for a Single-family house
- $1,000 for an apartment
- $40,000 for all other development assuming a 1,000m^2 block.

Ongoing cost savings for households and businesses

The avoided future cost to a business or homeowner would depend on whether any HFC-charged equipment can be re-gassed when needed. Should HFCs not be available to the importation phase down Australia has committed, the owner would be liable for costs ranging from the conversion of the equipment to allow an alternative non-HFC refrigerant or for the replacement of the appliance.

9.11. Water resilience

Circular economy benefits

Maximising the collection and reuse of water will help reduce demands on Sydney's finite drinking water supply capacity, which is coming under increasing stress due to a changing climate and the needs of a growing population.

Likely order of costs to a builder or developer

The provision is a more descriptive version of the requirements of a provision in the current DCP, and therefore, if any cost increase is incurred, it is marginal and limited to the size of the tank.

Ongoing cost savings for households and businesses

If the dual reticulation system is not installed during the initial development but is required to be retrofitted in the future, the cost will be significantly higher due to the complexity of retrofitting and the additional work involved.

[41] Cold Hard Facts 2022, DECEEW February 2023

[42] Riders Digest Sydney https://s31756.pcdn.co/oceania/wp-content/uploads/sites/1/2021/04/Riders-Digest_Sydney_2021.pdf

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9.12. Water efficiency

Circular economy benefits

The water-saving benefit of the 1-star increment in NABERS Water ratings against the Sustainable Buildings SEPP minimum requirements for commercial office buildings is approximately 0.3kL/m² NLA/annum. This is derived from the spread of NABERS Water rating buildings in metropolitan Sydney immediately before the Covid lockdowns. The range of consumption within any given star band and the normalisation processes used by NABERS Water introduce some uncertainty, but it reasonably approximates the benefit.

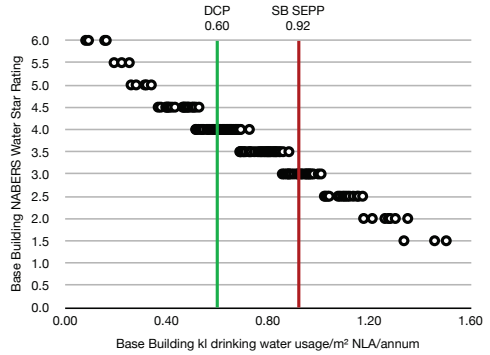


Figure 85. NABERS Office Water ratings and usage in Greater Sydney Source: Flux

For Hotels, the number of NABERS Water rating buildings in Greater Metropolitan Sydney is very low, so it does not provide a robust guide for estimating benefits. However, a saving of 30-35kL per guest room per annum seems reasonable.

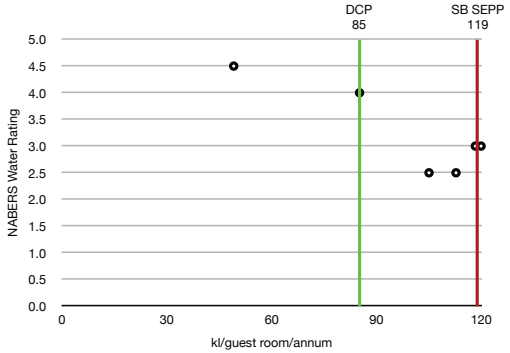


Figure 86. NABERS Hotel Water rating and usage in Greater Sydney Source: Flux

Likely order of costs to a builder or developer

Residential development will have a nil cost impact as the SEPP is not varied, and significant operating cost savings are not anticipated.

The additional 1 star required for non-residential buildings in the proposed control is not expected to attract a cost premium, given the associated provision for rainwater collection and reuse. In addition, having the additional one-star requirement safeguards other water efficiency measures, such as efficient fixtures and fittings.

Ongoing cost savings

The ongoing cost savings to commercial offices will be in the order of $1.10-$1.40/m² NLA.annum depending on whether Sydney Water activates the low dam level pricing rate. The savings per hotel room are anticipated to be between $100 and $145 per guest room per year.

9.13. Waste management

Circular economy benefits

Additional waste management infrastructure is necessary to support the NSW government's target to reduce organic waste to landfill by 50% by 2030.

Likely order of costs to a builder

Additional costs are not anticipated above and beyond the existing DCP requirements except in the case of apartment buildings where the infrastructure for a third separated waste stream is likely to impose cost in either the provision of the infrastructure or loss of floor space. However, the quantum of the cost depends on the chosen system and other design choices, such as the number of crew, so it cannot be readily quantified.

Ongoing cost savings

Assuming the landfill costs of the NSW Government levy and gate fees of more tan $200/tonne are passed on to householders, the savings would be $27/year.

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9.14. Design and construction impacts

Circular economy benefits

Using increased quantities of Supplementary Cementitious Material (SCM) in concrete also diverts waste products from landfills.

The diversion of construction waste from landfill has a direct proportionate benefit of extending the useful life of the materials within the waste stream.

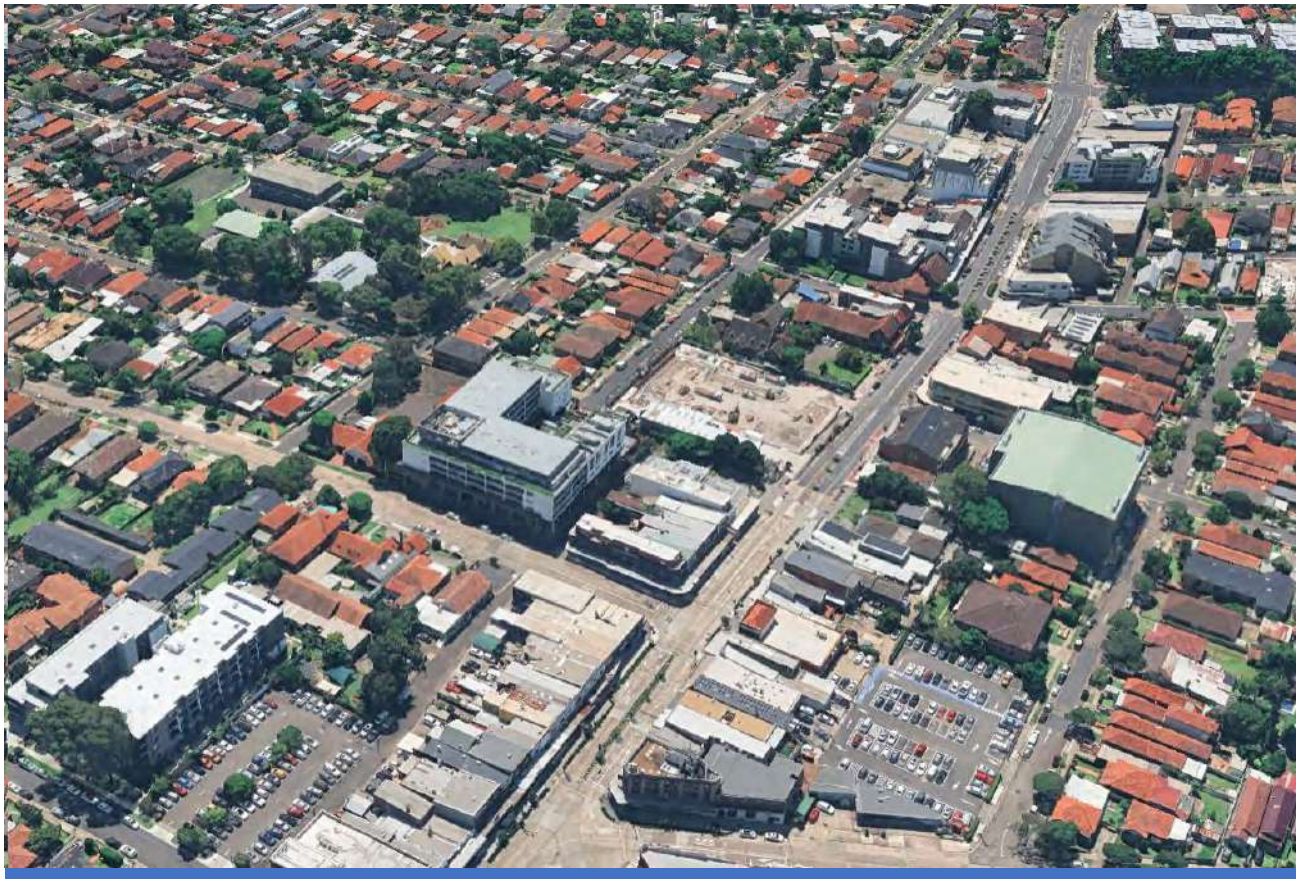
Likely order of costs to a builder

Most of the cost of these provisions can be fully mitigated with good design. Flux anticipates a premium for concrete mixes with reduced Portland cement in the order of 5-10% supply cost. If the concrete structure is 10% of the total construction budget, this will increase total costs by 0.5-1%.

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Five Dock Precinct – Flood Risk Assessment

Final Report



February 2026

Five Dock Precinct Flood Risk Assessment

Final Report

Project:	Five Dock Precinct Flood Risk Assessment
Project Number:	240063
Client:	City of Canada Bay
Client Contact:	Anthony Wynen
Report Author:	Felix Taaffe
Date:	4 February 2026
Verified By:	

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EXECUTIVE SUMMARY

This report sets out a Flood Risk Assessment undertaken by GRC Hydro on behalf of Canada Bay Council, for the Five Dock Precinct. The assessment has been undertaken in conjunction with the Sydney Metro West Precincts, Five Dock Masterplan. The Masterplan has been developed to increase the housing supply in the precinct via increased density, alongside improved connections, through-site links, streetscapes and public spaces. The precinct is centred on the planned Metro station on Great North Road, and extends to Park Street to the east, Lyons Road to the north, Harris Road to the west and Queens Road to the south.

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

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

The assessment found that proposed higher density in the area is suitable from a flood risk perspective. Council's DCP and LEP, and relevant state government policies have been considered with respect to development of flood-prone areas. The report sets out relevant planning controls that are currently in the DCP that will manage flood risk, but notes that the area the DCP controls apply to should be expanded. These controls will ensure flood risk is incorporated into the design of new buildings and associated development, and that flooding outside of the precinct is not impacted as a result of the development.

Regarding proposed building footprints, it is recommended to proceed with the proposed zonings and to treat building footprints as indicative at this time, and allow each of the impacts to be fully resolved during subsequent design stages. In some locations on the identified overland flowpaths, the concept-level building footprints may not be possible as the overland flowpath will need to be maintained. Further guidance is on Figure 13 of this report, from which the following advice is copied below:

"All flood-affected lots require flood impact assessment to be carried out as part of the approval process. Flood-affected lots are those with flood fringe, flood storage or floodway shown [on Figure 13].

**Note that lots with major overland flowpath may require significant revision to the concept-level building footprints in order to achieve compliant flood impacts."*

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1. INTRODUCTION

Planning is being undertaken to increase housing supply in the Five Dock area, as part of a wider program to address housing shortages in Sydney and NSW. The increased density is planned to utilise the improved transport access afforded by the Metro West project, currently under construction and which includes a station at Five Dock. The planning process at Five Dock consists of Council preparing a masterplan for the precinct where changes will occur, that sets out the overall vision and objective, before detailing the urban design with regards to zoning, setbacks, open spaces, public domain. The masterplan is then supported by a number of technical studies, of which the flood risk assessment is one.

Flood risk in the Five Dock Precinct has been assessed by the current study. Flood risk is an important consideration when developing or rezoning land. Changes to the precinct must suitably incorporate flood risk and follow the local and state flood planning controls. These controls prohibit or constrain development in areas with significant flood risk.

The flood assessment has been based on an updated and expanded Council flood model that covers the precinct. The current study assesses design flood behaviour in the area for a range of design flood events, using hydrologic and hydraulic models. The study then models and assesses a high-level schematisation of a future development case, including its impact on flood behaviour. The study then reviews and recommends necessary flood mitigation measures including planning controls.

2. BACKGROUND

2.1 Study Area

The study area, referred to as the Five Dock Precinct, is bounded by Harris Road and Park Road to the west and east, and Lyons Road and Queens Road to the north and south. The study area is comprised of three catchments, affected by overland flow flooding. The nature of flooding in each is provided below. The area broadly consists of fully-developed low to medium density urban area with a mix of residential and commercial land. As part of the Sydney Metro West project, the Five Dock Metro Station will be located on Great North Road in the centre of the study area and is expected to open in 2032.

The three general catchments are shown in Image 1 below, with arrows indicating overland flow direction. A natural ridgeline separates the three areas.



Image 1 Three Catchments and Overland Flow Paths

2.1.1 Kings Bay Catchment

The southwest part of the Five Dock Precinct is located in the Kings Bay Catchment.

An overview of the catchment features is given below:

- Catchment area: 1.18 km^2
- Watercourses: Barnwell Park Canal (downstream of the study area)
- Catchment outlet: Kings Bay on Parramatta River

The area of interest is located in the upper catchment around Queens Road and Harris Road. Flooding at this location is limited due to the small catchment but some shallow overland flow is present. The area of interest is not affected by sea level rise associated with climate change.

The previous studies which have been utilised for this catchment are the St Lukes, William St and Exile Bay Flood Study (WMAwater, 2019) and the updated model from Parramatta Road Corridor - Flood Risk Assessment For City of Canada Bay Council (WMAwater, 2020).

2.1.2 Five Dock Catchment

The northern half of the Five Dock Precinct is referred to by Council as the Five Dock catchment. The area has a catchment extending east to Five Dock Park. Overland flow occurs on roads and some properties when the stormwater drainage capacity is exceeded. The area of interest is not affected by sea level rise associated with climate change.

An overview of the catchment features is given below:

- Catchment area: 0.8 km^2
- Watercourses: None
- Catchment outlet: Hen and Chicken Bay in Sydney Harbour

The catchment was not included in a previous study, so the St Lukes, William Street and Exile Bay Flood Study (WMAwater, 2019) and the updated model from Parramatta Road Corridor - Flood Risk Assessment for City of Cananda Bay Council (WMAwater, 2020) was expanded to cover this additional area.

2.1.3 Five Dock East Catchment

The south-eastern part of the precinct is referred to by Council as the Five Dock East catchment. It consists of a small area around Ramsay Road that drains to the south-east, towards Dobroyd Canal. The catchment area and flooding are both limited. An overview of the catchment is given below:

- Catchment area: 0.2 km^2
- Watercourses: Iron Cove Creek/Dobroyd Canal (downstream of the study area)
- Catchment outlet: Iron Cove in Sydney Harbour

The catchment was partially included in the most recent Inner West Council study of Dobroyd Canal, but only in the hydrologic model. For consistency in the modelling, the area was instead added to the expanded St Lukes, William Street and Exile Bay Flood Study model described above.

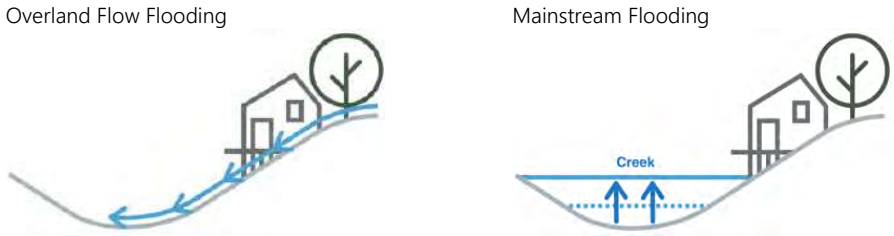
2.2 Flooding Mechanisms

The catchment overviews provided above refer to overland flow flooding. The other common type of flooding is mainstream flooding. These are types of flooding as set out in the NSW Flood Risk Management Manual (2023) and earlier guidelines.

Mainstream flooding occurs from rising water on a defined watercourse causing the watercourse to break its banks and inundate areas that are usually dry. This mechanism typically occurs over a long period of time and generally results in deep, slow moving floodwaters. Image 2 (right hand side) depicts this mechanism. In the Canada Bay LGA, mainstream flooding occurs when either a natural creek or concrete stormwater channel floods the adjacent land.

Overland flow flooding occurs when runoff has not yet reached the creek or channel. In urban areas it most commonly occurs along topographic sags which are typically serviced by a pit and pipe network. When the pipes' capacity is exceeded, above-ground flowpaths form. Overland flow is typically shallower and faster moving than mainstream flooding and occurs with less warning. NSW guidelines note that the two types of flooding can be indistinguishable to people experiencing flooding and that overland flow can cause significant property damage and flood risk, despite not originating from a major watercourse.

Image 2: Flood Mechanisms in the Study Area



3. AVAILABLE DATA

3.1 Overview

The current study utilised a number of data sets in defining and assessing existing flood behaviour in the study area. This data largely consists of previous studies and Council GIS data. The study then assessed future development based on the available draft masterplan for the Five Dock precinct areas. A summary of each data set is provided below.

3.2 Previous Studies

3.2.1 St Lukes, William St and Exile Bay Flood Study (WMAwater, 2019)

The study was undertaken on behalf of Burwood Council and assessed overland flow flooding in the portion of the three catchments in Burwood Council, which was up to Parramatta Road on the northern boundary of the study area. Mainstream flooding is only present in the lower of each catchment, outside of the study area. The study used a DRAINS hydrologic model and TUFLOW hydraulic model, which were verified against two previous studies' design flood estimates. The study modelled six design flood events including the 1% AEP and PMF. Hydrologic modelling was based on the ARR2019 methodology and model parameters, including IFD.

3.2.2 Parramatta Road Corridor - Flood Risk Assessment For City of Canada Bay Council (WMAwater, 2020)

The study utilised previous models to assess flooding for the PRCUTS Stage 1 Precincts in Canada Bay Council. The Burwood precinct was located in the St Lukes catchment and the Kings Bay precinct was located in the William Street catchment. The study modified the existing model from the 2019 study to capture the areas of interest in more detail, and then assessed design flood mapping and assessment for the 5% AEP, 1% AEP and PMF events. As with the current study, a future development scenario was assessed for the precincts and mitigation measures including planning controls were reviewed and recommended.

3.2.3 Parramatta Road Corridor Urban Transformation Study (PRCUTS) – Stage 2 Flood Risk Assessment

The study utilised previous models to assess flooding for the PRCUTS Stage 2 Precincts in Canada Bay Council. The stage 2 Burwood precinct was located across Excel Bay Catchment and St Lukes Catchment; The west part of stage 2 Kings Bay precinct was located in St Lukes Catchment and the east part was located across William Street Catchment and Dobroyd Canal Catchment. The study modified the existing model from the 2020 PRCUTS stage 1 study and Dobroyd Canal and Hawthorne Canal FRMSP to capture the areas of interest in more detail, and then assessed design flood mapping and assessment for the 5% AEP, 1% AEP and PMF events. As with the current study, a future development scenario was assessed for the precincts and mitigation measures including planning controls were reviewed and recommended.

3.3 GIS Data

GIS data was provided by Council and was used to confirm or update model features in the areas of interest. The following data was provided:

- Council pit and pipe network (drainagepit.shp and drainagepipe.shp)
- Land zoning and road centrelines (road_centerline.shp and land_zoning.shp)

3.4 Site Visit

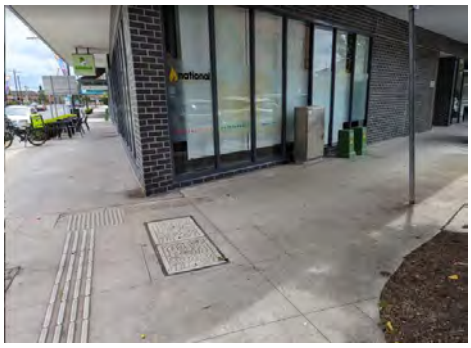
Site visit was undertaken in November 2024 to confirm above-ground features in the precinct areas, and to familiarise with the broader catchments. Photos of typical features observed are provided in Image 3 below. Beyond confirming modelled overland flowpaths against the actual topography and built features (kerbs, buildings, etc.) the main utility was adjusting building footprints in the model.



Area of overland flow between house at downstream end of Lyons Road West



Potential Inundation at Carpark Entrance on Rodd Road, near Great North Road



Corner of Rodd Road and Great North Road where overland flow can occur



Stormwater drainage on Great North Road near Ramsay Road.

Image 3: Selection of photos from site visit

3.5 Five Dock Masterplan

The current assessment has been undertaken in conjunction with the masterplan for the precinct; 'Sydney Metro West Precincts, Five Dock Masterplan' (Studio GL for City of Canada Bay, 2025). The

Masterplan describes the overall vision and objective for development of the precinct, before detailing the proposed changes. The masterplan sets out the proposed LEP zonings for the area, as well as proposed LEP and DCP changes. The masterplan shows a concept building layout that was used to assess a future development scenario. The masterplan also describes various aspects of the proposed urban design that are not specifically relevant to the flood assessment including building setbacks, street walls, yield estimates and Floor Space Ratios. The most pertinent features with regards to flooding are the change in zoning to allow for higher density residential/commercial development, the change in the built environment to replace/expand/reduce current building footprints, and the preservation of roads/open space in areas of significant overland flow. The assessment of the masterplan is presented in Section 5.

4. DESIGN FLOOD MODELLING

4.1Overview

New catchment modelling was used to define flood behaviour at a precinct scale. The modelling, consisting of a hydrologic and hydraulic model, was undertaken by expanding the nearby models that were used in the PRCUTS Stage 2 assessment (DRAINS hydrologic model and TUFLOW hydraulic model). The models partially covered the south-west portion of the study area while the majority of the precinct was not available in any modelling. In order to produce consistent results from a single model, the hydrologic and hydraulic models from PRCUTS Stage 2 were expanded to cover the Five Dock and Five Dock East catchments. The change is shown in Image 4 below.



Image 4: Five Dock Precinct with coverage of previous modelling from PRCUTS

4.2 Model Updates

The existing model schematisation was followed when extending the model. An overview of the model updates are provided in Table 1 below. The model was then re-run for the design events of interest and the updated results were reviewed.

Table 1: Model Updates

Models	Model Update	Explanation
DRAINS	Refined subcatchment definition and additional subcatchments	Subcatchments were slightly more coarsely defined in the area of interest compared to other areas, or were not present. New subcatchments for Five Dock and Five Dock East were added with subcatchment sizes of approximately 1-2 ha, to produce consistent flood mapping.
TUFLOW	Pit and pipe layer updated	Minor updates were made to pits and pipes to include features in the Council GIS dataset. To be consistent PRUCTS stage 2 model, blockage of the structure is set to be 0. Sensitivity of the blockage assessment will be shown in Section 4.4.7
	Local inflow layer updated	Local inflow locations were updated to correspond to refined and added subcatchments
	Existing Building layer updated	Existing building footprints in the area of interested were refined based on site visit and to add buildings not previously included in the model
	Road crest breakline layer added	Road crest breaklines were added for the areas of interest
	Road Gutter breakline layer added	Road gutter breaklines were added for the areas of interest
	Model Boundary Extended	Model downstream boundaries were extended to model the Five Dock precinct. Downstream boundary was set same as t
	Road Topography updated	Ground levels were slightly raised on Newcastle Street after site visit indicated model results were slightly overestimating property inundation..

4.3 Design Events

The design events of interest were 5% AEP, 1% AEP and Probable Maximum Flood, representing a range of design flood behaviour. The following design model events were run:

- 5% AEP 15 mins storm (storm 1 temporal pattern)
- 1% AEP 10 mins storm (storm 6 temporal pattern)
- PMF 15 mins storm

The critical duration is the duration which produces the peak flood levels in the area of interest. In a catchment wide study the critical duration will vary. A similar critical approach was undertaken in the PRCUTS stage 2 study based on Australian Rainfall and Runoff 2019. The areas of interest in this study are the key flooding area within Five Dock Precinct which are:

- Scotts Street and Lyons Road West Intersection
- Park Street sag point
- Great North Road and Lyons Road Intersection

4.3.1 Climate Change

The hydrologic and hydraulic models were adjusted to assess the effect of climate change on design flood behaviour. Climate change is expected to worsen flood risk over time as higher greenhouse gas concentrations lead to increases in high intensity rainfall and sea levels. The assessment used the IPCC (Intergovernmental Panel on Climate Change) greenhouse gas concentration scenarios and subsequent modelling estimating each scenario's effect on rare rainfall events. There are four IPCC greenhouse gas concentration projections named RCP 2.5, 4.5, 6.0 and 8.5, with the RCP 2.5 being the most optimistic (emissions plateau and then decline) and 8.5 the least optimistic (emissions continue to grow). For the RCP4.5 and 8.5 scenarios, the projected increase in precipitation intensity were obtained from the ARR Data Hub and shown in Table 2 for the 2090 estimate, which were then modelled for the 1% AEP event.

Table 2: Climate Change Factors – Percentage Increase in Rainfall Intensity in 2090

Year	RCP 4.5	RCP 8.5
2090	+9.5 %	+19.7%

Sea level rise as a result of climate change affects the catchment's tailwater conditions at the catchment outlets in Sydney Harbour and can affect flood behaviour in the lower catchment. An estimate of sea level rise is 0.4 m by 2050 and 0.9 m by 2100, as set out in the NSW government Practical Consideration of Climate Change guideline (2007). These sea level rise (SLR) scenarios were modelled for the 1% AEP event.

For each scenario the peak flood levels were then tabulated and compared to the base case (i.e., no climate change), as presented in Section 4.4.7

4.4 Model Results – Existing Case

4.4.1 Flood Behaviour – Depth and Levels

The models were used to present produce flood mapping for a range of outputs and design events, for the study area. Peak flood depth maps with levels contours for the design events are shown on Figure 6 (5% AEP), Figure 7 (1% AEP) and Figure 8 (PMF) Table 3 summarises design flood levels for a number of locations in the study area, while Table 3 shows the equivalent depths. Flood hazard is shown on Figures 9 to 11. The locations in Table 2 are a range of reporting locations along each of the flowpaths, and the locations are shown on Figures 9 to 11.

Table 3: Design Flood Levels

ID	Location	Ground Level (mAHD)	Peak Flood Level (mAHD) per design event		
			5% AEP	1% AEP	PMF
A	Lyons Rd near Udall Ave	2.84	3.37	3.42	4.18
B	Lyons Rd near West St	3.17	3.55	3.56	4.19
C	Great North Rd near Lyons Rd	6.11	6.58	6.65	7.28
D	Rodd Rd near Great North Rd	6.85	7.47	7.53	8.15
E	Rodd Rd near Jersey Ln	6.91	7.48	7.55	8.35
F	Barnstaple Rd near Waterview St	10.14	10.59	10.62	10.77
G	Sutton St	12.79	12.99	13.02	13.16
H	Park Rd	16.78	17.02	17.04	17.15
I	Great North Rd near Kings Rd	20.29	20.48	20.52	20.76
J	First Ave near Waterview St	19.34	19.64	19.65	19.78
K	Lancelot St near Scott St	11.18	11.54	11.56	11.75
L	Harris Rd near Garfield St	6.28	6.67	6.69	6.84
M	Newcastle Street near Scott Street	6.21	6.28	6.68	6.70
N	Garfield Street near Cross Street	14.24	14.44	14.48	14.68

Table 4: Design Flood Depth

ID	Location	Ground Level (mAHD)	Peak Flood Depth (m) per design event		
			5% AEP	1% AEP	PMF
A	Lyons Rd near Udall Ave	2.84	0.5	0.6	1.3
B	Lyons Rd near West St	3.17	0.4	0.4	1.0
C	Great North Rd near Lyons Rd	6.11	0.5	0.5	1.2
D	Rodd Rd near Great North Rd	6.85	0.6	0.7	1.3
E	Rodd Rd near Jersey Ln	6.91	0.6	0.6	1.4
F	Barnstaple Rd near Waterview St	10.14	0.4	0.5	0.6
G	Sutton St	12.79	0.2	0.2	0.4
H	Park Rd	16.78	0.2	0.3	0.4
I	Great North Rd near Kings Rd	20.29	0.2	0.2	0.5
J	First Ave near Waterview St	19.34	0.3	0.3	0.4
K	Lancelot St near Scott St	11.18	0.4	0.4	0.6
L	Harris Rd near Garfield St	6.28	0.4	0.4	0.6
M	Newcastle Street near Scott Street	6.21	0.1	0.5	0.5

ID	Location	Ground Level (mAHD)	Peak Flood Depth (m) per design event		
			5% AEP	1% AEP	PMF
N	Garfield Street near Cross Street	14.46	0.2	0.2	0.4

The flood depth in Table 4 is calculated from the flood levels in Table 3, for example, the flood depth at location N is 0.2 m (14.44 flood level – 14.24 ground level = 0.2 m). Thus, Table 4 shows,

- In a relatively common flood such as the 5% AEP, the greatest depths of flooding are at location A, B, D and E (~0.6 m), where runoff accumulates on Rodd Road, location K and L (~ 0.4 m), where overland flowpath passes through.
- In a 1% AEP event, commonly used as the design event, nearly all locations have only 0-0.1 m increase in depth, relative to the 5% AEP. This shows most locations do not scale significantly between flood events. The exception is at location M near Scott Street where the flood depth increased 0.4 m, due to the topographic low point in Five Dock Catchment draining to Hen and Chicken Bay.
- In a PMF event, there is similar minimal scaling at most locations. Location A to E show a significant increase in depth in extreme events.

4.4.2 Flood Behaviour – Flow Rates

Peak overland flow rate at key locations are tabulated in Table 5 below,

Table 5 Peak Flow Rates by key locations

ID	Location	Overland Peak Flow(m^3/s) per design event		
		5% AEP	1% AEP	PMF
A	Lyons Rd near Udall Ave	0.64	0.86	18.32
B	Lyons Rd near West St	5.27	6.11	28.67
C	Great North Rd near Lyons Rd	3.73	5.13	36.63
D	Rodd Rd near Great North Rd	3.75	5.21	31.62
E	Rodd Rd near Jersey Ln	4.23	5.80	28.50
F	Barnstaple Rd near Waterview St	1.40	2.00	10.70
G	Sutton St	0.33	0.44	1.23
H	Park Rd	0.96	1.31	6.14
I	Great North Rd near Kings Rd	0.37	0.52	2.48
J	First Ave near Waterview St	0.30	0.36	0.81
K	Lancelot St near Scott St	0.28	0.65	7.12
L	Harris Rd near Garfield St	4.43	6.04	27.94
M	Newcastle Street near Scott Street	2.02	2.61	14.30
N	Garfield Street near Cross Street	1.65	2.45	13.86

Peak Flow Rate for each catchment are also shown in Table 6, with a breakdown of the above ground and piped flow in each deign event.

Table 6 Peak Flow Rates by Catchments

Catchment		5% AEP (m^3/s)			1% AEP (m^3/s)			PMF (m^3/s)		
	Location See Image 4,5,6	Pipes Peak flow	Overland Peak flow	Total	Pipes Peak flow	Overland Peak flow	Total	Pipes Peak flow	Overland Peak flow	Total
Kings Bay	1	0.04	2.60	2.64	0.52	3.45	3.97	0.52	15.69	16.21
	2	1.00	5.14	6.14	1.00	6.87	7.86	1.00	34.19	35.19
Five Dock	3	0.95	2.68	3.63	0.96	3.78	4.74	0.99	24.68	25.67
	4	0.00	0.97	0.97	0.00	1.26	1.26	0.12	5.13	5.25
	5	0.51	3.75	4.26	0.56	5.14	5.70	0.71	36.80	37.51
Five Dock East	6	0.37	1.59	1.96	0.40	2.13	2.52	0.80	13.62	14.42
	7	No pipe	0.09	0.09	No pipe	0.14	0.14	No pipe	1.08	1.08

The table shows that as with flood depths, there is minimal scaling between events at most locations, with similar flow in the 5% and 1% AEP events. Relatively smaller upstream catchment such as Five Dock East have around 1-3 m^3/s total flow. Even with small upstream catchment, the majority of flow is above ground, i.e. the pipes are at capacity. Higher flow rates are at location 2 in King Bay catchment and location 5 in Five Dock Catchment, which has close to 8 m^3/s and 6 m^3/s peak flow in the 1% AEP respectively, with ~15 % of the total flow in the trunk drainage. The flow rates are typical of urban areas with overland flow and are small enough that trunk drainage upgrades would be feasible for mitigating flood risk.

Image 5 Flow measure locations - Kings Bay

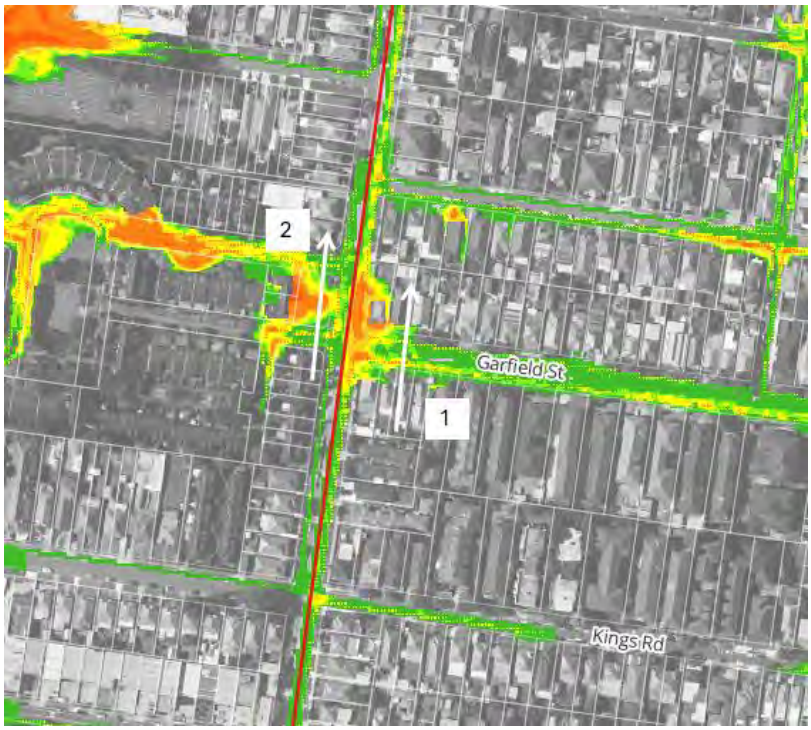


Image 6 Flow Measure Locations - Five Dock



Image 7 - Flow Measure locations - Five Dock East



4.4.3 Flood Behaviour – Hazard

Flood hazard mapping has been developed through application of ARR2019 and Australian Emergency Management Institute (AEMI) flood hazard guidelines. The guidelines consider the threat to people, vehicles and buildings based on flood depth and velocity at a specific location. The AEMI flood hazard mapping can be used to assess the flood hazard for site occupants and proposed site usage, as well as for the community surrounding the site.

Chart 1 and Table 7 present the relationship between the velocity and depth of floodwaters and the corresponding classification.

Chart 1: Flood Hazard Curves (Australian Emergency Management Handbook 7)

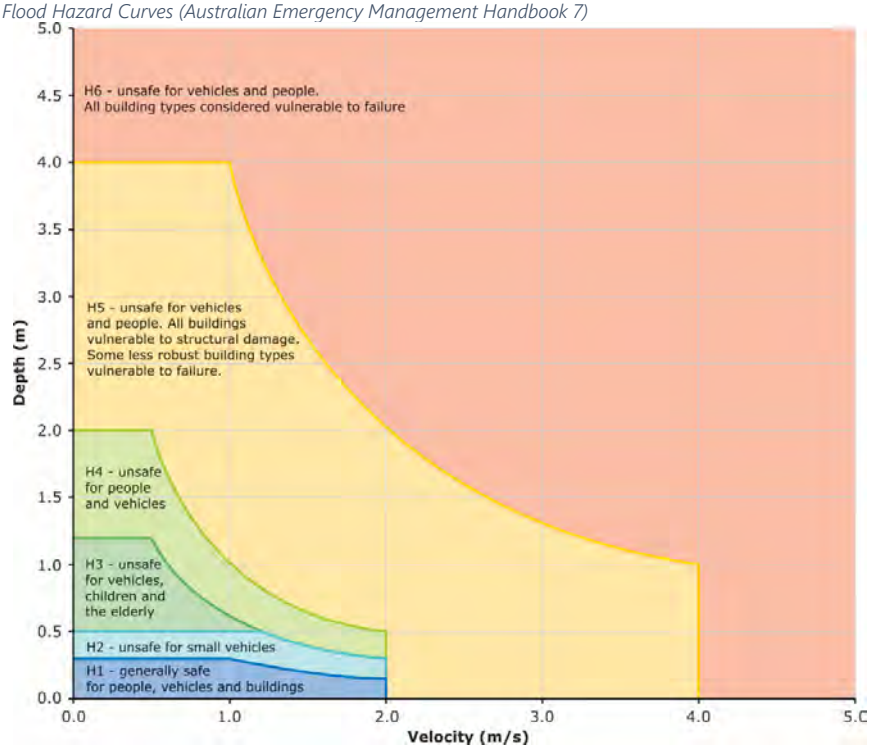


Table 7: Flood Hazard – Vulnerability Thresholds

Hazard Classification	Description
H1	Generally safe for vehicles, people and buildings.
H2	Unsafe for small vehicles.
H3	Unsafe for vehicles, children and the elderly.
H4	Unsafe for vehicles and people.
H5	Unsafe for vehicles and people. All buildings vulnerable to structural damage. Some less robust buildings subject to failure.
H6	Unsafe for vehicles and people. All building types considered vulnerable to failure.

The hazard is shown on Figures 9, 10 and 11 for the 5% AEP, 1% AEP and PMF. The figures show the majority of each precinct is only affected by H1 hazard (the lowest level) in most flood events, while roadways in some areas contain higher hazard of around H2-H3. The hazard mapping does not identify any high hazard flowpaths through lots in a 1% AEP event. Further assessment of the flood hazard in each precinct is presented in Section 5.1.

4.4.4 Flood Behaviour – Flood Function/Hydraulic Categories

Flood Function (also referred to as 'Hydraulic Categories') refers to the classification of floodwaters into three categories: floodway/flow conveyance, flood storage and flood fringe. These categories help to describe the nature of flooding across the floodplain and aid planning when assessing

developable areas. According to the Australian Emergency Management Handbook 7, these three categories can be defined as:

- Floodway – the areas where a significant proportion of the floodwaters flow and typically align with defined channels. If these areas are blocked or developed, there will be significant redistribution of flow and increased flood levels across the floodplain. Generally, floodways have deep and/or fast moving floodwaters.
- Flood storage – areas where, during a flood, a significant proportion of floodwaters extend into, water is stored and then recedes after a flood. Significant filing or development in these areas may increase flood levels nearby; and
- Flood fringe – areas that make up the remainder of the flood extent. Development in these areas are unlikely to alter flood behaviour in the surrounding area.

The large majority of flood-affected land in the study area is overland flow, for which the guideline states:

- Defining flood function is complex
- It is important to define a continuous flowpath or floodway once it has formed
- Conveyance and encroachment techniques are difficult to use, and the indicator technique likely more appropriate (this means using depth and velocity, or similar outputs, to estimate areas of flood function)
- Large flood storage areas are not common and may not be present

On this basis, the flood function criteria in the PRCUTS Stage 2 assessment (WMAwater, 2020) using depth, velocity and depth-velocity thresholds has been adopted for the current assessment. The thresholds are as follows:

1. Floodway = Velocity x Depth > 0.25 m^2/s AND Velocity > 0.25 m/s OR Velocity > 1 m/s
2. Flood Storage = Areas that are not floodway, with depth of >0.5 m
3. Flood Fringe = All remaining areas

The flood function is shown on Figure 12, 13 and 14 for the 5% AEP, 1% AEP and PMF.

4.4.5 Flood Risk Precincts

Flood Risk Precincts categorise the flood-affected area into areas of Low, Medium and High Risk. The categories, which are also referred to as Flood Risk Categories in Council's DCP, combine and simplify two outputs: 1% flood hazard and the PMF flood extent. The DCP does not define each category but their definition is generally similar across different LGAs, and for the Five Dock precinct, the definition used by the Stage 2 flood assessment has been adopted, of:

High Risk: Areas with high hazard (H4-H6) flooding in the 1% AEP event, or with significant evacuation difficulties

Medium Risk: Areas with low hazard (H1-H3) flooding in the 1% AEP event, with no significant evacuation difficulties

Low Risk: Areas not flooded in the 1% AEP but within the PMF flood extent

Risk categories for the Five Dock precinct are shown on Figure 15. Flood planning controls in the DCP are then set based on the proposed land use and a site's risk precinct.

4.4.6 Flood Planning Area

The Flood Planning Area is traditionally the area to which flood planning controls apply. Following recent NSW Ministerial Directions, flood planning controls more specifically now apply up to the PMF. The Flood Planning Area is still referred to in the policy and guidelines so has been included in this assessment.

The Flood Planning Area (FPA) is typically based on a flood extent equivalent to a flood height 0.5 m above the 1% AEP flood level. In areas of overland flow, this may exaggerate the flood affectation and so often a lot by lot determination is made based on the depth of inundation on each lot in the 1% AEP. Council's Development Control Plan has mapped the FPA and it appears to be based on a lot selection such as selecting lots with 10% of the lot having more than 0.15 m depth. There is no FPA currently defined for the Five Dock precinct as previous Council studies did not extend to this area, which is likely because there is generally low flood risk in the area.

It is important to note that the FPA does not designate properties with a certain level of flood risk, as lots can have minor affection (e.g. ~0.2 m depth over part of the backyard) and be included in the FPA, or alternatively have very significant affectation (e.g. high hazard flow through the dwelling in frequent floods). Rather than a designation of flood risk, the FPA is simply a determination of where flooding needs to be considered in future development on a particular lot.

The FPA is recommended to be updated in the Five Dock Precinct, as described in Section 5.5

4.4.7 Model Results - Sensitivity Analysis

Sensitivity analysis describes the sensitivity of model results to changes in the modelling parameters. These parameters include structure blockage, hydraulic roughness and climate change (rainfall increase, and sea level rise). Each parameter is estimated based on the available data, but, due to the complexity of the catchment and flood-producing rainfall, the estimate will involve a series of assumptions and therefore has a degree of uncertainty. The sensitivity analysis therefore qualifies the assumptions by measuring their effect on the modelled flood behaviour. Large changes in the flood behaviour indicates a higher degree of uncertainty in the model results.

The sensitivity is tested by varying each parameter within a reasonable estimate range, and then re-running the hydraulic models (and hydrologic model for losses) to determine the peak flood level results for each scenario, for the 1% AEP event. The sensitivity is then quantified by measuring the impact on the peak flood level at a series of reporting locations.

The parameters tested and the results of the sensitivity analysis are presented below in Table 8 for roughness and blockage, and Table 9 for climate change.

Table 8: Sensitivity Analysis - Roughness and Blockage

		Change in 1% AEP flood level			
ID	Location	Roughness Decreased by 20%	Roughness Increased by 20%	Blockage (pipes) by 20%	Blockage (pipes) by 50%
A	Lyons Rd near Udall Ave	0.03	-0.03	0.00	0.01
B	Lyons Rd near West St	0.00	-0.01	0.00	0.00
C	Great North Rd near Lyons Rd	0.00	0.00	0.02	0.04
D	Rodd Rd near Great North Rd	0.00	0.00	0.01	0.04
E	Rodd Rd near Jersey Ln	0.00	0.00	0.02	0.04
F	Barnstaple Rd near Waterview St	0.00	0.00	0.00	0.01
G	Sutton St	0.00	0.00	0.00	0.01
H	Park Rd	-0.01	0.00	0.00	0.00
I	Great North Rd near Kings Rd	-0.01	0.01	0.01	0.03
J	First Ave near Waterview St	0.00	0.00	0.00	0.00
K	Lancelot St near Scott St	0.00	0.00	0.00	0.01
L	Harris Rd near Garfield St	0.00	0.00	0.00	0.00
M	Newcastle Street near Scott Street	-0.01	0.01	0.00	0.01
N	Garfield Street near Cross Street	0.02	0.03	0.03	0.04

Table 8 shows that there is very minimal sensitivity to both hydraulic roughness and pipe blockage, with all locations having +-0.05 m change. This is expected given the pipe drainage in the areas conveys a limited portion of the flow, and sensitivity to roughness is typically only where flow velocities are high.

Table 9: Sensitivity Analysis – Climate Change

		Change in 1% AEP flood level				
ID	Location	RF + 10%	RF + 20%	RF + 30%	SLR 0.4m	SLR 0.9m
A	Lyons Rd near Udall Ave	0.05	0.09	0.13	0.01	0.01
B	Lyons Rd near West St	0.01	0.02	0.04	0.00	0.00
C	Great North Rd near Lyons Rd	0.04	0.08	0.11	0.00	0.00
D	Rodd Rd near Great North Rd	0.03	0.06	0.09	0.00	0.00
E	Rodd Rd near Jersey Ln	0.04	0.07	0.11	0.00	0.00
F	Barnstaple Rd near Waterview St	0.01	0.01	0.02	0.00	0.00
G	Sutton St	0.01	0.02	0.02	0.00	0.00
H	Park Rd	0.01	0.01	0.02	0.00	0.00

I	Great North Rd near Kings Rd	0.02	0.03	0.04	0.00	0.00
J	First Ave near Waterview St	0.00	0.01	0.01	0.00	0.00
K	Lancelot St near Scott St	0.01	0.01	0.02	0.00	0.00
L	Harris Rd near Garfield St	0.01	0.02	0.02	0.00	0.00
M	Newcastle Street near Scott Street	0.01	0.02	0.03	0.00	0.00
N	Garfield Street near Cross Street	0.03	0.05	0.06	0.02	0.02

The analysis shows climate change will not significantly change flood behaviour or flood risk in the Precinct. Most locations have too small upstream catchment to allow the increase in rainfall to accumulate to a significant degree, and are far upstream of the interface with tidal flows where sea level rise has an effect.

5.FLOOD RISK ASSESSMENT OF PROPOSED REZONING

The proposed rezoning for Five Dock Precinct is set out in Sydney Metro West Precincts Five Dock Master Plan. The designs set out in the masterplan has been assessed with regard to flooding, specifically to determine:

- The compatibility of the proposed land-uses with the flood hazard of the area. Local and state policies require tailoring a site's land use to fit the flood hazard.
- The impact of the indicative building envelopes on flood risk in the area, and whether any flood impacts require specific mitigation measures.
- The suitability of Council's LGA flood planning controls in mitigating flood risk associated with future development in the precinct, and whether additional planning controls are required.
- The compliance of the proposal with each of the specific requirements of Council policy, specifically the Local Environmental Plan (LEP) and Development Control Plan, and each of the requirements of state government policy, specifically:
    - March 2022 Local Planning Directions
    - Considering flooding in land use planning (guideline) dated July 2021
    - Considering flooding in land use planning: guidance and statutory requirements (planning circular) dated July 2021
    - NSW Flood Risk Management Manual (2023), which replaces the earlier Floodplain Development Manual

5.1 Flood Hazard Compatibility

A primary consideration in assessing development of flood-affected land is the flood hazard. Flood hazard refers to the threat posed to people, vehicles and buildings in an area of flooding, and is based on the depth and velocity of floodwaters across the range of flood events. Deeper and faster

flow has the potential to carry away people or vehicles, causing potential injury, death or financial loss, and similarly, deep and/or fast flow can damage and in some cases destroy buildings. Section 4.4.3 presents the thresholds of depth and velocity that separate the hazard categories from H1 (lowest level) to H6 (highest level).

As set out in Section 4.4.3, flood hazard has been mapped for the precinct, for the 5% AEP, 1% AEP and PMF event. The area has predominantly low hazard in most events including the 1% AEP. In the 5% AEP and 1% AEP most areas are H1 hazard with very localised sections of H2-H3. Two exceptions are on Garfield Street and Lyons Road West of high hazard H5 due to high velocity (but shallow) flow in the gutter, caused by the steep street profile. In the PMF event, there is high hazard of up to H4-H5 along most of the main flowpaths

The proposed rezoning has been shown on Figure 19, overlaid on the 1% AEP flood hazard. With respect to the main flowpaths, the proposed changes are:

- R2 to R4 (low to medium density residential) in the Scott Street/Lyons Road West area
- R2 to R3 downstream/north of Barnstaple Road, R3 to R4 upstream/south of Barnstaple Road
- R3 to R4 of the flowpath on Garfield Street
- No rezoning along the other overland flowpaths

The flood hazard mapping shows none of the four areas have areas of high hazard over lots that would be unsuitable for typical urban land uses such as residential and commercial developments, including medium or high density multi-storey dwellings. Areas of increased hazard, which are mostly H2 and H3 in a 1% AEP, are located on roadways which will be maintained in the proposed case. One road (Rodd Road at Great North Road) is proposed for a pedestrian area and has H2-H3 hazard on the road in the 1% AEP. This is considered an appropriate use given that it will flood following very heavy rainfall (as happens currently) and it can be expected that people will avoid the water. The choice of street furniture and plants (if any are proposed) can incorporate potential flooding, to minimise damage. Further consideration of flood hazard and flood risk is given in Section 5.3 and 5.4

5.2 Hydraulic Modelling Assessment

Hydraulic modelling of the concept-level proposed building footprints was undertaken to quantify the impact of future works on existing flood behaviour. Development in an area affected by flooding is required to assess the magnitude and location of flood impacts, which are changes to the existing flood behaviour that increase flood risk for neighbouring properties.

The assessment is primarily based on the change in flood level under a 1% AEP flood event, and is assessed using the hydraulic models. Changes in ground levels and building extents have the potential to change how overland flowpaths occur and increase the flow and/or flood level at a location either upstream or downstream of the subject site. For example, obstructing a flowpath through the site will tend to increase flood levels upstream, while re-directing or diverting flow can lead to slightly more flow being directed to one area and likewise increasing the flood level. Advice in state guidelines generally indicates an increase of more than 0.01 m in the 1% AEP flood level is considered a significant flood impact (i.e. lesser increases are considered negligible).

The hydraulic modelling assessment was based on the 'existing case' 1% AEP results from the hydraulic model, and then compared to the 1% AEP results of a 'proposed case' model. The 5% AEP and PMF were also modelled to ensure results are similar across different flood events. The proposed case consisted of modifying building footprints in each precinct in accordance with those set out in the masterplan. In nearly all locations the change consists of replacing the existing buildings (mostly houses) with amalgamated building footprints. An example is shown in the masterplan, reproduced in Image 8 below. The Masterplan notes the amalgamations are indicative and that other options are possible.

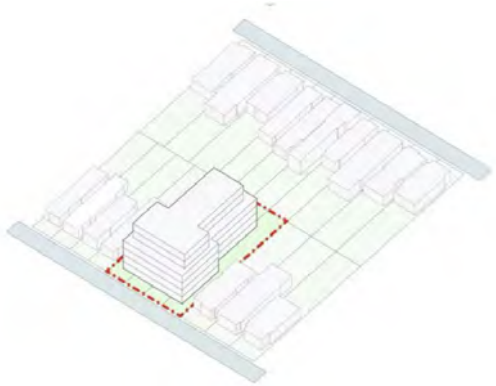


Image 8: Illustration of amalgamation of four lots into one building, from the masterplan

The hydraulic modelling assessment is a concept-level assessment that is only intended to show the broad effects of proposed development, with future stages to further assess the suitability of any proposed works with regards to flood impacts. The modelled proposed case does not include small-scale changes to road and footpath levels, or stormwater pits and pipes, that would be expected to be included in future detailed design stages. The assessment is suitable to show the general impact of the proposed layout and to assess its overall suitability.

The results of the hydraulic modelling assessment are shown in Figure 16 for the 5% AEP, Figure 17 for the 1% AEP and Figure 18 for the PMF. The results show generally similar impacts across the three sizes of flood event. Along the main flowpaths, there are predominantly small scale impacts of less than 0.1 m where the new building footprints have a localised effect on the shallow overland flow. There are generally no impacts away from the flowpaths and importantly, in the 5% AEP and 1% AEP, there are no impacts downstream of the precinct that are considered significant. While there are impacts in the PMF, they are minor and it is important to note the PMF is not typically given equal weighting to designs floods such as the 5% AEP and 1% AEP, when assessing impacts.

The very localised nature of the impacts indicates that while they are significant, they are likely to be readily resolved during the future design and assessment of individual buildings. Given that the current assessment is relatively coarse and ground levels (i.e. open space, footpath and road levels) around the new buildings are a significant factor, it is recommended to proceed with the proposed zonings and to treat building footprints as indicative at this time, and allow each of the impacts to be fully resolved during subsequent design stages. In some locations on the identified overland flowpaths, the concept-level building footprints may not be possible as the overland flowpath will

need to be maintained. An example is shown in Image 9 at the corner of Barnstaple Road and Waterview Street. The other main finding of the assessment is that the small, localised impacts are in a fully-developed area and so large-scale stormwater trunk upgrades or detention basins are not feasible to mitigate them.

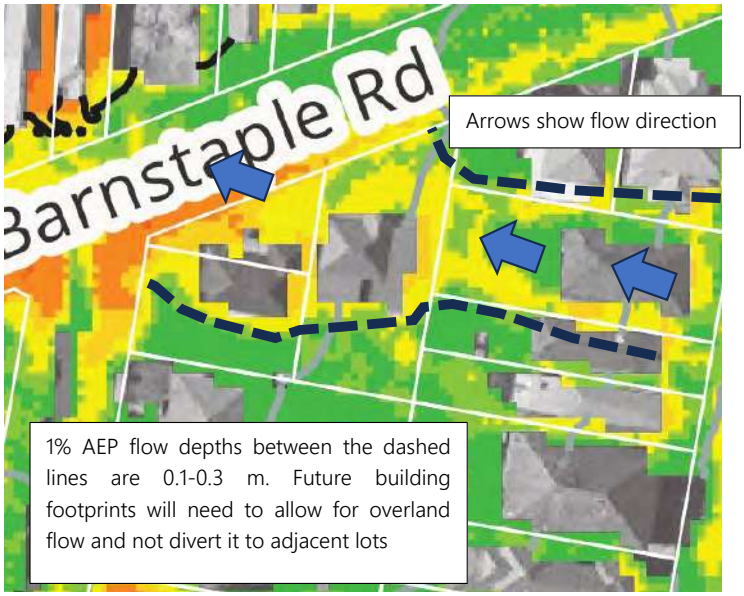


Image 9: Example of overland flowpath where future building footprint will need to incorporate flowpath

5.2.1 On-Site Detention

On-site Detention (OSD) refers to the temporary storage of stormwater flows within a lot in a tank or similar feature. OSD requirements are set out in Council's DCP and are aimed at ensuring new developments do not increase runoff as a result of increased impermeable areas relative to pre-development conditions. The OSD requirements are set out separately to the flood planning controls. However, OSD can influence flood behaviour. OSD controls will likely lead to some benefit regarding flooding in the area, given that there are OSD requirements for sites that already have 80-100% impervious area, as the DCP requires that "Where OSD is required, the permissible site discharge shall be based on a "greenfields" site with an impervious area of 0%.". That is, sites will be required to have OSD that mimics a greenfield site where grass/open space absorbs a percentage of the rainfall. OSD features such as tanks will be incorporated into new buildings and will be included in the flood impact assessment at DA stage.

5.3 Compliance with City of Canada Bay Policy

Development of flood-prone land in the City of Canada Bay LGA must be in accordance with the Local Environmental Plan (2013). The Development Control Plan then contains more specific controls to be followed to ensure compliance with the LEP.

The LEP has two standard clauses related to flooding, 5.21 and 5.22. Clause 5.21 applies to all development on flood-prone land while 5.22 was added in late-2023 to apply additional controls to

critical and sensitive land-uses for land between the Flood Planning Area and the PMF flood extent, which are termed Special Flood Considerations. The objectives of the LEP clauses are to:

- Minimise flood risk to life and to property
- Allow development on flood-affected land that is compatible with the area's flood function and behaviour, including climate change
- To avoid adverse or cumulative impacts on flood behaviour and the environment
- to enable the safe occupation and efficient evacuation of people in the event of a flood

The compliance of the masterplan with the LEP is set out in Table 10.

Table 10: LEP Compliance

LEP Planning Control	Compliance Comment
(1) The objectives of this clause are as follows— (a) to minimise the flood risk to life and property associated with the use of land, (b) to allow development on land that is compatible with the flood function and behaviour on the land, taking into account projected changes as a result of climate change, (c) to avoid adverse or cumulative impacts on flood behaviour and the environment, (d) to enable the safe occupation and efficient evacuation of people in the event of a flood.	Rezoning to higher density residential/commercial would meet the LEP objectives, provided that new development follows the applicable flood planning controls. The precinct does not have high flood risk and the flood risk to life and property is readily managed. The flood behaviour consists of shallow overland flow with significant flowpaths forming on some roads in large floods, as typically occurs in an urban area. New buildings can be designed to be safely occupied during a flood with evacuation consisting of a shelter in place strategy.
(2) Development consent must not be granted to development on land the consent authority considers to be within the flood planning area unless the consent authority is satisfied the development— (a) is compatible with the flood function and behaviour on the land, and (b) will not adversely affect flood behaviour in a way that results in detrimental increases in the potential flood affectation of other development or properties, and (c) will not adversely affect the safe occupation and efficient evacuation of	a) The flood function consists of flood fringe with some floodway areas on roads, and no flood storage. All future development is only proposed for areas of flood fringe, with existing roads to be maintained under the proposed layout. The flood behaviour consists of shallow overland flow with significant flow forming on some roads in large floods. Flood hazard is low in events up to and including the 1% AEP. b) Flood impact assessment has been carried out using concept-level building footprints. Assessment shows no downstream impacts in the 5% AEP and 1% AEP, but in many

people or exceed the capacity of existing evacuation routes for the surrounding area in the event of a flood, and (d) incorporates appropriate measures to manage risk to life in the event of a flood, and (e) will not adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses.	locations there are localised adverse impacts on other properties. The assessment shows that the future works are generally suitable but will required to be designed to avoid any such flood impacts. This requirement is a flood planning control already in place (see Section 5.5 Recommended Measures) c) Evacuation is not a significant risk factor as the areas have low hazard overland flow. Any new buildings can be designed to be safely occupied during a flood event, with a Shelter In Place evacuation strategy. Emergency access during a 1% AEP flood event will be possible to most areas, through low hazard flooding on roads. d) At the rezoning stage, risk to life measures consist of appropriate zoning based on the flood risk, and ensuring suitable flood planning controls are to be applied. Rezoning is suitable for the area and buildings can be designed to ensure risk to life is managed, see Section 5.5 Recommended Measures. e) There are no waterways in the vicinity of the proposed changes
(3) In deciding whether to grant development consent on land to which this clause applies, the consent authority must consider the following matters— (a) the impact of the development on projected changes to flood behaviour as a result of climate change, (b) the intended design and scale of buildings resulting from the development, (c) whether the development incorporates measures to minimise the risk to life and ensure the safe evacuation of people in the event of a flood, (d) the potential to modify, relocate or remove buildings resulting from development if the surrounding area is impacted by flooding or coastal erosion.	a) Projected changes to flood behaviour as a result of climate change have been assessed, with regards to rainfall increase and sea level rise. Both are shown to have very minimal effect on flood behaviour in the precinct, which is well above sea level, and has small upstream catchments that tend to be insensitive to future increases in rainfall intensity. b) The intended design and scale of buildings is, at some locations, a significant increase from what currently exists, with a series of new multistorey buildings. The increase is suitable, from a flood risk perspective. c) See above. d) Building relocation would not be required at the location, given the low flood risk under current and future climate scenarios, and the elevated location.
[Clause 5.22] (2) This clause applies to— (a) for sensitive and hazardous development—land between the flood planning area and the probable maximum flood, and	a) Sensitive and hazardous development such as aged care, schools and childcare are not proposed as part of the rezoning proposal.

(b) for development that is not sensitive and hazardous development—land the consent authority considers to be land that, in the event of a flood, may— (i) cause a particular risk to life, and (ii) require the evacuation of people or other safety considerations. (3) Development consent must not be granted to development on land to which this clause applies unless the consent authority has considered whether the development— (a) will affect the safe occupation and efficient evacuation of people in the event of a flood, and (b) incorporates appropriate measures to manage risk to life in the event of a flood, and (c) will adversely affect the environment in the event of a flood.	b) Land is not present in the Five Dock precinct that has a particular risk to life or require the evacuation of people. On this basis the clause is not relevant to the project. The clause would be revisited if sensitive or hazardous development is proposed in the future.

The table overview shows the proposed rezoning is compliant with the objectives and requirements of the LEP.

Table 11 summarises the Development Control Plan (DCP) flooding section and the project's compliance with it. The DCP contains objectives, design principles and then a matrix of specific planning controls. Many of the DCP controls pertain to building design and so would apply again for the design of any individual building. The assessment of the masterplan is a broader review of compliance and to identify the relevant controls to be applied in the future.

Table 11: DCP Compliance

DCP Section	Compliance Comment
DCP Design Principles D1. Development should not result in any increased risk to human life. D2. The additional economic and social costs which may arise from damage to property from flooding should not be greater than that which can reasonably be managed by the property owner, property occupants and general community. D3. Development should only be permitted where effective warning time is available for the evacuation of an area potentially affected by floods to an area free of risk from flooding. D4. Development should only be permitted where reliable egress is available for the evacuation of an area	D1. The precinct does not have high flood risk and the flood risk to life and property is readily managed. The flood behaviour consists of shallow overland flow with significant flowpaths forming on some roads in large floods, as typically occurs in an urban area. New buildings can be designed to be safely occupied during a flood with evacuation consisting of a shelter in place strategy. The current assessment has found that following the DCP applicable flood planning controls will ensure there is no increased risk to human life. D2. Economic and social costs arising from damage to property would be expected to significantly decrease as development occurs

potentially affected by floods to an area free of risk from flooding. D5. Evacuation should be consistent with any relevant flood evacuation strategy or flood risk management plan where in existence. D6. Development should not adversely increase the potential flood affectation on other development or properties, either individually or in combination with similar developments(s) that are likely to occur within the same catchment. D7. Developments must make allowances for motor vehicles to be relocated to an area with substantially less risk from flooding within an effective warning time. D8. Developments must provide an evacuation plan detailing procedures that would be in place for an emergency (such as warning systems, signage or evacuation drills). D9. Flood mitigation measures associated with new developments should not result in significant impacts upon the amenity of an area by way of unacceptable overshadowing of adjoining properties, privacy impacts (eg. by unsympathetic house raising), alienation of otherwise usable open space or by being incompatible with the streetscape or character of the locality (including heritage). D10. Raised structures shall be designed to cater for the forces of floodwaters. An Engineer's Certificate will be required for the structural design. D11. Development is to be compatible with any relevant Floodplain Risk Management Study, Floodplain Risk Management Plan, Flood Studies, or Sub-Catchment Management Plan. D12. Development must not divert flood waters, nor interfere with floodwater storage or the natural function of waterways. D13. Filling of land up to the Probable Maximum Flood (PMF) must not adversely impact upon flood behaviour. This must be demonstrated by appropriate modelling. D14. Development must consider the impact of flooding resulting from local overland flooding whether it is a result of Local Drainage or Major Drainage. D15. Where hydraulic flood modelling is required, flow hazard categories should be identified and adequately addressed in the design of the development. D16. Council strongly discourages basement car parks on properties within the floodplain. Where site conditions require a basement car park on a property within the floodplain, development applications must	and buildings are designed to be at or above the flood planning level. Use of the FPL will ensure minimal flood damage that can be reasonably managed by the property owner and general community. D3 -D5. Evacuation of the area is not required during a flood, given the low flood risk. Emergency access will be possible in a 1% AEP event with low hazard on most roads. D6 and D12. Flood impact assessment has been carried out using concept-level building footprints. Assessments shows that amalgamating buildings into larger footprints will cause localised adverse impacts on other properties, along the flowpaths. The assessment shows that the future works are generally suitable but will required to be designed to avoid any such flood impacts. Impacts can be resolved via changes to the building design, as necessary. This requirement is a flood planning control already in place (see Section 5.5 Recommended Measures) D7. Flooding would occur with little to no warning in the area. However, the precinct has generally low flood risk and any basement car parking would have protection against flooding. D8. This is readily achievable as part of design and occupation of new buildings. D9. Any specific mitigation measures can avoid these impacts. Overshadowing, privacy, alienation of open space and compatibility with the streetscape have all been considered as part of the masterplan. D10. No raised structures are proposed D11. Development is assessed to be compatible with the three relevant flood studies. D13: The effect of filling has been included in the impact assessment. No broadscale filling is proposed as the area has shallow flooding in the design event. D14: The impact assessment has considered local overland flooding.

provide a detailed hydraulic flood study and design demonstrating that the proposed basement car park has been protected from all flooding up to and including the PMF event. An adequate emergency response and evacuation plan must also be provided where basement car parks are proposed in the floodplain.	D15: Flow hazard categories have been assessed in Section 5.1 D16: Any future basement car parks could be designed to be protected against PMF flooding, given the relatively shallow depth of the PMF. The basement car parking requirements would be incorporated into the design of any buildings.
DCP Planning Controls for Residential Development in Medium Risk Precincts [Medium has been chosen but slightly different controls apply to Low and High Risk Precincts, however, there are no lots with High Risk proposed for new buildings, and Low Risk areas have the same or lesser controls]. 1. Floor level: Habitable floor levels to be equal to or greater than the 100 year ARI flood level plus freeboard. A restriction is to be placed on the title of the land, pursuant to S.88B of the Conveyancing Act, where the lowest habitable floor area is elevated more than 1.5m above finished ground level, confirming that the subfloor space is not to be enclosed. 2. Building components: All structures to have flood compatible building components below the 100 year ARI flood level plus freeboard. 3. Structural Soundness. An Engineer's report is required to certify that the structure can withstand the forces of floodwater, debris and buoyancy up to and including a 100 year ARI flood level plus freeboard. 4. Flood Affectation: An Engineer's report is required to demonstrate how and certify that the development will not increase flood affectation elsewhere, having regard to: a) loss of flood storage; b) changes in flood levels, flows and velocities caused by alterations to flood flows; and c) the cumulate impact of multiple potential developments in the vicinity. 5. Car Parking and Driveway Access The minimum surface level of open parking spaces or carports shall be as high as practical, but no lower than 0.1m below the 100 year ARI flood level. In the case of garages, the minimum surface level shall be as high as practical, but no lower than the 100 year ARI flood level. Garages capable of accommodating more than 3 motor vehicles on land zoned for urban purposes, or enclosed car parking, must be protected from	1. Floor levels for all new buildings will be required to be set at or above the site's FPL. This will be incorporated in the design stage. See Section 5.5 on recommended FPL. 2. This is readily achievable and can be incorporated in the design stage of each new building. 3. As above 4. As above in this table, flood impacts do not occur outside the precinct but localised impacts are possible along overland flowpaths, but will required to be designed to avoid any such flood impacts. Impacts can be resolved via changes to the building design, as necessary 5. Car parking and driveway access requirements are readily achievable and will be incorporated into the design stage of each new building. 6. A shelter in place strategy in new buildings will provide a suitable evacuation area. In most locations the ground floor will be above the PMF level, however, in some instances evacuation of the ground floor may be needed to the first floor or above. A shelter in place strategy will ensure occupants are not venturing out on to flooded roads and will ensure no additional reliance on the SES or others. 7. A Site Emergency Response Flood Plan can be prepared on an as-needed basis but is not expected to be required for most new buildings. Requirements for storage of goods and materials are readily achievable

inundation by floods equal to or greater than the 100 year ARI flood. Ramp levels to be no lower than 0.5m above the 100 year ARI flood level. The level of the driveway providing access between the road and parking spaces shall be no lower than 0.2m below the 100 year ARI flood level. Restraints or vehicle barriers to be provided to prevent floating vehicles leaving a site during a 100 year ARI flood. Enclosed underground car parks shall have all potential water entry points protected from the PMF. The intent of this requirement is to mitigate the creation of life threatening circumstances and very high economic loss such as may occur with the complete inundation of an underground car park. Council may consider relaxation of this requirement if it can be shown by modelling that the catchment characteristics are such that the maximum depth of inundation is less than 300mm. Because of the particular catchment characteristics of the Concord West Precinct, an additional requirement within that precinct is for habitable floor levels to be at a minimum of RL 3.0m AHD. 6. Evacuation Reliable access for pedestrians and vehicles is required from the site to an area of refuge above the PMF level, either on site (eg. second storey) or off site. Applicant is to demonstrate the development is consistent with any relevant flood evacuation strategy or similar plan. Adequate flood warning is available to allow safe and orderly evacuation without increased reliance upon SES or other authorised emergency services personnel. 7. Management and Design Site Emergency Response Flood Plan required where the site is affected by the 100 year ARI flood level (except for single dwelling-houses). Applicant is to demonstrate that area is available to store goods above the 100 year flood level plus freeboard. No storage of materials below the 100 year ARI flood level.	and will be incorporated into the design stage of each new building.

The masterplan is assessed to be in accordance with the design principles in the DCP, with regards to flooding. The relevant planning controls relating to building design are discussed in more detail in Section 5.5.

5.4 Compliance with NSW Policy

Management of flood risk is overseen by the state government in conjunction with local governments, with the state government providing technical guidelines for understanding and managing flood risk. These guidelines are collected in the NSW Flood Risk Management Manual (2023) which has superseded the earlier Floodplain Development Manual (2005). The overarching legislation is the NSW Environmental Planning and Assessment Act 1979 (EP&A Act), which tasks Councils with implementing the NSW government's flood prone land policy, with the objectives:

(a) to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and

(b) to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.

The policy has requirements prohibiting development in areas of floodway, ensuring development does not adversely impact others, and requirements for development of the FPA. These requirements are then set out in the LEP clauses (see previous report section).

In addition to the two guidelines and overarching policy, three recent policies have been released with specific direction on flooding and land use planning including rezoning. These are:

- Considering flooding in land use planning: guidance and statutory requirements (planning circular) dated July 2021
- Considering flooding in land use planning (guideline) dated July 2021
- March 2022 Local Planning Directions

The first guidance sets out the various statutory requirements including the new LEP clauses (assessed above), and the two other guidelines above.

The second is a 9 page guideline for Councils on how to consider flooding in land use planning, which instructs Councils to:

- Consider flood function, flood hazard, extent and flooding behaviour for the full range of flood events, and risk to life
- Recommends Councils produce a Flood Planning Area for their LGA
- Use a freeboard of 0.5 m when setting Flood Planning Levels, or a lower freeboard in some cases where the consequences of flooding are lower
- Consider Special Flood Considerations (of which the details are set out in LEP Clause 5.22, which was only adopted into LEPs in late 2023).
- Map areas of flooding as part of the assessment

These considerations have all been included in the current assessment.

Lastly, March 2022 Local Planning Directions requirements are set out below in Table 12.

Table 12: March 2022 Local Planning Directions

Planning Directions	Compliance Comment

A planning proposal must include provisions that give effect to and are consistent with the NSW Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005 (including the Guideline on Development Controls on Low Flood Risk Areas).	Consideration of a range of flood events up to the PMF, including flood hazard and flood function classification, has been undertaken. Further, site access and the potential for isolation and emergency vehicle access issues are considered. The analysis and findings are consistent with the objectives of the Floodplain Development Manual 2005 and the newer Flood Risk Management Manual.
A planning proposal must not rezone land within the flood planning areas from Special Use, Special Purpose, Recreation, Rural or Environmental Protection Zones to a Residential, Business, Industrial, Special Use or Special Purpose Zone.	The rezoning proposed in the masterplan does not apply to any Flood Planning Areas.
A planning proposal must not contain provisions that apply to the flood planning areas which: permit development in floodway areas, permit development that will result in significant flood impacts to other properties, permit a significant increase in the development of that land, are likely to result in a substantially increased requirement for government spending on flood mitigation measures, infrastructure or services, or permit development to be carried out without development consent except for the purposes of agriculture (not including dams, drainage canals, levees, buildings or structures in floodways or high hazard areas), roads or exempt development.	The planning proposal does not apply to areas of Flood Planning Area. In any case: -The large majority of the precinct's area are flood fringe, with only localised instances of floodway confined to the roadway and where flow passes between some residential lots, due to slightly deeper and higher velocity flow. Floodway in all affected lots is either H1 or H2 hazard (i.e. low hazard) in the 1% AEP event and is present due to the low thresholds used in defining floodway. - Flood impact assessment has been carried out using concept-level building footprints. Assessments shows most areas have no adverse impact on flooding, however, along flowpaths there is potential for localised adverse impact on other properties. The assessment shows that the future works are generally suitable but will be required to be designed to avoid any such flood impacts. This requirement is a flood planning control already in place (see Section 5.5 Recommended Measures -No increase in government spending on mitigation, infrastructure or services would be expected. -Development consent would be required for new buildings in the precinct via the DA process.
A planning proposal must not impose flood related development controls above the residential flood planning level for residential development on land, unless a relevant planning authority provides adequate justification for those controls to the satisfaction of the Director-General (or an officer of the Department nominated by the Director-General). For the purposes of a planning proposal, a relevant planning authority must not determine a flood planning level that is inconsistent with the Floodplain Development Manual 2005 (including the Guideline on Development Controls on Low Flood Risk Areas) unless a relevant planning	Flood-related development controls above the residential FPL are not proposed. The recommended FPL is provided in Section 5.5 and is consistent with the Floodplain Development Manual and newer Flood Risk Management Manual.

authority provides adequate justification for the proposed departure from that Manual to the satisfaction of the Director-General (or an officer of the Department nominated by the Director-General).	

The assessment finds that the re-zoning is fully compliant with the planning directions. The planning directions are focussed on Flood Planning Areas, where a previous study has mapped the extent of a known flooding issue. The directions seek to avoid certain types of development in these areas. The Five Dock Precinct does not have a Flood Planning Area, likely due to the low to negligible flood risk that is present across the area. Areas of overland flow, even in a 1% AEP flood, are largely 'H1' hazard (the lowest level). Rezoning such areas is appropriate from a flooding perspective and following the recommended measures below will ensure this low flood risk is suitably managed.

5.5 Recommended Measures including Flood Planning Controls

The current assessment has found that rezoning across the Five Dock precinct is suitable in relation to the area's flood behaviour, but has identified various requirements that must be met in subsequent stages in the design of new buildings and associated development. These requirements are captured by the LEP and DCP flood planning controls, which have been recently updated and are assessed to comprehensively manage flood risk. However, currently the DCP controls only apply to lots in the mapped FPA in the DCP, which does not extend to the Precinct. It is recommended that the FPA be updated to expand the applicability of the controls to all lots with Medium or High Risk Category (as shown on Figure 15 and similarly mapped as part of the nearby PRCUTS assessments).

Once the FPA is expanded to cover these additional lots, the assessment identifies the most important controls being:

- Flood impact assessment is to be carried out to ensure no increase in flood risk on adjoining areas as a result of new development. Assessment of the concept building footprints shows flood impacts may occur if this is not incorporated into the design.
- Use of Flood Planning Levels for new development, see below.

Flood Planning Levels (FPLs) are one of the primary mitigation controls that will ensure new development in the Five Dock precinct is sufficiently protected against flooding. The FPL is a level at any new building entrance that the floor level is required to be at or above to be sufficiently protected from ingress of floodwaters. The level varies depending on the flood level (flood levels will typically vary within a site), the proposed land use (e.g. residential floors require more protection than a ground level carport) and the type of flooding, with mainstream/creek flooding requiring a higher freeboard than shallow overland flooding. These considerations are all captured in the table of FPLs in Council's DCP, reproduced below.

Table 13: FPL Table in DCP Section SW25

Freeboard requirements above 1% AEP water surface level				
Finished Floor Level (B)	Adopted Flood planning area	Overland flow path identified by Council as "Minor"	Overland flow paths other than ones identified by Council as "Minor	Mainstream flooding
Residential – Habitable rooms	As per the adopted Plan	300mm	500mm	500mm
Residential – Non-habitable rooms	As per the adopted Plan	300mm	300mm	500mm
Commercial or Industrial – All internal areas	As per the adopted Plan	300mm	500mm	500mm
Carport open on 3 or 4 sides (At Ground Level)	As per the adopted Plan	150mm*	150mm	300mm
Entrance to Basement	As per the adopted Plan	300mm*	Difference between the 100-yr ARI Level and the PMF Level	Difference between the 100-yr ARI Level and the PMF Level
Critical Infrastructure	As per the adopted Plan	300mm	Difference between the 100-yr ARI Level and the PMF Level	Difference between the 100-yr ARI Level and the PMF Level

* **Note**: At Council's discretion, may be reduced

The DCP does not define when a flowpath is categorised as "Minor". Flood mapping as part of the current assessment shows the main flowpaths have shallow flooding in a range of flood events, and would be considered Minor by GRC Hydro. Our recommendation for the use of FPLs in the precinct is:

- Use the DCP FPL table for setting FPLs in each precinct.
- New buildings with, or directly adjacent to, High Risk Precinct in the Five Dock precinct are recommended to use the second last column, i.e. 0.5 m freeboard for habitable rooms in residential areas, 0.5 m for commercial areas, etc.
- New buildings in other areas, with Medium or Low Risk Category, as shown on Figure 15, should be considered as Minor overland flowpaths and use the third-last column in setting FPLs, i.e. 0.3 m for habitable rooms in residential areas, 0.3 m for commercial areas, etc. This would encompass the large majority of buildings along the main flowpaths.

As discussed above, the DCP does not appear to require that buildings outside of the current FPA apply a FPL. The recommendation to expand the FPA to all areas with a Medium or High flood risk category will ensure all lots with a degree of flood risk are sufficiently protected.

The other DCP controls regarding use of flood compatible materials, structural soundness, car parking and evacuation are also important in managing flood risk. Table 14 lists each of the controls in the Medium Flood Risk Category and provides advice on applying the controls to new development in each precinct.

Table 14: Advice on application of DCP Planning Controls

DCP Planning Controls for Residential Development in Medium Risk Precincts	Advice on Application
[Medium has been chosen but slightly different controls apply to Low and High Risk Precincts, however, there are no lots with High Risk proposed for new buildings, and Low Risk areas have the same or lesser controls]. 1. Floor level: Habitable floor levels to be equal to or greater than the 100 year ARI flood level plus freeboard. A restriction is to be placed on the title of the land, pursuant to S.88B of the Conveyancing Act, where the lowest habitable floor area is elevated more than 1.5m above finished ground level, confirming that the subfloor space is not to be enclosed.	Advice on the recommended FPLs is provided above this table. 1% AEP flood depths and levels can be read from the mapping provided in this report. The required FPL of buildings in all areas should be considered early in the building design process. Building entrances cannot sit flush with the footpath level in most locations and will require some level of step up or ramp.
2. Building components: All structures to have flood compatible building components below the 100 year ARI flood level plus freeboard.	Flood compatible building components include common building materials with an example list in City of Sydney's Interim Floodplain Management Policy.
3. Structural Soundness. An Engineer's report is required to certify that the structure can withstand the forces of floodwater, debris and buoyancy up to and including a 100 year ARI flood level plus freeboard.	Structural engineer's advice and report is required. To be confirmed by a structural engineer, but modelling generally indicates that the forces of floodwater in each precinct are unlikely to require additional structural design features than what would otherwise be required.
4. Flood Affectation: An Engineer's report is required to demonstrate how and certify that the development will not increase flood affectation elsewhere, having regard to: a) loss of flood storage; b) changes in flood levels, flows and velocities caused by alterations to flood flows; and c) the cumulate impact of multiple potential developments in the vicinity.	Flood impacts should be considered early in the design process where a flowpath may be blocked or diverted by a new building and associated works. Building footprints may have to be reduced or otherwise adjusted, if impacts are still present once proposed ground levels and building footprint are modelled.
5. Car Parking and Driveway Access The minimum surface level of open parking spaces or carports shall be as high as practical, but no lower than 0.1m below the 100 year ARI flood level. In the case of garages, the minimum surface level shall be as high as practical, but no lower than the 100 year ARI flood level.	Car parking requirements particularly for basement car parks should be considered early in the building design process. Basement car parks in flood affected areas are generally discouraged by Council. For some sites, locating the entrance away from the areas of

Garages capable of accommodating more than 3 motor vehicles on land zoned for urban purposes, or enclosed car parking, must be protected from inundation by floods equal to or greater than the 100 year ARI flood. Ramp levels to be no lower than 0.5m above the 100 year ARI flood level. The level of the driveway providing access between the road and parking spaces shall be no lower than 0.2m below the 100 year ARI flood level. Restraints or vehicle barriers to be provided to prevent floating vehicles leaving a site during a 100 year ARI flood. Enclosed underground car parks shall have all potential water entry points protected from the PMF. The intent of this requirement is to mitigate the creation of life threatening circumstances and very high economic loss such as may occur with the complete inundation of an underground car park. Council may consider relaxation of this requirement if it can be shown by modelling that the catchment characteristics are such that the maximum depth of inundation is less than 300mm. Because of the particular catchment characteristics of the Concord West Precinct, an additional requirement within that precinct is for habitable floor levels to be at a minimum of RL 3.0m AHD.	deepest flooding will simplify the design requirements.
6. Evacuation Reliable access for pedestrians and vehicles is required from the site to an area of refuge above the PMF level, either on site (eg. second storey) or off site. Applicant is to demonstrate the development is consistent with any relevant flood evacuation strategy or similar plan. Adequate flood warning is available to allow safe and orderly evacuation without increased reliance upon SES or other authorised emergency services personnel.	Evacuation requirements are likely to be straightforward if a shelter-in-place strategy is followed. Additional effort will be required for any new buildings where the PMF level is above the ground floor. See Section 4.3.1 for PMF and 1% AEP levels.
7. Management and Design Site Emergency Response Flood Plan required where the site is affected by the 100 year ARI flood level (except for single dwelling-houses). Applicant is to demonstrate that area is available to store goods above the 100 year flood level plus freeboard. No storage of materials below the 100 year ARI flood level.	A Site Emergency Response Flood Plan may be required in some instances but is not likely to be a factor in the initial design of the building. Any new buildings that potentially involve storage of goods and materials in an area below the Flood Planning Level should consider higher storage areas in the design of the building.

In summary the recommendations are:

- Ensure all new development in the Five Dock precinct with Medium/High Risk Category on the lot follows the applicable DCP controls based on the risk category and proposed land use.
- Flood assessments to be undertaken at DA stage of individual or multiple buildings can build on the advice offered in this section in Table 14. As set out in the table, certain requirements should be considered early in the design process of new buildings.
- Amend the FPA to expand the flood planning controls application to beyond just the current FPA map. The new FPA should include all lots with Medium and High Risk Precincts. The same approach was followed for the PRCUTS project.

APPENDIX A

Glossary of Key Terminology

annual exceedance probability (AEP)	the chance of a flood of a given or larger size occurring in any one year, usually expressed as a percentage. Eg, if a peak flood discharge of 500 m3/s has an AEP of 5%, it means that there is a 5% chance (that is one-in-20 chance) of a 500 m3/s or larger events occurring in any one year (see ARI). (see Table 15, Appendix A)
Australian Height Datum (AHD)	a common national surface level datum approximately corresponding to mean sea level.
average annual damage (AAD)	depending on its size (or severity), each flood will cause a different amount of flood damage to a flood prone area. AAD is the average damage per year that would occur in a nominated development situation from flooding over a very long period of time.
average recurrence interval (ARI)	the long-term average number of years between the occurrence of a flood as big as or larger than the selected event. For example, floods with a discharge as great as or greater than the 20 year ARI flood event will occur on average once every 20 years. ARI is another way of expressing the likelihood of occurrence of a flood event.
catchment	the land area draining through the main stream, as well as tributary streams, to a particular site. It always relates to an area above a specific location.
consent authority	the council, government agency or person having the function to determine a development application for land use under the EP&A Act. The consent authority is most often the council, however legislation or an EPI may specify a Minister or public authority (other than a council), or the Director General of DIPNR, as having the function to determine an application.
development	is defined in Part 4 of the EP&A Act infill development: refers to the development of vacant blocks of land that are generally surrounded by developed properties and is permissible under the current zoning of the land. Conditions such as minimum floor levels may be imposed on infill development new development: refers to development of a completely different nature to that associated with the former land use. Eg, the urban subdivision of an area previously used for rural purposes. New developments involve re-zoning and typically require major extensions of existing urban services, such as roads, water supply, sewerage and electric power.

	redevelopment: refers to rebuilding in an area. Eg, as urban areas age, it may become necessary to demolish and reconstruct buildings on a relatively large scale. Redevelopment generally does not require either re-zoning or major extensions to urban services.
disaster plan (DISPLAN)	a step by step sequence of previously agreed roles, responsibilities, functions, actions and management arrangements for the conduct of a single or series of connected emergency operations, with the object of ensuring the coordinated response by all agencies having responsibilities and functions in emergencies.
discharge	the rate of flow of water measured in terms of volume per unit time, for example, cubic metres per second (m3/s). Discharge is different from the speed or velocity of flow, which is a measure of how fast the water is moving for example, metres per second (m/s).
effective warning time	the time available after receiving advice of an impending flood and before the floodwaters prevent appropriate flood response actions being undertaken. The effective warning time is typically used to move farm equipment, move stock, raise furniture, evacuate people and transport their possessions.
emergency management	a range of measures to manage risks to communities and the environment. In the flood context it may include measures to prevent, prepare for, respond to and recover from flooding.
flash flooding	flooding which is sudden and unexpected. It is often caused by sudden local or nearby heavy rainfall. Often defined as flooding which peaks within six hours of the causative rain.
flood	relatively high stream flow which overtops the natural or artificial banks in any part of a stream, river, estuary, lake or dam, and/or local overland flooding associated with major drainage (refer Section C6) before entering a watercourse, and/or coastal inundation resulting from super-elevated sea levels and/or waves overtopping coastline defences excluding tsunami.
flood awareness	Awareness is an appreciation of the likely effects of flooding and a knowledge of the relevant flood warning, response and evacuation procedures.
flood education	flood education seeks to provide information to raise awareness of the flood problem so as to enable individuals to understand how to manage themselves and their property in response to flood warnings and in a flood event. It invokes a state of flood readiness.
flood fringe areas	the remaining area of flood prone land after floodway and flood storage areas have been defined.
flood liable land	is synonymous with flood prone land (ie) land susceptible to flooding by the PMF event. Note that the term flood liable land covers the whole floodplain, not just that part below the FPL (see flood planning area).

flood mitigation standard	the average recurrence interval of the flood, selected as part of the floodplain risk management process that forms the basis for physical works to modify the impacts of flooding.
floodplain	area of land which is subject to inundation by floods up to and including the probable maximum flood event, that is, flood prone land.
floodplain risk management options	the measures that might be feasible for the management of a particular area of the floodplain. Preparation of a floodplain risk management plan requires a detailed evaluation of floodplain risk management options.
floodplain risk management plan	a management plan developed in accordance with the principles and guidelines in this manual. Usually includes both written and diagrammatic information describing how particular areas of flood prone land are to be used and managed to achieve defined objectives.
flood plan (local)	A sub-plan of a disaster plan that deals specifically with flooding. They can exist at state, division and local levels. Local flood plans are prepared under the leadership of the SES.
flood planning area	the area of land below the FPL and thus subject to flood related development controls. The concept of flood planning area generally supersedes the "flood liable land" concept in the 1986 Manual.
flood planning levels (FPLs)	are the combinations of flood levels (derived from significant historical flood events or floods of specific AEPs) and freeboards selected for floodplain risk management purposes, as determined in management studies and incorporated in management plans. FPLs supersede the "standard flood event" in the 1986 manual.
flood proofing	a combination of measures incorporated in the design, construction and alteration of individual buildings or structures subject to flooding, to reduce or eliminate flood damages.
flood prone land	land susceptible to flooding by the PMF event. Flood prone land is synonymous with flood liable land.
flood readiness	Readiness is an ability to react within the effective warning time.
flood risk	potential danger to personal safety and potential damage to property resulting from flooding. The degree of risk varies with circumstances across the full range of floods. Flood risk in this manual is divided into 3 types, existing, future and continuing risks. They are described below: existing flood risk: the risk a community is exposed to as a result of its location on the floodplain. future flood risk: the risk a community may be exposed to as a result of new development on the floodplain.

	continuing flood risk: the risk a community is exposed to after floodplain risk management measures have been implemented. For a town protected by levees, the continuing flood risk is the consequences of the levees being overtopped. For an area without any floodplain risk management measures, the continuing flood risk is simply the existence of its flood exposure.
flood storage areas	those parts of the floodplain that are important for the temporary storage of floodwaters during the passage of a flood. The extent and behaviour of flood storage areas may change with flood severity, and loss of flood storage can increase the severity of flood impacts by reducing natural flood attenuation. Hence, it is necessary to investigate a range of flood sizes before defining flood storage areas.
floodway areas	those areas of the floodplain where a significant discharge of water occurs during floods. They are often aligned with naturally defined channels. Floodways are areas that, even if only partially blocked, would cause a significant redistribution of flood flow, or a significant increase in flood levels.
freeboard	provides reasonable certainty that the risk exposure selected in deciding on a particular flood chosen as the basis for the FPL is actually provided. It is a factor of safety typically used in relation to the setting of floor levels, levee crest levels, etc. (See Section K5). Freeboard is included in the flood planning level.
habitable room	in a residential situation: a living or working area, such as a lounge room, dining room, rumpus room, kitchen, bedroom or workroom. in an industrial or commercial situation: an area used for offices or to store valuable possessions susceptible to flood damage in the event of a flood.
hazard	a source of potential harm or a situation with a potential to cause loss. In relation to this manual the hazard is flooding which has the potential to cause damage to the community.
hydraulics	term given to the study of water flow in waterways; in particular, the evaluation of flow parameters such as water level and velocity.
hydrograph	a graph which shows how the discharge or stage/flood level at any particular location varies with time during a flood.
hydrology	term given to the study of the rainfall and runoff process; in particular, the evaluation of peak flows, flow volumes and the derivation of hydrographs for a range of floods.
local overland flooding	inundation by local runoff rather than overbank discharge from a stream, river, estuary, lake or dam.
local drainage	smaller scale problems in urban areas. They are outside the definition of major drainage in this glossary.

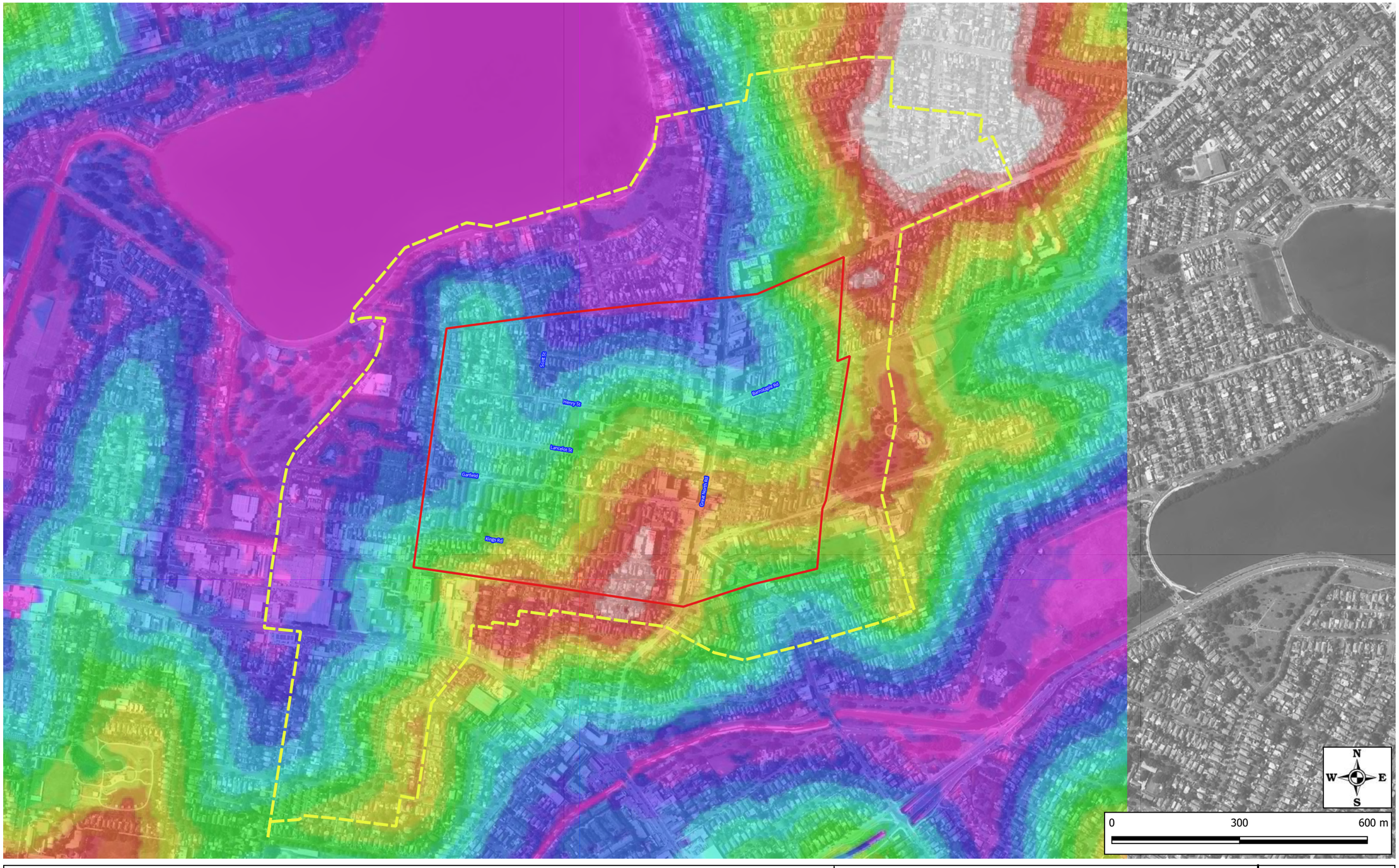
mainstream flooding	inundation of normally dry land occurring when water overflows the natural or artificial banks of a stream, river, estuary, lake or dam.
major drainage	councils have discretion in determining whether urban drainage problems are associated with major or local drainage. For the purposes of this manual major drainage involves: • the floodplains of original watercourses (which may now be piped, channelised or diverted), or sloping areas where overland flows develop along alternative paths once system capacity is exceeded; and/or • water depths generally in excess of 0.3m (in the major system design storm as defined in the current version of Australian Rainfall and Runoff). These conditions may result in danger to personal safety and property damage to both premises and vehicles; and/or • major overland flowpaths through developed areas outside of defined drainage reserves; and/or • the potential to affect a number of buildings along the major flow path.
mathematical/computer models	the mathematical representation of the physical processes involved in runoff generation and stream flow. These models are often run on computers due to the complexity of the mathematical relationships between runoff, stream flow and the distribution of flows across the floodplain.
merit approach	the merit approach weighs social, economic, ecological and cultural impacts of land use options for different flood prone areas together with flood damage, hazard and behaviour implications, and environmental protection and well being of the State's rivers and floodplains. The merit approach operates at two levels. At the strategic level it allows for the consideration of social, economic, ecological, cultural and flooding issues to determine strategies for the management of future flood risk which are formulated into council plans, policy, and EPIs. At a site specific level, it involves consideration of the best way of conditioning development allowable under the floodplain risk management plan, local flood risk management policy and EPIs.
minor, moderate and major flooding	both the SES and the BoM use the following definitions in flood warnings to give a general indication of the types of problems expected with a flood: minor flooding: causes inconvenience such as closing of minor roads and the submergence of low level bridges. The lower limit of this class of flooding on the reference gauge is the initial flood level at which landholders and townspeople begin to be flooded. moderate flooding: low-lying areas are inundated requiring removal of stock and/or evacuation of some houses. Main traffic routes may be covered.

	major flooding: appreciable urban areas are flooded and/or extensive rural areas are flooded. Properties, villages and towns can be isolated.
modification measures	measures that modify either the flood, the property or the response to flooding.
peak discharge	the maximum discharge occurring during a flood event.
probable maximum flood	the PMF is the largest flood that could conceivably occur at a particular location, usually estimated from probable maximum precipitation, and where applicable, snow melt, coupled with the worst flood producing catchment conditions. Generally, it is not physically or economically possible to provide complete protection against this event. The PMF defines the extent of flood prone land, that is, the floodplain. The extent, nature and potential consequences of flooding associated with a range of events rarer than the flood used for designing mitigation works and controlling development, up to and including the PMF event should be addressed in a floodplain risk management study.
probable maximum precipitation	the PMP is the greatest depth of precipitation for a given duration meteorologically possible over a given size storm area at a particular location at a particular time of the year, with no allowance made for long-term climatic trends (World Meteorological Organisation, 1986). It is the primary input to PMF estimation.
probability	a statistical measure of the expected chance of flooding (see AEP).
risk	chance of something happening that will have an impact. It is measured in terms of consequences and likelihood. In the context of the manual it is the likelihood of consequences arising from the interaction of floods, communities and the environment.
runoff	the amount of rainfall which actually ends up as streamflow, also known as rainfall excess.
stage	equivalent to water level (both measured with reference to a specified datum).
stage hydrograph	a graph that shows how the water level at a particular location changes with time during a flood. It must be referenced to a particular datum.
survey plan	a plan prepared by a registered surveyor.
water surface profile	a graph showing the flood stage at any given location along a watercourse at a particular time.

Table 15: ARR 2016 Preferred Terminology

Frequency Descriptor	EY	AEP (%)	AEP (1 in x)	ARI
Very Frequent	12			
	6	99.75	1.002	0.17
	4	98.17	1.02	0.25
	3	95.02	1.05	0.33
	2	86.47	1.16	0.5
	1	63.21	1.58	1
Frequent	0.69	50	2	1.44
	0.5	39.35	2.54	2
	0.22	20	5	4.48
	0.2	18.13	5.52	5
	0.11	10	10	9.49
Rare	0.05	5	20	20
	0.02	2	50	50
	0.01	1	100	100
Very Rare	0.005	0.5	200	200
	0.002	0.2	500	500
	0.001	0.1	1000	1000
	0.0005	0.05	2000	2000
Extreme	0.0002	0.02	5000	5000
			↓	
			PMP/ PMPDF	

FIGURES



Precinct
Five Dock Catchment

Elevation (mAHD)

<= 2.0	6.0 - 8.0	14.0 - 16.0	22.0 - 24.0
2.0 - 4.0	8.0 - 10.0	16.0 - 18.0	24.0 - 26.0
4.0 - 6.0	10.0 - 12.0	18.0 - 20.0	26.0 - 28.0
	12.0 - 14.0	20.0 - 22.0	> 28.0

TITLE: **Study Area and Digital Elevation Model**		
PROJECT: **Five Dock Precinct Flood Assessment**		
PROJECT No. **240063**		
DATE: **10-2024**	SCALE: **1:8,000**	FIGURE No. **01**

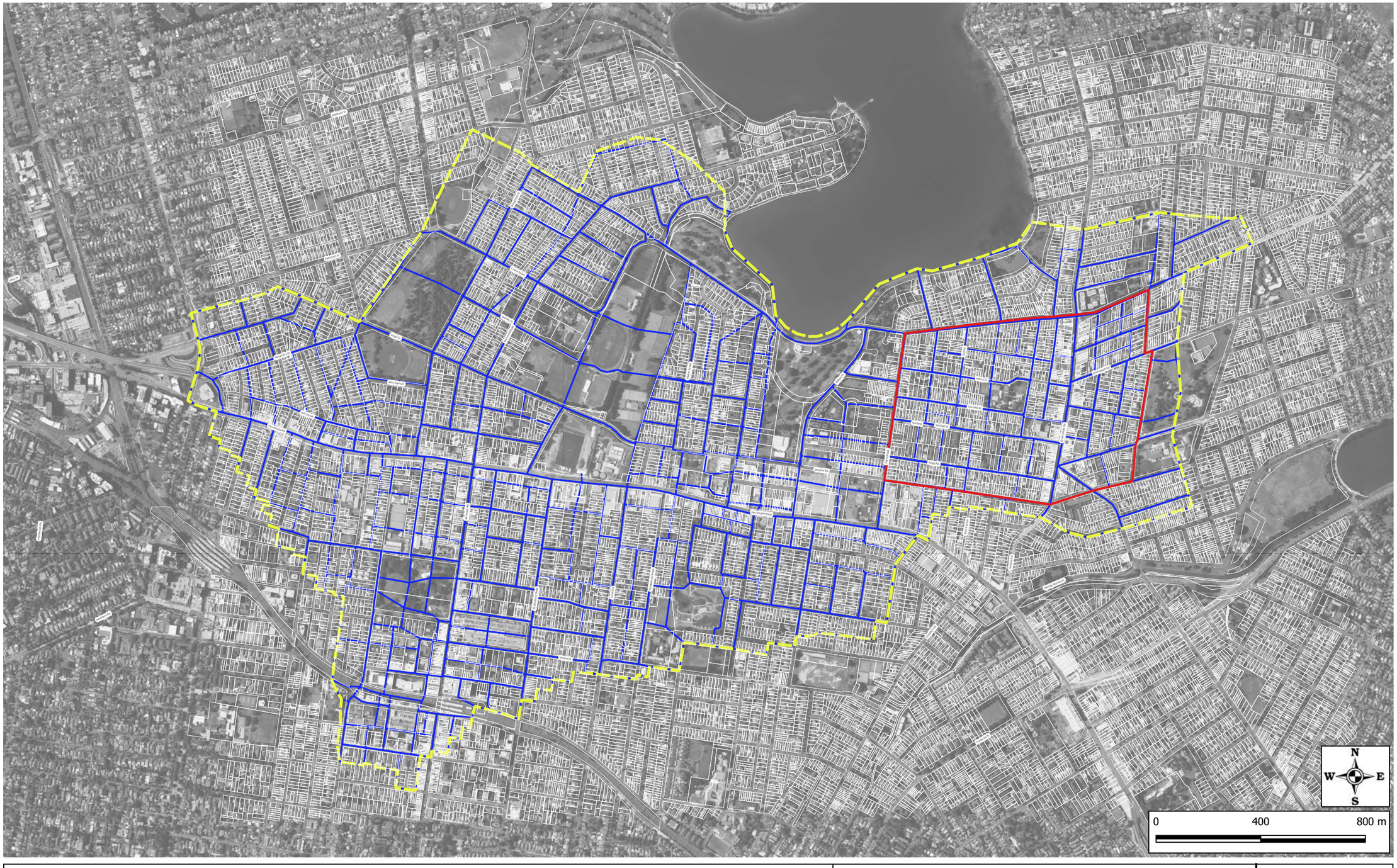
grc HYDRO



Precinct
Cadastre
Existing Buildings

TITLE: **Five Dock Precinct Buildings Outlines**		
PROJECT: **Five Dock Precinct Flood Assessment**		
PROJECT No. **240063**		
DATE: **10-2024**	SCALE: **1:4,000**	FIGURE No. **02**

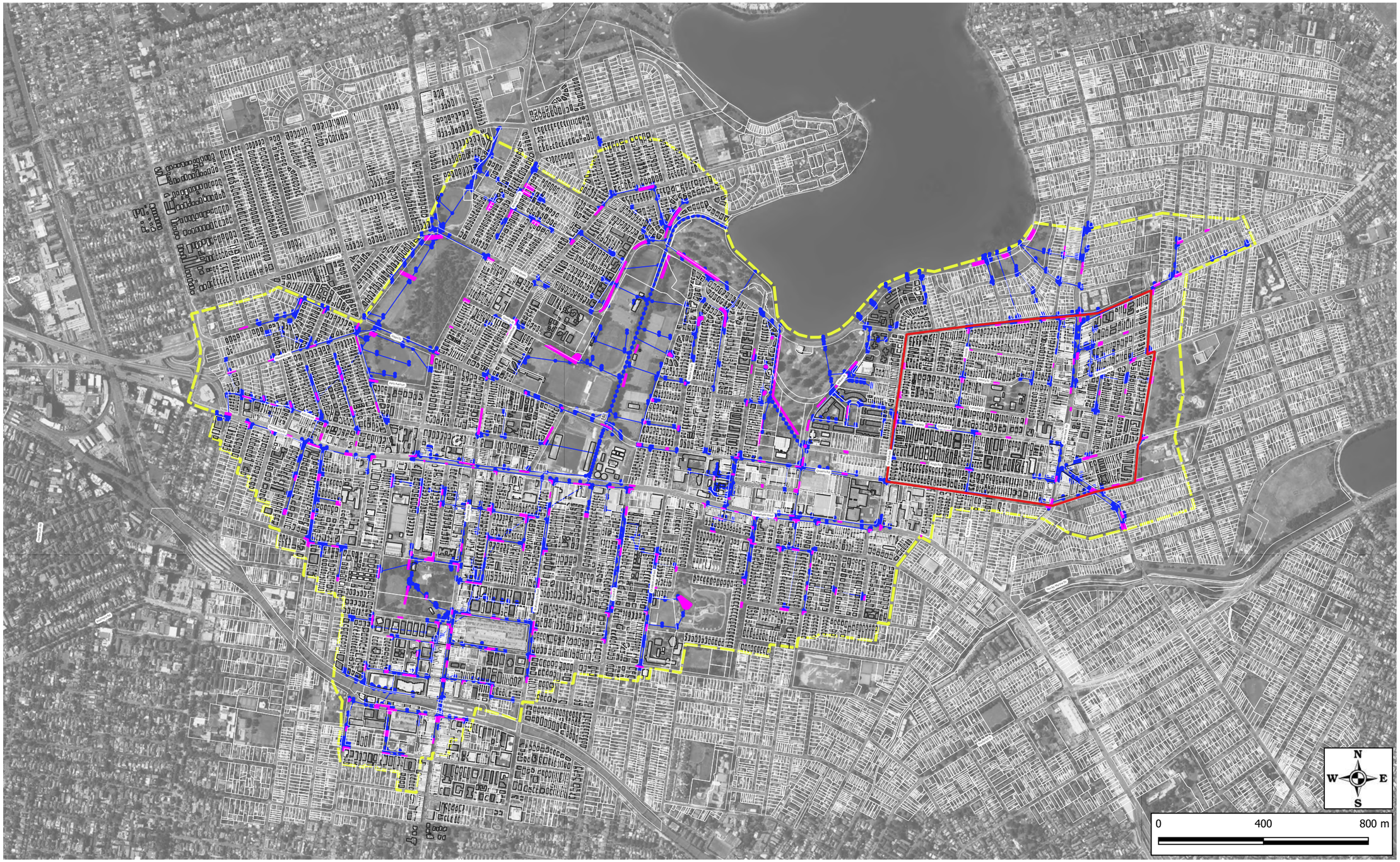
grc HYDRO



Precinct
Cadastre
Hydraulic Model Bounday
Hydrologic Subcatchments

TITLE: **Subcatchment Deliniation**		
PROJECT: **Five Dock Precinct Flood Assessment**		
PROJECT No. **240063**		
DATE: **10-2024**	SCALE: **1:13,000**	FIGURE No. **03**

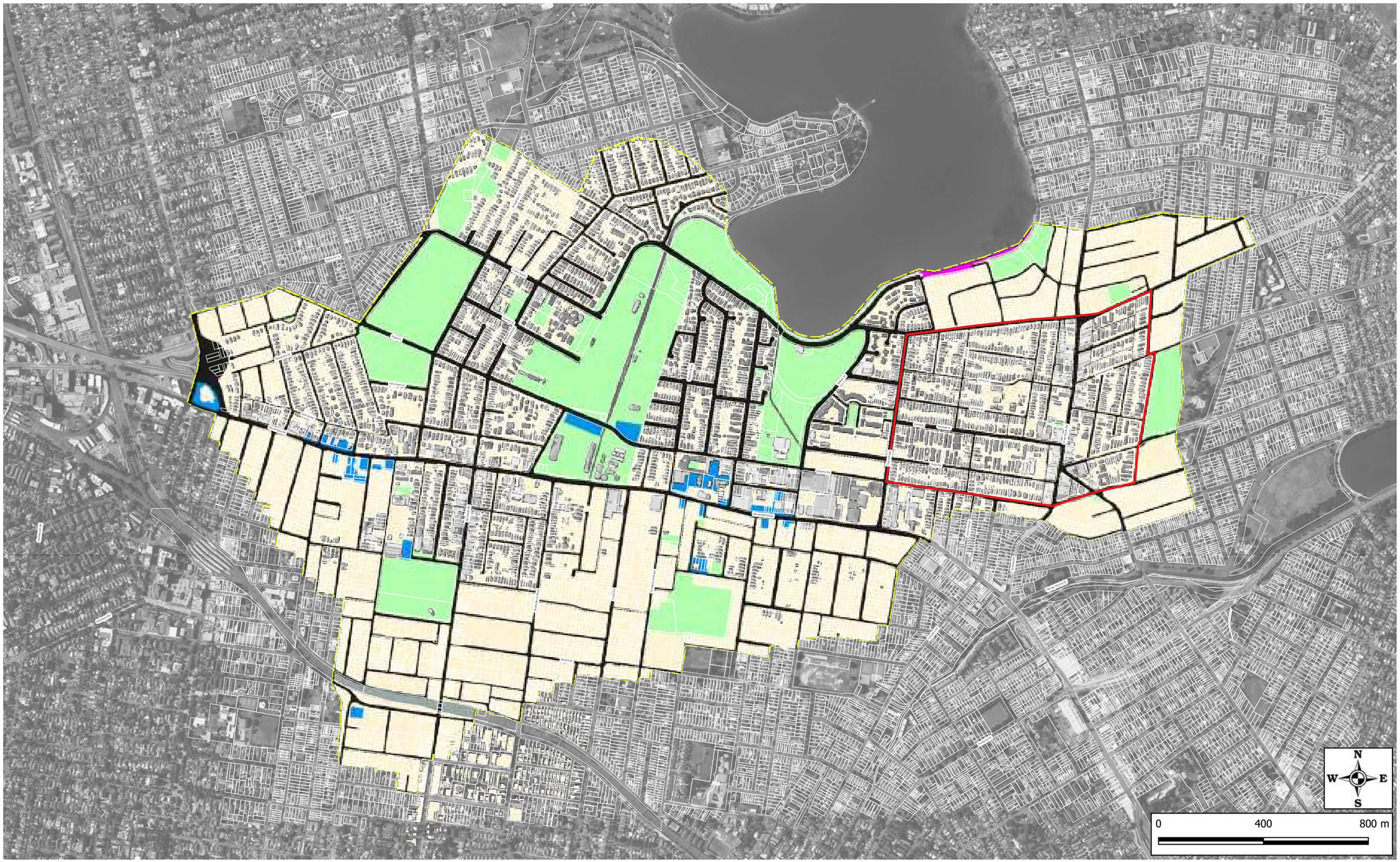
grc HYDRO



Precinct
Cadastre
Buildings
Catchment Inflows
Stormwater Pipes
Stormwater Pits

TITLE: **Hydraulic Model Schematisation**		
PROJECT: **Five Dock Precinct Flood Assessment**		
PROJECT No. **240063**		
DATE: **10-2024**	SCALE: **1:13,000**	FIGURE No. **04**

grc HYDRO



Precinct
Cadastre
Hydraulic Model Boundary

Railway (n = 0.05)
Open Space (n = 0.03)
Properties (n = 0.05)
Roads (n = 0.02)
Light Vegetation (n = 0.03)

TITLE: **Hydraulic Model Roughness**		
PROJECT: **Five Dock Precinct Flood Assessment**		
PROJECT No. **240063**		
DATE: **10-2024**	SCALE: **1:13,000**	FIGURE No. **05**

grc HYDRO



Precinct
Cadastre

Flood Depth (m)
0 - 0.05
0.05 - 0.1
0.1 - 0.2
0.2 - 0.3
0.3 - 0.5
0.5 - 1.0
1.0 - 1.5
1.5 - 2.0
> 2.0

Major Flood Level Contour (Spacing = 5m)
Minor Flood Level Contours (Spacing = 1m)

TITLE: **5% AEP Flood Depths and Levels**		
PROJECT: **Five Dock Precinct Flood Assessment**		
PROJECT No. **240063**		
DATE: **11-2024**	SCALE: **1:4,000**	FIGURE No. **06**

grc HYDRO



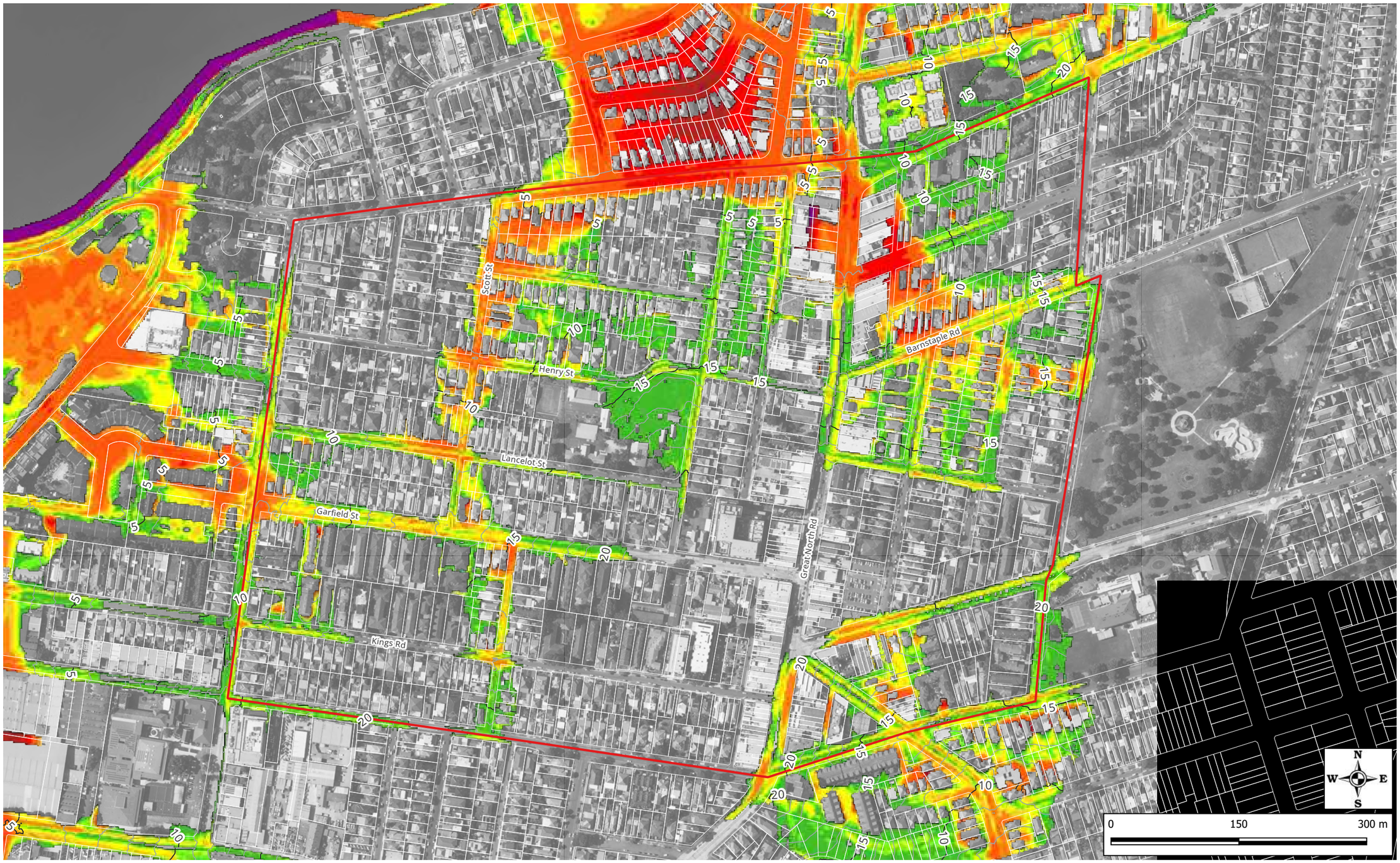
Precinct
Cadastre

Flood Depth (m)
0 - 0.05
0.05 - 0.1
0.1 - 0.2
0.2 - 0.3
0.3 - 0.5
0.5 - 1.0
1.0 - 1.5
1.5 - 2.0
> 2.0

Major Flood Level Contour (Spacing = 5m)
Minor Flood Level Contours (Spacing = 1m)

TITLE: **1% AEP Flood Depths and Levels**		
PROJECT: **Five Dock Precinct Flood Assessment**		
PROJECT No. **240063**		
DATE: **11-2024**	SCALE: **1:4,000**	FIGURE No. **07**

grc HYDRO



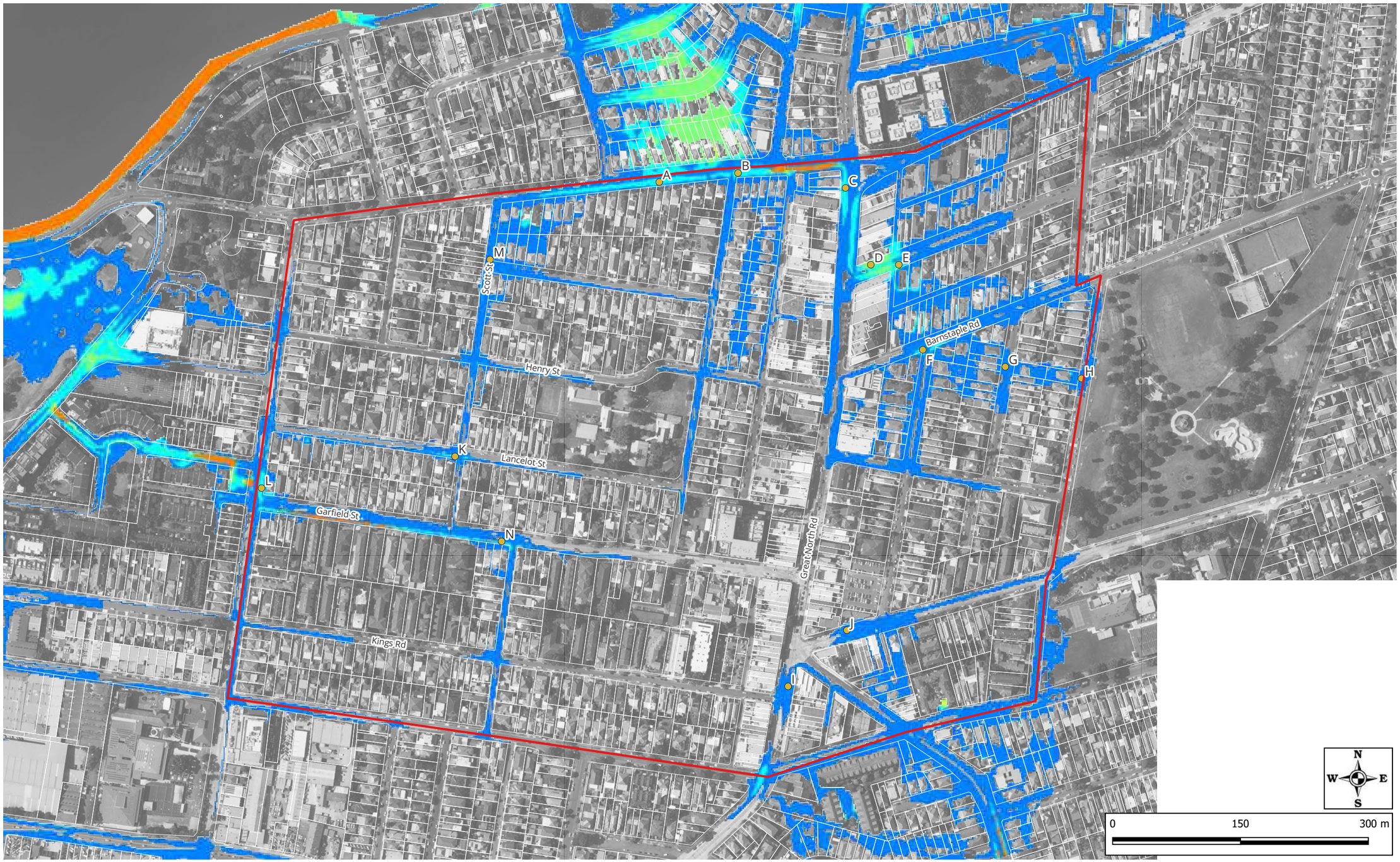
Precinct
Cadastre

Flood Depth (m)
0 - 0.05
0.05 - 0.1
0.1 - 0.2
0.2 - 0.3
0.3 - 0.5
0.5 - 1.0
1.0 - 1.5
1.5 - 2.0
> 2.0

Major Flood Level Contour (Spacing = 5m)
Minor Flood Level Contours (Spacing = 1m)

TITLE: **PMF Flood Depths and Levels**		
PROJECT: **Five Dock Precinct Flood Assessment**		
PROJECT No. **240063**		
DATE: **11-2024**	SCALE: **1:4,000**	FIGURE No. **08**

grc HYDRO



Precinct
Cadastre

Flood Hazard
H1
H2
H3
H4
H5
H6

TITLE: **5% AEP Flood Hazard**		
PROJECT: **Five Dock Precinct Flood Assessment**		
PROJECT No. **240063**		
DATE: **02-2025**	SCALE: **1:4,000**	FIGURE No. **09**

grc HYDRO

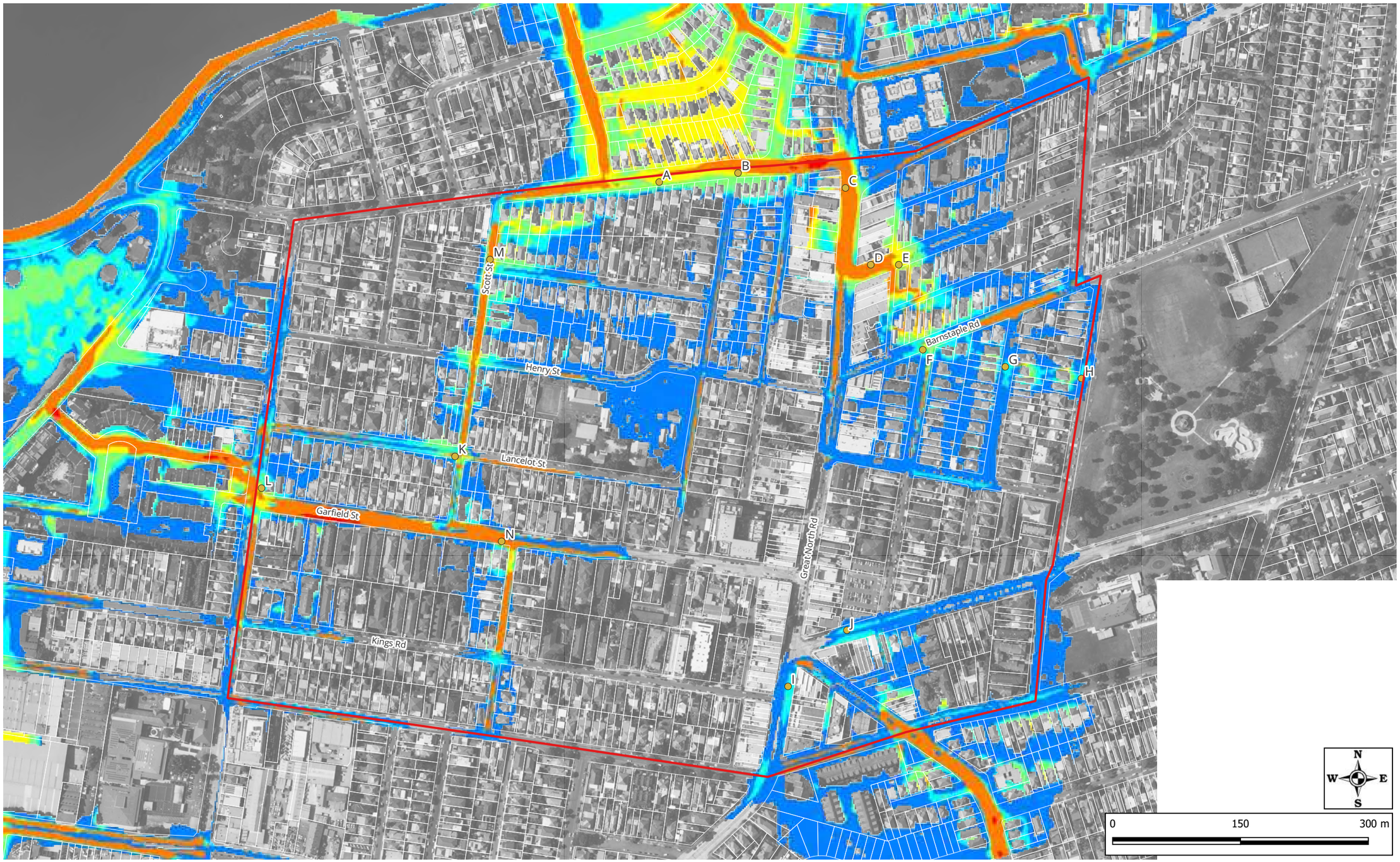


Precinct
Cadastre

Flood Hazard
H1
H2
H3
H4
H5
H6

TITLE: **1% AEP Flood Hazard**		
PROJECT: **Five Dock Precinct Flood Assessment**		
PROJECT No. **240063**		
DATE: **02-2025**	SCALE: **1:4,000**	FIGURE No. **10**

grc HYDRO

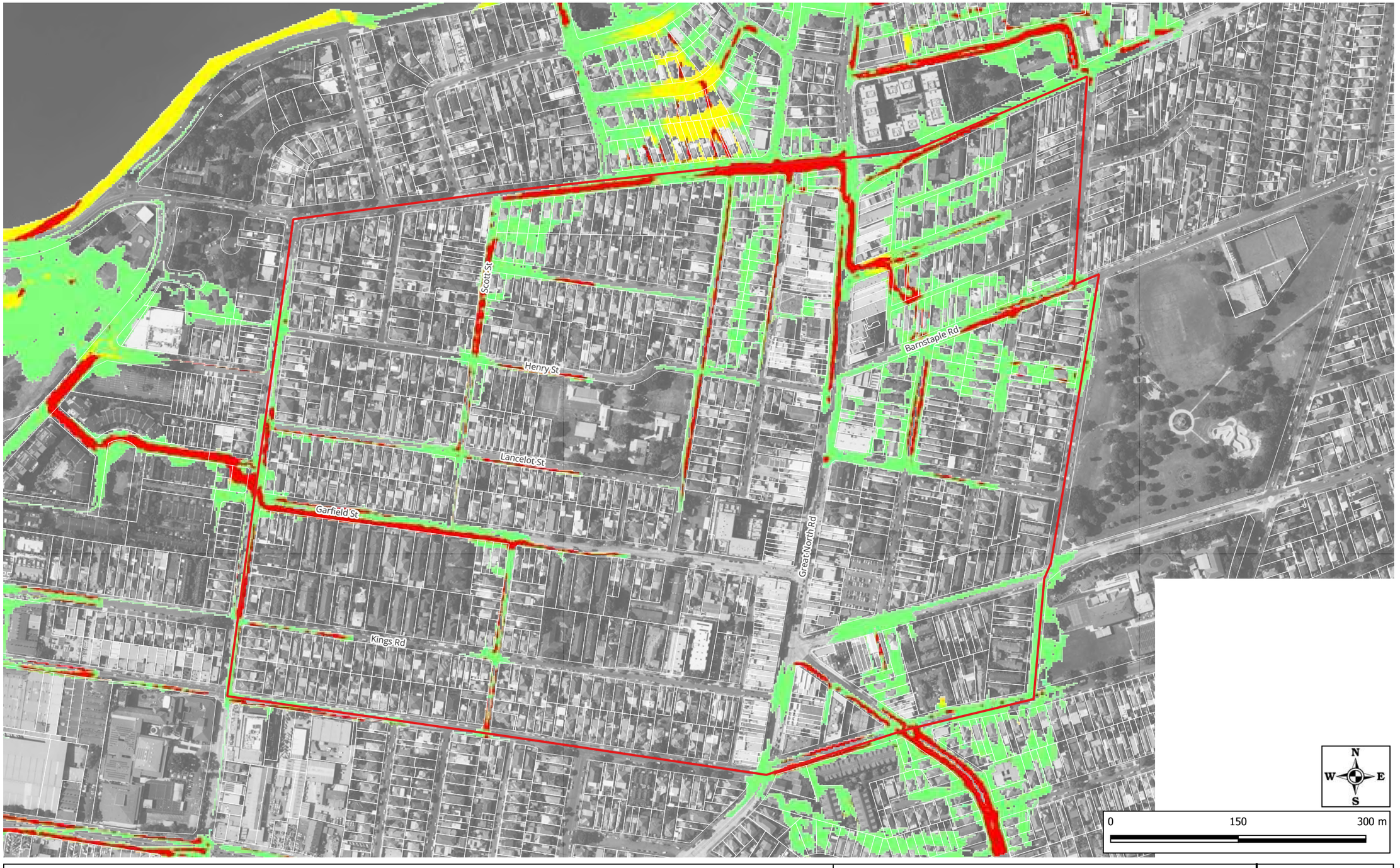


Precinct
Cadastre

Flood Hazard
H1
H2
H3
H4
H5
H6

TITLE: **PMF Flood Hazard**		
PROJECT: **Five Dock Precinct Flood Assessment**		
PROJECT No. **240063**		
DATE: **02-2025**	SCALE: **1:4,000**	FIGURE No. **11**

grc HYDRO

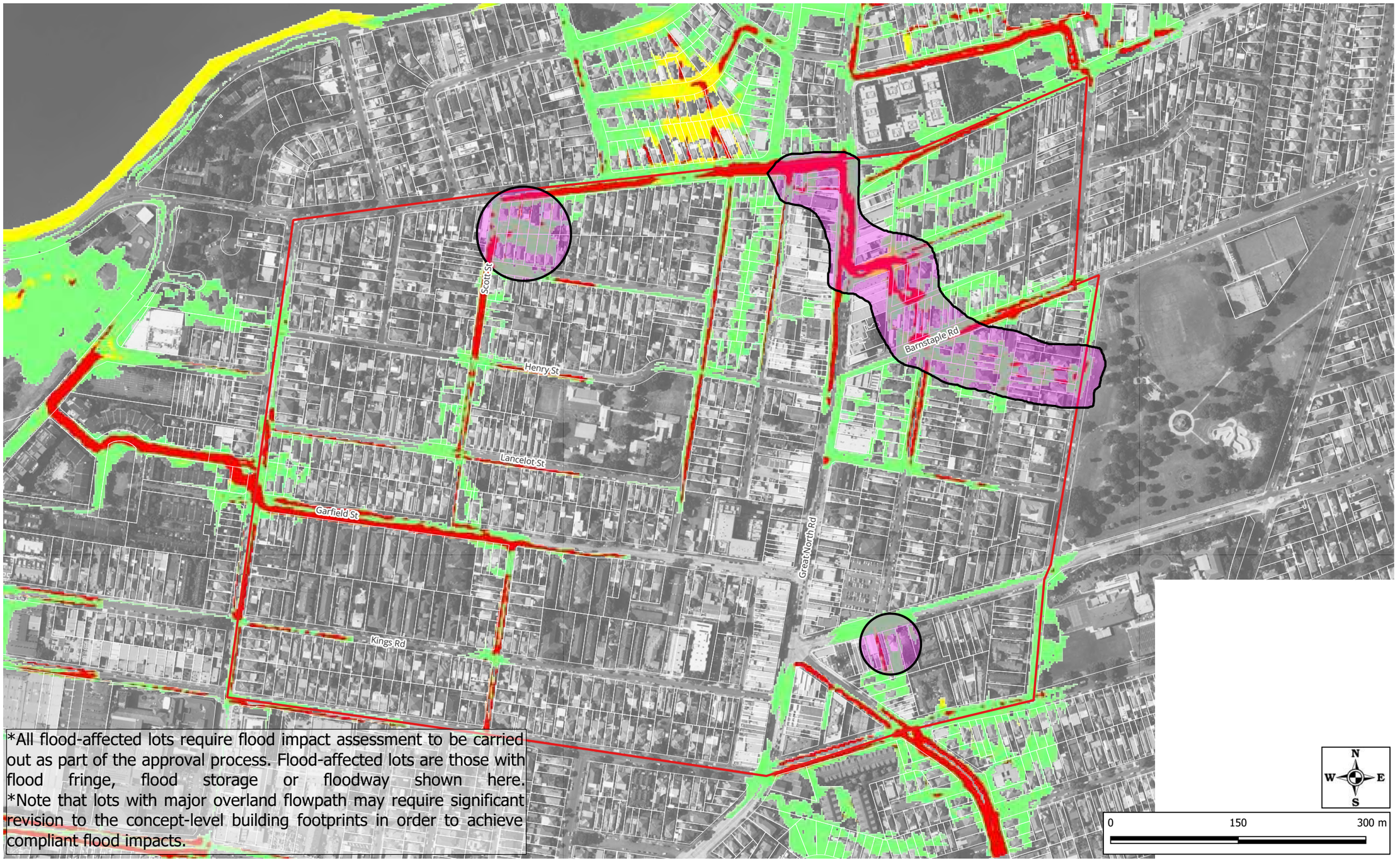


Precinct
Cadastre

Flood Function
Flow Conveyance
Flood Storage
Flood Fringe

TITLE: **5% AEP Hydraulic Categorisation**			
PROJECT: **Five Dock Precinct Flood Assessment**			
PROJECT No. **240063**			
DATE: **02-2025**	SCALE: **1:4,000**	FIGURE No. **12**	

grc HYDRO



Precinct
Cadastre
Lots with Major Overland Flowpath

Flood Function
Flow Conveyance
Flood Storage
Flood Fringe

TITLE: **1% AEP Hydraulic Categorisation**			
PROJECT: **Five Dock Precinct Flood Assessment**			
PROJECT No. **240063**			
DATE: **01-2026**	SCALE: **1:4,000**	FIGURE No. **13**	

grc HYDRO

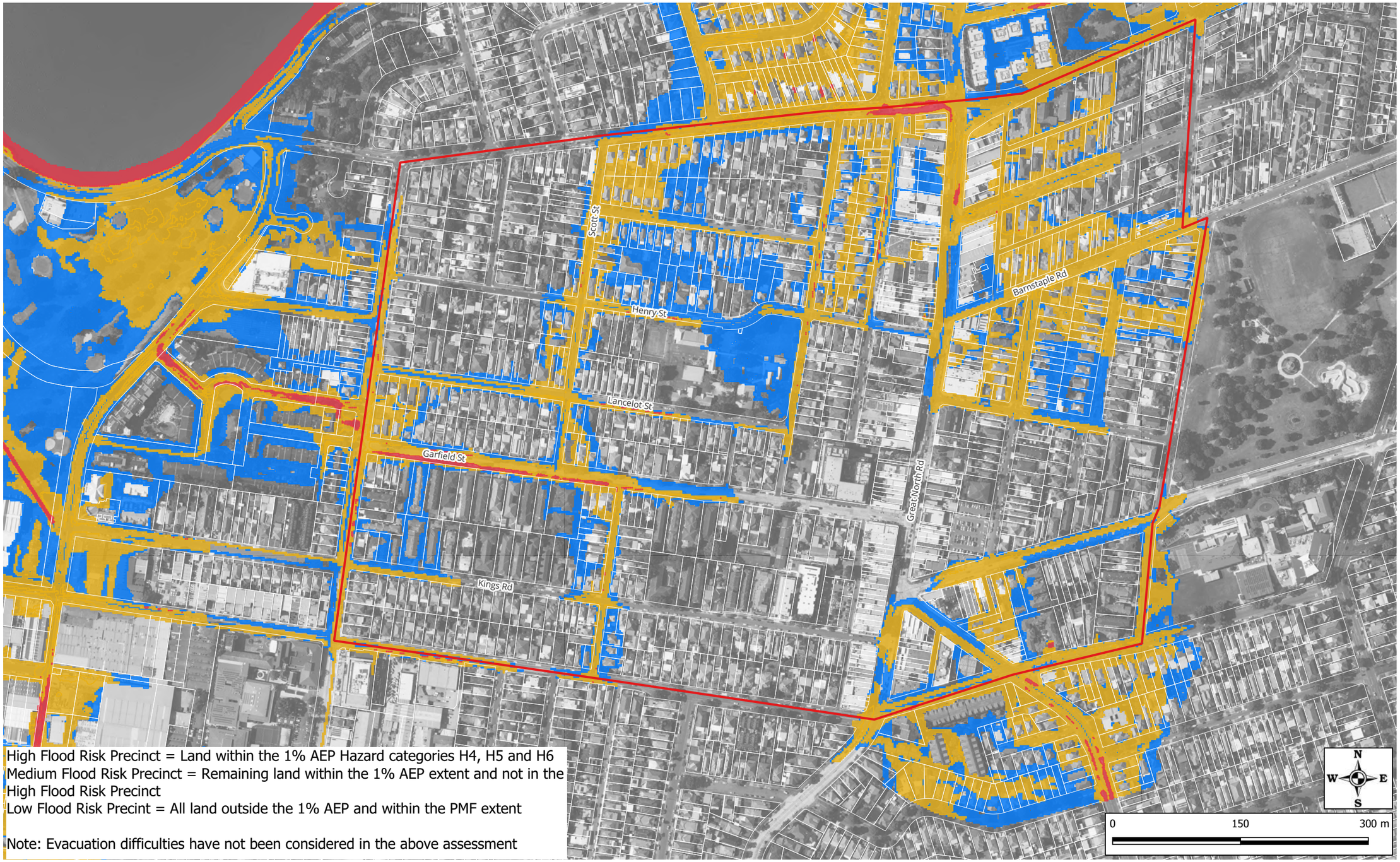


Precinct
Cadastre

Flood Function
Flow Conveyance
Flood Storage
Flood Fringe

TITLE: **PMF Hydraulic Categorisation**		
PROJECT: **Five Dock Precinct Flood Assessment**		
PROJECT No. **240063**		
DATE: **02-2025**	SCALE: **1:4,000**	FIGURE No. **14**

grc HYDRO



High Flood Risk Precinct = Land within the 1% AEP Hazard categories H4, H5 and H6
Medium Flood Risk Precinct = Remaining land within the 1% AEP extent and not in the High Flood Risk Precinct
Low Flood Risk Precint = All land outside the 1% AEP and within the PMF extent

Note: Evacuation difficulties have not been considered in the above assessment

Precinct
Cadastre

Flood_High_Risk
Flood_Medium_Risk
Flood_Low_Risk

TITLE: **Flood Risk Precinct**		
PROJECT: **Five Dock Precinct Flood Assessment**		
PROJECT No. **240063**		
DATE: **02-2025**	SCALE: **1:4,000**	FIGURE No. **15**

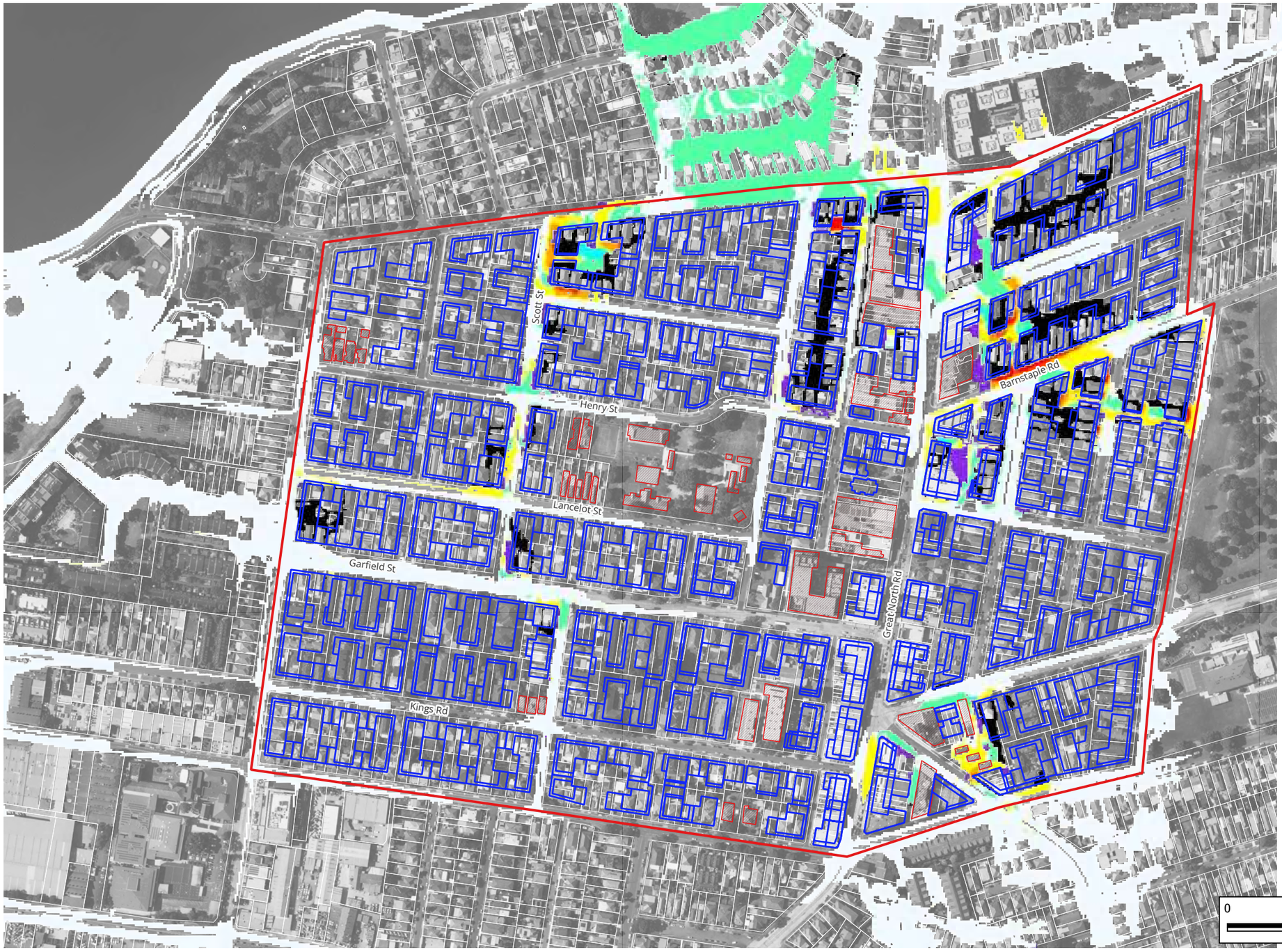
grc HYDRO



Precinct	Impact (m)	-0.1 to -0.01	0.2 to 0.3
Cadastre	< -0.3	No Impact	> 0.3
Proposed Buildings	-0.3 to -0.2	0.01 to 0.1	No Longer Flooded
Existing Building Retained	-0.2 to -0.1	0.1 to 0.2	Newly Flooded

TITLE: **Change in Peak Flood Level Proposed Development vs Existing 5% AEP**			
PROJECT: **Five Dock Precinct Flood Assessment**			
PROJECT No. **240063**			
DATE: **09-2025**	SCALE: **1:4,000**	FIGURE No. **16**	

grc HYDRO

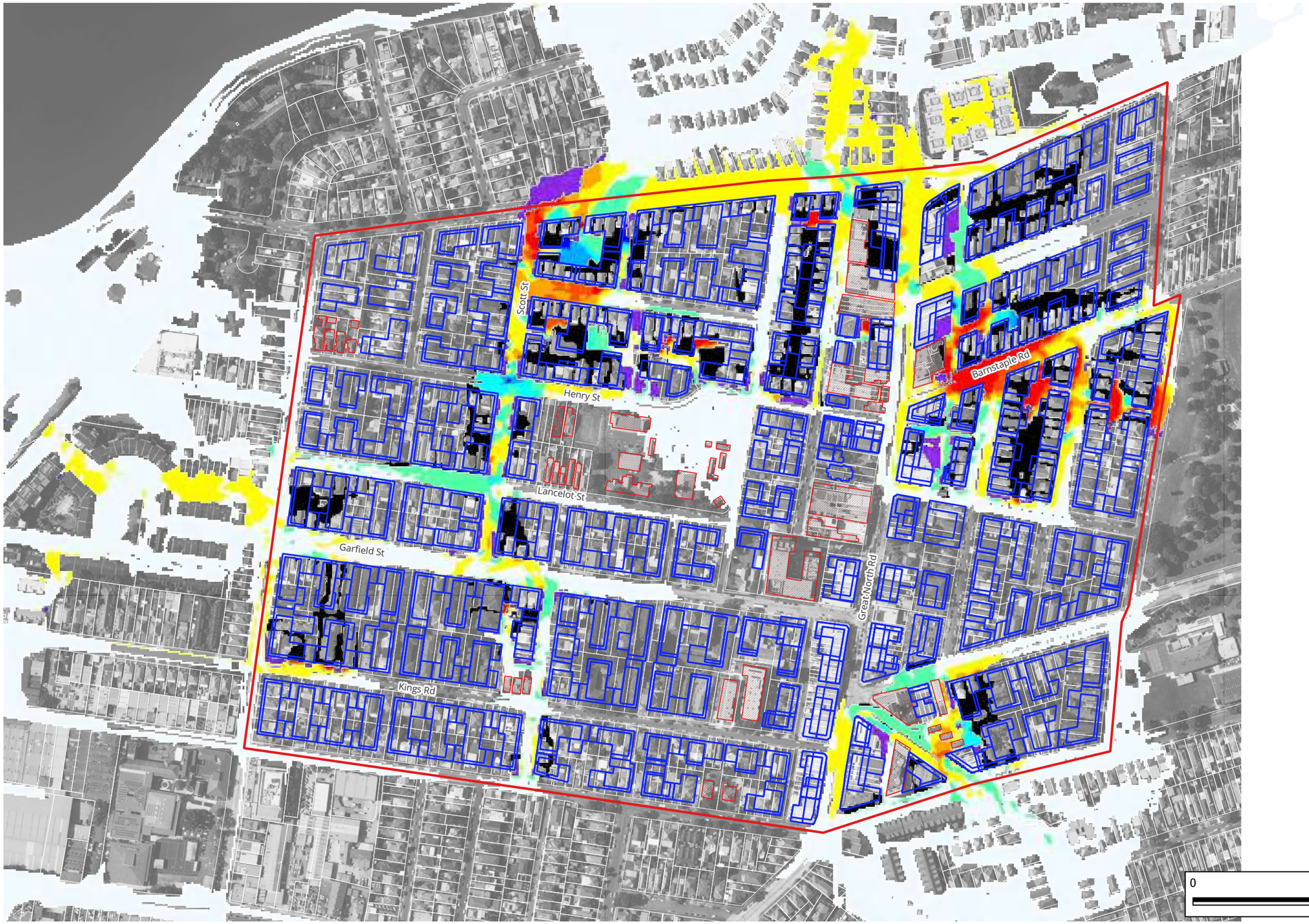


Precinct
Cadastre
Proposed Buildings
Existing Building Retained

Impact (m)
< -0.3
-0.3 to -0.2
-0.2 to -0.1
-0.1 to -0.01
No Impact
0.01 to 0.1
0.1 to 0.2
0.2 to 0.3
> 0.3
No Longer Flooded
Newly Flooded

TITLE: **Change in Peak Flood Level Proposed Development vs Existing 1% AEP**			
PROJECT: **Five Dock Precinct Flood Assessment**			
PROJECT No. **240063**			
DATE: **09-2025**	SCALE: **1:4,000**	FIGURE No. **17**	

grc HYDRO

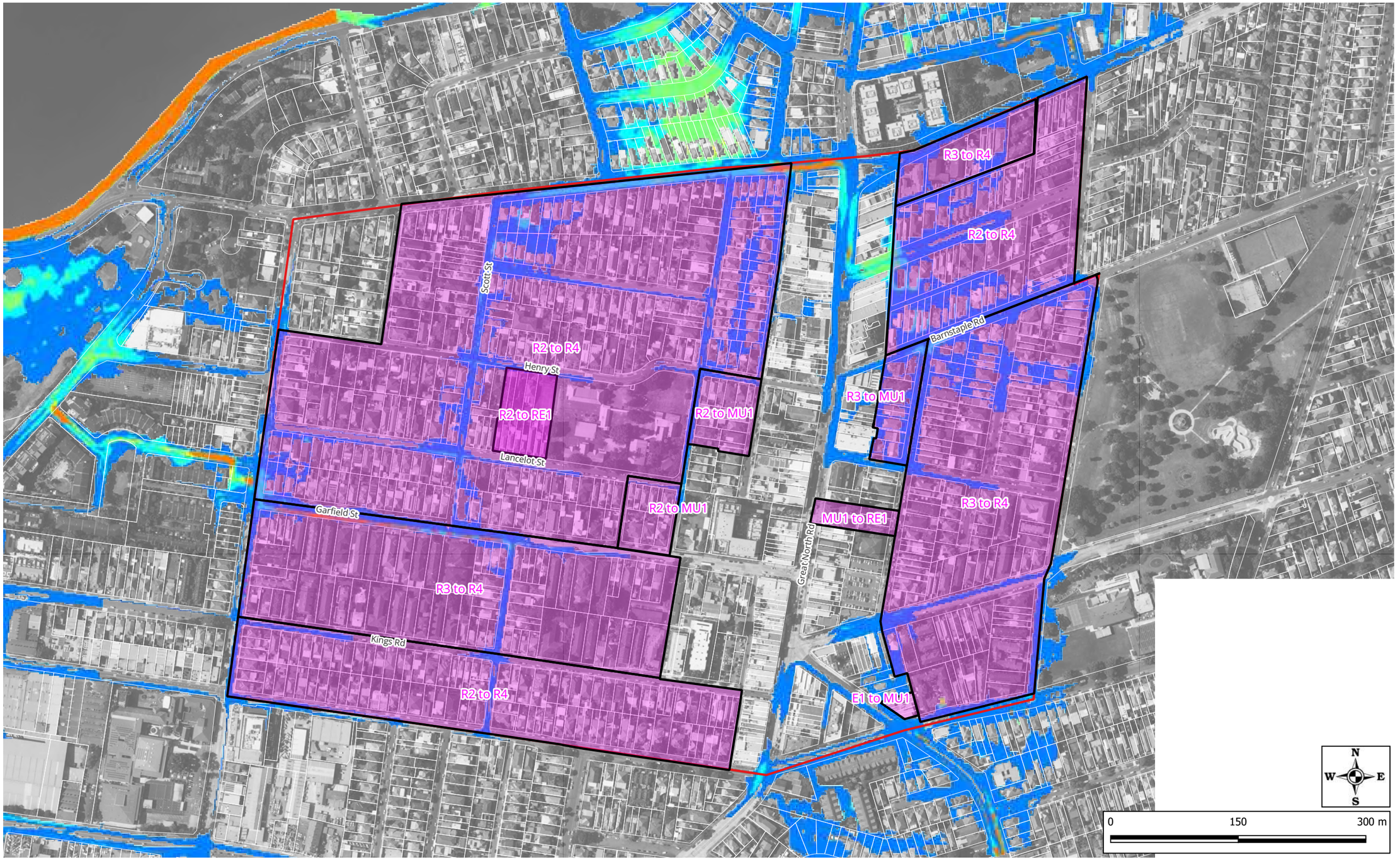


Precinct
Cadastre
Proposed Buildings
Existing Building Retained

Impact (m)			
< -0.3	-0.1 to -0.01	0.2 to 0.3	
-0.3 to -0.2	No Impact	> 0.3	
-0.2 to -0.1	0.01 to 0.1	No Longer Flooded	
	0.1 to 0.2	Newly Flooded	

TITLE:	**Change in Peak Flood Level Proposed Development vs Existing PMF**		
PROJECT:	**Five Dock Precinct Flood Assessment**		
PROJECT No.	**240063**		
DATE: **09-2025**	SCALE: **1:4,000**	FIGURE No.	**18**

grc HYDRO



Precinct
Cadastre
Areas potentially to be rezone

Flood Hazard
H1
H2
H3
H4
H5
H6

TITLE: **Change in Zoning and 1% AEP Flood Hazard**		
PROJECT: **Five Dock Precinct Flood Assessment**		
PROJECT No. **240063**		
DATE: **09-2025**	SCALE: **1:4,000**	FIGURE No. **19**

grc HYDRO



Five Dock Precinct

Heritage Study

Prepared for City of Canada Bay Council

October 2025

GML HERITAGE

Acknowledgement of Country

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

Cultural warning

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

GML HERITAGE

Report register

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

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

Quality management

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

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

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Source of images is GML unless otherwise stated.

Cover image

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

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Introduction

1 Introduction

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

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

1.1 Background

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

1.2 Study area

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

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

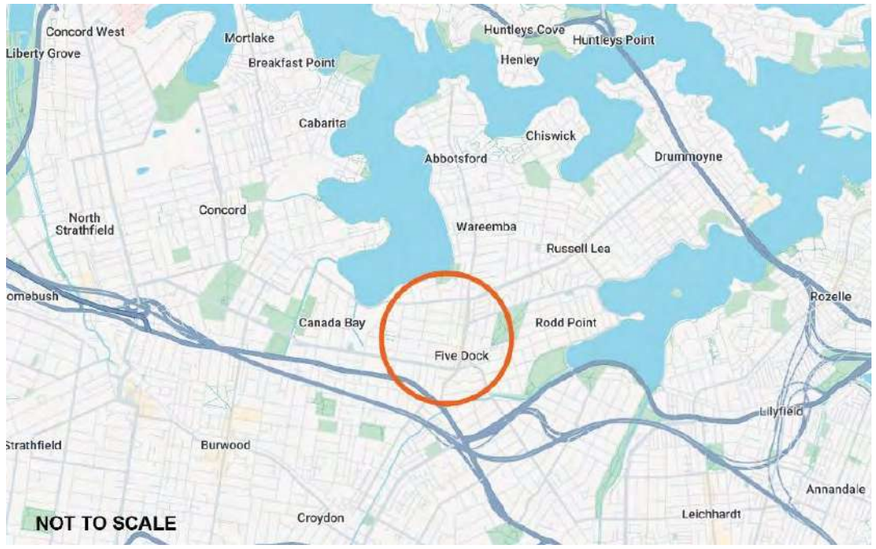


Figure 1.1 Study area context. (Source: Google Maps with GML overlay)



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

1.3 Project description

The aims of this project include:

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

1.4 Methodology

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

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

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

1.5 Limitations

This report is subject to the following limitations:

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

1.6 Authorship and acknowledgements

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


Statutory heritage context

2 Statutory heritage context

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

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

2.1 Existing heritage listings

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

No.	Heritage item	Address
I195	Five Dock Masonic Hall	177 First Avenue
I211	Police station	14 Garfield Street
I233	Five Dock Hotel	74 Great North Road
I224	CBC of Sydney Bank (former)	94 Great North Road
I225	Attached shops	133–135 Great North Road
I226	St Alban's Anglican Church	171–173 Great North Road
I227	St Alban's Anglican Church Rectory	175 Great North Road
I228	St Alban's Anglican Church Hall and shops	177–179 Great North Road
I229	Post office	187 Great North Road
I230	Terrace of three shops	189–193 Great North Road
I247	Five Dock Public School and garden	33 Henry Street
I248	House	28 Henry Street
I249	House	58 Henry Street
I250	House	60 Henry Street
I251	House	62 Henry Street
I252	House	64 Henry Street
I274	House	44 Kings Road
I275	House	46 Kings Road
I276	House	48 Kings Road
I398	House	16 Queens Road
I399	House	18 Queens Road
I400	House, 'Riverview'	44 Queens Road
I403	Pair of shops	82–84 Ramsay Road

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

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



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

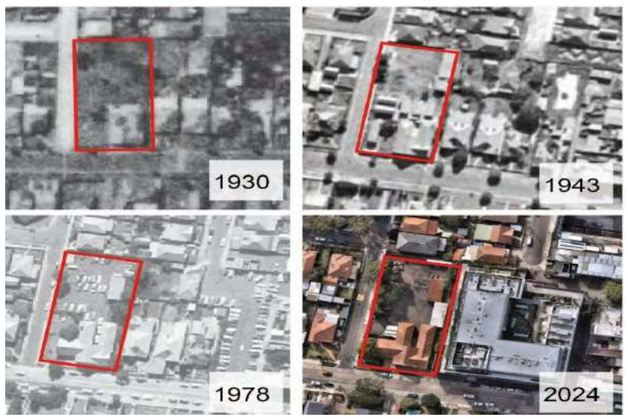
2.2 Analysis of existing heritage listings

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

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

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

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

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

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

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

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

Heritage item/conservation area and listing	Description and commentary	Opportunities	Constraints	Recommendations
The site demonstrates the development of the suburb of Five Dock in the Inter-War years following residential subdivisions, transport improvements, expanding employment opportunities and population growth. The site illustrates the importance of Great North Road as the main thoroughfare about which developed the commercial centre of Five Dock, and it demonstrates the fine scale development typical of early shopping strips. The subject site has heritage significance at a local level. Key values: Historical, aesthetic, representative. Integrity: 133 Great North Road: moderately intact; interior not inspected. 135 Great North Road: poor integrity.	Commentary: The current heritage listing comprises 2 attached shop buildings that were constructed in early twentieth century and were representative of Great North Road's role as the centre of Five Dock high street retail. 133 Great North Road: • Located on a prominent street corner, and with intact decorative features, elevations, and uses, this building makes a valuable streetscape contribution and has considerable appeal. • This building should be retained as a heritage item. 135 Great North Road: • This building has been significantly modified including an unsympathetic rear extension, and replacement of windows, shopfront, roof cladding, windows, awning, and much of the first and second floor interior fitouts. This absence of significant fabric indicates that the building is no longer representative of Five Dock's early development. • In addition to extensive modification of this building, research by Council indicates that historical association, aesthetic/technical, research and rarity criteria are unlikely to be met. Social values were beyond the scope of investigation. • In comparison to the intactness and aesthetic appeal of 133 Great North Road, 135 Great North Road is considered to no longer meet the criteria for local listing and it is recommended to be considered for delisting.	• The provision or reinstatement of continuous awnings, from 133 Great North Road to Fred Kelly Place, and from 133 Great North Road to Coles on Garfield Street, would provide pedestrian amenity and reinforce the historical role of Great North Road as a high street retail precinct and encourage pedestrian footfall to 133 Great North Road.	• The integrity of interiors and significant heritage fabric should be retained, irrespective of future amalgamation.	Conservation recommendations: • All significant fabric should be investigated and documented. A baseline condition assessment and a conservation maintenance schedule should be prepared to guide future maintenance. • Unobtrusive colour schemes and sympathetic signage to awnings are recommended.
I226 St Alban's Anglican Church 171–173 Great North Road  I227 **St Alban's Anglican Church Rectory** 175 Great North Road	Description (existing SHI): These heritage items are the subject of a current planning proposal. It is located immediately adjacent to the forthcoming Sydney Metro station site. It has been the subject of heritage impact assessment by others. Commentary: These heritage items are the subject of a planning proposal that is separate to this masterplan. The site is the subject of a planning proposal that involved demolition of the church hall and the construction of apartment buildings on the site. Following an assessment by Council, the matter was considered by the Sydney Eastern Planning Panel, which recommended significant amendments to the proposal, including the demolition of the church hall. The planning proposal is yet to proceed to public exhibition and has not been finalised at the time of drafting this report. The St Alban's church complex has long held historic and social significance in the Five Dock area. Change to this building, as part of a larger complex of buildings that are functionally related and were purpose-built at the centre of the then-developing community of Five Dock, is best approached with a sensitivity that recognises that organised religion plays a modified role in contemporary society, in comparison to when these buildings were constructed. Church buildings nonetheless retain a valued role in contemporary society for social rituals that are common to past and present, particularly for social gatherings and for rites of passage such as christenings, weddings and funerals.	• Adaptive re-use of these buildings, if approached sensitively and in recognition of the long-held civic role that St Alban's church has played in Five Dock, would benefit from being allocated to public uses and access, in recognition of the church's foundational role in the early Five Dock community. • New uses could centre on social gathering, taking advantage of the buildings' location close to public transport. Such uses could also provide street-level activation in an area of significant uplift.	• Adaptive re-use of this building will be constrained by requirements for modification to meet contemporary building requirements, particularly for accessibility. • Change to this building, as part of a larger complex of buildings that are functionally related, is best approached by understanding the functional and spatial relationship between each building and using this to inform new uses and possibilities for adaptation.	• Retain the statutory listing. • Encourage retention of the church hall, in fabric or form, as part of the site's future development. • Pursue owner engagement to explore opportunities to incorporate the church's forecourt and garden setting into the broader public open space planned for Five Dock, around the Metro entry, Fred Kelly Place and around the library on the eastern side of Great North Road. • Update the statutory listing, following completion of the development project.

Heritage item/conservation area and listing	Description and commentary	Opportunities	Constraints	Recommendations
 I228 **St Alban's Anglican Church Hall and shops** 177–179 Great North Road 		• The church complex's setting, with a landscaped forecourt that is discontinuous with the Great North Road street wall alignment, demarcates it as a special place. A refinement of the spatial relationship between this forecourt, the Metro entry, and Fred Kelly Place, could contribute to an expanded public open space area for Five Dock, reinforcing and reinterpreting this location's historical importance. • There is opportunity to retain and incorporate the church hall's fabric or form into future development of the site, providing tangible connection to past uses of the site as well as demonstrating the site's historical layout and relationship to Great North Road and Five Dock village.		
I229 Former Post Office 187 Great North Road 	Revised Description (CCBC 2025): The former Five Dock Post Office is a handsome two storey building with an asymmetric design characteristic of the Federation Free Style of architecture. The roof is a Marseille pattern terracotta tiled hipped roof with exposed timber rafters. Large arched openings and verandahs modulate the facades. The walls are brown face brickwork with decorative red coloured bricks framing openings and corners, and sandstone bands and sills. The timber double hung windows have a multipaned upper sash. Comparable examples within LGA: Concord Post Office building (former) (I45), 22 Burwood Road, Concord: • Associated with Vernon (representative). • Isolated location with intrusive development adjacent; historical value associated with failed former village of Longbottom. • Five Dock Post office is in far more prominent location, continues to contribute to streetscape. Concord Post Office (I330), 48 Majors Bay Road, Concord: • Contributes to heritage conservation area significance.	• This building occupies a recognisable street corner location and acts as a landmark on Great North Road. • Possible amalgamation of this lot with others may offer the opportunity to create a character pocket on Great North Road, supplemented with rear open space behind the former Post Office.	• Given this building's location, with a corner frontage and distinctive roof form, it is not easily adapted for increased density. • Amalgamation opportunities are limited by an adjacent heritage item. However, looking more broadly, consideration of amalgamation with more lots to the north may be a possibility. • New development on lots in the vicinity of this item should be designed to avoid overshadowing impacts.	• Retain and update statutory listing with revised listing information and relevant information from this report. • Confirmation that Vernon was the architect responsible, via archival research, should be sought. Development recommendations: • Amalgamation involving this site requires conservation works planning, to ensure identified heritage values are retained and conserved.

Heritage item/conservation area and listing	Description and commentary	Opportunities	Constraints	Recommendations
Revised Statement of Significance (CCBC 2025): The former Five Dock Post Office building, completed in 1896, demonstrates the development of the suburb of Five Dock in the later years of the nineteenth century as a result of residential subdivisions, transport improvements, expanding employment opportunities, and population growth. The Federation Free Style building is a distinctive building in the Great North Road streetscape. The building is important for its association with the provision of civic services for the Five Dock community for almost 100 years. The former Five Dock Post Office building is also associated with the NSW Government Architect's Office under Walter Liberty Vernon, a key practitioner of the Federation Free Style of architecture. The former post office has local heritage significance. Key values: Historical, historical association, aesthetic, rarity, representative. Integrity: Five Dock Post Office is substantially intact as to its original form and retains the features that make it culturally significant. GML addition: exterior inspection indicates maintenance issues and lack of occupation; setting impacted by unsympathetic multistorey residential development to the northwest.	• Classical Revival building, b.1930. Comparable examples beyond LGA: Woollahra Post Office (#I566, Woollahra LEP 2014, listed as Former Post Office building and interiors) was built in b1905 and was attributed to NSW Government Architect Walter Liberty Vernon. It has similarly prominent location on a street corner as Five Dock has and is stylistically similar to Five Dock.  Figure 2.6 Woollahra Post Office, c1906. (Source: National Archives of Australia, C4076, HN576-3025549)	• Activation of the rear of this lot, and the adjacent heritage item at 189 Great North Road, may offer opportunities to retain the setting of both items by reducing the likelihood of development to the rear. This may be achieved through amalgamating with the lots to the north of the two heritage items, if amalgamation thresholds can be achieved. • The building's rear addition appears to have been built after original construction. Research confirming its construction date and purpose should be undertaken to confirm its contribution to identified heritage values.	• Maintenance issues on the building require immediate attention by the owner, to address water ingress and protect significant fabric in need of maintenance and repair, and the building should be secured against unauthorised access and vandalism. Failure to address these issues will result in further degradation of building fabric.	• Consider amalgamation and, if feasible, embed planning incentives for conservation works. • New development in the vicinity of this item should be designed to retain and enhance the building's prominent corner position, with bulk, scale and detailing designed to respond to harmonise with this heritage item. Conservation recommendations: • All significant fabric, including the rear addition, should be investigated and documented. A baseline condition assessment and a conservation maintenance schedule should be prepared to guide future maintenance. • Original building elements should investigated for potential reinstatement. • Street-facing façades should be free of visual clutter, including attachment to the façades and on the footpath.
I230 Terrace of three shops 189–193 Great North Road 	Revised description (CCBC 2025): An outstanding group of three two storey terrace style shop buildings, built c.1914. The original building has been substantially remodelled below the awning. Above the awning each shop has a recessed balcony with the projecting room on either side featuring a tall narrow window. The windows are double hung timber windows, the top sash being multi-paned. The shop closest to Henry Street has a large balcony with a shingled gable. The external walls are face brickwork while the walls of the recessed balconies are painted. Despite the alterations, the building has retained its streetscape value. Selected history (CCBC 2025): The land was subdivided in 1885 (DP2773) and offered for sale as the Jersey Estate subdivision in 1891. Re-subdivision followed although all the allotments bounded by Great North Road, Henry Street, and East Street, with the exception of the allotments for a post office, was transferred in 1913 to Robert Shannon, a builder from Petersham. (Vol. 2424 Fol. 245, also DP11313).	• There is opportunity to celebrate the unique material qualities of these shops by encouraging conservation works. • Similar to 189 Great North Road, there is potential for broader amalgamation with lots to the north, subject to testing.	• Built form and significant fabric should not be compromised by future development adjacent or to the rear. • New development to the rear has the potential to create adverse visual impacts.	• Retain and update statutory listing with revised listing information and relevant information from this report. • A reduced lot curtilage is recommended for this item, in recognition of the later multi-unit residential construction occupying the majority of the lot. Development recommendations: • Amalgamation involving this site requires conservation works planning, to ensure identified heritage values are retained and conserved.

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

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

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

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

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

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

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

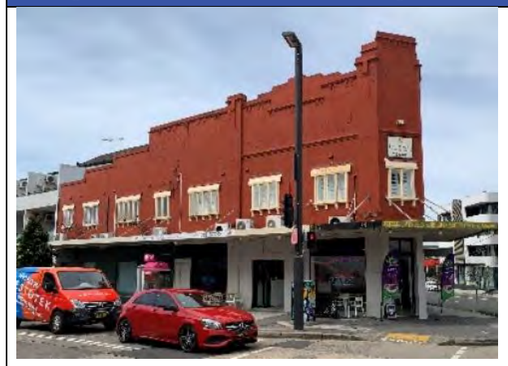
Heritage item/conservation area and listing	Description and commentary	Opportunities	Constraints	Recommendations
 Revised Statement of Significance (CCBC 2025): The weatherboard cottage, built c1889, is probably one of Five Dock's older surviving cottages. Once common, few of these timber buildings survive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

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

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

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

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

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

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

2.3 Potential heritage listings

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

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

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

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

2.3.1 No. 62 Harris Road

Gino Volpato

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

62 Harris Road

- The single detached dwelling at 62 Harris Road has been attributed to Volpato.
- In 1981, Volpato's design for a renovation in Harris Road was rejected by Drummoyne Council. He succeeded in an appeal to the NSW Land and Environment Court.[5] The front façade, as attributed to Volpato, is therefore a modification to an existing building.
- The building's contribution to the streetscape consists of a dramatic formed concrete verandah, with shaped concrete posts and an integrated low garden wall. It is of a similar scale to its neighbours but wholly different in form and presentation.

Recommendation:

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



Figure 2.7 No. 62 Harris Road.



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

2.3.2 No. 535 Lyons Road West

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

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

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

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

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

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

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

2.3.3 Hood Cottages, Lyons Road West

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

Recommendation: No further action.



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



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

2.3.4 Giacomo Natoli building, 168 Great North Road

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

Recommendation: No further action.

2.3.5 Lyons Road West—street trees

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

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

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



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

2.4 Summary of recommendations for listings

The following analysis outcomes are noted:

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

2.5 Endnotes

[1] McMonnies, J 1993, Heritage Survey of Fire Stations: Sydney Metropolitan Area, p 320.

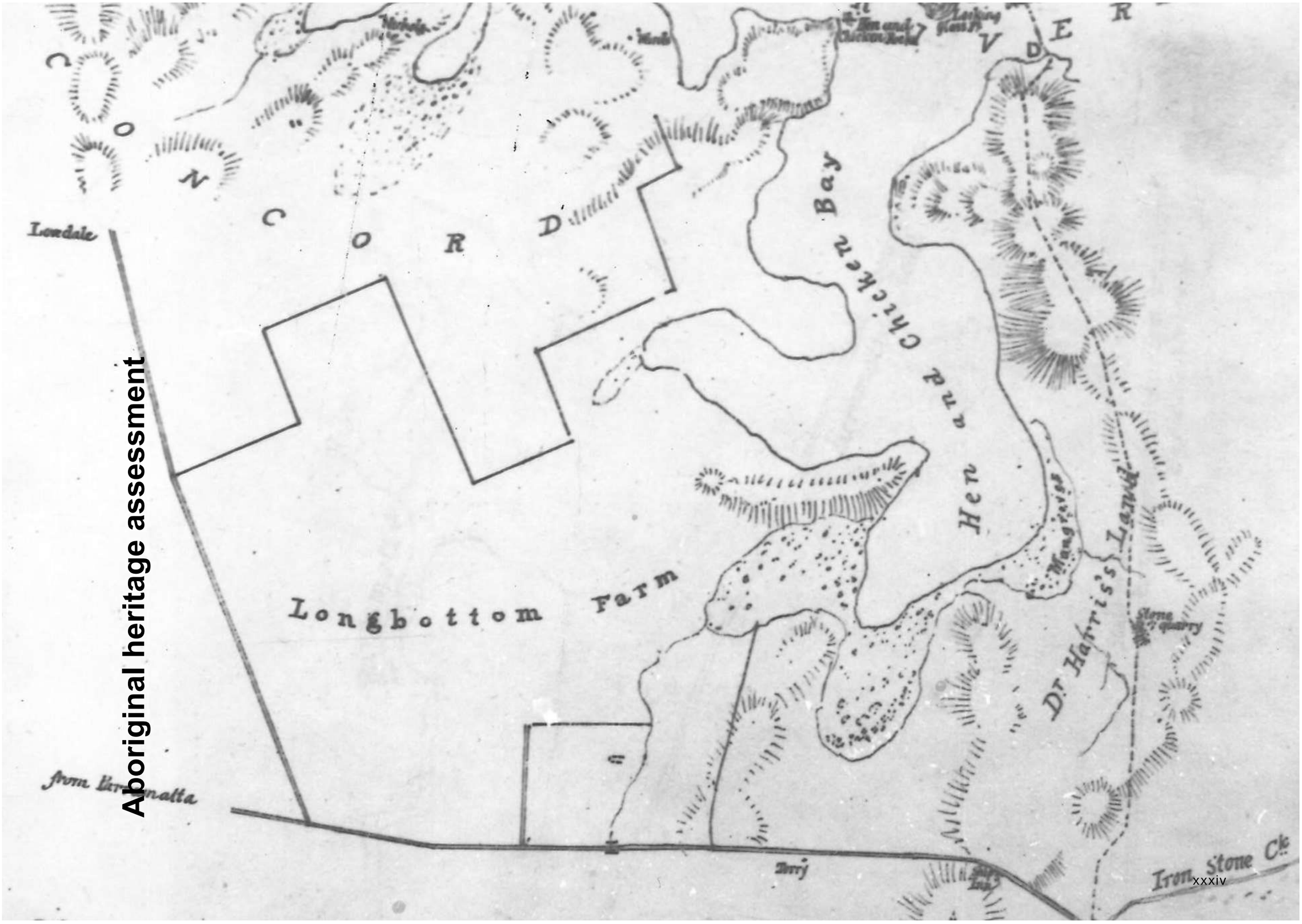
[2] Colin, A 1984, *Fighting Fire*, p 101; 'Five Dock Room' heritage interpretation signage, Fire and Rescue NSW Emergency Services Academy.

[3] Powerhouse Collection, https://collection.powerhouse.com.au/object/770500

[4] North Sydney Council, Local Planning panel meeting 1 2 2023, chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.northsydney.nsw.gov.au/downloads/file/2043/lpp03-201-miller-street-north-sydney-da-26522-rpt.pdf

[5] Information supplied by City of Canada Bay Council, Local Studies staff.

[6] CCB Local Studies, supplied – details to be updated.


Aboriginal heritage assessment
Lowdale
Longbottom Farm
Bay
Hen
Dr Harris's
Iron Stone Ck
from Parramatta

3 Aboriginal heritage assessment

3.1 Introduction

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

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

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

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

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

3.2 Statutory listings

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

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



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

3.3 Aboriginal Cultural Heritage Study and Management Strategy

An assessment of the Aboriginal cultural heritage within the CCB LGA was undertaken in 2023.[1] This report included Aboriginal archaeological sensitivity mapping for the LGA and a review of all sites registered on AHIMS within the LGA. No new Aboriginal sites were identified as a part of the heritage study.

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

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

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



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

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

- Aboriginal heritage sensitivity mapping should be incorporated into the 2022 *City of Canada Bay Development Control Plan* (DCP).
- Engagement with the local Aboriginal community and/or the Metropolitan Local Aboriginal Land Council should be maintained regarding the care, control and management of Aboriginal heritage within the Canada Bay LGA.
- Recognition of the culture, customs and lands of the Traditional Owners should continue to be incorporated into the planning, design, management and presentation of the public spaces within the LGA. This should be done in partnership with the local Aboriginal community.
- In areas of moderate Aboriginal heritage sensitivity, an Aboriginal heritage due diligence assessment should be prepared for works involving ground disturbance in previously undisturbed areas.

3.4 Aboriginal heritage provisions in the Canada Bay LEP and DCP

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

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

3.5 Recommendations

The following recommendations are made:

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

3.6 Endnotes

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

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


Historical overview and site context
Laing+Simmons
lsre.com.au
GREAT NORTH RD
A little nails& lashes
STOCK LIQUIDATORS
HOMIFY & CO

4 Historical overview and site context

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

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

4.1 Historical development of Five Dock

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

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

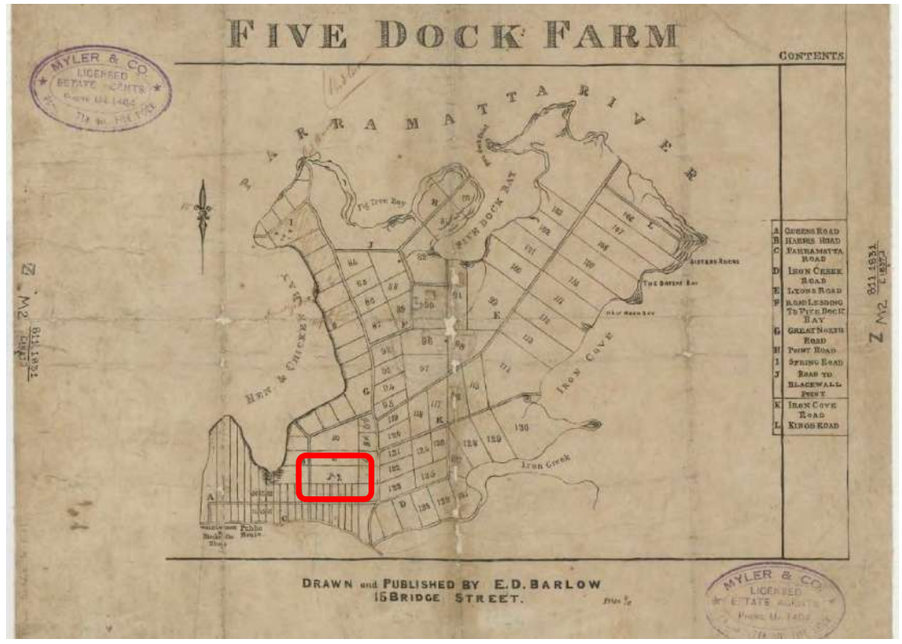


Figure 4.1 Five Dock Farm, c1837. (Source: State Library of NSW [SLNSW], FL 3787929, with GML overlay)

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

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

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

Several substantial houses remained on large landholdings at the turn of the twentieth century, including Moreton, home of A G Friend, located on the waterfront near Harris Road / Lyons Road West; Parklands Estate; Waterview Cottage, which gave its name to a later subdivision; Delapre Estate, later known as Brockleby, and now Domremy College; and Novar convalescent hospital, which was established post-World War I as a specialist centre to treat returned servicemen for alcoholism and chronic neurasthenics.[3]

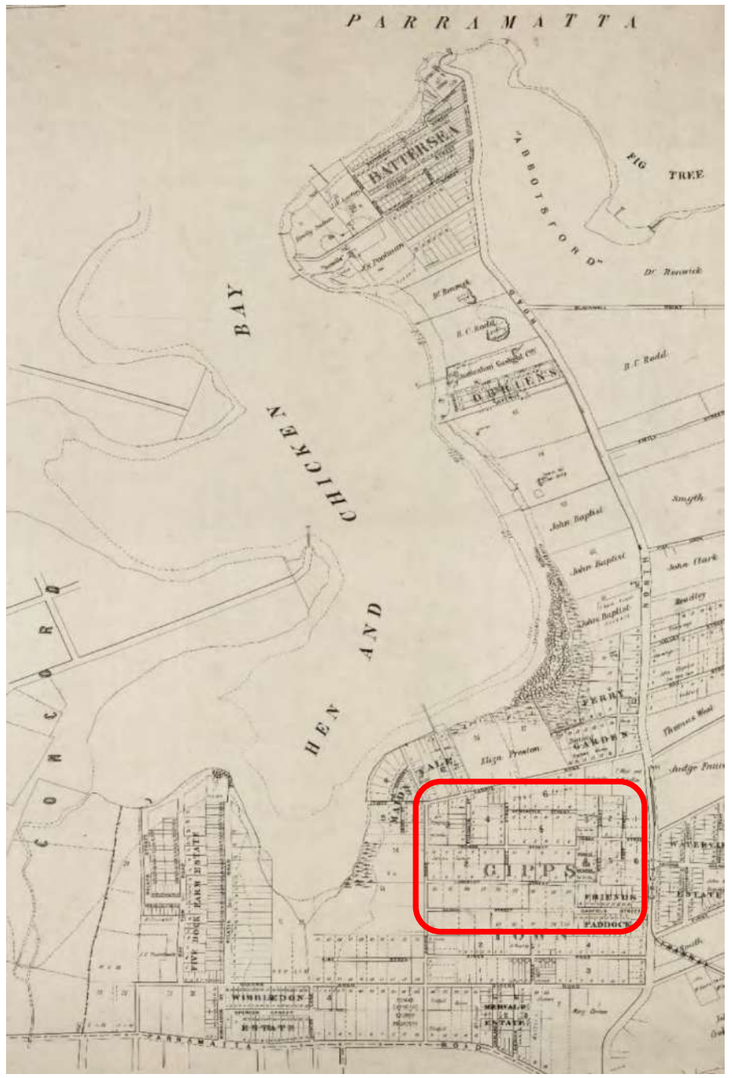


Figure 4.2 Cadastral manuscript map of area surrounding Hen and Chicken Bay, Sydney, 1886. (Source: SLNSW FL8784132, with GML overlay)

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

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



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



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

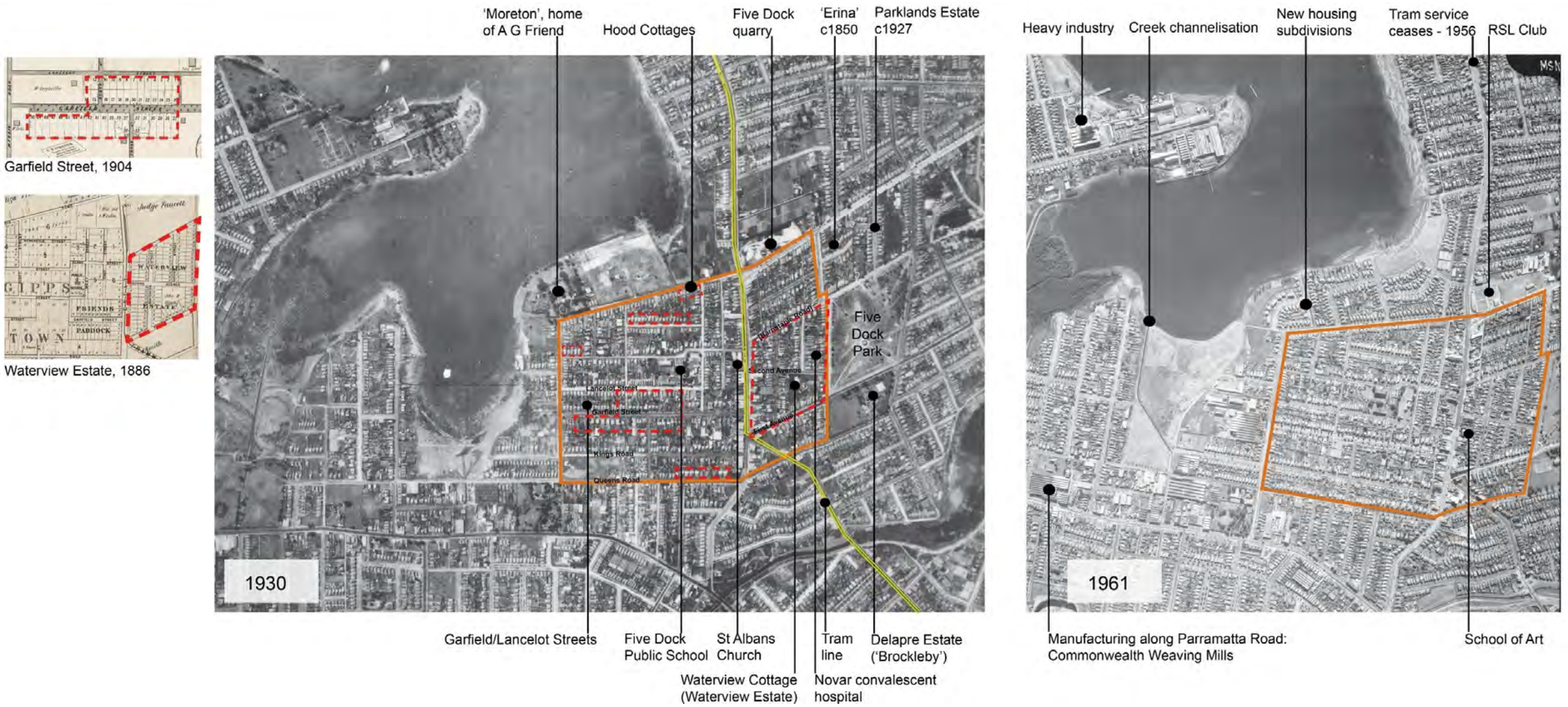


Figure 4.5 Early historical development in Five Dock, 1930 and 1961. (Sources: 1930 aerial, NSW Department of Lands, CAC 08 1225; 1961 aerial, NSW Department of Lands, 1050 34 101; subdivision plan, SLNSW, FL10423867; 1886 subdivision plan, SLNSW, FL8784132, with GML overlay)

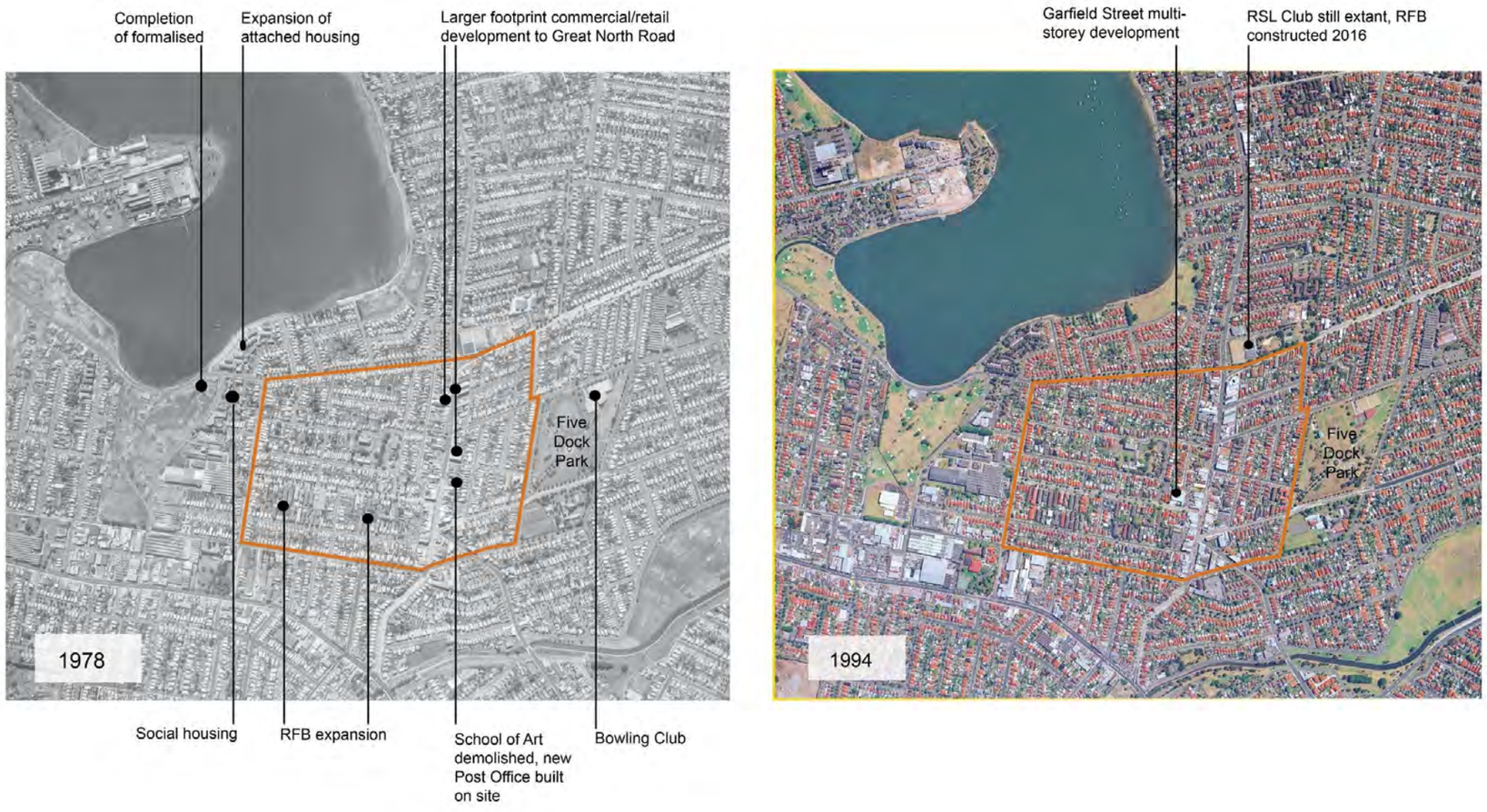


Figure 4.6 Later historical development in Five Dock, 1978 and 1994. (Sources: 1978 aerial, NSW Department of Lands, 2713 16 068; 1994 aerial, NSW Department of Lands, 4244 10 172, with GML overlay)

4.2 Study area analysis

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

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



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

4.3 Built environment character

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

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

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



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



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



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

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



Figure 4.11 Great North Road, eastern side.



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

4.4 Built environment materiality

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

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

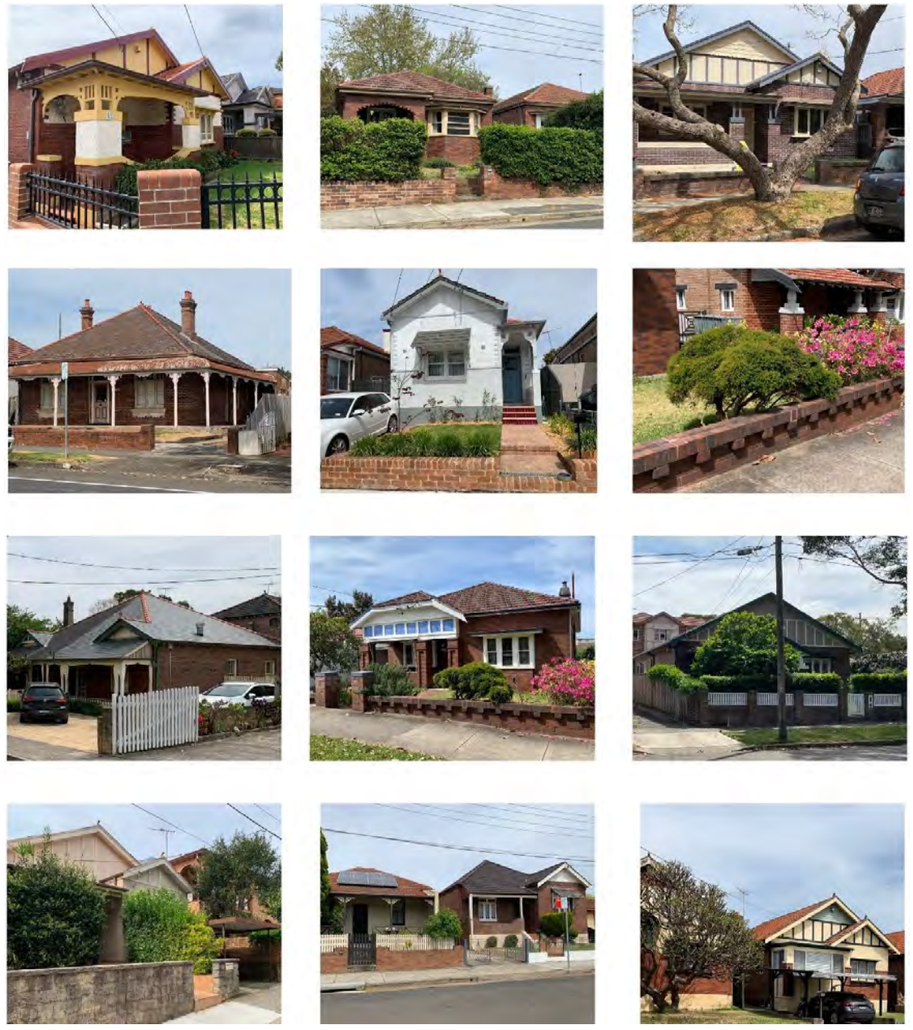


Figure 4.13 Five Dock's built environment character and materiality.

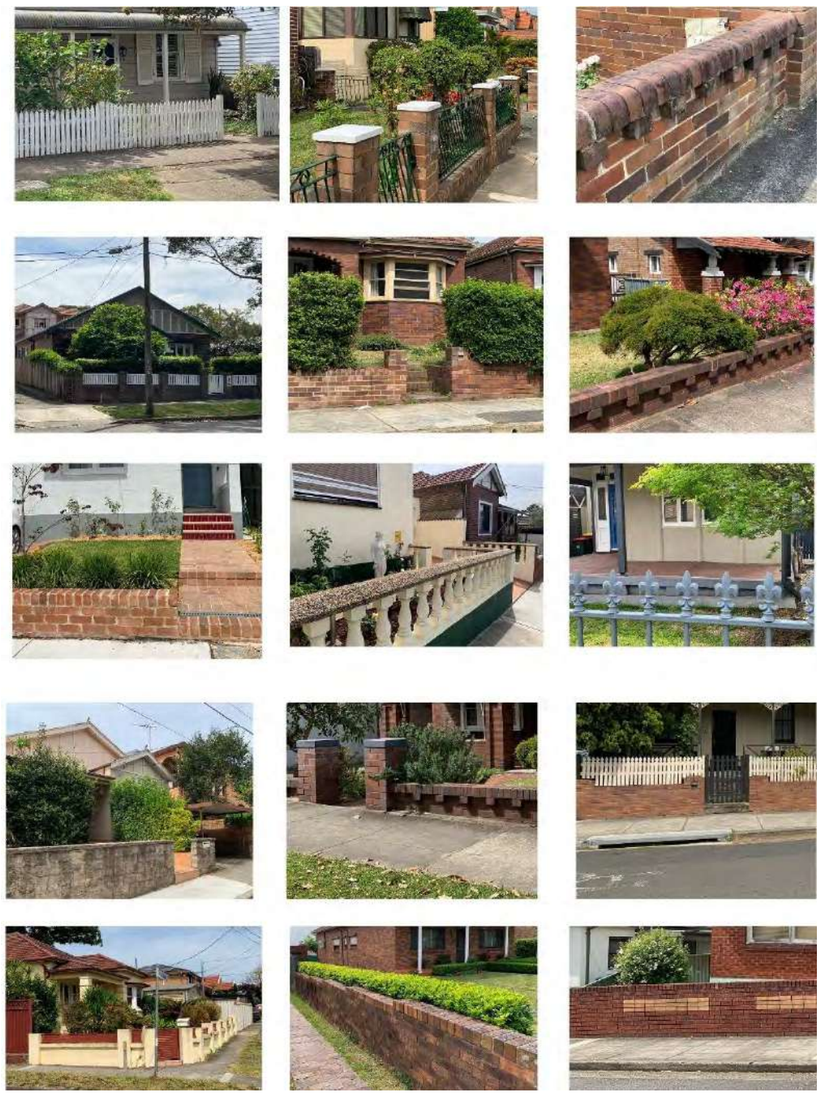


Figure 4.14 Boundary fence character and materiality.

4.5 Endnotes

[1] Francis, J 1984, *A brief history of St. Alban's Anglican Church Five Dock 1859–1984*, Sydney.
[2] Francis, J 1984, *A brief history of St. Alban's Anglican Church Five Dock 1859–1984*, Sydney, p 2.
[3] Payton, P 2018, *'Repat': A Concise History of Repatriation in Australia*, Department of Veterans' Affairs, p 37.



Heritage context

5 Heritage context

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

5.1 Issues, constraints and opportunities

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

Issues

- The potential loss of historical context and setting for existing heritage items resulting from increased neighbourhood density is a key consideration. Widespread change, as proposed in this masterplan, will modify the character of Five Dock and is likely to impact identified heritage significance.
- For single-storey heritage items, permanently detached housing, tolerance for change in height, bulk and scale of development on adjacent lots is limited.
- For heritage items of greater scale, such as civic buildings, former industrial sites, or complexes within generous grounds or landscaped settings, there may be greater ability to tolerate increased density in the vicinity of heritage items while retaining heritage significance.
- Multiple heritage items are single detached houses of modest scale. To retain significance of heritage items, uplift in the vicinity will require design principles and development controls that ensure an adequate setting is retained. An appropriate spatial and visual separation between historical and contemporary built form supported by landscaping can help mitigate impacts on heritage significance.
- Information in some heritage listings has been found to be limited or not current. Existing heritage items should be reviewed to determine whether they still satisfy assessment criteria and standards. This report provides a high-level review of the integrity of existing listings (Section 2.1) and the development potential of selected sites (Section 5.2).
- The current planning proposal for the St Alban's development includes a significant increase in density, height and footprint, understanding that the proposed works will retain some visual and historical connection between the church and Great North Road.
- As part of the proposed future uplift and densification of Five Dock, any delisting of heritage items may be required to be considered by Council. This process should follow accepted heritage management practice that includes identification of items for assessment under the NSW heritage assessment criteria.
- The potential for adaptive re-use varies according to each site, depending on a variety of aspects including context, building typology, building style, topography and landscape. Although continuity of original use is a desirable outcome for heritage items, when such uses no longer exist or are not viable, adapting a heritage item to a new use is a good outcome. As part of this, how a building's significant fabric, that was associated with its original use, should be negotiated to accommodate future opportunities and interpret identified heritage values.

Constraints

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

Opportunities

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

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

5.2 Location-specific analysis and development recommendations

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

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

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

Analysis

- A through-site link would create separation between the Henry Street heritage items, to be further enhanced with modulation of setback, form and height for buildings adjacent to these sites. A landscaped setback, at a proposed depth of 6m, would provide sufficient separation for new development.
- Given the potential heritage significance of 535 Lyons Road West, subject to future assessment, this building could potentially be incorporated into an amalgamated site.
- The Volpato-designed house at 62 Harris Road makes an interesting contribution to the streetscape. Retaining the house's façade and incorporating it into a higher density development would retain the streetscape quality and offer a unique addition to a new development.



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

Development recommendations

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

5.2.2 Henry Street area

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

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

Development recommendations

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

5.2.3 Garfield Street area

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



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



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

Development recommendations

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

5.2.4 Kings Road and Cross Street area

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

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

Analysis

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



Figure 5.4 44–46 Kings Road (listed).



Figure 5.5 42 Kings Road, at intersection.



Figure 5.6 43 Kings Road, at intersection.



Figure 5.7 51 Kings Road.



Figure 5.8 49 Kings Road.



Figure 5.9 47 Kings Road.

Development recommendations

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

5.2.5 Queens Road area

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

Analysis

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

Development recommendations

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

5.2.6 Great North Road, First Avenue and Ramsay Road area

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

Analysis

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

Development recommendations

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

5.3 Process summary

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

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

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



Heritage management policy

6 Heritage management policy

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

6.1 Heritage principles

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

6.2 General heritage controls

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

6.3 Specific heritage policy recommendations

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

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

- Modulate setback/heights/form in amalgamated lots along the southern side of Henry Street, to minimise the impacts on Henry Street's heritage items.

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

Conclusions and recommendations



7 Conclusions and recommendations

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

7.1 Recommendations summary

Aboriginal heritage

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

Potential new heritage items

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

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

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

Heritage management policy

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

Existing heritage items

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

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

Table 7.1 Summary of recommendations for existing heritage items.

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

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

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

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

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

Preliminary Site Investigation (Contamination) Report – Five Dock Precinct

City of Canada Bay Council

Report

JBS&G 68243 | 164,477

2 May 2025



JBS&G

We acknowledge the Traditional Custodians of Country throughout Australia and their connections to land, sea and community.

We pay respect to Elders past and present and in the spirit of reconciliation, we commit to working together for our shared future.



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

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Abbreviations

Term	Definition
ACM	Asbestos Containing Material
AEC	Areas of Environmental Concern
AHD	Australian Height Datum
ASC NEPM	(Assessment of Site Contamination) National Protection Measure
AST	Aboveground Storage Tank
BTEX	Benzene, Toluene, Ethylbenzene and Xylene
CLM Act	Contaminated Land Management Act
COPC	Contaminants of Potential Concern
CSM	Conceptual Site Model
DA	Development Application
DCA	Defence Controlled Areas
DCP	Development Control Plans
DP	Deposit Plan
EPA	Environment Protection Authority
HBMS	Hazardous Building Materials Survey
JBS&G	JBS&G Australia Pty Ltd
m BGS	Meters Below Ground Surface
NEPC	National Environment Protection Council
NEPM	National Environment Protection Measure
OCP	Organochlorine Pesticides
OEH	Office of Environment and Heritage
PAH	Polycyclic Aromatic Hydrocarbons
PCB	Polychlorinated Biphenyl
PFAS	Per- and polyfluoroalkyl substances
POEO Act	Protection of Environment Operations Act
PSI	Preliminary Site Investigation
RCIP	Regional Contamination Investigation Program
SEPP	State Environmental Planning Policy
SP	Strata Plan
sVOC	Semi-Volatile Organic Compound
SWL	Standing Water Level
TPH	Total Petroleum Hydrocarbons
TRH	Total Recoverable Hydrocarbons
UPSS	Underground Petroleum Storage Systems
UST	Underground Storage Tank
UXO	Unexploded Ordinance
VOC	Volatile Organic Compounds

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Executive Summary

JBS&G Australia Pty Ltd (JBS&G) was engaged by City of Canada Bay (Council, the client) for the delivery of a Preliminary Site Investigation (PSI) relating to the Five Dock Precinct.

As part of the NSW Government's Sydney Metro underground railway project linking the Sydney and Parramatta Central Business Districts, a station is being constructed in the suburb of Five Dock. Council has adopted a Local Planning Study for the Five Dock Precinct, and a draft Masterplan has been prepared for the precinct that proposes rezoning of the study area for MU1 Mixed Use and R3 Medium Density Residential uses.

Much of the Five Dock Precinct area comprises low to medium residential dwellings as well as areas of commercial/light industrial land use, including office buildings, gyms, a mechanic, service stations, restaurants & pubs, carparks, retail spaces, etc. Additionally, Five Dock Public School and a public recreation area are also present on the site.

Local Planning Direction 4.4 Remediation of Contaminated Land, listed under section 9.1(2) of the *Environmental Planning and Assessment Act 1979* and *State Environmental Planning Policy (Resilience and Hazards) 2021* requires consideration of contamination issues when rezoning land. If a rezoning allows a change of use that may increase the risk to health or the environment from contamination, then the planning authority must be satisfied that the land is suitable for the proposed use or can be remediated to make it suitable. Council has identified the need to assess the potential for contamination which could constrain future development of sites within the Five Dock Precinct for mixed use and medium density residential uses.

As such, Council requires completion of a PSI to satisfy Direction 4.4 and SEPP (Resilience and Hazards) 2021 requirements for rezoning applications. Council has also requested the scope allow for risk-ranking of sites to identify areas which may require follow-up sampling to be undertaken as a separate investigation.

The objective of the project is to assess the potential for contamination within Five Dock Precinct and whether the land is suitable for rezoning for mixed use and medium-density residential uses, or can be remediated to make the land suitable, and whether further targeted investigation is required to confirm such findings prior to rezoning.

Based on the information provided in this report, the scope of the investigation, and in accordance with the limitations in **Section 7**, the following conclusions are made:

- An assessment of the site history has identified that the primary land uses across Five Dock Precinct appeared to have been light industrial/commercial, residential and educational land uses. Notably most historic and current commercial/light industrial properties were located along or near to Great North Road including service stations, mechanic workshops, dry cleaners, restaurants, gyms, churches, etc. Additionally, many of the dry cleaners existed and operated within 1948 and 1950.
- The site located within an area of low to extremely low occurrence of acid sulfate soil materials, noting that a high probability occurrence of ASS to the north of the precinct may require consideration for future development in the central north of the precinct.
- Based on an assessment of the history, environmental setting and a detailed site inspection, there is considered to be low potential for widespread or gross contamination across majority of the site, and areas with risk assessment ratings of moderate to high were mostly limited to areas along or near to Great North Road. There is a greater potential for contamination associated with previous onsite storage and use of fuels and/or chemicals within light industrial/commercial businesses, particularly relating to former or existing underground petroleum storage systems (UPSS), former or existing dry cleaner operations, and potential hazardous building materials at properties that have not been recently redeveloped.

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- Identified potential contamination issues relate to common potentially contaminating land use activities which can be readily dealt with during the development application (DA) stage (i.e. including completion of preliminary and detailed site investigations consistent with relevant Development Control Plans (DCPs) and *State Environmental Planning Policy (Resilience and Hazards) 2021* remediation of land requirements) for redevelopment and assessment for site suitability.
- In the absence of gross or widespread contamination, the requirements of the DUAP/EPA (1998) *Managing Land Contamination: Planning Guidelines* for rezoning are considered to have been satisfied, namely that the rezoning can proceed, "provided that measures are in place to the ensure that the potential for contamination and the suitability of the land for any proposed use are assessed once detailed proposals are made".

It is recommended that project-specific preliminary and/or detailed site investigations be undertaken upon submission of DAs for redevelopment of any land within the Five Dock Precinct area with a 'low to moderate' or higher preliminary contamination risk ranking, to assess the suitability of that land for the use(s) proposed and whether any contamination of the land requires remediation to make the land suitable.

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1. Introduction

1.1 Background and Objectives

JBS&G Australia Pty Ltd (JBS&G) was engaged by City of Canada Bay (Council, the client) for the delivery of a Preliminary Site Investigation (PSI) relating to the Five Dock Precinct.

As part of the NSW Government's Sydney Metro underground railway project linking the Sydney and Parramatta Central Business Districts, a station is being constructed in the suburb of Five Dock. Council has adopted a Local Planning Study for the Five Dock Precinct, and a draft Masterplan has been prepared for the precinct that proposes rezoning of the study area for MU1 Mixed Use and R3 Medium Density Residential uses.

Much of the Five Dock Precinct area comprises low to medium residential dwellings as well as areas of commercial/light industrial land use, including office buildings, gyms, a mechanic, service stations, restaurants & pubs, carparks, retail spaces, etc. Additionally, Five Dock Public School and a public recreation area are also present on the site.

Local Planning Direction 4.4 Remediation of Contaminated Land, listed under section 9.1(2) of the *Environmental Planning and Assessment Act* 1979 and State *Environmental Planning Policy (Resilience and Hazards) 2021* requires consideration of contamination issues when rezoning land. If a rezoning allows a change of use that may increase the risk to health or the environment from contamination, then the planning authority must be satisfied that the land is suitable for the proposed use or can be remediated to make it suitable. Council has identified the need to assess the potential for contamination which could constrain future development of sites within the Five Dock Precinct for mixed use and medium density residential uses.

As such, Council requires completion of a PSI to satisfy Direction 4.4 and SEPP (Resilience and Hazards) 2021 requirements for rezoning applications. Council has also requested the scope allow for risk-ranking of sites to identify areas which may require follow-up sampling to be undertaken as a separate investigation.

The objective of the project is to assess the potential for contamination within Five Dock Precinct and whether the land is suitable for rezoning for mixed use and medium-density residential uses, or can be remediated to make the land suitable, and whether further targeted investigation is required to confirm such findings prior to rezoning.

1.2 Scope of Works

The scope of works was prepared based upon an understanding of the client's requirements together with consideration of guidelines made or approved by the NSW Environment Protection Authority (EPA) including the National Environment Protection Council (NEPC) *National Environment Protection (Assessment of Site Contamination) Measure 1999*, as amended in 2013 (NEPC 2013 ASC NEPM). The scope of work also considers Council's *Contaminated Land Policy* (adopted June 2016) and SEPP (Resilience and Hazards) 2021 remediation of land requirements. The specific scope of works completed as part of the PSI is summarised below:

- Review all available previous site investigation reports and property documentation available from Council and as may be readily publicly available;
- Review of current and historical land title records for a selection of properties within the Precincts, (up to 10 lots selected based on a preliminary assessment of potential risk considering current land use and historical aerial photography);
- Review of historical aerial photographs covering the Precincts to identify potential changes in land use;
- Review of heritage records available online through NSW Office of Environment and Heritage (OEH) and others applicable;

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- Review of records of environmental incidents or former environmental licences and notices as held by the EPA;
- Review of the environmental setting of the site including geology, hydrogeology, acid sulfate soils; groundwater, topography, etc;
- Review of licensed groundwater usage in the vicinity of the Precincts, as may be available on the Office of Water website;
- Site Inspection by a qualified environmental scientist from publicly accessible areas of the site;
- Risk ranking of the properties within each of the site areas; and
- Preparation of this PSI report.

It is noted no searches of Dangerous Goods records were made, which would require individual landowner consent. An assessment of potential for dangerous goods / hazardous materials to be stored and used on properties within the study areas is provided based on historical land use desktop review and inspection.

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2. Site Condition and Surrounding Environment

2.1 Site Identification

The site location is shown on **Figure 1**. The site layout and associated cadastral boundaries are shown on **Figure 2.** The general site details are summarised in **Table 2.1** and described in the following sections.

Table 2.1: Site Details

Site	Five Dock Precinct
Lot / DP	Various, see Table in **Appendix A**.
Street Address	Five Dock, NSW, 2046
Local Government Authority (LGA)	City of Canada Bay
Site Area (ha)	66
Current Zoning	Mixed residential, recreational, educational and commercial/light industrial uses under *Canada Bay Local Environmental Plan 2013*: • E1 Local Centre • MU1 Mixed Use • R2 Low Density Residential • R3 Medium Density Residential • RE1 Public Recreation
Approximate MGA Coordinates (GDA20 -MGA56)	Approximate Centre of Precinct (Corner of Lancelot and West Streets): Easting: 326857.93 Northing: 6250957.62
Current Use	Mixed residential, commercial and light industrial uses
Previous Use	Mixed residential, commercial ad light industrial uses

2.2 Site Description

A site inspection was completed by a qualified and experienced environmental consultant on 3 December 2024. A photographic log of the site inspection is presented in **Appendix B**.

The overall Five Dock Precinct Area comprises mixed residential, commercial and light industrial uses. Majority of visible external surfaces were asphalt and concrete sealed pathway/driveways, followed by gardens based and grassed areas.

Commercial/light industrial facilities and retail outlets present within the precinct area include public carparks, a playground, Five Dock Public School, restaurants, cafes, churches, gyms, shopping centres, a bottle shop, Five Dock hotel/bar, a 7-Eleven and Ampol service station and, a Bridgestone tyre & automotive repair shop; majority located along Great North Road. The 7-Eleven and Ampol service station within the site was noted to have 7 to 11 monitoring wells present at the time of inspection.

Residential dwellings comprised single and multi-storey homes and apartment complexes. Most apartment complexes were located on or near Great North Road. A newly developed property was noted on Lancelot Street and new apartment complexes that were previously a nursing home were being constructed along Park Avenue.

Residences were noted to be in generally good condition and were enclosed with timber fencing, metal fencing, and brick walls.

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Industrial infrastructure found within the Five Dock Precinct were the Five Dock Metro station development works located on 163 Great North Road and 27 Waterview Street.

2.3 Surrounding Land Use

Surrounding land-uses at the time of site inspection are described following:

- **North:** Lyons Road, Lyons Road West, Great North Road, Storey Park, low and medium density residential housing and Parramatta River beyond.
- **East:** Park Road, Trevanion Street, Five Dock Park, low density residential housing and recreational areas beyond.
- **South:** Queens Road, low to medium density residential housing, Parramatta Road and beyond residential, recreational spaces and commercial & community infrastructure.
- **West:** Harris Road, One Stop Mobile Mechanic, medium density residential housing, King Park, Barnwell Golf Club, commercial infrastructure and residential housing and recreation areas beyond.

2.4 Topography

Topographic information obtained from the Lotsearch Report included as **Appendix C** indicated that elevation within the site ranges from 6m to 24 m Australian Height Datum (AHD). The adjacent area generally sloped down towards the west. Review of the regional topographic information indicated that the site generally sloped down, northwest towards Parramatta River.

2.5 Geology and Soils

A review of the Lotsearch Report included as **Appendix C** and with reference to the Sydney 1:100 000 Geological Map[1] and online ESPADE 2.2 tool hosted by the NSW Office of Environment and Heritage (OEH 2023[2]); indicated the following with regards to geology and soils across the Five Dock Precinct area.

Majority of site is underlain by Ashfield Shale consisting of black to light grey shale and laminate. The northeast of the site is underlain predominantly by Hawkesbury Sandstone and volcanic intrusion. Manmade deposits may be present at the central north boundary extending to the north.

The precinct is predominantly underlain by Gymea soil landscape in the northwest, and Blacktown soil landscape in the southeast of the Precinct.

The Gymea soil landscape is characterised by:

- **Landscape**: Undulating to rolling rises and low hills on Hawkesbury Sandstone. Local relief is 20-80 m, slopes usually 10-25%. Rock outcrop is <25%. Broad convex crests, moderately inclined sideslopes with wide benches, localised rock outcrop on low broken scarps. Extensively cleared open-forest (dry schlerophyll forest) and eucalypt woodland.
- **Soils**: Shallow to moderately deep (30-100 cm) Yellow Earths and Earthy Sands on crests and inside of benches; shallow (<20 cm) Siliceous Sands on leading edges of benches; localised Gleyed Podzolic Soils and Yellow Podzolic Soils on shale lenses; shallow to moderately deep (<100 cm) Siliceous Sands and Leached Sands along drainage lines.
- **Limitations**: Localised steep slopes, high soil erosion hazard, rock outcrop, shallow highly permeable soil, very low soil fertility.

[1] Sydney 1:100 000 Geological Map, map sheet 9130, 1st Edition (1983) (*Accessed 02 December 2024)*
[2] ESPADE 2.2. NSW Office of Environment and heritage, accessed 02 December 2024 (OEH 2024)

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The Blacktown soil landscape is characterised by:

- **Landscape**: Gently undulating rises on Wianamatta Group shales and Hawkesbury sandstone. Local relief is to 30 m, with slopes usually <5%. Typically has broad rounded crests and ridges with gently inclined slopes. Vegetation is generally characterised by cleared eucalypt woodland and tall open forest (wet sclerophyll forest).
- **Soils**: Shallow to moderately deep (<100 cm) Red and Brown Podzolic Soils on crests, upper slopes and well-drained areas; deep (150-300 cm) Yellow Podzolic Soils and soloths on lower slopes and in areas of poor drainage.
- **Limitations**: Moderately reactive highly plastic subsoil, low soil fertility, poor soil drainage.

2.6 Hydrology

The site was predominantly sealed and as such, rainfall within the site is anticipated to follow the topographic gradient before being collected by municipality stormwater network.

In unsealed sections of the site such as nature strips and garden beds, it is anticipated surface water generated during periods of rainfall is likely to seep into the ground surface at a rate reflective of the clay soil permeability and flow north into Parramatta River, the closest and major surface water body to the precinct site area.

2.7 Hydrogeology

A search for registered groundwater bore information was undertaken through the Lotsearch Reports included as **Appendix C** (which include the standing water level (SWL) and metres below ground surface (m bgs).

No registered bores were located within the precinct boundary. A total of 42 registered bores surrounding the site were located within a 2km radius of the Precinct. The four closest bores surround the site are listed in **Table 2.2** below. It is noted monitoring wells were visually identified at both the Ampol and 7-Eleven service stations, but they are not included in the register. Further information regarding boreholes surrounding the site can be found in the full report of **Appendix C**.

Table 2.2: Closest Groundwater Bore Information to Five Dock Precinct

Bore ID	(SWL) (m (bgs))	Use	Final Drilled Depth (m)	Lithology	Distance & Direction (from site)
GW112143	-	Monitoring	67.16	-	177m Southwest
GW112142	-	Monitoring	76.10	-	370m West
GW072018	-	Monitoring	18.00	0.00m-5.00m 5.00m-8.00m: Residual Clay Soil 8.00m-18.00m: Sandstone	537m East
GW106159	-	Water Supply (Abandoned)	3.00	0.00m - 0.50m: Topsoil 0.50m - 3.00m: Silty sand, dark grey and clay	861m North

- Data not available

The aquifer located onsite is porous and extensive with low to moderate productivity.

As mentioned in **Section 2.5** the site is predominantly underlain by Ashfield Shale. There is potential for intermittent perched groundwater at the fill/soil or soil/bedrock interfaces. Permanent groundwater is anticipated to occur in permeable zones with the underlying Ashfield Shale. Given the proximity to the Parramatta River and general elevation of the site it is anticipated that the depth to perched groundwater would be relatively shallow (<10m).

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Shallow, perched groundwater within the site, if present, would be anticipated to follow the local topographic gradient, towards Parramatta River.

2.8 Acid Sulfate Soils

Review of the Lotsearch Report (**Appendix C**) and of the Acid Sulfate Soil (ASS) Risk Map for Prospect/Parramatta (DLWC 1997[3]) indicated that the Five Dock Precinct falls within areas of low probability in the northeast and extremely low probability occurrence across the remainder of the precinct.

Northwest of site, a high probability occurrence of ASS is present associated with sediments of Hen and Chicken Bay.

From a planning perspective, the Canada Bay LEP indicates the majority of the precinct is ASS Soil Class 5, with some areas unclassified, and a small area at the north boundary and extending north of Lyons Road towards Hen and Chicken Bay is Class 2. The LEP indicates development consent is required for works in Class 5 areas that are within 500 m of Class 1, 2, 3 or 4 that is below 5 m AHD and by which the water table may be lowered below 1m AHD on adjacent Class 1, 2, 3 or 4 land. This may influence future development works for some land south of Lyons Road in the central north of the precinct.

2.9 Meteorology

A review of average climate data for the nearest relevant Bureau of Meteorology monitoring location (Canterbury Racecourse AWS[4]), indicates the site is located within the following meteorological setting:

- Average minimum temperatures vary from 5.8°C in July to 18.6°C in January;
- Average maximum temperatures vary from 17.7°C in July to 27.9°C in January;
- The average annual rainfall is approximately 987.8 mm with rainfall greater than or equal to 1 mm occurring on an average of 86.5 days per year; and
- Monthly rainfall varies from 49.7 mm in September to 128.3 mm in February, with the wettest periods occurring on average in February to April.

2.10 Salinity

A review of the Lot Search Reports (**Appendix C**) on Dryland Salinity in the Five Dock Precinct Area indicates that the site is not located within an area of any salinity potential, nor has it undergone any previous salinity assessments.

[3] Acid Sulphate Soil Risk Map – Prospect/Paramatta River, Edition Two (December 1997) Department of Land and Water Conservation DLWC 1997
[4] http://www.bom.gov.au/climate/averages/tables/cw_066194.shtml accessed 02 December 2024

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3. Site History Assessment

A review of the Lotsearch Report (**Appendix C**) obtained for this site showed the following results.

3.1 EPA Records

- NSW EPA public register of licence, applications and notices maintained under Section 308 of the *Protection of the Environment Operations Act 1997* (POEO Act).
    - Two licences have been issued within the precinct both relating to railway infrastructure (concrete works, railway infrastructure construction and railway systems activities). These licenses do not pose a contamination risk.
    - No licences, applications and notices have been issued to individuals and organisations within the immediate surrounding areas.
- NSW EPA contaminated land public register of record of notices (under Section 58 of the *Contaminated Land Management Act 1997* (CLM Act)).
    - There are no contaminated land records of notice that require regulation under the CLM Act at the site or within the immediate surrounding area.
- NSW contaminated sites notified to the EPA (under Section 60 of the CLM Act).
    - 7-Eleven Five Dock Service Station, 231-235 Great North Road, Five Dock, located in the northeast portion of Five Dock precinct, and EPA assessed that regulation under the CLM Act was not required.
    - Caltex Five Dock Service Station, 47 Ramsay Road, corner Fairlight Street, Five Dock, located in the southeast corner of Five Dock precinct, and EPA assessed that regulation under the CLM Act was not required.
    - BP Ashfield, 584 Parramatta Road, Croydon, located 360m south of Five Dock Precinct, and EPA assessed that regulation under the CLM Act was not required.
- Per- and polyfluoroalkyl substances (PFAS) Investigation Program.
    - The site nor any properties in the surrounding area are not listed by EPA on the NSW Government PFAS Investigation Program. The closest PFAS Investigation Program to the site is Greenacre Fire and Rescue (1 and 1A Amarina Avenue, Greenacre) which is located 6.8 km southwest from the site. Due to the distance from the site, and given the location is not likely to have surface water or groundwater connectivity with the site, the closest PFAS Investigation Program is not considered to pose a potential contamination risk to the site.

3.2 Heritage Registers

A search of the National Heritage Database did not identify any National Heritage items listed within the site. Within the surrounding area the Haberfield Conservation Area approximately 300 m southeast from the Precinct was listed as a National Heritage item.

No State Heritage items were listed on the State Heritage register within the site or its surrounds.

Numerous Local Heritage items were identified within the Precinct boundary as shown in the Lotsearch Report including vegetation, Five Dock Public School and Garden, Police Station, religious buildings, Post office, shops, houses and Five Dock Hotel. A number of Local Heritage items are immediately adjacent the Precinct including Five Dock Park (listed as “Five Dock Oval and Park”) and Domremy Catholic College to the east and Rosebank College to the southwest.

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3.3 Section 10.7 Planning Certificate Search

Section 10.7 (2) and (5) Planning Certificates for a selection of 11 Lots across the precinct were obtained from the City of Canada Bay Council (**Appendix D**). The details for these lots are included in **Table 3.1.**

Table 3.1: Lot and DP details of 11 selected addresses across Five Dock Precinct

Address (Five Dock 2046)	Lot, Section	DP/SP	Zoning under Canada Bay LEP 2013	Land Use
168 Great North Road	1	DP 795743	MU1 Mixed Use	Vehicle Repair Shop
231 – 235 Great North Road	3	DP 14625	Mixed Use – Retail and Housing.	7-Eleven Service Station
146 Great North Road	101	DP 1267127	MU1 Mixed Use	Mixed Use – Retail and Housing. Former Vehicle Repair Shop
223 Great North Road		SP 104059	MU1 Mixed Use	Mixed Use – Retail and Housing
163 Great North Road	2	DP 868504	MU1 Mixed Use	Metro Development Site
27 Waterview Street	15, 5	DP 884	MU1 Mixed Use	Metro Development Site
1 Waterview Street	7	DP 236750	MU1 Mixed Use	Council Carpark
47 Ramsay Road	17	DP 7401	MU1 Mixed Use	Ampol Service Station
29 Park Road Avenue	7	DP 11974	R3 Medium Density Residential	Medium Density Housing (Terraces). Former Nursing Home
42 Lancelot Street	252	DP 1278361	R2 Low Density Residential	Low Density Residential
155 Great North Road	B	DP 373732	RE1 Public Recreation	Open Public Space

The planning certificates included the following pertinent information (from a preliminary contamination assessment perspective) for the 11 Lots selected, with additional comments noted where relevant regarding the broader Five Dock Precinct Area:

- The *Canada Bay Local Environment Plan 2013* (Canada Bay LEP), *City of Canada Bay Development Control Plan* (DCP), and *City of Canada Bay Local Infrastructure Contribution Plans* apply to the Land;
- Zoning across the precinct includes E1 Local Centre, MU1 Mixed Use, R2 Low Density Residential, R3 Medium Density Residential and RE1 Public Recreation MU1 Mixed Use;
- The selected lots are not within a conservation area, are not in an area of outstanding biodiversity, or are not within a proposed heritage conservation area;
- The selected lots are not affected by policies regarding land slip, bushfire, tidal inundation, subsidence aircraft noise, salinity coastal hazards, and sea level rise;
- The land is not bushfire prone land;
- There are no records of the land on the loose-fill asbestos insulation register or is not in an area under Mine subsidence.
- The land is not subject to paper subdivision information, any property vegetation plans, does not contain a biodiversity stewardship sites or biodiversity certified land, does not contain Orders under Trees;

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- The Land does not pertain any current matters arising under the Contaminated Land Management Act 1997 with the following exception:
    - 47 Ramsay Road (Ampol Service Station): the land is subject of a site audit statement and a copy of such a statement has been provided to the council.
        - Council's records indicate that the site is subject to a Remedial Action Plan, titled: *Remedial Action Plan - Underground Petroleum Storage System Upgrade Works, Ampol Five Dock (Site ID 22529), 47-49 Ramsay Road Five Dock*; Reference: 60665937; Prepared by: AECOM Australia Pty Ltd; Dated: 18 November 2021.

3.4 Aerial Photographs

Historical Aerial Photographs provided by the Land and Property Management Information Division of the Department of Finances, Services and Innovation or Near-Map Imagery were reviewed for this assessment. **(Appendix E).**

Table 3.2: Historical Aerial Review (Site & Surrounds)

Year	Description
1930	**Site:** The site comprised predominantly of low-density residences and sparsely scattered vegetation across majority of the site. A number of large presumably commercial / industrial structures were present along Great North Road. Five Dock Public School was present. Empty vacant lots of land are noted in the north, southwest and southeast portion of the Precinct. **Surrounds:** Immediately surrounding the precinct, the north surrounds comprised of a small pocket of vegetation, disturbed land from leveling works and a big excavation pit to the northeast. East of the precinct, residential dwellings and parkland is present. South of the precinct a denser spread of residential structures and vegetation are noted. West from site a mix of residential dwellings and disturbed land from earthworks is present.
1943	**Site:** Majority of the aerial appears similar to the 1930 aerial with additional housing developments noted in the north, southwest and southeast areas. Additional structures evident along Great North Road. **Surrounds:** Additional housing developments and structures have been constructed on all surroundings sides of the precinct area, except in the northwest and east where there remains parkland and in the northeast where a quarry void is visible.
1951	**Site:** The aerial appears similar to the 1943 aerial, with additional structures noted in the southeast and northeast portion. The service station in the southeast appears to have been built on previously vacant land. **Surrounds:** Aerials appear similar with additional residential dwellings and structures noted in the immediate surrounds. A commercial/industrial structure is noted west of the site. The excavation pit to the northeast has now been backfilled.
1965	**Site:** Aerial appears similar to 1955 aerial and redeveloped infrastructure is present at the most north point of Great North Road. The northern service station appears to have been built, replacing residential structures. Bowling greens appear to have been formed in the southwest among residential lots. **Surrounds:** Vegetation outside the northwest boundary has been cleared and replaced with dwellings. The backfilled excavated area in the northeast surrounds now comprises what appears to be a bowling club with three greens, park and possible swimming pool. Additional housing developments and infrastructure in the site surrounds are also present.
1971	**Site:** Additional and some redeveloped structures are noted along Great North Road and along the southeast boundary, some residential dwellings have been redeveloped in the southwest portion, buildings have been demolished and replaced by a public carpark in the southeast, and small buildings were demolished in the Five Dock Public School. **Surrounds:** Aerial appears similar to 1965 with additional structures noted in the northwest surrounds.

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Year	Description
1986	**Site:** More redevelopments have occurred along Great North Road and in the sites' northeast, another carpark area now replaces buildings in the southeast portion, and new structures and residential redevelopments have appeared in the areas west of Great North Road. Some development appears to have occurred at the school. Further higher density residential blocks are visible in the southwest. **Surrounds:** Structure redevelopments are noted southwest from site, new dwellings are noted in the northwest surrounds, and a carpark has been established in the southwest surrounds replacing former structures. Redevelopment appears to have occurred in the park to the northeast, possibly including a skatepark, while the pool there appears to have been replaced by courts.
1994	**Site:** A single lot has been cleared on Great North Road (opposite Henry Street). Further commercial structures have been constructed along Great North Road, the southern service station has been developed further, as to has the northern service station, and more housing redevelopments have occurred southwest of Great North Road. The bowling greens in the southwest have been replaced by large residential buildings. **Surrounds:** The carpark in the southwest surrounds have been replaced with commercial structures, additional structures are also noted in the southeast surrounds, and remaining aerials appears similar.
2004	**Site:** The single empty lot on Great North Road (opposite Henry Street) has a commercial building established and another empty lot across the street from it is present. More building redevelopments have occurred along Great North Road, with the addition of a multistorey building. Single storey houses in the northeast and southeast corners of the precinct have been redeveloped into apartment buildings, bigger houses or bigger structures**.** **Surrounds:** The carpark in the southeast surrounds is now occupied with commercial structures, residential developments are noted in the southeast and north surrounds. The commercial/industrial structure in the western surrounds has been demolished and replaced with residential dwellings.
2014	**Site:** The empty lot noted along Great North Road is now a multi-story building, and an additional residential development is also noted along Great North Road. Additional structures are present in Five Dock Public School. The remainder of the aerial appears similar to the 2004 aerial. **Surrounds:** Residential / commercial redevelopments are noted in all surrounds of the site, and the bowling club and greens in the northeast surrounds have been demolished/cleared.
2024	**Site:** Residential/commercial redevelopments are noted near and along Great North Road, with the additional of the Metro line excavation areas and minor residential redevelopments have also occurred across the site. **Structure:** New apartment complexes are noted in the northeast where the bowling club and greens had been, and minor developments are noted in the remaining surrounds.

3.5 Historical Title Review

Copies of the historical title documentation obtained for selected lots across the site are provided in **Appendix F**. Details of the historical titles have been outlines in **Table 3.3**.

Table 3.3: Historical Titles Information

Property / Land Use	Approximate Area (m^2)	Title Search Records
168 Great North Road, Five Dock NSW Lot 1 DP795743 Vehicle Repair Shop	563	The Land was privately owned from 1914 to 1978. It is noted that from 1939 to 1971, the land was acquired / partially acquired by Edward William Service (Motor Garage Proprietor). The land was acquired by R &D. Lo Surdo Pty. Limited from 1978 to present.

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Property / Land Use	Approximate Area (m^2)	Title Search Records
231-235 Great North Road, Five Dock NSW Lots 2 to 4 DP14625 7-Eleven Service Station	1094	Several private landowners owned the Lots from 1917 to 1961 of various occupations including Master Carrier, Radio Supervisor and Solicitor. Two companies then acquired the lots, thereafter, being The Shell Company of Australia Limited from 1961 to 1988; and Pacific Seven Limited from 1988 to 1991. The lots were then acquired again by private owner (medical practitioner) from 1991 to 1995. From 1995 to present, the land was acquired by Kirtas Pty Limited.
146 Great North Road, Five Dock NSW Lot 101 DP1267127 Mixed Use – Retail and Housing. Former Vehicle Repair Shop	559	The lot was privately owned from 1920 to 2006 by a range of landowners whose occupations comprised Motor Mechanic, Solicitor and Medical Practitioner. The Lot was then partially owned by Jads Corporation Pty Ltd from 2006 to 2017. The Lot was then fully acquired by HPSS Group Holdings Pty Ltd from 2017 to present.
163 Great North Road, Five Dock NSW Lot 2 DP 868504 Metro Development Site	194	The lot was mostly privately owned between 1927 and 2021 by various owners whose occupations comprised Clerk, Traveller, Accountant, Company Director, Labourer and Solicitor. The Lot was acquired by John Whitford Real Estate Between 1992 to 1997, and Whitfords Real Estate Pty. Limited between 1963 to 1964. The land was then acquired by its current landowners, Sydney Metro, from 2021 to date.
27 Waterview Street, Five Dock, NSW Lot 15 Section 5 DP 884 Metro Development Site	1831	A number of private landowners have owned the property from 1918 to 2019, with varying occupations including spinster, clerk and labourer. The property was acquired by Fabcot Pty Ltd from 2019 to 2021; before being acquired by its current landowner Sydney Metro.
1 Waterview Street, Five Dock, NSW Lot 7 DP236750 Council Carpark	1944	Prior to the acquisition of the Lot as a whole by the council, the land was subdivided into 9-part lots which were majorly owned by various private landowners whose occupations included Spinster, Builder, Retailer, Estate Agent, Merchant, Milk Vendor, Optician, Produce Merchant, Grazier, Solicitor, Accountant, Indenter, Draughtsman, Salesman, Master carrier and Clicker. Lot 1 was acquired by Perpetual Trustee Company (Limited) between 1939 to 1941. Lot 2 was acquired by A.H Taylor Pty. Limited between 1958 to 1969. Lots 4 & 5 were acquired by Warane Holdings Pty Limited between 1952 to 1968. Lot 6 was acquired by The Commercial Banking Company of Sydney Limited from 1923 to 1968. In 1968 all 9 lots were combined and acquired by the Council of the Municipality of Drummoyne.
47 Ramsay Road, Five Dock, NSW Lots 17 & 18 DP7401 Ampol Service Station	1072	The land was privately owned from 1913 to 1952. Martin Properties Pty Ltd owned the Lot between 1952 to 1954 and 1954 to 1961. Ampol Petroleum Limited (now Ampol Limited) owned the Lot during 1954, between 1962 to 1981, and between 2002 to 2021 (was Caltex Australia Petroleum Pty Ltd now Ampol Australia Petroleum Pty Ltd). From 1987 to 2002, the land was acquired by Solo Rent-A-Car Pty Ltd. It's current owner, One Fund Services Ltd, acquired the land in 2021.

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Property / Land Use	Approximate Area (m^2)	Title Search Records
29 Park Road, Five Dock, NSW Lot 7 DP1278361 Medium Density Housing (Terraces). Former Nursing Home	1542	From 1919 to 1926 the property was historically owned by The Commonwealth Australia. Between 1926 to 1979, the lot was owned by various private landowners whose occupations include civil servant, painter, public servant, and business proprietor. The land was then acquired by Hospital Food and Services Limited 1979 to 1982, before being passed onto another private owner from 1982 to 2004. The land was further acquired by a series of business to is current title holders (Jelopen Pty Limited, Mariton Pty Ltd and Biliton Pty Limited).
42 Lancelot Street, Five Dock, NSW Lot 252 DP1278361 Low Density Residential	1141	Between 1921 to 1953 and between1979 to 2020 the land has been owned by private landowners who held various occupations which include Baker, Builder, Labourer and Dock Manager. From 1953 to 1965 the lot was acquired by Hawkins & Abberton Pty Ltd, between 1965 and 1979 the Lot was acquired by M.J Hawkins Estate Pty Ltd. From 2020 to date the current owners of the land are DG Elite Pty Limited.
155 Great North Road, Five Dock NSW Lot B DP373732 Open Public Space	4280	The land was privately owned from 1925 to 1939 by people whose occupations included Medical Practitioner and Master Baker. From 1939 to 2001 it was acquired by Bank of New South Wales (now Westpac Banking Corporation), before being passed on to another private landowner (Antonio Paul Geronimo) from 2001 to 2021 before being further acquired by its current landowners Sydney Metro.

3.6 Summary of Site History and Integrity Assessment

Historically, the site appeared to have been predominantly used for a combination of generally low-density residential and commercial/industrial land uses since the 1930s, with some areas for educational and recreational purposes.

Several structures, mostly residential as well as some commercial/industrial, have remained present onsite since the earliest aerial photographs, remaining generally unchanged. Commercial/Industrial lots along Great North Road have been subject to redevelopment and repurposed as medium residential dwellings or utilised as additional commercial/industrial uses.

Numerous historic and current potentially contaminating land uses as identified in the historic business directories (Lotsearch Report, **Appendix C**), have been identified within Five Dock Precinct that include activities/operations like dry cleaners, service stations and garages/mechanical workshops.

Based on the range of sources and the general consistency of the historical information along with historical aerial photographs, it is considered that the historical assessment has an acceptable level of accuracy with respect to the potentially contaminating activities historically occurring at the site. These appear to relate predominantly to the commercial/industrial land use.

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4. Preliminary Conceptual Site Model (CSM)

NEPC (2013) identifies a conceptual site model (CSM) as a representation of site related information regarding contamination sources, receptors and exposure pathways between those sources and receptors. The development of a CSM is an essential part of all site assessments.

NEPC (2013) identified the essential elements of a CSM as including:

- Known and potential sources of contamination and contaminants of concern including the mechanism(s) of contamination;
- Potentially affected media (soil, sediment and ambient air);
- Potential receptors; and
- Potential and complete exposure pathways.

4.1 Potential Areas of Environmental Concern

Based on the history review and observations made during the JBS&G inspection of the site, potential areas of environmental concern (AECs) have been identified and are presented together with associated contaminants of potential concern (COPC) in **Table 4.1**.

Table 4.1: Potential Areas of Environmental Concern

Area of Environmental Concern (AEC)	Primary Contaminants of Potential Concern
Potential historic fill material used to create current site levels and structural foundations	Total Recoverable Hydrocarbons (TRH)/Benzene, Toluene, Ethylbenzene and Xylene (BTEX), Polycyclic Aromatic Hydrocarbons (PAHs), heavy metals, Organochlorine Pesticides (OCPs), Polychlorinated Biphenyl (PCBs), PFAS and asbestos
Hazardous building materials associated with existing and former site structures	Asbestos, heavy metals (lead-based paint) and OCPs
Potential storage of equipment/chemicals	TRH, Volatile Organic Compounds (VOC), Semi-Volatile Organic Compounds (sVOC), heavy metals, PFAS
Commercial/industrial activities including petrol stations, mechanics, car yards and dry cleaners/laundries	TRH, BTEX/VOCs, PAHs and other sVOCs, heavy metals, PFAS, asbestos
USTs and associated backfill sands associated with current service stations and/or industrial historical activities	Heavy metals, PAHs, TRH, BTEX, VOCs and PFAS

4.2 Potentially Contaminated Media

Potentially contaminated media present at the site includes:

- Surface/fill soils;
- Natural soils/bedrock;
- Surface water;
- Groundwater; and
- Soil Vapour.

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Within the commercial/industrial areas of the precinct, the potential use and storage of fuel, oil, lubricants, degreasers and other chemicals associated with current and historical land use activities including vehicle repair and maintenance, petrol stations, and dry cleaners have been identified during the review of historical site use. During such land use activities, spillage/leakage and general site activities may have resulted in migration of contaminants through the former/current sealed surfaces and via surface soils within any unsealed surfaces at the site. As a result, surface soils are considered to be a potentially contaminated media.

Given the likelihood of historic cut and fill activities to achieve site levels associated with residential or industrial areas, there is potential for fill material from unknown sources to be located across these areas. Additionally, it is acknowledged that fill material from unknown sources may have been sourced from areas in which industrial activities had historically been occurring at the time. Based on this, the fill material underlying the site has been identified as a potentially contaminated medium.

Based on the potential leachability of contaminants within surface soils/fill material and the historical use of some areas of the site the site including underground fuel, chemical or waste storage, vertical migration of contamination from the fill material/surface soils and/or leakage from underground storage vessels into the underlying natural soils/bedrock may have occurred. As such, the natural site soils and bedrock are considered to be potentially contaminated media.

As commercial/industrial areas within the Precinct have a long history of commercial/industrial land use and given the extensive stormwater infrastructure present, there is the potential that surface water is a potentially contaminated media from contaminants carried from site surfaces or subsurface areas into stormwater infrastructure; and eventually into the Parramatta River.

Given the likelihood of fill material associated with areas of the site subject to historical industrial/commercial activities, there is a possibility shallow perched groundwater within either fill materials or occurring across the fill/soil/bedrock interfaces may be impacted, which may result in the lateral migration of contaminants within subsoil water across the bedrock interface in surface and near-surface fill material and/or natural soil.

Given the occurrence of identified and suspected petroleum/chemical/waste storage infrastructure at some locations within the Precinct, and the potential leachability of the identified COPC, it is considered that groundwater is a potentially contaminated medium, particularly where such storage was/is underground. As with the natural soils, the potential for contamination of groundwater will depend upon the actual nature, occurrence and characteristics of contamination within the overlying fill material and natural soils.

Given the potential for volatile soil and groundwater contamination across commercial/industrial portions of the precinct area, associated with USTs and the former/current petroleum/chemical storage and use, automotive repair centres and dry cleaners, soil vapour is also considered to be a potentially contaminated medium in some areas.

4.3 Potential for Migration from Site

Contaminants where present can migrate from site AECs via a combination of windblown dusts, rainwater infiltration, groundwater migration, and surface water runoff. The potential for contaminants to migrate is a combination of:

- The nature of the contaminants (solid/liquid and mobility characteristics);
- The extent of the contaminants (isolated or widespread);
- The location of the contaminants (surface soils or at depth); and
- The site topography, geology, hydrology and hydrogeology.

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The COPC identified as part of the site history review and site inspection are potentially present in solid form (e.g. heavy metals, asbestos etc.) or liquid form (e.g. pesticides, fuels, oils, solvents). Dependent upon concentrations, there is also the potential for impacts from volatile contaminant impacts to occur in a vapour form and in soils and groundwater.

As the site is primarily paved with asphaltic concrete or concrete pavements, built upon, or vegetated with grass cover or garden beds, the potential for windblown dust migration of contamination from the site is generally low. The potential for contamination migration via surface water movement and infiltration of water and subsequent migration through the soil profile is also considered generally to be low given the extent of impermeable pavements and stormwater control systems where required, although the risk is increased for some activities where surface spills may have entered stormwater drains (e.g. service station forecourts, workshop areas). Given the generally sealed nature of the site and the proximity of the Precinct to Parramatta River there is potential for surface water run off to enter the stormwater system to the river.

Given the potential for perched groundwater along the soil-rock interface and/or within fill material, migration of contamination via groundwater movement is considered to be a potential migration pathway for contaminants. However, where the site lies within residual silty clay soils with little or no fill, natural soils are anticipated to be relatively impermeable. As such, migration of contamination via groundwater movement is considered to be a potential migration pathway and will vary. The greatest potential is likely in reclaimed/disturbed terrain areas.

The vapour generation potential associated with volatile and semi-volatile contaminants (TRH, BTEX, VOCs) is identified as a potential migration pathway, particularly in areas where subsurface fuel/chemical/waste storage infrastructure is or was present, and within areas identified to contain fill materials.

4.4 Potential Exposure Pathways

Potential pathways and receptors of environmental impact within the site which will need to be addressed with respect to potential risks to current and/or future site users include:

- Inhalation of potential vapours migrating upwards from fill material of unknown origins or impacted surface soils resulting from historical fuel/chemical leaks/spills; and/or
- Potential inhalation of dusts/fibres from, or dermal and oral contact with, impacted soils as present at shallow depths and/or accessible by future service excavations; and/or
- Potential oral and dermal contact to surface water where present or to shallow groundwater as accessible by potential future service excavations and/or installed services pits; and/or
- Potential contaminant uptake by vegetation within landscaped areas.

4.5 Receptors

Potential receptors of environmental impact present within the site which will need to be addressed with respect to the suitability of the site for the proposed use include:

- Future workers of non-paved areas (landscapers, residents, construction works) and residents/occupants who may potentially be exposed to COPC through direct contact with impacted soils and/or inhalation of dusts / fibres associated with impacted soils; and/or
- Residents and excavation / construction / maintenance and landscaping workers conducting activities at the site, who may potentially be exposed to COPC through direct contact with impacted soils present within excavations and/or inhalation of dusts from unsealed areas / fibres associated with impacted soils;
- Flora species to be established on the vegetated areas of the site; and

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- The Parramatta River which is located hydro-geologically downgradient of the Five Dock Precinct either directly or indirectly via surface runoff and stormwater discharge into Parramatta River.

Where petroleum or other volatile hydrocarbon compound impact is identified, potential inhalation exposure to vapours will need to be considered.

The site is currently primarily covered by concrete and bitumen with limited vegetation generally within the low-risk residential areas, presenting low potential ecological receptors, noting that no vegetation stress was observed during site inspection.

4.6 Preferential Pathways

For the purpose of this assessment, preferential pathways have been defined as natural and/or man-made pathways that result in the preferential migration of COPC as either solid (fibres, dust, soil, etc) or liquid (surface or groundwater).

Man-made preferential pathways are likely present throughout the site, generally associated with areas of previously disturbed natural ground present beneath the existing ground surface and unconsolidated fill materials. Fill materials and disturbed natural soils are anticipated to have a higher permeability than the underlying natural soils and/or bedrock.

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5. Qualitative Assessment of Risk

5.1 Assessment of Risk

The following section provides an evaluation of the potential for the sites to pose a risk of harm to human health and/or the environment, with respect to land contamination and the project objectives. The qualitative risk assessment provided in **Table 5.1** below has been based on the findings of the PSI and guidance presented in enHealth (2012) *Environmental Health Risk Assessment: Guidelines for assessing human health risks from environmental hazards and AS/NZS ISO 31000: 2018 Risk Management Guidelines* (AS/NZS 31000:2018).

To assess potential risk levels, consideration has also been given to the potential land uses activities which may result in land contamination, as outlined in SEPP (Resilience and Hazards) 2021.

Table 5.1 below present a preliminary qualitative assessment of potential contamination risk based on the findings of the PSI using the aforementioned methodology. Preliminary potential contamination risks are shown on **Figures 3A** to **3I**.

To aid in the field inspection, blocks were assigned Area numbers (e.g. Area 1 etc.). Some areas however are in fact mixed use and contain both residential and commercial premises.

There is currently one known property within the site that has been subject to a Remedial Action Plan (RAP), and presumably was based on one or more stages of contamination investigation. The RAP was dated November 2021, and review of aerial imagery shows redevelopment from October 2022, and it is assumed the RAP would have required validation to facilitate the underground petroleum storage systems (UPSS) upgrade. However, no documentation has been made available to indicate the contamination status of the site. The risk ranking applied to this property is based on professional experience and judgement following review of available documentation.

Risk Ranking	Risk Details
Low	Residential and school areas with some minor/shallow fill material and some common hazardous building materials
Low to Moderate	Commercial premises with minor fill material and some common hazardous building materials and activities with low risk of contamination, and other more sensitive areas such as schools where greater potential risk may be present based on historical records.
Moderate	Commercial land with potential aboveground storage of hazardous chemicals
Moderate to High	Mechanical workshops/car yards or dry cleaners with the potential for USTs and/or storage/use of hazardous substances (e.g. fuels, solvents, degreasers). Where USTs and/or subsurface chemical/waste storage are confirmed, the risk ranking would be High.
High	Confirmed USTs or other below ground chemical/waste storage present.

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Table: 5.1 Preliminary Qualitative Risk Assessment

Site Area	Sub-Area (AEC)	Risk Level	Basis for Preliminary Risk Level
Five Dock Precinct West Portion - Figures 3A to 3C			
Residential Area 1 to 5	Residential on standard cut/fill land	**Low**	A low-risk ranking has been applied to residential properties built on standard cut/fill with no other historical land use.
42 Lancelot Street & 63 Henry Street	Residential on standard cut/fill land	**Low**	A low-risk ranking has been applied to these residential areas because of recent redevelopment noted between 2014 and 2024. Current legislation should have addressed any potential CLM risk at the time of development.
Five Dock Public School	School on standard cut/fill land	**Low to Moderate**	A low to moderate risk ranking has been applied to the school properties built on standard cut/fill land with no other historical land use. The school was first established in the 1860s and according to available aerials had undergone redevelopment works between the 1930s and 2014, to construct the structures currently present at the site. Some of these structures may potentially contain hazardous materials.
Residential Area 8 to 12	Residential on standard cut/fill land	**Low**	A low-risk ranking has been applied to residential properties built on standard cut/fill with no other historical land use.
Residential Area 13 to 16	Residential on standard cut/fill land	**Low**	A low-risk ranking has been applied to residential properties built on standard cut/fill with no other historical land use.
Kings Road Public Carpark	Commercial on standard cut/fill land	**Low to Moderate**	A low to moderate risk ranking has been applied to commercial office buildings, retail, restaurants and associated car parks built on standard cut/fill.
Five Dock Precinct East Portion - Figures 3D to 3F			
21 Rodd Road	Residential on historical industrial/commercial land	**Moderate**	A moderate risk ranking has been applied to this residential property due to its historic use as a Boiler Makers Furnace Cleaners, Brick Layers Furnace, Boiler &/or Furnace Cleaning from 1950 to 1991. Such historic site activity may have resulted in potential contamination.
Residential Area 17 to 23	Residential on standard cut/fill land	**Low**	A low-risk ranking has been applied to residential properties built on standard cut/fill with no other historical land use.
29 Park Road	Residential on historic residential/commercial on standard cut/fill land	**Low to Moderate**	A low to moderate risk ranking has been applied to this residential structure which was previously the Parkview Nursing Home. Minor demolitions work occurred on the Lot between 2014 to 2024.

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Site Area	Sub-Area (AEC)	Risk Level	Basis for Preliminary Risk Level
Residential Area 24 to 26	Residential on standard cut/fill land	**Low**	A low-risk ranking has been applied to residential properties built on standard cut/fill with no other historical land use.
82 Ramsay Road	Residential / Commercial site with known use and storage of hazardous chemicals	**Moderate to High**	A moderate to high risk ranking has been applied to this current residential/ commercial site, that historically operated as a Dry Cleaner from 1950 to 1954. Potential for contamination from dry cleaning activities and above ground storage of hazardous chemical substances is likely. There is no documentation to support the remediation/validation of the site. The risk level may be less where documentation of remediation and validation is made available.
179 & 181 – 187, First Avenue	Commercial on previous service station site.	**Moderate to High**	A moderate to high-risk ranking has been applied to this commercial property as it was previously operated as a service station (Mobil Gas) from 1961 until the 1970s. It currently operates as a Funeral Director. Available aerials show no significant earthworks at the site between uses, and there is no documentation to support the remediation/validation of the site. The risk level may be less where documentation of remediation and validation is made available.
175 First Avenue	Commercial sites with known use and storage of hazardous chemicals	**Moderate to High**	A moderate to high risk ranking has been applied to this commercial site due to the site being previously utilised as a Dry Cleaners from the 1958 to 1979. Potential for contamination from dry cleaning activities and above ground storage of hazardous chemical substances is likely. The Lot is now utilised as a commercial restaurant premise. There is no documentation to support the remediation/validation of the site. The risk level may be less where documentation of remediation and validation is made available.
Residential Area 27 to 29	Residential on standard cut/fill land	**Low**	A low-risk ranking has been applied to residential properties built on standard cut/fill with no other historical land use.
Residential / Commercial / Industrial areas along main Great North Road - Figures 3G to 3I			
Residential/ Commercial Area 1 to 3	Residential/Commercial on standard cut/fill land	**Low**	A low-risk ranking has been applied to these residential/commercial properties built on standard cut/fill with no other known potentially contaminating historical land use.

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Site Area	Sub-Area (AEC)	Risk Level	Basis for Preliminary Risk Level
245B Great North Road	Commercial on standard cut/fill land	**Moderate to High**	A moderate to high risk ranking has been applied to this commercial Lot because of its historical use as a Dry Cleaners (Wendy Lamour) between 1948 and 1952. Potential for contamination from dry cleaning activities and the above ground storage of hazardous chemical substances is likely. Today the Lot is utilised for commercial purposes. There is no documentation to support the remediation/validation of the site. The risk level may be less where documentation of remediation and validation is made available.
231 – 235 Great North Road – Current 7-Eleven Service Station	Land with confirmed USTs and potential for associated contamination	**High**	A high risk ranking has been applied to areas where it has been confirmed through historical reports that USTs are a located on the site and/or there is potential for the storage of additional hazardous chemicals. Given the identification of the area's usage as a 7-Eleven service station since the 1980s and presence of associated bowsers and presumed USTs the risk of contamination is considered high.
223 Great North Road (New Shop Top Housing).	Residential / Commercial on standard cut/fill land	**Low to Moderate**	A low to moderate risk ranking has been applied to this property as the Lot was recently redeveloped, between 2020 to 2021. (as per Near Maps Imagery). The redevelopment should have been completed under existing planning and CLM legislation leading to a reduced contamination risk.
219 Great North Road	Commercial site with known use and storage of hazardous chemicals	**Moderate to High**	A moderate to high risk ranking has been applied to this current residential/commercial site, that historically operated as a Dry Cleaner from 1950 to 1988. There is a risk of contamination from potential aboveground storage of hazardous chemicals. There is no documentation to support the remediation/validation of the site. The risk level may be less where documentation of remediation and validation is made available.
168 Great North Road – Bridgestone Tyre & Auto Repair)	Industrial mechanical workshops/car yard on standard cut/fill	**Moderate to High**	A moderate to high-risk ranking has been applied to automotive industrial premises based on potential USTs and the potential storage of hazardous chemicals. Reliance Service station operated in this area till the 1960s, then a garage service centre in the 1980s, then an Auto shop till present. There is potential likelihood of contamination from historic use at this Lot. The risk level may be less where documentation of remediation and validation is made available.

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Site Area	Sub-Area (AEC)	Risk Level	Basis for Preliminary Risk Level
160 Great North Road	Commercial on standard cut/fill land	**Low to Moderate**	A low to moderate risk ranking has been applied to this commercial lot because it was historically utilised as a Motor Garage (Mcguire J., Rear) in 1958. The structure was then redeveloped sometime between the late 50s and mid-60s. The Lot now operates as a Funeral Director business. There is potential likelihood of contamination from historic use of this part of the site.
146 Great North Road	Commercial / Residential on standard cut/fill land	**Moderate to High**	A moderate to high risk ranking has been applied to this commercial lot because it was previously utilised as a Motor Garage (Beard's Garage 1950 to 1958 then Champion Auto Repairs between 1959 and 1961). The structure was then redeveloped sometime between the late 1960s and early 1970s. The Lot now contains a four-storey structure for commercial and residential use. There is potential likelihood of contamination from historic use of this part of the site. The risk level may be less where documentation of remediation and validation is made available.
Residential/ Commercial Area 5	Residential/Commercial on standard cut/fill land	**Low**	A low-risk ranking has been applied to these residential/commercial properties built on standard cut/fill with no other known potentially contaminating historical land use.
Residential/ Commercial Area 6 to 8	Residential/Commercial on standard cut/fill land	**Low**	A low-risk ranking has been applied to these residential/commercial properties built on standard cut/fill with no other known potentially contaminating historical land use.
142 Great North Road	Commercial on standard cut/fill land	**Moderate to High**	A moderate to high risk ranking has been applied to this commercial lot because it was previously utilised as a Motor Garage (MacKay's Five Dock Motors) between 1950 to 1962. The structure was then redeveloped sometime between the late 1960s and early 1970s. There is potential likelihood of contamination from historic use of this part of the site. The risk level may be less where documentation of remediation and validation is made available.

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Site Area	Sub-Area (AEC)	Risk Level	Basis for Preliminary Risk Level
134 – 136 Great North Road – Residential / Commercial	Residential / Commercial on historical industrial/commercial land	**Moderate to High**	A moderate to high risk ranking has been applied to this residential / commercial structure built on a former Motor Garage which was demolished by 2004. There is the potential for USTs and the potential the historic storage of hazardous chemicals, and no available records to confirm remediation/validation. The risk level may be less where documentation of remediation and validation is made available.
Residential/ Commercial Area 9 & 10	Residential/Commercial on standard cut/fill land	**Low**	A low-risk ranking has been applied to these residential/commercial properties built on standard cut/fill with no other known potentially contaminating historical land use.
163 Great North Road & 27 Waterview Street	Current Five Dock Metro Construction Works	**Moderate**	A moderate risk ranking has been applied to the Five Dock Metro construction/ development works, given the cut/fill activities occurring on site and the potential for storage of hazardous chemicals on site related to works of plants operating on site.
151P Great North Road REC/RE1 Area (Playground area)	Recreation Area on standard cut/fill	**Low to Moderate**	A low to moderate risk ranking has been applied to this area because it was historically a residential before being demolished between 1975 and 1986 into a vacant lot of land, then became a paved recreation surface from 2004 onwards. There is potential for fill to have been contaminated from historic demolition works.
4-12 Garfield Street (Five Dock Coles)	Commercial on standard cut/fill	**Low to Moderate**	A low to moderate risk ranking has been applied to this property because the Lot was redeveloped between 1994 to 2004 (as per historic aerials) and there is potential current planning and CLM legislation was not upheld.
Residential/ Commercial Areas 11	Residential/Commercial on standard cut/fill land	**Low**	A low-risk ranking has been applied to these residential/commercial properties built on standard cut/fill with no other known potentially contaminating historical land use.
126 Great North Road	Commercial on previous service station site.	**Moderate to High**	A moderate to high risk ranking has been applied to this commercial property as it was previously used as a Motor Garage / Service Station from 1961 to 1993. The Lot currently houses commercial businesses that provide medical services. Available aerials depicted earthworks at the site in 1994, however there is no documentation to support the remediation/ validation of the site. The risk level may be less where documentation of remediation and validation is made available.

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Site Area	Sub-Area (AEC)	Risk Level	Basis for Preliminary Risk Level
124a Great North Road	Commercial on standard cut/fill land	**Moderate to High**	A moderate to high risk ranking has been applied to this property as it was previously used as a Dry Cleaners (Rileys Dry Cleaners) from 1948 to 1950. The area is currently occupied by commercial properties. There is a risk of contamination from potential storage of hazardous chemicals. The risk level may be less where documentation of remediation and validation is made available.
110 Great North Road	Residential / Commercial on previous service station site	**Moderate to High**	A moderate to high risk ranking has been applied to this residential / commercial structure built on a historic Motor Garage and Amoco Service Station between 1970 to 1989. There is the potential for USTs and the potential the historic storage of hazardous chemicals, and no available records to confirm remediation/validation. The risk level may be less where documentation of remediation and validation is made available.
Residential/ Commercial Area 12	Residential/Commercial on standard cut/fill land	**Low**	A low-risk ranking has been applied to these residential/commercial properties built on standard cut/fill with no other known potentially contaminating historical land use.
146 First Avenue	Commercial on previous service station site.	**Moderate to High**	A moderate to high risk ranking has been applied to this commercial property as it was previously utilised as a Motor Garage &/OR Service Station (Total Service Station) from 1966 to 1976. The Lot currently operates as a drive through Bottle O. Available aerials depicted no significant earthworks at the site between uses, and there is no documentation to support the remediation/validation of the site. The risk level may be less where documentation of remediation and validation is made available.
1 Waterview Street (Existing Council Car park)	Commercial on standard cut/fill land	**Low to Moderate**	A low to moderate risk ranking has been applied to this property because the Lot was historically structures but was redeveloped into a carpark after the 1960s. There is potential for contamination to have occurred during earthwork/demolition activities.
Residential/ Commercial Area 13 & 14	Residential/Commercial on standard cut/fill land	**Low**	A low-risk ranking has been applied to these residential/commercial properties built on standard cut/fill with no other known potentially contaminating historical land use.

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Site Area	Sub-Area (AEC)	Risk Level	Basis for Preliminary Risk Level
99 Great North Road	Commercial on standard cut/fill land	**Moderate to High**	A moderate to high risk ranking has been applied to this commercial property, because it operated as a Dry Cleaners from 1950 to 1971. Potential for contamination from dry cleaning activities and the above ground storage of hazardous chemical substances is likely. Available aerials depicted no significant earthworks at the site between uses, and there is no documentation to support the remediation/validation of the site. The risk level may be less where documentation of remediation and validation is made available.
Residential/ Commercial Area 15 to 17	Residential/Commercial on standard cut/fill land	**Low**	A low-risk ranking has been applied to these residential/commercial properties built on standard cut/fill with no other known potentially contaminating historical land use.
83 Great North Road	Commercial on standard cut/fill land	**Moderate to High**	A moderate to high risk ranking has been applied to this commercial property, that operated as a Dry Cleaners, Pressers &/or Dyers till the 1970s. Potential for contamination from dry cleaning activities and the above ground storage of hazardous chemical substances is likely. Today the Lot is utilised for commercial purposes. There is no documentation to support the remediation/validation of the site. The risk level may be less where documentation of remediation and validation is made available.
71 Great North Road – Quality Dry Cleaners	Commercial site with known storage of hazardous chemicals	**Moderate to High**	A moderate to high risk ranking has been applied to this commercial property that has been operating as a Dry Cleaners, Pressers &/or Dyers since the 1960s. Potential for contamination from dry cleaning activities and the above ground storage of hazardous chemical substances is likely. The risk level may be less where documentation of remediation and validation is made available.
Residential/ Commercial Areas 18 & 19	Residential/Commercial on standard cut/fill land	**Low**	A low-risk ranking has been applied to these residential/commercial properties built on standard cut/fill with no other known potentially contaminating historical land use.

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Site Area	Sub-Area (AEC)	Risk Level	Basis for Preliminary Risk Level
70 Great North Road	Commercial on standard cut/fill land	**Moderate to High**	A moderate to high risk ranking has been applied to this property because if it's historic use a Dry Cleaners (Tasman Dry Cleaners) from 1948 to 1950. Potential for contamination from dry cleaning activities and the above ground storage of hazardous chemical substances is likely. Today the Lot is utilised for commercial purposes. There is no documentation to support the remediation/validation of the site. The risk level may be less where documentation of remediation and validation is made available.
62 Great North Road	Commercial on standard cut/fill land	**Moderate to High**	A moderate to high risk ranking has been applied to this commercial lot because it was previously utilised as a Motor Garage (Newton L.D) between 1950 to 1962. The structure was then redeveloped sometime between the late 1960s and early 1970s. The partial Lot is now Club Five Dock RSL. Available aerials depicted no significant earthworks at the site between uses, and there is no documentation to support the remediation/validation of the site. The risk level may be less where documentation of remediation and validation is made available.
54 Great North Road	Commercial on standard cut/fill land	**Moderate to High**	A moderate to high risk ranking has been applied to this property because if it's historic use a Dry Cleaners (Jones Dry Cleaners) from 1948 to 1950. The structure was redeveloped between 1994 and 2004. Potential for contamination from dry cleaning activities and the above ground storage of hazardous chemical substances is likely. There is no documentation to support the remediation/validation of the site. The risk level may be less where documentation of remediation and validation is made available.
63 – 65 Ramsay Road	Residential on standard cut/fill land	**Low**	A low risk ranking has been applied to these residential areas because of recent redevelopment noted between 2018 and 2020. Current legislation should have addressed any potential CLM risk at the time of development.

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Site Area	Sub-Area (AEC)	Risk Level	Basis for Preliminary Risk Level
47 Ramsay Road – Existing Ampol Service Station	Land with confirmed USTs and potential for associated contamination	**High**	A high-risk ranking has been applied to areas where it has been confirmed that USTs are/were located on the site and/or there is the potential for the storage of additional hazardous chemicals. Previously called Fairlight Service Station, Caltex then now Ampol, the Lot has been operating as a service station since the 1960s where it was redeveloped around the mid 1990's when it became Ampol. Council records **Appendix D** indicate that the site was subject to a *Remedial Action Plan, titled: Remedial Action Plan – Underground Petroleum Storage System Upgrade Works, Ampol Five Dock, 47 – 49 Ramsay Road Five Dock*, prepared by AECOM Australia Pty Ltd, 18 November 2021. Based off Near Maps Imagery, the land appears to have undergone development work during 2022. While remediation and validation is assumed to have occurred to facilitate UPSS upgrade works, no documentation is available to indicate whether there may be other/ongoing contamination issues which result in this property having a high risk rating.

Whilst the desktop review and subsequent qualitative risk assessment identified the potential for contamination to be present at and underlying the Five Dock Precinct Area, it is considered such potential contamination would not preclude rezoning of the site.

Identified potential contamination is considered representative of common contaminants and contaminating land use activities which can be readily addressed during future DA stages (i.e. including completion of project-specific preliminary and detailed site investigations consistent with relevant Council Development Control Plans (DCPs) and SEPP (Resilience and Hazards) 2021 requirements) for redevelopment within the site.

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6. Conclusions and Recommendations

6.1 Conclusions

Based on the information provided in this report, the scope of the investigation, and in accordance with the limitations in **Section 7**, the following conclusions are made:

- An assessment of the site history has identified that the primary land uses across Five Dock Precinct appeared to have been light industrial/commercial, mixed residential and educational land uses. Notably most historic and current commercial/light industrial properties were located along or near to Great North Road including service stations, mechanic workshops, dry cleaners, restaurants, gyms, churches, etc. Additionally, many of the dry cleaners existed and operated within 1948 and 1950.
- The site located within an area of low to extremely low occurrence of acid sulfate soil materials, noting that a high probability occurrence of ASS to the north of the precinct may require consideration for future development in the central north of the precinct.
- Based on an assessment of the history, environmental setting and a detailed site inspection, there is considered to be low potential for widespread or gross contamination across majority of the site, and areas with risk assessment ratings of moderate to high were mostly limited to areas along or near to Great North Road. There is a greater potential for contamination associated with previous onsite storage and use of fuels and/or chemicals within light industrial/commercial businesses, particularly relating to former or existing underground petroleum storage systems (UPSS), former or existing dry cleaner operations, and potential hazardous building materials at properties that have not been recently redeveloped.
- Identified potential contamination issues relate to common potentially contaminating land use activities which can be readily dealt with during the development application (DA) stage (i.e. including completion of preliminary and detailed site investigations consistent with relevant Development Control Plans (DCPs) and *State Environmental Planning Policy (Resilience and Hazards) 2021* remediation of land requirements) for redevelopment and assessment for site suitability.
- In the absence of gross or widespread contamination, the requirements of the DUAP/EPA (1998) *Managing Land Contamination: Planning Guidelines* for rezoning are considered to have been satisfied, namely that the rezoning can proceed, "provided that measures are in place to the ensure that the potential for contamination and the suitability of the land for any proposed use are assessed once detailed proposals are made".

6.2 Recommendations

It is recommended that project-specific preliminary and/or detailed site investigations be undertaken upon submission of DAs for redevelopment of any land within the Five Dock Precinct area with a 'low to moderate' or higher preliminary contamination risk ranking, to assess the suitability of that land for the use(s) proposed and whether any contamination of the land requires remediation to make the land suitable.

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7. Limitations

This report has been prepared for use by the client who has commissioned the works in accordance with the project brief only and has been based in part on information obtained from the client and other parties. The report has been prepared specifically for the client for the purposes of the commission, and no warranties, express or implied, are offered to any third parties and no liability will be accepted for use or interpretation of this report by any third party.

The advice herein relates only to this project and all results conclusions and recommendations made should be reviewed by a competent person with experience in environmental investigations, before being used for any other purpose. This report should not be amended in any way without prior approval by JBS&G, or reproduced other than in full including all attachments as originally provided to the client by JBS&G.

Sampling and chemical analysis of environmental media is based on appropriate guidance documents made and approved by the relevant regulatory authorities. Conclusions arising from the review and assessment of environmental data are based on the sampling and analysis considered appropriate based on the regulatory requirements or agreed scope of work.

Limited sampling and laboratory analyses were undertaken as part of the investigations undertaken, as described herein. Conditions between sampling locations and media may vary, and this should be considered when extrapolating between sampling points. Chemical analytes are based on the information detailed in the site history. Further chemicals or categories of chemicals may exist at the site, which were not identified in the site history, and which may not be expected at the site.

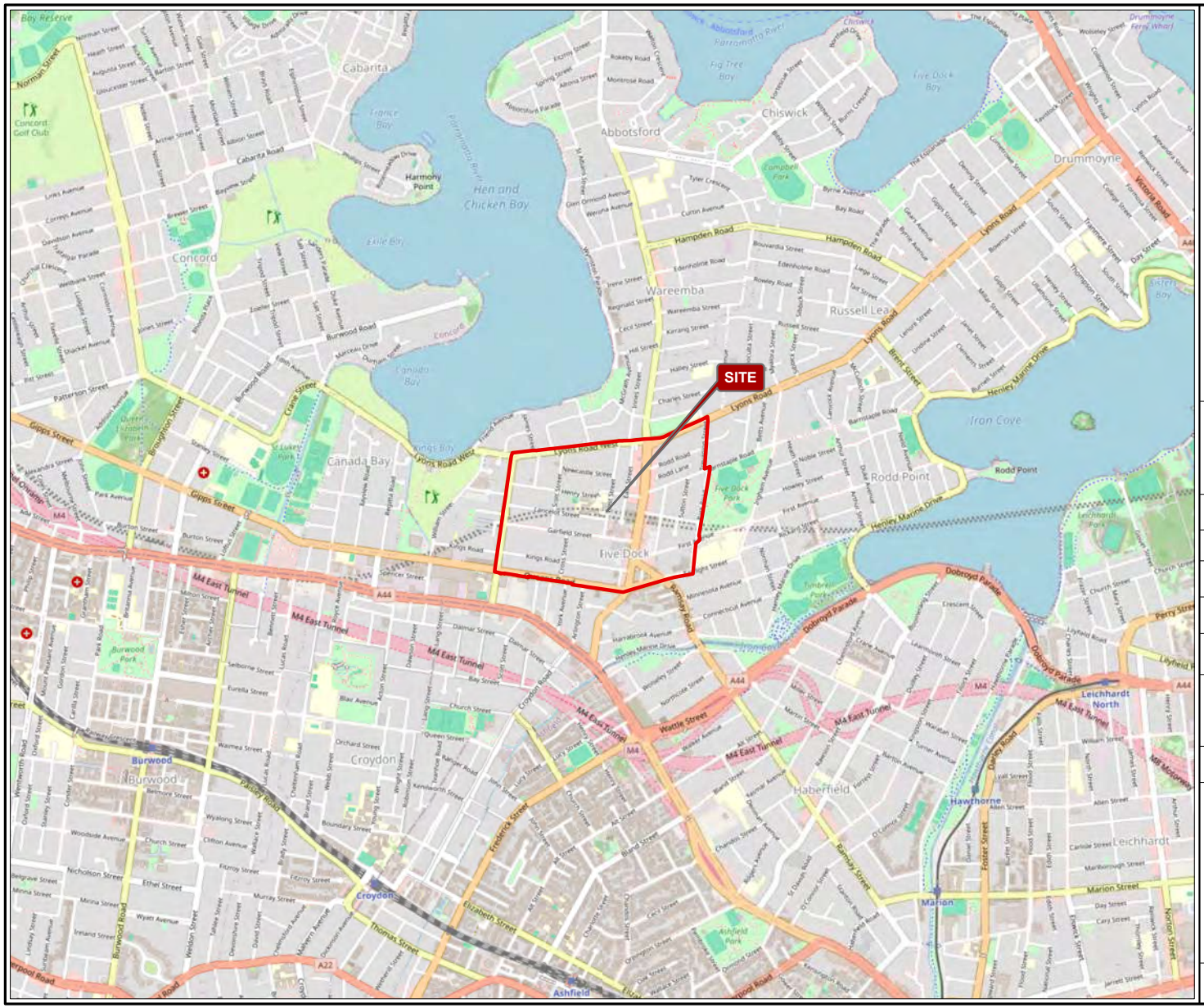
Changes to the conditions may occur subsequent to the investigations described herein, through natural processes or through the intentional or accidental addition of contaminants. The conclusions and recommendations reached in this report are based on the information obtained at the time of the investigations.

This report does not provide a complete assessment of the environmental status of the site, and it is limited to the scope defined herein. Should information become available regarding conditions at the site including previously unknown sources of contamination, JBS&G reserves the right to review the report in the context of the additional information.

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Figures

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Legend

Approximate Site Boundary

JBS&G

Job No: 68243	
Client: City of Canada Bay Council	
Version: R01 Rev 0	Date 3/12/2024
Drawn By: AB	Checked By: JV
Scale 1:25,000	

0 230 460

metres

Coord. Sys. GDA2020 MGA Zone 56

Five Dock Precinct Area
Five Dock, NSW

SITE LOCATION

FIGURE 1

File Name: 68243_FiveDockPrecinctPSI_R01_Rev0
Reference: © OpenStreetMap (and) contributors, CC-BY-SA



Legend
- Approximate Site Boundary
- NSW Cadastre

JBS&G

Job No: 68243	
Client: City of Canada Bay Council	
Version: R01 Rev 0	Date 3/12/2024
Drawn By: AB	Checked By: JV
Scale 1:5,000	

0 40 80
metres

Coord. Sys. GDA2020 MGA Zone 56

Five Dock Precinct Area
Five Dock, NSW

SITE LAYOUT

FIGURE 2

File Name: 68243_FiveDockPrecinctPSI_R01_Rev0
Reference: Nearmap - www.nearmap.com (Capture Date: 30/10/2024)



Legend
- Approximate Site Boundary
- NSW Cadastre

Risk Rating
- Low
- Low to Moderate
- Moderate
- Moderate to High
- High

JBS&G

Job No: 68243	
Client: City of Canada Bay Council	
Version: R01 Rev 0	Date 9/01/2025
Drawn By: AB	Checked By: JV

Scale 1:5,000

0 40 80
metres

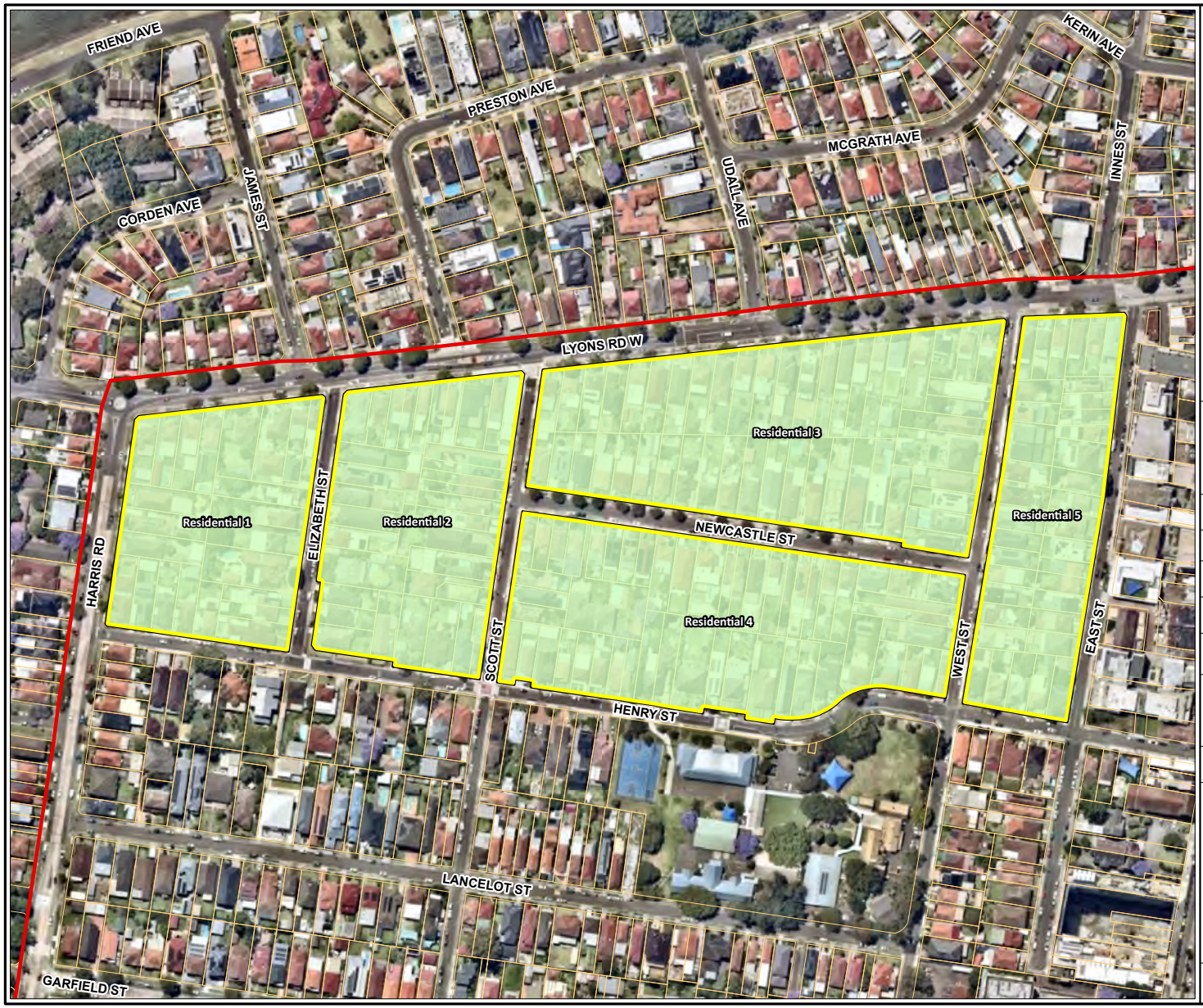
Coord. Sys. GDA2020 MGA Zone 56

Five Dock Precinct Area
Five Dock, NSW

QUALITATIVE RISK ASSESSMENT

FIGURE 3

File Name: 68243_FiveDockPrecinctPSI_R01_Rev0
Reference: Nearmap - www.nearmap.com (Capture Date: 30/10/2024)



Legend
- Approximate Site Boundary
- NSW Cadastre

Site Features
- Residential
- Res/Com
- Commercial/Industrial

Risk Rating
- Low
- Low to Moderate
- Moderate
- Moderate to High
- High

JBS&G

Job No: 68243

Client: City of Canada Bay Council

Version: R01 Rev 0 | Date 9/01/2025

Drawn By: AB | Checked By: JV

Scale 1:2,957

0 25 50
metres

Coord. Sys. GDA2020 MGA Zone 56

Five Dock Precinct Area
Five Dock, NSW

QUALITATIVE RISK ASSESSMENT

FIGURE 3A

File Name: 68243_FiveDockPrecinctPSI_R01_Rev0
Reference: Nearmap - www.nearmap.com (Capture Date: 30/10/2024)



Legend
- Approximate Site Boundary
- NSW Cadastre

Site Features
- Residential
- Res/Com
- Commercial/Industrial
- School

Risk Rating
- Low
- Low to Moderate
- Moderate
- Moderate to High
- High

JBS&G

Job No: 68243

Client: City of Canada Bay Council

Version: R01 Rev 0 | Date 9/01/2025

Drawn By: AB | Checked By: JV

Scale 1:2,900

0 25 50
metres

Coord. Sys. GDA2020 MGA Zone 56

Five Dock Precinct Area
Five Dock, NSW

QUALITATIVE RISK ASSESSMENT

FIGURE 3B

File Name: 68243_FiveDockPrecinctPSI_R01_Rev0
Reference: Nearmap - www.nearmap.com (Capture Date: 30/10/2024)



Legend
- Approximate Site Boundary
- NSW Cadastre

Site Features
- Residential
- Res/Com
- Commercial/Industrial

Risk Rating
- Low
- Low to Moderate
- Moderate
- Moderate to High
- High

JBS&G

Job No: 68243

Client: City of Canada Bay Council

Version: R01 Rev 0 | Date 9/01/2025

Drawn By: AB | Checked By: JV

Scale 1:3,000

0 25 50
metres

Coord. Sys. GDA2020 MGA Zone 56

Five Dock Precinct Area
Five Dock, NSW

QUALITATIVE RISK ASSESSMENT

FIGURE 3C

File Name: 68243_FiveDockPrecinctPSI_R01_Rev0
Reference: Nearmap - www.nearmap.com (Capture Date: 30/10/2024)



File Name: 68243_FiveDockPrecinctPSI_R01_Rev0
Reference: Nearmap - www.nearmap.com (Capture Date: 30/10/2024)



Legend
- Approximate Site Boundary
- NSW Cadastre

Site Features
- Residential
- Res/Com
- Commercial/Industrial

Risk Rating
- Low
- Low to Moderate
- Moderate
- Moderate to High
- High

JBS&G

Job No: 68243

Client: City of Canada Bay Council

Version: R01 Rev 0 | Date 9/01/2025

Drawn By: AB | Checked By: JV

Scale 1:2,400

0 20 40
metres

Coord. Sys. GDA2020 MGA Zone 56

Five Dock Precinct Area
Five Dock, NSW

QUALITATIVE RISK ASSESSMENT

FIGURE 3E

File Name: 68243_FiveDockPrecinctPSI_R01_Rev0
Reference: Nearmap - www.nearmap.com (Capture Date: 30/10/2024)



File Name: 68243_FiveDockPrecinctPSI_R01_Rev0
Reference: Nearmap - www.nearmap.com (Capture Date: 30/10/2024)



Legend
- Approximate Site Boundary
- NSW Cadastre

Site Features
- Residential
- Res/Com
- Commercial/Industrial

Risk Rating
- Low
- Low to Moderate
- Moderate
- Moderate to High
- High

JBS&G

Job No: 68243

Client: City of Canada Bay Council

Version: R01 Rev 0 | Date 9/01/2025

Drawn By: AB | Checked By: JV

Scale 1:1,450

0 10 20
metres

Coord. Sys. GDA2020 MGA Zone 56

Five Dock Precinct Area
Five Dock, NSW

QUALITATIVE RISK ASSESSMENT

FIGURE 3G

File Name: 68243_FiveDockPrecinctPSI_R01_Rev0
Reference: Nearmap - www.nearmap.com (Capture Date: 30/10/2024)



Legend
- Approximate Site Boundary
- NSW Cadastre

Site Features
- Residential
- Res/Com
- Commercial/Industrial

Risk Rating
- Low
- Low to Moderate
- Moderate
- Moderate to High
- High

JBS&G

Job No: 68243

Client: City of Canada Bay Council

Version: R01 Rev 0 | Date 9/01/2025

Drawn By: AB | Checked By: JV

Scale 1:1,450

0 10 20
metres

Coord. Sys. GDA2020 MGA Zone 56

Five Dock Precinct Area
Five Dock, NSW

QUALITATIVE RISK ASSESSMENT

FIGURE 3H

File Name: 68243_FiveDockPrecinctPSI_R01_Rev0
Reference: Nearmap - www.nearmap.com (Capture Date: 30/10/2024)

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Appendix A Lot and DP Summary Tables

Lot and DP	Street Address
Lot 1 DP945213	1 Elizabeth Street Five Dock
Lot A DP378878	3 Elizabeth Street Five Dock
Lot B DP378878	5 Elizabeth Street Five Dock
Lot 1 DP922958	9 Elizabeth Street Five Dock
Lot 1 DP 922959	11 Elizabeth Street Five Dock
Lot 1 DP 315159	13 Elizabeth Street Five Dock
Lot 2 DP 315159	15 Elizabeth Street Five Dock
Lot 5 DP 13590	58 Harris Road Five Dock
Lot 6 DP 13590	60 Harris Road Five Dock
Lot 7 DP 13590	62 Harris Road Five Dock
Lot 1 DP947084	56 Henry Street Five Dock
Lot 1 DP 13590	58 Henry Street Five Dock
Lot 2 DP 13590	60 Henry Street Five Dock
Lot 3 DP 13590	62 Henry Street Five Dock
Lot 4 DP 13590	64 Henry Street Five Dock
Lot 2 DP532175	529 Lyons Road West Five Dock
Lot 1 DP532175	531 Lyons Road West Five Dock
Lot B DP359590	533A Lyons Road West Five Dock
Lot A DP359590	535 Lyons Road West Five Dock
Lot 1 DP126229	537 Lyons Road West Five Dock
Lot 10 DP668744	539 Lyons Road West Five Dock
Lot 9 DP656572	541 Lyons Road West Five Dock
Lot 8 DP 13590	543 Lyons Road West Five Dock
Lot 2 DP220622	2A Elizabeth Street Five Dock
Lot 3 DP220622	54A Henry Street Five Dock
Lot 11 DP 220622	6 Elizabeth Street Five Dock
Lot 10 DP 1079409	8 Elizabeth Street Five Dock
Lot 1 DP307081	54 Henry Street Five Dock
Lot 1 DP 175543	52 Henry Street Five Dock
Lot A DP325741	50A Henry Street Five Dock
Lot B DP325742	50B Henry Street Five Dock
Lot 1 DP1242554	3 Scott Street Five Dock
Lot 2 DP1242554	3A Scott Street Five Dock
Lot 5 DP307081	5 Scott Street Five Dock
Lot 3 DP 939731	10 Elizabeth Street Five Dock
Lot 1 DP957411	12 Elizabeth Street Five Dock
Lot 12 DP851456	7 Scott Street Five Dock
Lot 1 DP303002	9 Scott Street Five Dock
Lot 1 DP788202	11 Scott Street Five Dock
Lot 12 DP611721	13 Scott Street Five Dock
Lot 13 DP611721	15 Scott Street Five Dock

Lot and DP	Street Address
Lot 14 DP611721	17 Scott Street Five Dock
Lot 15 DP611721	19 Scott Street Five Dock
Lot A DP348950	14 Elizabeth Street Five Dock
Lot B DP348950	16 Elizabeth Street Five Dock
Lot 11 DP705842	18 Elizabeth Street Five Dock
Lot 2 DP 705842	20 Elizabeth Street Five Dock
SP94626	527 Lyons Road West Five Dock
Lot 2 DP546792	525 Lyons Road West Five Dock
Lot B DP399818	523 Lyons Road West Five Dock
Lot A DP399818	521 Lyons Road West Five Dock
Lot 1 DP317904	519 Lyons Road West Five Dock
Lot 2 DP201087	517 Lyons Road West Five Dock
Lot 1 DP201087	515 Lyons Road West Five Dock
Lot 1 DP982709	513 Lyons Road West Five Dock
Lot 1 DP 130765	511 Lyons Road West Five Dock
Lot 2 DP656085	509 Lyons Road West Five Dock
Lot 1 DP11346	507 Lyons Road West Five Dock
Lot 2 DP11346	505 Lyons Road West Five Dock
Lot 3 DP11346	503 Lyons Road West Five Dock
Lot 4 DP11346	501 Lyons Road West Five Dock
Lot 5 DP11346	499 Lyons Road West Five Dock
Lot 6 DP11346	497 Lyons Road West Five Dock
Lot 7 DP11346	495 Lyons Road West Five Dock
Lot 8 DP11346	493 Lyons Road West Five Dock
Lot 9 DP11346	491 Lyons Road West Five Dock
Lot 10 DP11346	489 Lyons Road West Five Dock
Lot 11 DP11346	487 Lyons Road West Five Dock
Lot 12 DP11346	485 Lyons Road West Five Dock
Lot 13 DP11346	483 Lyons Road West Five Dock
Lot A DP307404	481 Lyons Road West Five Dock
Lot B DP307404	479 Lyons Road West Five Dock
Lot C DP307404	477 Lyons Road West Five Dock
Lot D DP307404	475 Lyons Road West Five Dock
Lot 17 DP11346	473 Lyons Road West Five Dock
Lot A DP439446	471 Lyons Road West Five Dock
Lot 3 DP12401	469 Lyons Road West Five Dock
Lot 2 DP12401	467 Lyons Road West Five Dock
Lot 1 DP12401	465 Lyons Road West Five Dock
Lot 4 DP12401	21 West Street Five Dock
Lot 5 DP12401	19 West Street Five Dock
Lot 50 DP1020918	17 West Street Five Dock

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Lot and DP	Street Address
Lot 49 DP1020918	13 West Street Five Dock
Lot B DP352063	11 West Street Five Dock
Lot A DP308792	9 West Street Five Dock
Lot B DP308792	7 West Street Five Dock
Lot C DP308792	5 West Street Five Dock
Lot C DP352063	2 Newcastle Street Five Dock
Lot 20 DP10893	4 Newcastle Street Five Dock
Lot 21 DP10893	6 Newcastle Street Five Dock
Lot 22 DP10893	8 Newcastle Street Five Dock
Lot 23 DP10893	10 Newcastle Street Five Dock
Lot 24 DP10893	12 Newcastle Street Five Dock
SP 102627	14 Newcastle Street Five Dock
Lot 26 DP10893	16 Newcastle Street Five Dock
Lot 27 DP10893	18 Newcastle Street Five Dock
Lot 28 DP10893	20 Newcastle Street Five Dock
Lot 29 DP10893	22 Newcastle Street Five Dock
Lot 30 DP10893	24 Newcastle Street Five Dock
Lot 31 DP10893	26 Newcastle Street Five Dock
Lot 32 DP10893	28 Newcastle Street Five Dock
Lot 33 DP10893	30 Newcastle Street Five Dock
Lot 34 DP10893	32 Newcastle Street Five Dock
Lot 35 DP10893	34 Newcastle Street Five Dock
Lot 36 DP10893	36 Newcastle Street Five Dock
Lot 1 DP12923	462 Lyons Road West Five Dock
Lot 2 DP12923	461 Lyons Road West Five Dock
Lot 3 DP12923	459 Lyons Road West Five Dock
Lot 4 DP12923	42 West Street Five Dock
Lot 5 DP12923	40 West Street Five Dock
Lot 1 DP309208	457 Lyons Road West Five Dock
Lot 2 DP309208	455 Lyons Road West Five Dock
Lot 3 DP309208	453 Lyons Road West Five Dock
Lot B DP330228	38 West Street Five Dock
Lot 2 DP182329	36 West Street Five Dock
Lot 2 DP 330963	34 West Street Five Dock
Lot A DP328639	32 West Street Five Dock
Lot 4 DP104679	30 West Street Five Dock
Lot 3 DP104679	28 West Street Five Dock
Lot 2 DP104679	26 West Street Five Dock
Lot 1 DP104679	24 West Street Five Dock
Lot 1 DP78061	22 West Street Five Dock
Lot 1 DP65856	20 West Street Five Dock
Lot 2 DP65856	21 East Street Five Dock

Lot and DP	Street Address
Lot 1 DP971363	10 Henry Street Five Dock
Lot 1 DP575983	8 Henry Street Five Dock
Lot 1 DP970620	6 Henry Street Five Dock
Lot 1 DP970514	4 Henry Street Five Dock
Lot 1 DP951986	2 Henry Street Five Dock
Lot 1 DP83161	23 East Street Five Dock
Lot A DP300809	25 East Street Five Dock
Lot B DP300809	27 East Street Five Dock
Lot C DP300809	29 East Street Five Dock
Lot D DP300809	31 East Street Five Dock
Lot B DP345951	33 East Street Five Dock
Lot A DP345951	35 East Street Five Dock
Lot 2 DP332682	37 East Street Five Dock
Lot 1 DP332682	39 East Street Five Dock
Lot 4 DP313604	41 East Street Five Dock
Lot A DP387374	43 East Street Five Dock
Lot B DP387374	45 East Street Five Dock
Lot 1 DP313604	47 East Street Five Dock
Lot 1 DP301723	3 Newcastle Street Five Dock
Lot 1 DP188750	1A Newcastle Street Five Dock
Lot B DP314264	1 Newcastle Street Five Dock
Lot C DP440418	3A West Street Five Dock
Lot D DP440418	3 West Street Five Dock
Lot Y DP380309	1 West Street Five Dock
Lot A DP306664	12 Henry Street Five Dock
Lot B DP306664	14 Henry Street Five Dock
Lot C DP306664	16 Henry Street Five Dock
Lot 1 DP963227	18 Henry Street Five Dock
Lot 100 DP 829825	20 Henry Street Five Dock
Lot 11 DP1119657	22 Henry Street Five Dock
Lot 1 DP779663	24 Henry Street Five Dock
Lot 6 DP1066461	24A Henry Street Five Dock
Lot 5 DP1087616	26 Henry Street Five Dock
Lot 2 DP215955	28 Henry Street Five Dock
Lot 1 DP215955	28A Henry Street Five Dock
Lot 1 DP721627	30 Henry Street Five Dock
Lot 2 DP314182	32 Henry Street Five Dock
Lot B DP372419	34 Henry Street Five Dock
Lot A DP372419	21 Newcastle Street Five Dock
Lot B DP377698	36 Henry Street Five Dock
Lot A DP377698	38 Henry Street Five Dock
Lot 4 DP320573	40 Henry Street Five Dock

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Lot and DP	Street Address
Lot 3 DP320573	42Henry Street Five Dock
Lot 2 DP319662	44 Henry Street Five Dock
Lot 1 DP320573	46 Henry Street Five Dock
Lot 1 DP419494	48 Henry Street Five Dock
Lot A DP323336	50 Henry Street Five Dock
Lot 1 DP13192	31A Newcastle Street Five Dock
Lot 2 DP13192	23 Newcastle Street Five Dock
Lot 3 DP13192	25 Newcastle Street Five Dock
Lot 4 DP13192	27 Newcastle Street Five Dock
Lot 5 DP13192	29 Newcastle Street Five Dock
Lot 6 DP13192	31 Newcastle Street Five Dock
Lot 7 DP13192	33 Newcastle Street Five Dock
Lot 8 DP13192	35 Newcastle Street Five Dock
Lot 9 DP13192	37 Newcastle Street Five Dock
Lot 10 DP13192	8 Scott Street Five Dock
Lot 11 DP13192	6 Scott Street Five Dock
Lot 12 DP13192	4 Scott Street Five Dock
Lot 1 DP312589	19 Newcastle Street Five Dock
Lot 9 DP 669279	17 Newcastle Street Five Dock
Lot 1 DP521136	15A Newcastle Street Five Dock
Lot 2 DP521136	15 Newcastle Street Five Dock
Lot 1 DP 328941	13 Newcastle Street Five Dock
Lot 2 DP 328941	11 Newcastle Street Five Dock
Lot 3 DP 328941	9 Newcastle Street Five Dock
Lot C DP 442550	7B Newcastle Street Five Dock
Lot D DP 442550	7A Newcastle Street Five Dock
Lot B DP370701	7 Newcastle Street Five Dock
Lot 1 DP70723	5 Newcastle Street Five Dock
Lot 1 DP167213	56 Harris Road Five Dock
Lot 2 DP167213	54 Harris Road Five Dock
Lot 3 DP167213	52 Harris Road Five Dock
Lot 4 DP167213	50 Harris Road Five Dock
Lot 5 DP167213	48 Harris Road Five Dock
Lot 1 DP305791	46 Harris Road Five Dock
Lot 2 DP305791	44 Harris Road Five Dock
Lot A DP410644	42 Harris Road Five Dock
Lot B DP410644	40 Harris Road Five Dock
Lot 2 DP 1007349	52B Lancelot Street Five Dock
Lot 1 DP 1007349	52 Lancelot Street Five Dock
Lot 100 DP1194056	50A Lancelot Street Five Dock
Lot 101 DP1194056	50 Lancelot Street Five Dock
Lot 8 DP 4116	48 Lancelot Street Five Dock
Lot 7 DP666336	46 Lancelot Street Five Dock

Lot and DP	Street Address
Lot 252 DP 1278361	42 Lancelot Street Five Dock
Lot 230 DP1278510	40 Lancelot Street Five Dock
Lot 231 DP1278510	38 Lancelot Street Five Dock
Lot 251 DP1278361	36 Lancelot Street Five Dock
Lot 250 DP1278361	36A Lancelot Street Five Dock
Lot 232 DP1278510	34 Lancelot Street Five Dock
Lot 233 DP1278510	32 Lancelot Street Five Dock
Lot 234 DP1278510	30 Lancelot Street Five Dock
Lot 260 DP1278512	28 Lancelot Street Five Dock
Lot 261 DP1278512	28A Lancelot Street Five Dock
Lot 262 DP1278512	26 Lancelot Street Five Dock
Lot 4 DP 306116	1 Scott Street Five Dock
Lot 1 DP 306116	47 Henry Street Five Dock
Lot 22 DP717333	49 Henry Street Five Dock
Lot 23 DP717333	51 Henry Street Five Dock
Lot 8 DP669282	53 Henry Street Five Dock
Lot B DP 366380	55 Henry Street Five Dock
Lot B DP399562	57 Henry Street Five Dock
Lot A DP399562	59 Henry Street Five Dock
Lot 1 DP296461	61 Henry Street Five Dock
Lot 2 DP296461	63 Henry Street Five Dock
Lot 1 DP 926820	65 Henry Street Five Dock
Lot 1 DP927507	67 Henry Street Five Dock
Lot 2 DP1212906	69 Henry Street Five Dock
Lot 1 DP1212906	69A Henry Street Five Dock
Lot F DP301952	35 Henry Street Five Dock
Lot E DP301952	37 Henry Street Five Dock
Lot 1 DP844850	39 Henry Street Five Dock
Lot 2 DP 844850	30A Henry Street Five Dock
SP 89569	41 Henry Street Five Dock
Lot 2 DP540164	43 Henry Street Five Dock
Lot 1 DP 540164	45 Henry Street Five Dock
Lot 6 DP10608	2 Scott Street Five Dock
Lot 263 DP1278512	24 Lancelot Street Five Dock
Lot 264 DP1278512	22 Lancelot Street Five Dock
Lot 265 DP1278512	20 Lancelot Street Five Dock
Lot 266 DP1278512	18 Lancelot Street Five Dock
Lot 267 DP1278512	16 Lancelot Street Five Dock
Lot 268 DP1278512	14 Lancelot Street Five Dock
Lot 269 DP1278512	12 Lancelot Street Five Dock
Lot 270 DP1278512	10 Lancelot Street Five Dock
Lot 271 DP1278512	8 Lancelot Street Five Dock
Lot 272 DP1278512	6 Lancelot Street Five Dock

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Lot and DP	Street Address
Lot 300 DP 1278514	4 Lancelot Street Five Dock
Lot 301 DP 1278514	2 Lancelot Street Five Dock
Lot 10 DP 1278515	33 Henry Street Five Dock
Lot 2 DP 517465	11 Henry Street Five Dock
Lot 1 DP105753	9 Henry Street Five Dock
Lot 1 DP 944726	7 Henry Street Five Dock
Lot A DP361800	5 Henry Street Five Dock
Lot B DP 361800	3 Henry Street Five Dock
Lot 1 Section 4 DP2773	1 Henry Street Five Dock
Lot A DP375324	19 East Street Five Dock
Lot B DP375324	17 East Street Five Dock
Lot 2 DP 965803	15 East Street Five Dock
Lot 6 DP7680	13 East Street Five Dock
Lot 7 Section 2 DP7680	14 West Street Five Dock
Lot 18 DP7680	11 East Street Five Dock
Lot 17 DP7680	9 East Street Five Dock
Lot 16 DP7680	7 East Street Five Dock
Lot 15 DP7680	5 East Street Five Dock
Lot 14 DP7680	3 East Street Five Dock
Lot 13 DP7680	6 West Street Five Dock
Lot 12 DP7680	8 West Street Five Dock
Lot 11 DP7680	10 West Street Five Dock
Lot 10 DP7680	12 West Street Five Dock
Lot 1 DP7680	1 East Street Five Dock
Lot 12 Section12 DP7680	2 West Street Five Dock
Lot 1 DP799459	14 Garfield Street Five Dock
Lot E DP167934	4 West Street Five Dock
Lot 1 DP70214	16 West Street Five Dock
Lot 1 DP 72723	18 West Street Five Dock
Lot A DP151979	1 Lancelot Street Five Dock
Lot B DP151979	16 Garfield Street Five Dock
Lot A DP336924	1B Lancelot Street Five Dock
Lot B DP336924	1A Lancelot Street Five Dock
Lot C DP336924	18 Garfield Street Five Dock
Lot A DP306204	3 Lancelot Street Five Dock
Lot B DP306204	20 Garfield Street Five Dock
Lot 16 DP 1045852	5 Lancelot Street Five Dock
Lot 26 DP4353	22 Garfield Street Five Dock
Lot 25 DP4353	24 Garfield Street Five Dock
Lot 24 DP4353	26 Garfield Street Five Dock
Lot 101 DP1305030	28 Garfield Street Five Dock

Lot and DP	Street Address
Lot 100 DP1305030	28A Garfield Street Five Dock
Lot 22 DP972795	30 Garfield Street Five Dock
Lot 1 DP 953521	32 Garfield Street Five Dock
Lot 21 DP455679	34 Garfield Street Five Dock
Lot 20 DP455679	34 Garfield Street Five Dock
Lot 1 DP167641	36 Garfield Street Five Dock
Lot 19 DP4353	38 Garfield Street Five Dock
Lot 8 DP4353	31 Lancelot Street Five Dock
Lot 2 DP946922	40 Garfield Street Five Dock
Lot 1 DP946922	42 Garfield Street Five Dock
Lot 17 DP 456997	44 Garfield Street Five Dock
Lot 16 DP 456997	44 Garfield Street Five Dock
SP 98081	46 Garfield Street Five Dock
Lot 1 DP166133	41 Lancelot Street Five Dock
Lot 1 DP 166134	39 Lancelot Street Five Dock
Lot 10 DP4353	37 Lancelot Street Five Dock
Lot 1 DP974113	35 Lancelot Street Five Dock
Lot 1 DP167242	33 Lancelot Street Five Dock
Lot 1 DP962043	29 Lancelot Street Five Dock
Lot 1 DP 174476	27 Lancelot Street Five Dock
Lot 1 DP958259	25 Lancelot Street Five Dock
Lot 1 DP961357	23 Lancelot Street Five Dock
Lot 5 DP972974	21 Lancelot Street Five Dock
Lot 2 DP505025	19 Lancelot Street Five Dock
Lot 1 DP 505025	17 Lancelot Street Five Dock
Lot 3 DP4353	15 Lancelot Street Five Dock
Lot 1 DP170402	13 Lancelot Street Five Dock
Lot 2 DP170402	11 Lancelot Street Five Dock
Lot A DP302818	9 Lancelot Street Five Dock
Lot 1 DP 324871	7 Lancelot Street Five Dock
Lot 2 DP 324871	9 Lancelot Street Five Dock
Lot A DP167858	48 Garfield Street Five Dock
Lot B DP167858	50 Garfield Street Five Dock
Lot C DP167858	52 Garfield Street Five Dock
Lot D DP167858	54 Garfield Street Five Dock
Lot B DP417560	56 Garfield Street Five Dock
Lot A DP417560	58 Garfield Street Five Dock
Lot 1 DP1125273	60 Garfield Street Five Dock
Lot B DP300878	62 Garfield Street Five Dock
Lot A DP 300878	64 Garfield Street Five Dock
Lot 10 DP 7229	66 Garfield Street Five Dock
Lot 9 DP 7229	68 Garfield Street Five Dock
Lot 8 DP 7229	70 Garfield Street Five Dock

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Lot and DP	Street Address
Lot 7 DP 7229	72 Garfield Street Five Dock
Lot 165 DP 1278459	74 Street Five Dock
Lot 164 DP 1278459	76 Garfield Street Five Dock
Lot 163 DP 1278459	78 Garfield Street Five Dock
Lot 162 DP 1278459	80 Garfield Street Five Dock
Lot 161 DP 1278459	82 Garfield Street Five Dock
Lot 160 DP 1278459	84 Garfield Street Five Dock
Lot 180 DP1278460	77 Lancelot Street Five Dock
Lot 181 DP1278460	75 Lancelot Street Five Dock
Lot 182 DP1278460	73 Lancelot Street Five Dock
Lot 183 DP1278460	71 Lancelot Street Five Dock
Lot 184 DP1278460	69 Lancelot Street Five Dock
Lot 185 DP1278460	67 Lancelot Street Five Dock
Lot 186 DP1278460	65 Lancelot Street Five Dock
Lot 187 DP1278460	63 Lancelot Street Five Dock
Lot 188 DP1278460	61 Lancelot Street Five Dock
Lot 189 DP1278460	59 Lancelot Street Five Dock
Lot 235 DP1278510	57 Lancelot Street Five Dock
Lot 200 DP1278359	55 Lancelot Street Five Dock
Lot 201 DP1278359	53 Lancelot Street Five Dock
Lot 202 DP1278359	51 Lancelot Street Five Dock
Lot 203 DP1278359	49 Lancelot Street Five Dock
Lot 220 DP1278360	47 Lancelot Street Five Dock
Lot 221 DP1278360	45 Lancelot Street Five Dock
Lot C DP 431454	43 Lancelot Street Five Dock
Lot 1 DP306431	89 Garfield Street Five Dock
Lot 65 DP666339	87 Garfield Street Five Dock
Lot 1 DP176651	85 Garfield Street Five Dock
Lot 2 DP176651	83 Garfield Street Five Dock
SP 78198	81 Garfield Street Five Dock
SP 44888	79 Garfield Street Five Dock
SP 36988	75 - 77 Garfield Street Five Dock
SP 3663	73 Garfield Street Five Dock
SP 9419	71 Garfield Street Five Dock
SP 5943	69 Garfield Street Five Dock
SP 4081	67 Garfield Street Five Dock
SP 3679	65 Garfield Street Five Dock
SP 1632	63 Garfield Street Five Dock
SP7127	61 Garfield Street Five Dock
SP 36930	59 Garfield Street Five Dock
Lot B DP 300313	53 Garfield Street Five Dock
Lot A DP 300313	51 Garfield Street Five Dock
Lot A DP379606	49 Garfield Street Five Dock

Lot and DP	Street Address
Lot B DP379606	47 Garfield Street Five Dock
Lot 36 DP4353	13 Cross Street Five Dock
Lot C DP401921	11 Cross Street Five Dock
Lot D DP401921	9 Cross Street Five Dock
Lot 5 DP2609	7 Cross Street Five Dock
Lot 1 DP531979	5 Cross Street Five Dock
Lot 1 DP 656132	44 Kings Road Five Dock
Lot 2 DP2609	46 Kings Road Five Dock
Lot 3 DP656134	48 Kings Road Five Dock
Lot B DP383319	50A Kings Road Five Dock
SP 1180	50 Kings Road Five Dock
SP 16097	54 Kings Road Five Dock
SP 5288	58 Kings Road Five Dock
SP 6811	60 Kings Road Five Dock
SP 7057	62 Kings Road Five Dock
SP 8412	64 Kings Road Five Dock
SP 64221	68-70 Kings Road Five Dock
Lot 12 DP 633187	72-74 Kings Road Five Dock
SP 6603	76 Kings Road Five Dock
SP 37085	78 – 80 Kings Road Five Dock
SP 65470	82 Kings Road Five Dock
SP 61625	84 Kings Road Five Dock
Lot 5 DP 9374	86 Kings Road Five Dock
Lot 6 DP9374	88 Kings Road Five Dock
SP 60045	32 Harris Road Five Dock
Lot 8 DP 9374	34 Harris Road Five Dock
SP 65712	36 - 38 Harris Road Five Dock
Lot 1 DP 33882	45 Garfield Street Five Dock
Lot 1 DP 871322	43 Garfield Street Five Dock
Lot 2 DP 871322	41 Garfield Street Five Dock
Lot 2 DP303003	39 Garfield Street Five Dock
Lot 1 DP303003	37 Garfield Street Five Dock
SP 9001	33 Garfield Street Five Dock
SP 72884	29-31 Garfield Street Five Dock
SP 55662	25-27 Garfield Street Five Dock
SP 3358	23 Garfield Street Five Dock
Lot 1 DP 578238	21 Garfield Street Five Dock
Lot 2 DP 578238	19 Garfield Street Five Dock
Lot 3 DP 578238	17 Garfield Street Five Dock
Lot D DP 175116	15 Garfield Street Five Dock
Lot C DP 308081	13 Garfield Street Five Dock
Lot B DP308081	11 Garfield Street Five Dock
SP 4608	9 Garfield Street Five Dock

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Lot and DP	Street Address
Lot A DP362875	7A Garfield Street Five Dock
Lot B DP362875	7 Garfield Street Five Dock
Lot 1 DP912914	5A Garfield Street Five Dock
Lot A DP151938	5 Garfield Street Five Dock
Lot B DP151938	1 - 3 Garfield Street Five Dock
Lot C DP151938	1 - 3 Garfield Street Five Dock
Lot 10 DP668565, Lot A DP305313, Lot 11 & 12 DP6513	2 – 6 Kings Road Five Dock (Kings Road Carpark)
Lot 100 DP1266040	8 Kings Road Five Dock
SP 62213	14 - 16 Kings Road Five Dock
SP 73187	18 Kings Road Five Dock
SP 6752	20 Kings Road Five Dock
Lot A DP341005	22 Kings Road Five Dock
Lot 1 DP956342	24 Kings Road Five Dock
SP 68205	26 Kings Road Five Dock
SP 7266	28 Kings Road Five Dock
Lot 1 DP747584	30 - 34 Kings Road Five Dock
Lot C DP307020	36 Kings Road Five Dock
Lot 3 DP11991	38 Kings Road Five Dock
Lot 4 DP11991	40 Kings Road Five Dock
Lot 5 DP11991	42 Kings Road Five Dock
Lot A DP384165	4 Cross Street Five Dock
Lot B DP384165	6 Cross Street Five Dock
SP 54578	8 Cross Street Five Dock
Lot 34 DP 655346	10 Cross Street Five Dock
Lot 1 DP960419	12 Cross Street Five Dock
Lot 1 DP663422	43 Kings Road Five Dock
Lot 1 DP667713	41 Kings Road Five Dock
Lot 1 DP359484	39 Kings Road Five Dock
Lot 2 DP359484	37 Kings Road Five Dock
Lot 8 DP5839	35 Kings Road Five Dock
Lot 9 DP5839	33 Kings Road Five Dock
Lot 10 DP5839	31 Kings Road Five Dock
Lot 11 DP5839	29 Kings Road Five Dock
Lot 12 DP5839	27 Kings Road Five Dock
Lot 13 DP5839	25 Kings Road Five Dock
Lot 14 DP5839	23 Kings Road Five Dock
Lot A DP376136	21 Kings Road Five Dock
Lot B DP376136	19 Kings Road Five Dock
Lot A DP440871	17 Kings Road Five Dock
Lot B DP440871	15 Kings Road Five Dock
Lot 2 DP322670	13B Kings Road Five Dock

Lot and DP	Street Address
Lot 1 DP322670	13A Kings Road Five Dock
Lot 1 DP935277	13 Kings Road Five Dock
Lot 10 DP1077558	11 Kings Road Five Dock
Lot 1 DP943090 & Lot 1 DP456995	9 Kings Road Five Dock
Lot 1 DP947616	7 Kings Road Five Dock
Lot 1 DP948611	5 Kings Road Five Dock
Lot B DP174245	3 Kings Road Five Dock
Lot A 174245	1 Kings Road Five Dock
Lot 1 DP19383	6 Queens Road Five Dock
Lot 102 DP1011171	8 Queens Road Five Dock
Lot 101 DP1011171	10 Queens Road Five Dock
Lot B DP373992	12 Queens Road Five Dock
Lot A DP373992	14 Queens Road Five Dock
Lot 10 DP1090805	16 Queens Road Five Dock
Lot B DP320559	18 Queens Road Five Dock
Lot 1 DP165667	20 Queens Road Five Dock
Lot 2 DP527911	22 Queens Road Five Dock
Lot 1 DP527911	24 Queens Road Five Dock
Lot 2 DP584480	26 Queens Road Five Dock
Lot 1 DP584480	28 Queens Road Five Dock
Lot Y DP105093	30 Queens Road Five Dock
Lot X DP105093	32 Queens Road Five Dock
Lot 2 DP 377420	34 Queens Road Five Dock
Lot 1 DP 377420	36 Queens Road Five Dock
Lot 5 DP 5839	38 Queens Road Five Dock
Lot 2 DP1177259	40 Queens Road Five Dock
Lot 1 DP1177259	42 Queens Road Five Dock
Lot 1 DP320508	44 Queens Road Five Dock
Lot 2 DP320508	46 Queens Road Five Dock
Lot 3 DP320508 & Lot 2 DP530657	48 Queens Road Five Dock
Lot 1 DP530657	50 Queens Road Five Dock
Lot 1 DP918180	2A Cross Street Five Dock
Lot D DP321411	2 Cross Street Five Dock
Lot A DP315982	45A Kings Road Five Dock
Lot B DP315982	45 Kings Road Five Dock
Lot C DP315982	3 Cross Street Five Dock
Lot D DP318145	1 Cross Street Five Dock
Lot G DP318145	52 Queens Road Five Dock
Lot F DP318145	54 Queens Road Five Dock
Lot E DP318145	56 Queens Road Five Dock
Lot 2 DP921811	58 Queens Road Five Dock

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Lot and DP	Street Address
Lot 1 DP921811	60 Queens Road Five Dock
Lot 501 DP620356	62 Queens Road Five Dock
Lot 502 DP620356	64 Queens Road Five Dock
Lot C DP339720	66A Queens Road Five Dock
Lot B DP339720	68A Queens Road Five Dock
Lot A DP339720	70 Queens Road Five Dock
Lot B DP338653	70A Queens Road Five Dock
Lot A DP338653	72 Queens Road Five Dock
Lot 15 DP18345	72A Queens Road Five Dock
Lot 14 DP17987	74 Queens Road Five Dock
Lot 13 DP17987	76 Queens Road Five Dock
Lot 12 DP17987	78 Queens Road Five Dock
Lot 11 DP17987	80 Queens Road Five Dock
Lot 10 DP17987	82 Queens Road Five Dock
Lot 9 DP17987	84 Queens Road Five Dock
Lot 8 DP17987	86 Queens Road Five Dock
Lot 7 DP17987	88 Queens Road Five Dock
Lot 6 DP17987	20 Harris Road Five Dock
Lot 5 DP17987	22 Harris Road Five Dock
Lot 4 DP17987	24 Harris Road Five Dock
Lot 3 DP17987	26 Harris Road Five Dock
Lot 2 DP17987	28 Harris Road Five Dock
Lot 1 DP17987	30 Harris Road Five Dock
Lot 34 DP17987	85 Kings Road Five Dock
Lot 33 DP17987	83 Kings Road Five Dock
Lot 32 DP17987	81 Kings Road Five Dock
Lot 31 DP17987	79 Kings Road Five Dock
Lot 30 DP17987	77 Kings Road Five Dock
Lot 29 DP17987	75 Kings Road Five Dock
Lot 28 DP17987	73 Kings Road Five Dock
Lot 27 DP17987	71 Kings Road Five Dock
Lot 26 DP18345	69 Kings Road Five Dock
Lot 25 DP18345	67 Kings Road Five Dock
Lot 24 DP18345	65 Kings Road Five Dock
Lot 23 DP18345	63 Kings Road Five Dock
Lot 22 DP18345	61 Kings Road Five Dock
Lot 21 DP18345	59 Kings Road Five Dock
Lot A DP187209	57 Kings Road Five Dock
Lot B DP333344	55 Kings Road Five Dock
SP 96845	53 Kings Road Five Dock
Lot 1 DP964020	51 Kings Road Five Dock
Lot 1 DP165698	49 Kings Road Five Dock
Lot 1 DP165434	47 Kings Road Five Dock

Lot and DP	Street Address
SP 57837	443 – 447 Lyons Road Five Dock
SP 16257	437 – 441 Lyons Road Five Dock
Lot 14 DP4855	435 Lyons Road Five Dock
Lot 1 DP1017649	433 Lyons Road Five Dock
Lot 1 DP166739	431 Lyons Road Five Dock
SP 51845	429 Lyons Road Five Dock
SP 54772	2 Barnstaple Lane Five Dock
Lot 5 DP 960309	421 Lyons Road Five Dock
Lot 4 DP 960309	419 Lyons Road Five Dock
Lot 3 DP 960309	417 Lyons Road Five Dock
Lot 2 DP 960309	415 Lyons Road Five Dock
SP 98414	25 Trevanion Street Five Dock
SP 100624	23 Trevanion Street Five Dock
Lot 1 DP959875 & Lot 33 DP666389	21 Trevanion Street Five Dock
Lot 33 DP659368	19 Trevanion Street Five Dock
Lot 34 DP4855	17 Trevanion Street Five Dock
Lot 35 DP4855	15 Trevanion Street Five Dock
Lot B DP343505	2 Rodd Road Five Dock
Lot A DP343505	4 Rodd Road Five Dock
Lot 27 DP4855	6 Rodd Road Five Dock
Lot 1 DP955130	8 Rodd Road Five Dock
Lot DP 126332	10 Rodd Road Five Dock
Lot 25 DP4855	12 Rodd Road Five Dock
SP 62760	14 - 16 Rodd Road Five Dock
Lot 22 DP 4855	18 Rodd Road Five Dock
Lot 21 DP 4855	20 Rodd Road Five Dock
Lot 20 DP 4855	22 Rodd Road Five Dock
Lot 1 DP958426	24 Rodd Road Five Dock
Lot 19 DP666386	26 Rodd Road Five Dock
Lot 45 DP4855	23 Rodd Road Five Dock
Lot 46 DP4855	21 Rodd Road Five Dock
Lot 47 DP4855	19 Rodd Road Five Dock
Lot 2 DP956638	17 Rodd Road Five Dock
Lot 1 DP956638	15 Rodd Road Five Dock
Lot 49 DP667062	13 Rodd Road Five Dock
Lot 1 DP957611	11 Rodd Road Five Dock
Lot 50 DP4855	9 Rodd Road Five Dock
Lot 51 DP4855	7 Rodd Road Five Dock
Lot 52 DP4855	5 Rodd Road Five Dock
Lot 53 DP4855	3 Rodd Road Five Dock
Lot 54 DP4855	1 Rodd Road Five Dock
Lot 65 DP 4855	13 Trevanion Street Five Dock

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Lot and DP	Street Address
Lot 66 DP4855	11 Trevanion Street Five Dock
Lot 1 DP304751	9 Trevanion Street Five Dock
Lot 681 DP1278779	7 Trevanion Street Five Dock
Lot 69 DP4855	5 Trevanion Street Five Dock
Lot 969 DP 1229931	3 Trevanion Street Five Dock
Lot 2 DP975764	1 Trevanion Street Five Dock
Lot 64 DP4855	25 Barnstable Road Five Dock
Lot 63 DP4855	23 Barnstable Road Five Dock
Lot B DP316519	21 Barnstable Road Five Dock
Lot A DP316519	19 Barnstable Road Five Dock
Lot 61DP4855	17 Barnstable Road Five Dock
SP 81202	15 Barnstable Road Five Dock
Lot 1 DP 166744	13 Barnstable Road Five Dock
Lot 59 DP665218	11 Barnstable Road Five Dock
Lot 58 DP4855	9 Barnstable Road Five Dock
Lot B DP338043	7A Barnstable Road Five Dock
Lot A DP338043	7 Barnstable Road Five Dock
Lot 562 DP568662	5 Barnstable Road Five Dock
Lot 561 DP568662	3 Barnstable Road Five Dock
Lot 55 DP4855	1 Barnstable Road Five Dock
Lot 1 DP956812	12 Barnstable Road Five Dock
Lot 9 & 10 DP455632	10 Barnstable Road Five Dock
Lot 8 Section 3 DP 884	46 Waterview Street Five Dock
Lot 7 DP 884	44 Waterview Street Five Dock
SP 60046	42 Waterview Street Five Dock
Lot 1 DP115451	40 Waterview Street Five Dock
Lot 2 DP115451	38 Waterview Street Five Dock
Lot 1 DP236108	36A Waterview Street Five Dock
Lot 2 DP236108	36 Waterview Street Five Dock
Lot A DP431795	34 Waterview Street Five Dock
Lot 1 DP305939	32A Waterview Street Five Dock
Lot 2 DP305939	32 Waterview Street Five Dock
Lot 2 DP305807	30 Waterview Street Five Dock
Lot 1 DP305807	28 Waterview Street Five Dock
Lot 21 Section 3 DP884	1 Sutton Street Five Dock
Lot 20 DP884	3 Sutton Street Five Dock
Lot 19 DP611695	5 Sutton Street Five Dock
SP 67787	7 Sutton Street Five Dock
Lot 17 Section 3 DP 884	9 Sutton Street Five Dock
Lot A DP311953	11 Sutton Street Five Dock
Lot B DP311953	13 Sutton Street Five Dock

Lot and DP	Street Address
Lot C DP311953	15 Sutton Street Five Dock
Lot 14 DP 884	17 Sutton Street Five Dock
Lot 1 DP 165243	19 Sutton Street Five Dock
Lot 1 DP 165243	21 Sutton Street Five Dock
Lot 12 Section 3 DP 884	23 Sutton Street Five Dock
Lot A DP318236	16 Barnstaple Road Five Dock
Lot A DP318236	14 Barnstaple Road Five Dock
Lot 14 DP1069626 & Lot 1 DP334052	55 Park Road Five Dock
Lot 2 DP 303714 & Lot 1 DP334052	53 Park Road Five Dock
Lot 3 DP 303714	51 Park Road Five Dock
Lot 1 DP978768	49 Park Road Five Dock
Lot 1 DP 449274	47 Park Road Five Dock
Lot 2 DP 449274	45 Park Road Five Dock
Lot 1 DP101447	30 Sutton Street Five Dock
Lot 2 DP101447	28 Sutton Street Five Dock
Lot 3 DP101447	43 Park Road Five Dock
Lot A DP443931	26 Sutton Road Five Dock
Lot B DP443931	41 Park Road Five Dock
Lot A DP 366404	24 Sutton Street Five Dock
Lot B DP 366404	39 Park Road Drive Five Dock
Lot B DP406757	37A Park Road Drive Five Dock
Lot A DP406757	37 Park Road Drive Five Dock
Lot 1 DP 309976	35 Park Road Drive Five Dock
Lot 2 DP 309976	33 Park Road Drive Five Dock
Lot 6 DP 11974	31 Park Road Drive Five Dock
Lot 7 DP 11974	29 Park Road Drive Five Dock
Lot 8 DP 11974	27 Park Road Drive Five Dock
Lot 1 DP 11974	2 Sutton Street Five Dock
Lot 2 DP 11974	4 Sutton Street Five Dock
Lot 3 DP 11974	6 Sutton Street Five Dock
Lot 4 DP 11974	8 Sutton Street Five Dock
Lot 5 DP 11974	10 Sutton Street Five Dock
Lot 2 DP314062	12 Sutton Street Five Dock
Lot 1 DP314062	14 Sutton Street Five Dock
Lot A DP 317026	16 Sutton Street Five Dock
Lot B DP 317026	18 Sutton Street Five Dock
Lot C DP 317026	20 Sutton Street Five Dock
Lot D DP 317026	22 Sutton Street Five Dock
Lot 2 DP 212743	32 Sutton Street Five Dock
Lot 1 DP 212743	18 Barnstaple Road Five Dock
Lot 1 DP305118	20 Barnstaple Road Five Dock

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Lot and DP	Street Address
Lot 10 DP334052	1 Coronation Avenue Five Dock
Lot 11 DP334052	3 Coronation Avenue Five Dock
Lot 12 DP334052	5 Coronation Avenue Five Dock
Lot 10 DP17959	7 Coronation Avenue Five Dock
Lot 1 DP 206051	9 Coronation Avenue Five Dock
SP 5792	1 Second Avenue Five Dock
SP 5521	25 Park Road Five Dock
Lot 31 DP1280209	23 Park Road Five Dock
Lot 21 Section 1 DP 884	21 Park Road Five Dock
Lot C DP335724	118 First Avenue Five Dock
Lot B DP335724	120 First Avenue Five Dock
Lot 2 DP115454	122 First Avenue Five Dock
SP 9400	124 First Avenue Five Dock
Lot B DP103287	128 First Avenue Five Dock
Lot 2 DP206051	130 First Avenue Five Dock
Lot 1 DP115454	132 First Avenue Five Dock
SP 37062	134 First Avenue Five Dock
Lot 2 DP980420	136 First Avenue Five Dock
Lot B DP184667	138 First Avenue Five Dock
Lot A DP184667	140 First Avenue Five Dock
Lot 6 DP17959	12 Coronation Avenue Five Dock
Lot 5 DP17959	10 Coronation Avenue Five Dock
Lot 4 DP17959	8 Coronation Avenue Five Dock
Lot 134 DP 1277555	6 Coronation Avenue Five Dock
Lot 133 DP 1277555	4 Coronation Avenue Five Dock
Lot 132 & 131 DP 1277555	2 Coronation Avenue Five Dock
Lot 130 DP 1277555	26 Waterview Street Five Dock
Lot 152 DP1277556	24 Waterview Street Five Dock
Lot 151 & 150 DP1277556	20 - 22 Waterview Street Five Dock
Lot 5 DP884	18 Waterview Street Five Dock
Lot 6 Section 1 DP 884	16 Waterview Street Five Dock
Lot 1 DP213847	14 Waterview Street Five Dock
Lot 2 DP213847	12 Waterview Street Five Dock
Lot 1 DP948491	10 Waterview Street Five Dock
Lot 2 DP948491	8 Waterview Street Five Dock
Lot 9 DP659360	6 Waterview Street Five Dock
Lot 1 DP 949785	4 Waterview Street Five Dock
Lot 10 Section 1 DP 884	2 Waterview Street Five Dock

Lot and DP	Street Address
Lot A DP321696	144 First Avenue Five Dock
Lot B DP 321696	142 First Avenue Five Dock
Lot 39 DP 7401	17 Park Road Five Dock
Lot 1 DP949320	15 Park Road Five Dock
Lot 2 DP949320	13 Park Road Five Dock
Lot A DP337316	11 Park Road Five Dock
SP 60531	9 Park Road Five Dock
SP 65944	5A - 7 Park Road Five Dock
SP 58468	3 Park Road Five Dock
Lot 46 DP7401	1 Park Road Five Dock
Lot B DP314855	2 Fairlight Street Five Dock
Lot A DP314855	4 Fairlight Street Five Dock
Lot 48 DP654031	6 Fairlight Street Five Dock
Lot 48 DP669327	8 Fairlight Street Five Dock
SP 75573	10 - 14 Fairlight Street Five Dock
Lot 5 DP 110439	42 Ramsay Road Five Dock
Lot 4 DP 110439	44 Ramsay Road Five Dock
Lot 3 DP 110439	46 Ramsay Road Five Dock
Lot 2 & 1 DP 110439	50 Ramsay Road Five Dock
Lot C DP381858	52Ramsay Road Five Dock
Lot B DP381858	54 Ramsay Road Five Dock
Lot A DP381858	56 Ramsay Road Five Dock
Lot 31 DP7401	173 First Avenue Five Dock
Lot 32 DP7401	171 First Avenue Five Dock
SP 52453	167 – 169 First Avenue Five Dock
Lot 2 DP528465	165 First Avenue Five Dock
Lot 1 DP 115446	163 First Avenue Five Dock
Lot 1 DP513185	161 First Avenue Five Dock
Lot 2 DP513185	159 First Avenue Five Dock
Lot 1 DP303180	157 First Avenue Five Dock
Lot 2 DP 115446	155 First Avenue Five Dock
Lot A DP335917	153 First Avenue Five Dock
Lot B DP335917	151 First Avenue Five Dock
Lot 25 & 24 DP7401	177 First Avenue Five Dock
SP 86439	183 -185 First Avenue & 68 Ramsay Road Five Dock.
Lot 1 DP1000063 (Com/Res)	82 – 84 Ramsay Road Five Dock
Lot 26 DP7401 (Com/Ind on the same block)	175 First Avenue Five Dock
Lot 20 -23 DP 7401 (Com/Ind on the same block)	181 Frist Avenue Five Dock

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Lot and DP	Street Address
Lot 1 DP 795743 (Com/Ind)	168 Great North Road Five Dock
Lot 1 DP328636 and Lot 1 & 2 DP4855	162 Great North Road Five Dock
Lot 2 DP412005	154 Great North Road Five Dock
Lot 5 DP 4855	152 Great North Road Five Dock
Lot 6 DP 4855	150 Great North Road Five Dock
SP 102267	30 Rodd Road Five Dock
Lot 101 DP	146 Great North Road Five Dock
Lot 36 DP 4855	144 Great North Road Five Dock
Lot 37 DP 4855	142 Great North Road Five Dock
Lot 38 DP 4855	140 Great North Road Five Dock
Lot B DP 406927	138 Great North Road Five Dock
Lot 1 DP 1107480, SP 78731	134 Great North Road Five Dock
Lot 44 DP4855	168 Great North Road Five Dock
Lot 1 DP 302709	6 Barnstaple Road Five Dock
Lot 2 DP 302709	8 Barnstaple Road Five Dock
Lot A DP 316951	4 Barnstaple Road Five Dock
Lot B DP 316951	130 Great North Road Five Dock
Lot 1 DP 525283	247 Great North Road Five Dock
Lot 2 DP 525283	245 Great North Road Five Dock
Lot B DP 333874	243 Great North Road Five Dock
Lot A DP 333874	241 Great North Road Five Dock
Lot D DP333874	451 Lyons Road West Five Dock
SP 90090	239 Great North Road Five Dock
SP 72174	237 Great North Road Five Dock
SP 98298	50 East Street Five Dock
SP 98297	48 East Street Five Dock
Lot 8 DP 14625	44 East Street Five Dock
Lot 5 DP 14625	229 Great North Road Five Dock
Lot 4, 3, 2 DP 14625	231 - 235 Great North Road Five Dock
SP 94053	227 Great North Road Five Dock
Lot 1 DP 128573	40 East Street Five Dock
Lot 14 DP 663319	225 Great North Road Five Dock
SP 104059	223 Great North Road Five Dock
SP 30468	203 - 211 Great North Road Five Dock
Lot C DP 417143	221 Great North Road Five Dock
Lot D DP 417143	219 Great North Road Five Dock
Lot 101 DP 730178	213 - 217 Great North Road Five Dock
SP 22337	34 East Street Five Dock

Lot and DP	Street Address
Lot 15 DP 240172	201 Great North Road Five Dock
Lot 100 DP 1266521	195 Great North Road Five Dock
Lot 100 DP1178785	189 Great North Road Five Dock
Lot 1 DP 210406	187 Great North Road Five Dock
Lot 2 DP210406	187 East Street Five Dock
Lot 1 DP 302709	6 Barnstaple Road Five Dock
Lot 2 DP 302709	8 Barnstaple Road Five Dock
Lot A DP 316951	4 Barnstaple Road Five Dock
Lot B DP 316951	130 Great North Road Five Dock
Lot 5 DP 4108	128 Great North Road Five Dock
SP 41835	45 – 47 Waterview Street Five Dock
SP 55328	126 Great North Road Five Dock
Lot A DP 401351	43A Waterview Street Five Dock
Lot B DP 401351	43 Waterview Street Five Dock
Lot 1 DP 956496	41 Waterview Street Five Dock
Lot 1 DP 220802	124A Great North Road Five Dock
Lot 2 DP 220802	124 Great North Road Five Dock
Lot 1 DP 1024321	122 Great North Road Five Dock
Lot 10 DP 869673	120 Great North Road Five Dock
Lot 11 DP 869673	39 Waterview Street Five Dock
SP 62219	118 Great North Road Five Dock
Lot 4 DP 311193	2 Second Avenue Five Dock
Lot 3 DP 311193	37 Waterview Street Five Dock
Lot 1 DP328448	185 Great North Road Five Dock
Lot 2 DP328448	183 Great North Road Five Dock
Lot 3 DP328448	181 Great North Road Five Dock
Lot 4 DP127324	1A Henry Street Five Dock
Lot 5 DP127324	1B Henry Street Five Dock
Lot 6 & Lot 9 DP127324	177 - 179 Great North Road Five Dock
Lot 7 DP127324	175 Great North Road Five Dock
Lot 8 DP127324 & Lot 1 DP 1258912	171 Great North Road Five Dock
Lot 1 DP 166975 & Lot E DP986284	169 Great North Road Five Dock
Lot 1 DP868504	165 - 167 Great North Road Five Dock
Lot 2 DP868504	163 Great North Road Five Dock
Lot 4 DP 219715	161 Great North Road Five Dock
Lot 5 DP 219715	159 Great North Road Five Dock
Lot A DP 333934	2 East Street Five Dock
Lot X & Y DP 414325	157 Great North Road Five Dock
Lot B DP373732	155 Great North Road Five Dock

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Lot and DP	Street Address
Lot A DP373732	2A East Street Five Dock
Lot 2 & 3 DP811036	151P Great North Road Five Dock
Lot 100 DP1062789	147 - 149 Great North Road Five Dock
Lot 3 DP220545	145 Great North Road Five Dock
Lot 4 DP220545	143 Great North Road Five Dock
Lot 5 DP220545	141 Great North Road Five Dock
Lot 6 DP220545	139 Great North Road Five Dock
Lot 7 DP220545	137 Great North Road Five Dock
Lot 8 DP220545	135 Great North Road Five Dock
Lot 9 DP220545	133 Great North Road Five Dock
Lot 1 & 4 DP 1062324	4 – 12 Garfield Street Five Dock
SP657373	110 Great North Road Five Dock
Lot 2 DP537010	3 Second Avenue Road Five Dock
Lot A DP961640	31 Waterview Street Five Dock
Lot B DP961640	29 Waterview Street Five Dock
Lot 15 Section 5 DP 884	27 Waterview Street Five Dock
Lot 121 DP 1277553	108A Great North Road Five Dock
Lot 122 DP 1277553	108 Great North Road Five Dock
Lot 1 DP 962509	25 Waterview Street Five Dock
Lot 1 DP 962509	23 Waterview Street Five Dock
Lot C DP 338480	21 Waterview Street Five Dock
Lot B DP 338480	17 Waterview Street Five Dock
Lot A DP 338480	15 Waterview Street Five Dock
Lot B DP 347359	106 Great North Road Five Dock
Lot 2019 DP 747371	11 – 13 Waterview Street Five Dock
Lot C DP 442131	104 Great North Road Five Dock
Lot D DP 442131	102 Great North Road Five Dock
Lot A DP185651	100 Great North Road Five Dock
SP20613	98 Great North Road Five Dock
Lot C DP 322631	96 Great North Road Five Dock
Lot 21 Section 5 DP 884	9 Waterview Street Five Dock
Lot 7 DP236750	1 Waterview Street Five Dock
Lot 6 DP236750	86 Great North Road Five Dock
Lot 5 DP236750	88 Great North Road Five Dock
Lot 4 DP236750	90 Great North Road Five Dock
Lot 3 DP236750	92 Great North Road Five Dock
Lot 2 DP236750	92A Great North Road Five Dock
Lot 1 DP236750	94 Great North Road Five Dock
Lot 25 DP 178013	146 First Avenue Five Dock
Lot X DP 283436	84 Great North Road Five Dock

Lot and DP	Street Address
Lot Y DP 283436	82 Great North Road Five Dock
Lot B1 DP379890	80 Great North Road Five Dock
Lot B2 DP379890	78 Great North Road Five Dock
Lot 1 DP125908 & Lot A DP324414	74 Great North Road Five Dock
Lot 2 DP 537181	125 Great North Road Five Dock
Lot 101 DP 788606	123 Great North Road Five Dock
Lot 102 DP 788606	121 Great North Road Five Dock
Lot A DP88367	119 Great North Road Five Dock
Lot B DP88367	117Great North Road Five Dock
Lot C DP 159084	115 Great North Road Five Dock
Lot D DP 159084	113 Great North Road Five Dock
Lot E DP 33520	111 Great North Road Five Dock
Lot F DP 33520	109 Great North Road Five Dock
Lot 1 DP 656133	105 Great North Road Five Dock
Lot 1 DP 663412	103 Great North Road Five Dock
Lot 2 & 3 DP 6513	99 - 101 Great North Road Five Dock
Lot 4 DP 6513	97 Great North Road Five Dock
Lot 5 DP 6513	95 Great North Road Five Dock
Lot 6 DP 6513	93AGreat North Road Five Dock
Lot 7 & 8 DP 6513	89 Great North Road Five Dock
Lot 9 DP 6513	87 Great North Road Five Dock
Lot 1, 2 & 3 DP 9616	81 - 85 Great North Road Five Dock
Lot 4 DP 174157	79A Great North Road Five Dock
Lot 5 DP 656135	77 Great North Road Five Dock
Lot 1 DP 506682	75 Great North Road Five Dock
Lot 2 DP 506682	73 Great North Road Five Dock
Lot 8 & 7 DP 19383	69 - 71 Great North Road Five Dock
SP 14609	65 - 67 Great North Road Five Dock
Lot 1 & 2 DP 536303	61 Great North Road Five Dock
Lot 2 DP 19383	59 Great North Road Five Dock
Lot 1 DP 21487	77 Ramsay Road Five Dock
Lot 2 DP 21487	75 Ramsay Road Five Dock
Lot 3 DP 21487	73 Ramsay Road Five Dock
Lot 100 DP 1279240	67 - 69 Ramsay Road Five Dock
Lot 4,5,8,9,10,11 & 12 DP 7401 and Lot 1 DP943973	60 – 68 Great North Road Five Dock
Lot 501 DP 1052373	52 Great North Road Five Dock
SP102470	63 Ramsay Road Five Dock
Lot 17 & 18 DP 7401	47 Ramsay Road Five Dock.

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Appendix B Photographic log

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PHOTO 1: WATERVIEW STREET CARPARK, FACING NORTH



PHOTO 2: SMALL PLAYGROUND, 155 GREAT NORTH RD, FACING NORTHWEST



PHOTO 3: FIVE DOCK PUBLIC SCHOOL, FACING SOUTH



PHOTO 4: COMMERCIAL SHOPS ALONG GREAT NORTH ROAD, FACING NORTH



JBS&G

Job No: 68243	
Client: City of Canada Bay Council	
Version: R01 Rev 0	Date: 20/12/2024
Drawn By: JV	Checked By: AS
Not to Scale	
Coord. Sys n/a	

Five Dock Precinct Area, NSW, 2046

ATTACHMENT B

PHOTO 5: SHOPS ALONG GREAT NORTH ROAD, FACING SOUTH



PHOTO 6: FIVE DOCK 7-ELEVEN, 231 – 235 GREAT NORTH ROAD, FACING SOUTHWEST



PHOTO 7: FIVE DOCK AMPOL FOODARY, 47 RAMSAY ROAD, FACING WEST



PHOTO 8: BRIDGESTONE TYRE & AUTO SHOP, 168 GREAT NORTH ROAD, FACING EAST



JBS&G

Job No: 68243	
Client: City of Canada Bay Council	
Version: R01 Rev 0	Date: 20/12/2024
Drawn By: JV	Checked By: AS
Not to Scale	
Coord. Sys n/a	

Five Dock Precinct Area, NSW, 2046

ATTACHMENT B

PHOTO 9: SERVICE STATION MONITORING WELL 1



PHOTO 10: SERVICE STATION MONITORING WELL 2



PHOTO 11: SINGLE STOREY RESIDENTIAL DWELLING



PHOTO 12: APARTMENT COMPLEXES



JBS&G

Job No: 68243	
Client: City of Canada Bay Council	
Version: R01 Rev 0	Date: 20/12/2024
Drawn By: JV	Checked By: AS
Not to Scale	
Coord. Sys n/a	

Five Dock Precinct Area, NSW, 2046

ATTACHMENT B

PHOTO 13: METRO DEVELOPMENT WORKS ON GREAT NORTH ROAD, FACING SOUTH



PHOTO 14: METRO DEVELOPMENT WORKS ON WATERVIEW STREET. FACING SOUTHWEST

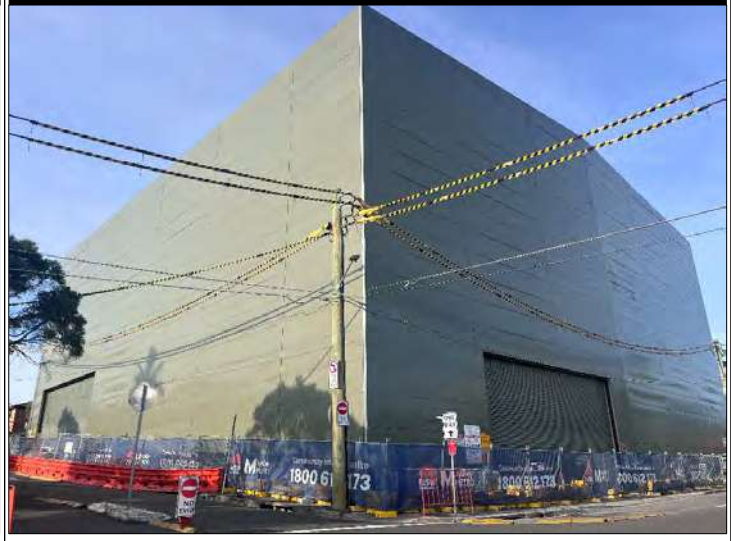


PHOTO 15: NEWLY BUILT HOUSE ON LANCELOT STREET. FACING NORTH



PHOTO 16: APARTMENT DEVELOPMENTS (PREVIOUS NURSING HOME), FACING WEST



JBS&G

Job No: 68243	
Client: City of Canada Bay Council	
Version: R01 Rev 0	Date: 20/12/2024
Drawn By: JV	Checked By: AS
Not to Scale	
Coord. Sys n/a	

Five Dock Precinct Area, NSW, 2046

ATTACHMENT B

Appendix C Lotsearch Report

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LOTSEARCH
LOTSEARCH ENVIRO LITE

Date: 21 Nov 2024 08:58:18

Reference: LS067053 EL

Address: Five Dock Precinct, NSW 2046

Disclaimer:
The purpose of this report is to provide an overview of some of the site history, environmental risk and planning information available, affecting an individual address or geographical area in which the property is located. It is not a substitute for an on-site inspection or review of other available reports and records. It is not intended to be, and should not be taken to be, a rating or assessment of the desirability or market value of the property or its features.
You should obtain independent advice before you make any decision based on the information within the report.
The detailed terms applicable to use of this report are set out at the end of this report.

Dataset Listing

Datasets contained within this report, detailing their source and data currency:

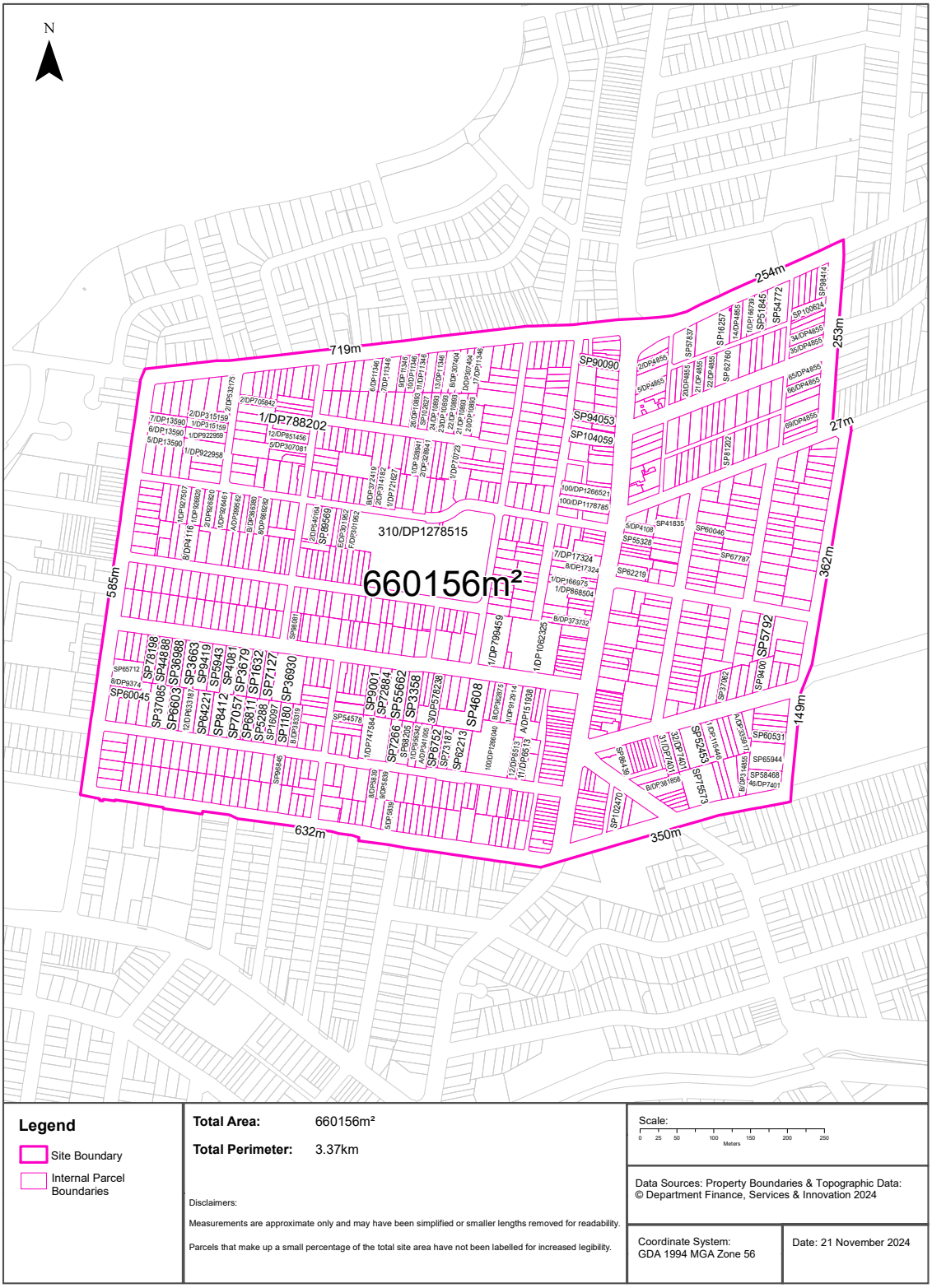
Dataset Name	Custodian	Supply Date	Currency Date	Update Frequency	Dataset Buffer (m)	No. Features On-site	No. Features within 100m	No. Features within Buffer
Cadastre Boundaries	NSW Department of Customer Service - Spatial Services	24/07/2024	24/07/2024	Quarterly	-	-	-	-
Topographic Data	NSW Department of Customer Service - Spatial Services	21/05/2024	21/05/2024	Annually	-	-	-	-
List of NSW contaminated sites notified to EPA	Environment Protection Authority NSW	16/10/2024	09/10/2024	Monthly	1000m	2	2	3
Contaminated Land Records of Notice	Environment Protection Authority NSW	16/10/2024	16/10/2024	Monthly	1000m	0	0	0
Former Gasworks	Environment Protection Authority NSW	06/08/2024	14/07/2021	Quarterly	1000m	0	0	0
Notices under the POEO Act 1997	Environment Protection Authority NSW	30/10/2024	30/10/2024	Monthly	1000m	0	0	3
National Waste Management Facilities Database	Geoscience Australia	29/04/2024	29/11/2022	Annually	1000m	1	1	3
National Liquid Fuel Facilities	Geoscience Australia	16/10/2024	07/09/2020	Annually	1000m	2	2	6
EPA PFAS Investigation Program	Environment Protection Authority NSW	18/11/2024	14/06/2024	Monthly	2000m	0	0	0
Defence PFAS Investigation & Management Program - Investigation Sites	Australian Department of Defence	28/10/2024	28/10/2024	Monthly	2000m	0	0	0
Defence PFAS Investigation & Management Program - Management Sites	Australian Department of Defence	28/10/2024	28/10/2024	Monthly	2000m	0	0	0
Airservices Australia National PFAS Management Program	Airservices Australia	28/10/2024	28/10/2024	Monthly	2000m	0	0	0
Defence Controlled Areas	Australian Department of Defence	22/10/2024	22/10/2024	Quarterly	2000m	0	0	0
Defence 3 Year Regional Contamination Investigation Program	Australian Department of Defence	18/11/2024	02/09/2022	Quarterly	2000m	0	0	0
National Unexploded Ordnance (UXO)	Australian Department of Defence	22/10/2024	22/10/2024	Quarterly	2000m	0	0	0
EPA Other Sites with Contamination Issues	Environment Protection Authority NSW	13/11/2023	15/12/2022	Annually	1000m	0	0	0
Licensed Activities under the POEO Act 1997	Environment Protection Authority NSW	11/10/2024	11/10/2024	Monthly	1000m	3	3	5
Delicensed POEO Activities still regulated by the EPA	Environment Protection Authority NSW	11/10/2024	11/10/2024	Monthly	1000m	0	0	0
Former POEO Licensed Activities now revoked or surrendered	Environment Protection Authority NSW	11/10/2024	11/10/2024	Monthly	1000m	0	0	6
UBD Business Directories (Premise & Intersection Matches)	Hardie Grant			Not required	100m	905	1105	1105
UBD Business Directories (Road & Area Matches)	Hardie Grant			Not required	100m	-	98	98
UBD Business Directory Dry Cleaners & Motor Garages/Service Stations (Premise & Intersection Matches)	Hardie Grant			Not required	250m	343	399	521
UBD Business Directory Dry Cleaners & Motor Garages/Service Stations (Road & Area Matches)	Hardie Grant			Not required	250m	-	9	20
Points of Interest	NSW Department of Customer Service - Spatial Services	19/11/2024	19/11/2024	Quarterly	1000m	12	18	131
Tanks (Areas)	NSW Department of Customer Service - Spatial Services	19/11/2024	19/11/2024	Quarterly	1000m	0	0	0
Tanks (Points)	NSW Department of Customer Service - Spatial Services	19/11/2024	19/11/2024	Quarterly	1000m	0	0	0
Major Easements	NSW Department of Customer Service - Spatial Services	09/08/2024	09/08/2024	Quarterly	1000m	1	2	13
State Forest	Forestry Corporation of NSW	12/12/2023	11/12/2023	Annually	1000m	0	0	0
Hydrogeology Map of Australia	Geoscience Australia	17/04/2024	19/08/2019	Annually	1000m	1	1	2

Dataset Name	Custodian	Supply Date	Currency Date	Update Frequency	Dataset Buffer (m)	No. Features On-site	No. Features within 100m	No. Features within Buffer
Temporary Water Restriction (Botany Sands Groundwater Source) Order 2024	NSW Department of Climate Change, Energy, the Environment and Water	11/11/2024	28/06/2024	Quarterly	1000m	0	0	0
National Groundwater Information System (NGIS) Boreholes	Bureau of Meteorology; Water NSW	28/05/2024	20/06/2023	Annually	2000m	0	0	42
NSW Seamless Geology Single Layer: Rock Units	NSW Department of Primary Industries and Regional Development	17/05/2024	01/05/2024	Annually	1000m	3	4	7
NSW Seamless Geology Single Layer: Geological Boundaries and Faults	NSW Department of Primary Industries and Regional Development	17/05/2024	01/05/2024	Annually	1000m	0	0	0
NSW Seamless Geology Single Layer: Trendlines	NSW Department of Primary Industries and Regional Development	17/05/2024	01/05/2024	Annually	1000m	2	2	4
NSW Seamless Geology Single Layer: Fold Axes	NSW Department of Primary Industries and Regional Development	17/05/2024	01/05/2024	Annually	1000m	0	0	0
Naturally Occurring Asbestos Potential	NSW Department of Regional NSW	26/04/2024	14/03/2024	Annually	1000m	0	0	0
Atlas of Australian Soils	Australian Bureau of Agriculture and Resource Economics and Sciences (ABARES)	12/01/2024	17/02/2011	Annually	1000m	2	2	2
Soil Landscapes of Central and Eastern NSW	NSW Department of Climate Change, Energy, the Environment and Water	12/12/2023	27/07/2020	Annually	1000m	2	2	5
Environmental Planning Instrument Acid Sulfate Soils	NSW Department of Planning, Housing and Infrastructure	14/10/2024	04/10/2024	Monthly	500m	2	-	-
Atlas of Australian Acid Sulfate Soils	CSIRO	12/01/2024	21/02/2013	Annually	1000m	2	2	3
Dryland Salinity - National Assessment	Australian Bureau of Agricultural and Resource Economics and Sciences	03/06/2024	24/05/2024	Annually	1000m	0	0	0
Mining Subsidence Districts	NSW Department of Customer Service	06/08/2024	06/08/2024	Quarterly	1000m	0	0	0
Current Mining Titles	NSW Department of Regional NSW	08/10/2024	08/10/2024	Monthly	1000m	0	0	0
Mining Title Applications	NSW Department of Regional NSW	08/10/2024	08/10/2024	Monthly	1000m	0	0	0
Historic Mining Titles	NSW Department of Regional NSW	08/10/2024	08/10/2024	Monthly	1000m	7	7	7
Environmental Planning Instrument SEPP State Significant Precincts	NSW Department of Planning, Housing and Infrastructure	14/10/2024	08/09/2023	Monthly	1000m	0	0	0
Environmental Planning Instrument Land Zoning	NSW Department of Planning, Housing and Infrastructure	14/10/2024	04/10/2024	Monthly	1000m	5	16	117
Commonwealth Heritage List	Australian Department of Climate Change, Energy, the Environment and Water	23/10/2024	13/04/2022	Annually	1000m	0	0	0
National Heritage List	Australian Department of Climate Change, Energy, the Environment and Water	23/10/2024	13/04/2022	Annually	1000m	0	0	1
State Heritage Register - Curtilages	NSW Department of Planning, Industry and Environment	29/07/2024	05/07/2024	Quarterly	1000m	0	0	0
Environmental Planning Instrument Local Heritage	NSW Department of Planning, Housing and Infrastructure	14/10/2024	04/10/2024	Monthly	1000m	26	37	124
Bush Fire Prone Land	NSW Rural Fire Service	11/10/2024	19/07/2024	Monthly	1000m	0	0	0
NSW Native Vegetation Type Map	NSW Department of Climate Change, Energy, the Environment and Water	02/09/2024	30/11/2023	Quarterly	1000m	2	2	19
Ramsar Wetlands of Australia	Australian Department of Climate Change, Energy, the Environment and Water	16/05/2024	11/04/2024	Annually	1000m	0	0	0
Collaborative Australian Protected Areas Database (CAPAD) 2022 - Terrestrial	Australian Department of Climate Change, Energy, The Environment and Water	04/03/2024	30/06/2022	Annually	1000m	0	0	0
Collaborative Australian Protected Areas Database (CAPAD) 2022 - Marine	Australian Department of Climate Change, Energy, The Environment and Water	04/03/2024	30/06/2022	Annually	1000m	0	0	0
Groundwater Dependent Ecosystems	Bureau of Meteorology	28/05/2024	28/05/2024	Annually	1000m	0	0	0

Dataset Name	Custodian	Supply Date	Currency Date	Update Frequency	Dataset Buffer (m)	No. Features On-site	No. Features within 100m	No. Features within Buffer
Inflow Dependent Ecosystems Likelihood	Bureau of Meteorology	28/05/2024	28/05/2024	Annually	1000m	0	0	0
NSW BioNet Species Sightings	NSW Department of Climate Change, Energy, the Environment and Water	10/09/2024	10/09/2024	Monthly	10000m	-	-	-

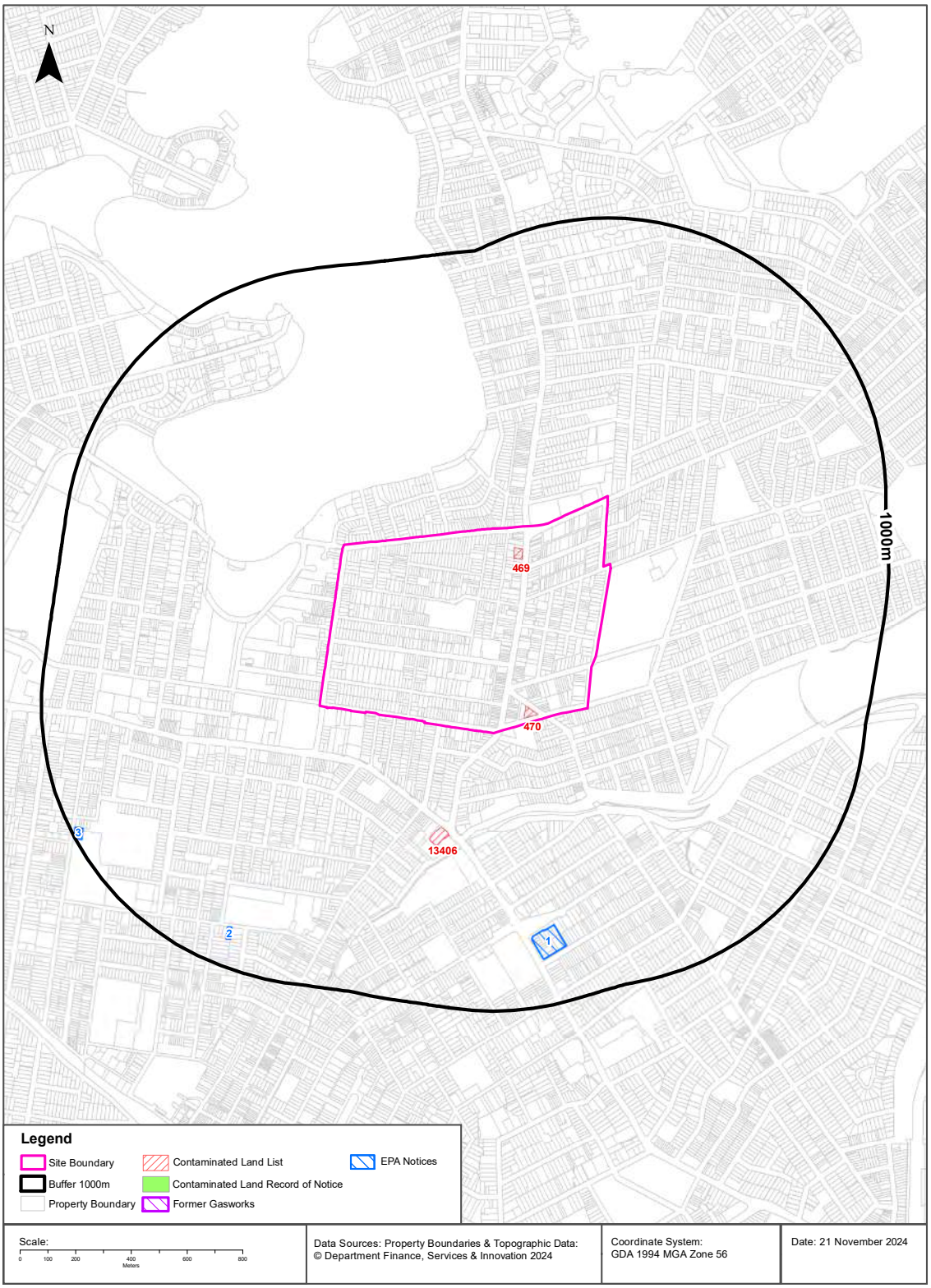
Site Diagram

Five Dock Precinct, NSW 2046


N
719m
254m
253m
27m
362m
149m
350m
632m
585m
1/DP788202
310/DP1278515
660156m²
SP90090
SP94053
SP104059
SP54772
SP51845
SP62760
SP81202
SP55328
SP41835
SP60046
SP67787
SP62219
SP5792
SP9400
SP37062
SP52453
SP75573
SP60531
SP85944
SP58468
SP78198
SP44888
SP36988
SP3663
SP9419
SP5943
SP4081
SP37085
SP6603
SP64221
SP8412
SP7057
SP3679
SP6811
SP1632
SP5288
SP7127
SP7180
SP36930
SP60045
SP9001
SP72884
SP55662
SP3358
SP4608
SP7266
SP6752
SP73187
SP82213
SP54578
SP68205
SP1/DP1346
SP/DP1346
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SP

Contaminated Land

Five Dock Precinct, NSW 2046



Contaminated Land

Five Dock Precinct, NSW 2046

List of NSW contaminated sites notified to EPA

Records from the NSW EPA Contaminated Land list within the dataset buffer:

Map Id	Site	Address	Suburb	Activity	Management Class	Status	Location Confidence	Dist	Direction
469	7-Eleven Five Dock Service Station	231-235 Great North Road	Five Dock	Service Station	Regulation under CLM Act not required	Current EPA List	Premise Match	0m	On-site
470	Caltex Five Dock Service Station	47 Ramsay Road, corner Fairlight Street	Five Dock	Service Station	Regulation under CLM Act not required	Current EPA List	Premise Match	0m	On-site
13406	BP Ashfield	584 Parramatta Road	Croydon	Service Station	Regulation under CLM Act not required	Current EPA List	Premise Match	360m	South

The values within the EPA site management class in the table above, are given more detailed explanations in the table below:

EPA site management class	Explanation
Contamination being managed via the planning process (EP&A Act)	The EPA has completed an assessment of the contamination and decided that the contamination is significant enough to warrant regulation. The contamination of this site is managed by the consent authority under the Environmental Planning and Assessment Act 1979 (EP&A Act) planning approval process, with EPA involvement as necessary to ensure significant contamination is adequately addressed. The consent authority is typically a local council or the Department of Planning and Environment.
Contamination currently regulated under CLM Act	The EPA has completed an assessment of the contamination and decided that the contamination is significant enough to warrant regulation under the Contaminated Land Management Act 1997 (CLM Act). Management of the contamination is regulated by the EPA under the CLM Act. Regulatory notices are available on the EPA's Contaminated Land Public Record of Notices.
Contamination currently regulated under POEO Act	The EPA has completed an assessment of the contamination and decided that the contamination is significant enough to warrant regulation. Management of the contamination is regulated under the Protection of the Environment Operations Act 1997 (POEO Act). The EPA's regulatory actions under the POEO Act are available on the POEO public register.
Contamination formerly regulated under the CLM Act	The EPA has determined that the contamination is no longer significant enough to warrant regulation under the Contaminated Land Management Act 1997 (CLM Act). The contamination was addressed under the CLM Act.
Contamination formerly regulated under the POEO Act	The EPA has determined that the contamination is no longer significant enough to warrant regulation. The contamination was addressed under the Protection of the Environment Operations Act 1997 (POEO Act).
Contamination was addressed via the planning process (EP&A Act)	The EPA has determined that the contamination is no longer significant enough to warrant regulation. The contamination was addressed by the appropriate consent authority via the planning process under the Environmental Planning and Assessment Act 1979 (EP&A Act).
Ongoing maintenance required to manage residual contamination (CLM Act)	The EPA has determined that ongoing maintenance, under the Contaminated Land Management Act 1997 (CLM Act), is required to manage the residual contamination. Regulatory notices under the CLM Act are available on the EPA's Contaminated Land Public Record of Notices.
Regulation being finalised	The EPA has completed an assessment of the contamination and decided that the contamination is significant enough to warrant regulation under the Contaminated Land Management Act 1997. A regulatory approach is being finalised.
Regulation under the CLM Act not required	The EPA has completed an assessment of the contamination and decided that regulation under the Contaminated Land Management Act 1997 is not required.
Under assessment	The contamination is being assessed by the EPA to determine whether regulation is required. The EPA may require further information to complete the assessment. For example, the completion of management actions regulated under the planning process or Protection of the Environment Operations Act 1997. Alternatively, the EPA may require information via a notice issued under s77 of the Contaminated Land Management Act 1997 or issue a Preliminary Investigation Order.

NSW EPA Contaminated Land List Data Source: Environment Protection Authority
© State of New South Wales through the Environment Protection Authority

Contaminated Land

Five Dock Precinct, NSW 2046

Contaminated Land: Records of Notice

Record of Notices within the dataset buffer:

Map Id	Name	Address	Suburb	Notices	Area No	Location Confidence	Distance	Direction
N/A	No records in buffer							

Contaminated Land Records of Notice Data Source: Environment Protection Authority
© State of New South Wales through the Environment Protection Authority
Terms of use and disclaimer for Contaminated Land: Record of Notices, please visit
http://www.epa.nsw.gov.au/clm/clmdisclaimer.htm

Former Gasworks

Former Gasworks within the dataset buffer:

Map Id	Location	Council	Further Info	Location Confidence	Distance	Direction
N/A	No records in buffer					

Former Gasworks Data Source: Environment Protection Authority
© State of New South Wales through the Environment Protection Authority

Contaminated Land

Five Dock Precinct, NSW 2046

EPA Notices

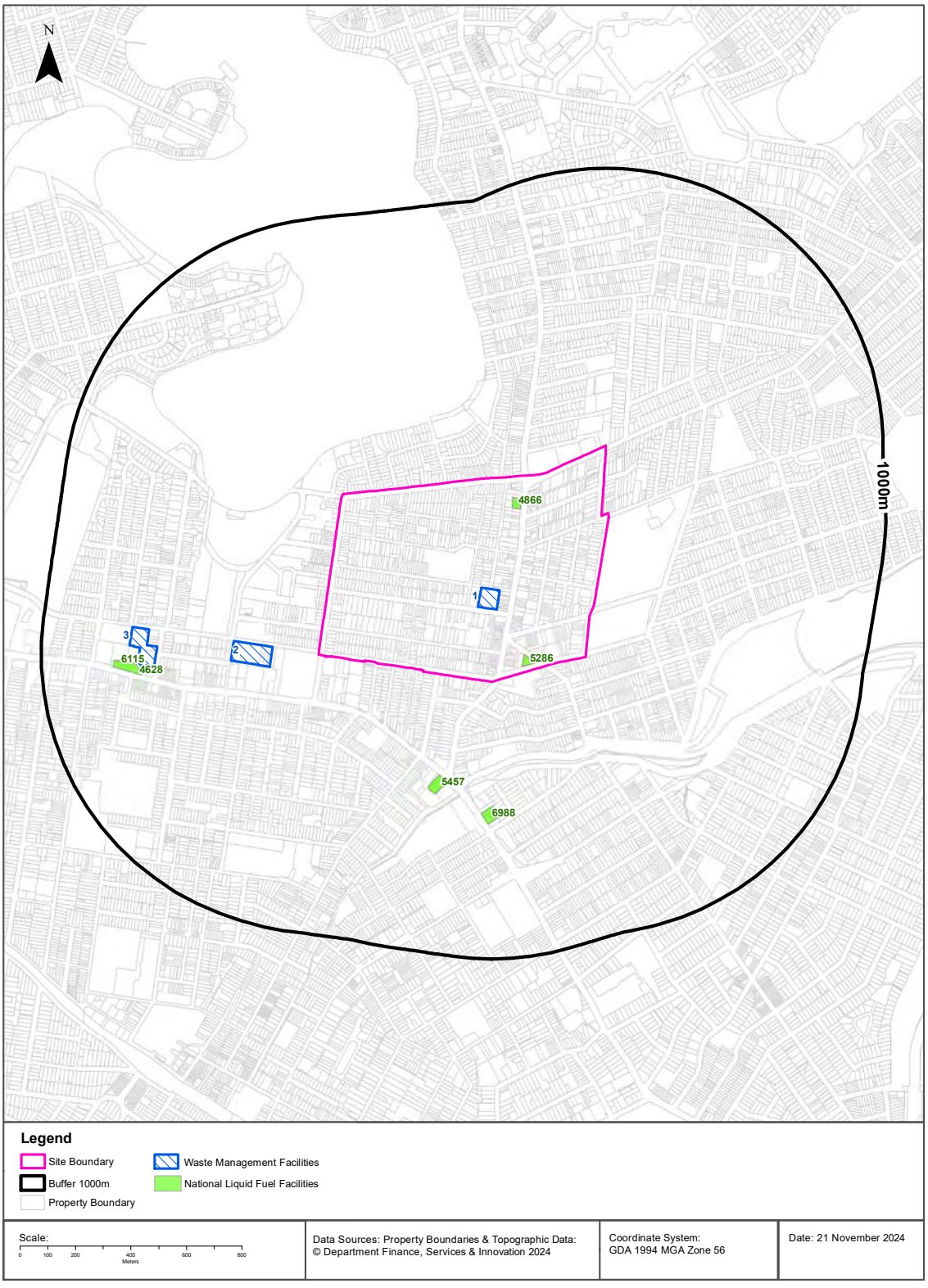
Penalty Notices, s.91 & s.92 Clean up Notices and s.96 Prevention Notices within the dataset buffer:

Map ID	Number	Type	Name	Address	Status	Issued Date	Act	Offence	Offence Date	Loc Conf	Dist	Dir
1	3173541645	Penalty Notice	WCX PT PTY LTD	33 BURROWS ROAD, ST PETERS, SYDNEY, NSW 2000	Issued	26/09/2024	Protection of the Environment Operations Act 1997 - 64(1)	Contravene condition of licence - first offence - Corporation	05/04/2024	Premise Match	722m	South
2	3173531561	Penalty Notice	BROHAR PTY LIMITED	26 QUEEN STREET, CROYDON, NSW 2132	Issued	22/12/2022	Protection of the Environment Operations Act 1997 - 91(5)	Fail to comply with clean-up notice - other officer - Corporation	01/03/2022	Premise Match	856m	South West
3	1030767	s.91 Clean Up Notice	BURWOOD COUNCIL	34 CHELTENHAM ROAD, CROYDON, NSW 2132	Issued	09/09/2003				Premise Match	957m	South West

NSW EPA Notice Data Source: Environment Protection Authority
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Waste Management & Liquid Fuel Facilities

Five Dock Precinct, NSW 2046



Waste Management & Liquid Fuel Facilities

Five Dock Precinct, NSW 2046

National Waste Management Facilities Database

Sites on the National Waste Management Facilities Database within the dataset buffer:

Map ID	Owner	Name	Address	Management Type	Facility Type	Status	Loc Conf	Dist	Dir
1	COLES	COLES SUPERMARKET	4-12 GARFIELD STREET, FIVE DOCK	DROP-OFF	SOFT PLASTICS DROP-OFF FACILITY	OPERATIONAL	Premise Match	0m	On-site
2	CITIZEN BLUE FIVE DOCK	CITIZEN BLUE FIVE DOCK	UNIT F 53-75 QUEENS ROAD, FIVE DOCK	DROP-OFF	CONTAINER DEPOSIT SCHEME DROP-OFF FACILITY	OPERATIONAL	Premise Match	168m	West
3	CANADA BAY COUNCIL	CANADA BAY COUNCIL WORKS DEPOT	15-17 REGATTA ROAD, FIVE DOCK	DROP-OFF	TRANSFER STATION	OPERATIONAL	Premise Match	583m	West

Source: Waste Management Facilities Database
Creative Commons 4.0 © Commonwealth of Australia (Geoscience Australia) 2022

National Liquid Fuel Facilities

National Liquid Fuel Facilties within the dataset buffer:

Map Id	Owner	Name	Address	Suburb	Class	Operational Status	Operator	Revision Date	Loc Conf	Dist	Direction
4866	7-ELEVEN	7-ELEVEN FIVE DOCK	231-235 GREAT NORTH ROAD	FIVE DOCK	PETROL STATION	Operational		13/07/2012	Premise Match	0m	On-site
5286	AMPOL	AMPOL FOODARY FIVE DOCK	RAMSAY ROAD AND FAIRLIGHT STREET	FIVE DOCK	PETROL STATION	OPERATIONAL			Premise Match	0m	On-site
5457	BP	BP ASHFIELD	580-586 PARRAMATTA ROAD	CROYDON	PETROL STATION	OPERATIONAL			Premise Match	360m	South
6988	SPEEDWAY	SPEEDWAY HABERFIELD	273 PARRAMATTA ROAD	HABERFIELD	PETROL STATION	OPERATIONAL			Premise Match	447m	South
4628	Shell	Coles Express Five Dock	211 Parramatta Road	Croydon	Petrol Station	Operational		25/07/2011	Premise Match	636m	West
6115	COLES EXPRESS	COLES EXPRESS FIVE DOCK	213-253 PARRAMATTA ROAD AND WALKER STREET	FIVE DOCK	PETROL STATION	OPERATIONAL			Premise Match	636m	West

National Liquid Fuel Facilities Data Source: Geoscience Australia
Creative Commons 4.0 © Commonwealth of Australia

PFAS Investigation & Management Programs

Five Dock Precinct, NSW 2046

EPA PFAS Investigation Program

Sites that are part of the EPA PFAS investigation program, within the dataset buffer:

Map ID	Site	Address	Loc Conf	Dist	Dir
N/A	No records in buffer				

EPA PFAS Investigation Program: Environment Protection Authority
© State of New South Wales through the Environment Protection Authority

Defence PFAS Investigation Program

Sites being investigated by the Department of Defence for PFAS contamination within the dataset buffer:

Map ID	Base Name	Address	Loc Conf	Dist	Dir
N/A	No records in buffer				

Defence PFAS Investigation Program Data Custodian: Department of Defence, Australian Government

Defence PFAS Management Program

Sites being managed by the Department of Defence for PFAS contamination within the dataset buffer:

Map ID	Base Name	Address	Loc Conf	Dist	Dir
N/A	No records in buffer				

Defence PFAS Management Program Data Custodian: Department of Defence, Australian Government

Airservices Australia National PFAS Management Program

Sites being investigated or managed by Airservices Australia for PFAS contamination within the dataset buffer:

Map ID	Site Name	Impacts	Loc Conf	Dist	Dir
N/A	No records in buffer				

Airservices Australia National PFAS Management Program Data Custodian: Airservices Australia

Defence Sites and Unexploded Ordnance

Five Dock Precinct, NSW 2046

Defence Controlled Areas (DCA)

Defence Controlled Areas provided by the Department of Defence within the dataset buffer:

Site ID	Location Name	Loc Conf	Dist	Dir
N/A	No records in buffer			

Defence Controlled Areas, Data Custodian: Department of Defence, Australian Government

Defence 3 Year Regional Contamination Investigation Program (RCIP)

Sites which have been assessed as part of the Defence 3 Year Regional Contamination Investigation Program within the dataset buffer:

Property ID	Base Name	Address	Known Contamination	Loc Conf	Dist	Dir
N/A	No records in buffer					

Defence 3 Year Regional Contamination Investigation Program, Data Custodian: Department of Defence, Australian Government

National Unexploded Ordnance (UXO)

Sites which have been assessed by the Department of Defence for the potential presence of unexploded ordnance within the dataset buffer:

Site ID	Location Name	Category	Area Description	Additional Information	Commonwealth	Loc Conf	Dist	Dir
N/A	No records in buffer							

National Unexploded Ordnance (UXO), Data Custodian: Department of Defence, Australian Government

EPA Other Sites with Contamination Issues

Five Dock Precinct, NSW 2046

EPA Other Sites with Contamination Issues

This dataset contains other sites identified on the EPA website as having contamination issues. This dataset currently includes:

- James Hardie asbestos manufacturing and waste disposal sites
- Radiological investigation sites in Hunter's Hill
- Pasminco Lead Abatement Strategy Area

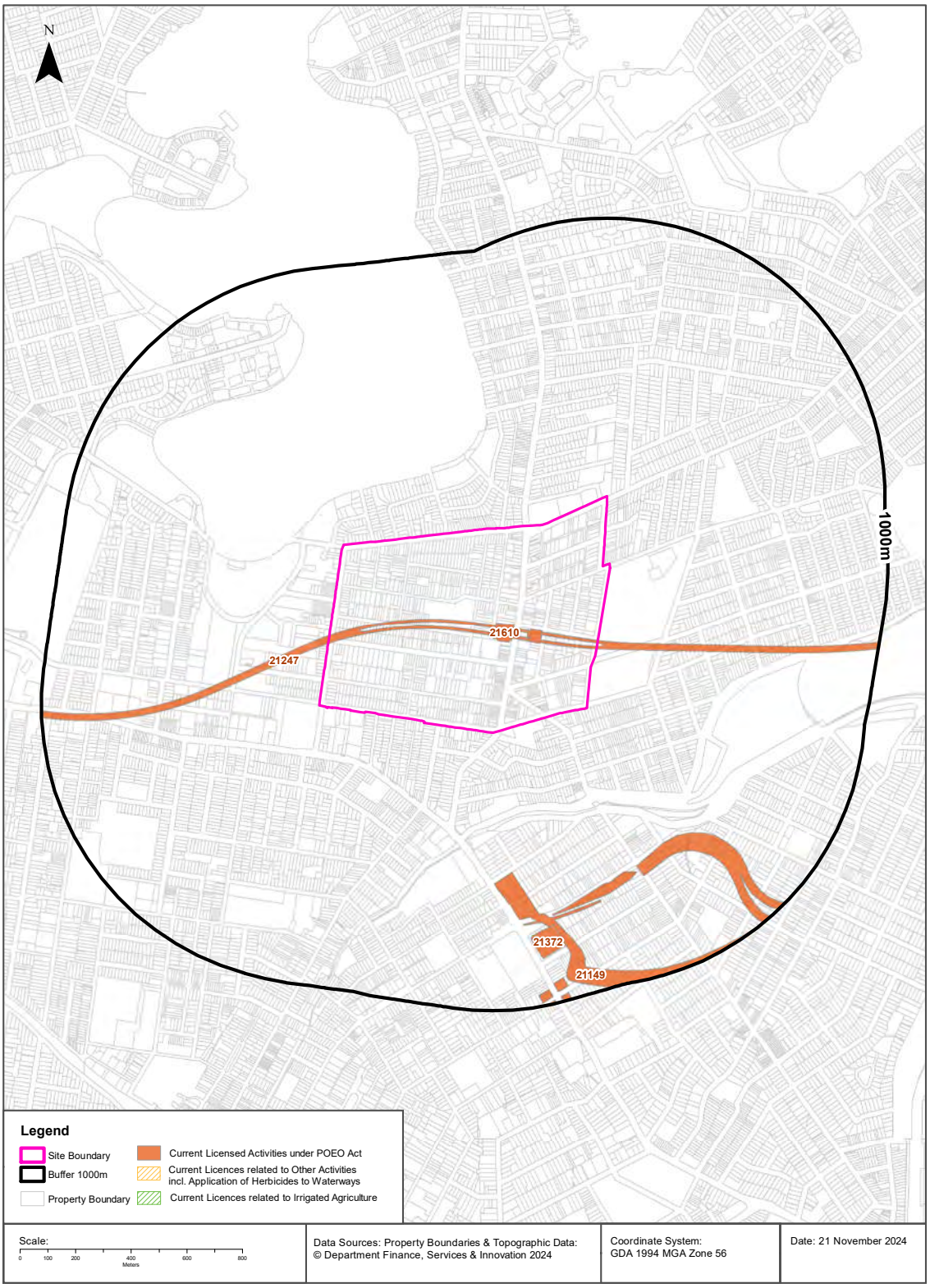
Sites within the dataset buffer:

Site Id	Site Name	Site Address	Dataset	Comments	Location Confidence	Distance	Direction
N/A	No records in buffer						

EPA Other Sites with Contamination Issues: Environment Protection Authority
© State of New South Wales through the Environment Protection Authority

Current EPA Licensed Activities

Five Dock Precinct, NSW 2046



EPA Activities

Five Dock Precinct, NSW 2046

Licensed Activities under the POEO Act 1997

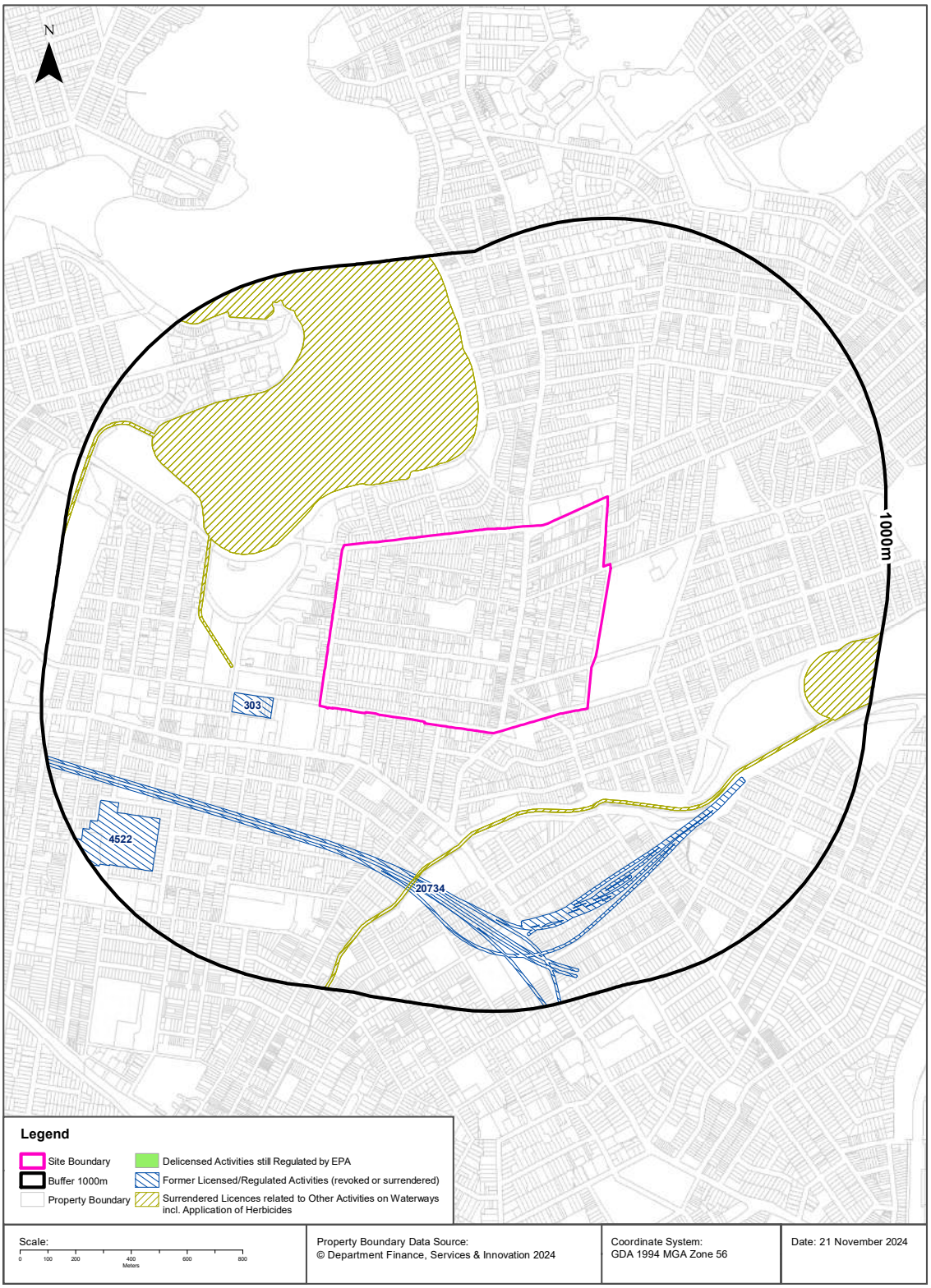
Licensed activities under the Protection of the Environment Operations Act 1997, within the dataset buffer:

EPL	Organisation	Name	Address	Suburb	Activity	Loc Conf	Distance	Direction
21610	FERROVIAL CONSTRUCTION (AUSTRALIA) PTY. LTD.		7 FIGTREE DRIVE, SYDNEY OLYMPIC PARK, NSW 2127		Concrete works	Premise Match	0m	On-site
21610	FERROVIAL CONSTRUCTION (AUSTRALIA) PTY. LTD.		7 FIGTREE DRIVE, SYDNEY OLYMPIC PARK, NSW 2127		Railway infrastructure construction (>=50,000T & track to be constructed>10k m & <30km)	Premise Match	0m	On-site
21247	Metro Trains Sydney Pty Ltd		SYDNEY METRO, ROUSE HILL, NSW 2155		Railway systems activities	Network of Features	0m	On-site
21149	ACCIONA INFRASTRUCTURE PROJECTS AUSTRALIA PTY LTD		WestConnex between M4 East at Haberfield and the New M5 at St. Peters, MARRICKVILLE, NSW 2204		Road Construction	Premise Match	507m	South East
21372	WCX PT PTY LTD		33 BURROWS ROAD, ST PETERS, SYDNEY, NSW 2000		Road tunnel emissions	Premise Match	722m	South

POEO Licence Data Source: Environment Protection Authority
© State of New South Wales through the Environment Protection Authority

Delicensed & Former Licensed EPA Activities

Five Dock Precinct, NSW 2046



EPA Activities

Five Dock Precinct, NSW 2046

Delicensed Activities still regulated by the EPA

Delicensed activities still regulated by the EPA, within the dataset buffer:

Licence No	Organisation	Name	Address	Suburb	Activity	Loc Conf	Distance	Direction
N/A	No records in buffer							

Delicensed Activities Data Source: Environment Protection Authority
© State of New South Wales through the Environment Protection Authority

Former Licensed Activities under the POEO Act 1997, now revoked or surrendered

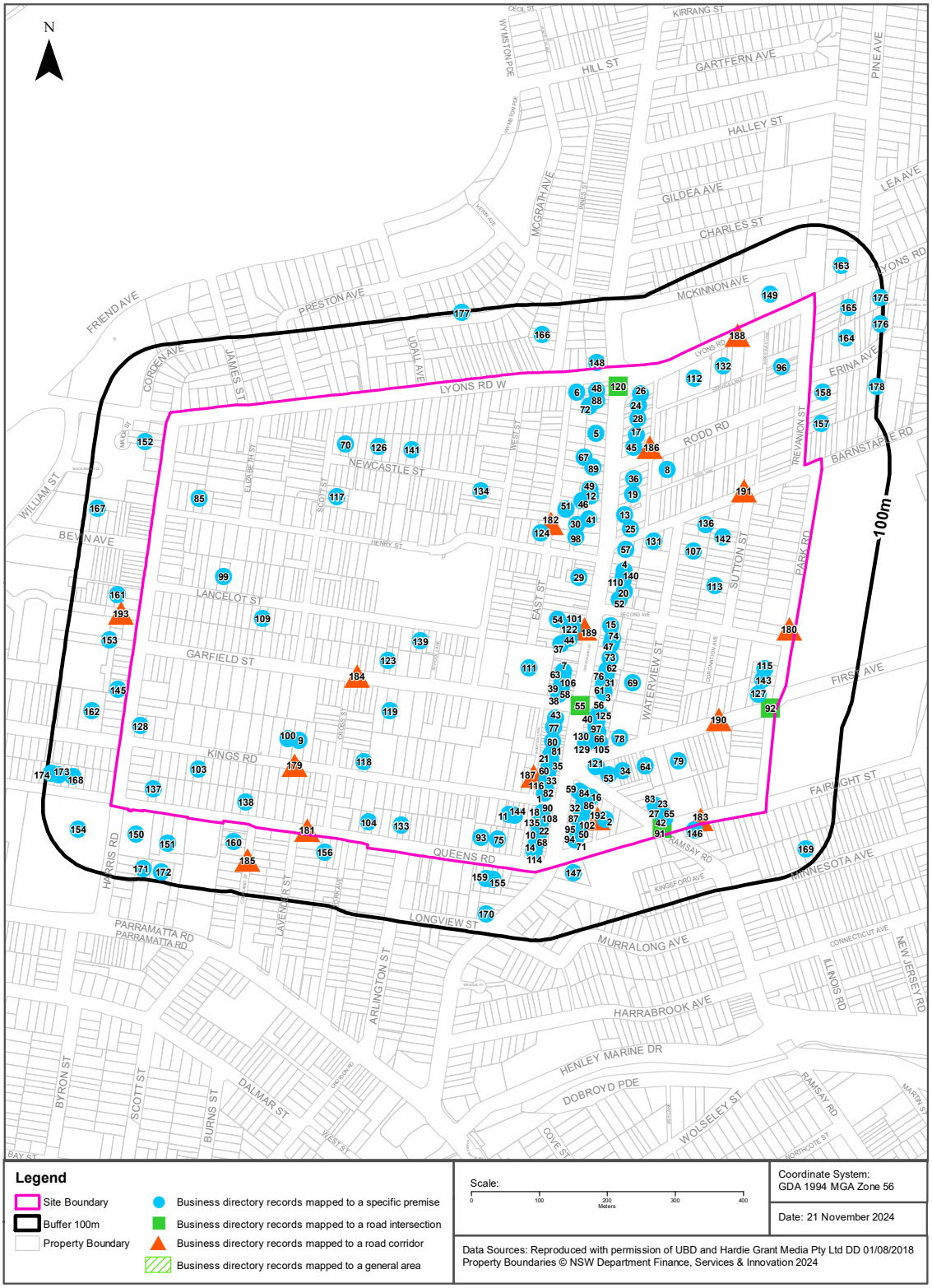
Former Licensed activities under the Protection of the Environment Operations Act 1997, now revoked or surrendered, within the dataset buffer:

Licence No	Organisation	Location	Status	Issued Date	Activity	Loc Conf	Distance	Direction
303	VISY PACKAGING PTY. LTD.	53-75 QUEENS ROAD, FIVE DOCK, NSW 2046	Surrendered	17/01/2000	Hazardous, Industrial or Group A Waste Generation or Storage	Premise Match	168m	West
4653	LUHRMANN ENVIRONMENT MANAGEMENT PTY LTD	WATERWAYS THROUGHOUT NSW	Surrendered	06/09/2000	Other Activities / Non Scheduled Activity - Application of Herbicides	Network of Features	174m	North West
4838	Robert Orchard	Various Waterways throughout New South Wales - SYDNEY NSW 2000	Surrendered	07/09/2000	Other Activities / Non Scheduled Activity - Application of Herbicides	Network of Features	174m	North West
6630	SYDNEY WEED & PEST MANAGEMENT PTY LTD	WATERWAYS THROUGHOUT NSW - PROSPECT, NSW, 2148	Surrendered	09/11/2000	Other Activities / Non Scheduled Activity - Application of Herbicides	Network of Features	174m	North West
20734	CPB CONTRACTORS PTY LIMITED	WestConnex M4 East, WestConnex M4 East, Homebush bay Drive to Parramatta Road, BURWOOD, NSW 2134, BURWOOD	Surrendered	26/02/2016	Road construction	Network of Features	454m	South
4522	BURWOOD COUNCIL	34 CHELTENHAM ROAD, CROYDON, NSW 2132	Surrendered	14/11/2000	Waste disposal by application to land	Premise Match	702m	South West

Former Licensed Activities Data Source: Environment Protection Authority
© State of New South Wales through the Environment Protection Authority

Historical Business Directories

Five Dock Precinct, NSW 2046



Historical Business Directories

Five Dock Precinct, NSW 2046

Business Directory Records 1950-1991
Premise or Road Intersection Matches

Potentially contaminative business activities extracted from Universal Business Directories from years 1991, 1986, 1982, 1978, 1975, 1970, 1965, 1961 & 1950, mapped to a premise or road intersection within the dataset buffer:

Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
1	Cleanser &/or Cleaning Preparations Mfrs &/or Dists	Air Hit Australia Pty. Ltd., 87 Great North Rd., Five Dock 2046	39121	1991	Premise Match	0m	On-site
	Noise Control Equipment	NAP Silentflo, 4/87 Great North Rd., Five Dock 2046	55899	1991	Premise Match	0m	On-site
2	Photographers General	Aurora & Eolie Studios, 63 Ramsay Rd., Five Dock. 2046	57266	1991	Premise Match	0m	On-site
	Photographers General	Eolie Studio, 63 Ramsay Rd., Five Dock. 2046	57291	1991	Premise Match	0m	On-site
	BOOT &/OR SHOE REPAIRERS.	Di-Natale, S., 65a Ramsay Rd., Five Dock. 2046	7081	1978	Premise Match	0m	On-site
3	Photographic Equipment &/or Supplies Mfrs. &/or Imps. &/or Dists.	Five Dock Photo Express, 96A Great North Rd., Five Dock 2046	97040	1991	Premise Match	0m	On-site
	PODIATRISTS.	Morris, A., 96 Great North Rd., Five Dock. 2046.	75404	1986	Premise Match	0m	On-site
	PHOTOGRAPHIC EQUIPMENT &/OR SUPPLIES - W/SALERS &/OR DEALERS.	Rabbit Photo 96A Great North Rd., Five Dock. 2046	73365	1986	Premise Match	0m	On-site
	HIRING SERVICES (H436)	A. & C. Hiring Co., 96a Great North Rd., Five Dock	316242	1970	Premise Match	0m	On-site
	HEARING AIDS (H360)	Allen, J. A., 96 Great North Rd. Five Dock	316095	1970	Premise Match	0m	On-site
	Printers - Letterpress	Five Dock—Drummoyne Printers & Publishers., 96b Great North Rd., Five Dock	136075	1965	Premise Match	0m	On-site
	Hearing Aids	Hay, Alex W. (Audometrist), 96 Great North Rd., Five Dock	100173	1965	Premise Match	0m	On-site
	Chemists - Pharmaceutical	Warren, H. F., 96 Great North Rd., Five Dock	65734	1965	Premise Match	0m	On-site
	NEWSPAPERS/PERIODICALS	Chronicle Newspaper (The), 96b Great North Rd., Five Dock	353706	1961	Premise Match	0m	On-site
	PRINTERS-LETTERPRESS	Chronicle Newspaper (The), 96b Great North Rd., Five Dock	362101	1961	Premise Match	0m	On-site
	CHEMISTS-PHARMACEUTICAL	Warren, H. F., 96 Great North Rd., Five Dock	288215	1961	Premise Match	0m	On-site
	GLASS MANUFACTURERS	Alpha Glass Manufacturing Pty. Ltd., 96b Great North Rd., Five Dock	54589	1950	Premise Match	0m	On-site
	MANUFACTURERS' AGENTS	Rayment and Smith, 96b Great North Rd., Five Dock	71654	1950	Premise Match	0m	On-site
	CHEMISTS-PHARMACEUTICAL	Warren, H. F., 96 Great North Rd., Five Dock	22141	1950	Premise Match	0m	On-site
4	Motor Brake Specialists	Great North Road Auto Port, 126 Great North Rd., Five Dock 2046	96415	1991	Premise Match	0m	On-site
	MOTOR BRAKE SERVICES.	Great North Road Auto Port, 126 Great North Rd., Five Dock. 2046	61588	1986	Premise Match	0m	On-site
	MOTOR GARAGES & SERVICE STATIONS.	Great North Road Auto Port, 126 Great North Rd., Five Dock. 2046	64814	1986	Premise Match	0m	On-site
	MOTOR TUNING SPECIALISTS.	Great North Road Auto Port, 126 Great North Rd., Five Dock. 2046	68438	1986	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Great North Road Auto Port, 126 Great North Rd., Five Dock. 2046	56900	1982	Premise Match	0m	On-site

Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
4	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Great North Road Auto Port, 126 Great North Rd., Five Dock.	50193	1978	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Great North Road Auto Port, 126 Great North Rd., Five Dock.	58988	1975	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Great North Road Auto Port., 126-8 Great North Rd., Five Dock	337932	1970	Premise Match	0m	On-site
	Motor Garages & Engineers	Great North Road Auto Port., 126-128 Great North Rd., Five Dock	122655	1965	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS—PETROL, OIL, Etc.	Great North Road Auto Port., 126-128 Great North Rd., Five Dock	350646	1961	Premise Match	0m	On-site
5	Motor Garages & Service Stations	Junction Auto Port, 231 Great North Rd, Five Dock 2046	53761	1991	Premise Match	0m	On-site
	MOTOR GARAGES & SERVICE STATIONS.	Junction Auto Port, 231 Great North Rd., Five Dock. 2046	64927	1986	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS. (M6860)	Junction Auto Port, 231 Great North Rd., Five Dock. 2046	57020	1982	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Junction Auto Centre, 231 Great North Rd., Five Dock. 2046	50304	1978	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Junction Auto Centre., 231 Great North Rd, Five Dock. 2046	59094	1975	Premise Match	0m	On-site
	MOTOR ELECTRICIANS (M620)	Junction Auto Centre., 231-235 Great North Rd., Five Dock	336891	1970	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS(M6S6)	Junction Auto Centre., 231-235 Great North Rd., Five Dock	338079	1970	Premise Match	0m	On-site
	Motor Garages & Engineers	Junction Auto Centre, 231-235 Great North Rd. Five Dock	122658	1965	Premise Match	0m	On-site
	Motor Electricians	Junction Auto Centre, 231-235 Great North Rd., Five Dock	121756	1965	Premise Match	0m	On-site
6	Lawn Mower & Accessory Mfrs &/or Dists	Mower Specialists Assoc. of Aust. Co-op. Ltd., 451 Lyons Rd West., Five Dock. 2046	50649	1991	Premise Match	0m	On-site
	LAWNMOWER-MANUAL-MFRS.	M.S.A.A., 451 Lyons Rd., Five Dock. 2046	51327	1986	Premise Match	0m	On-site
	LAWNMOWER-MOTOR POWERED-MFRS. &/OR IMPS. &/OR DISTS.	M.S.A.A., 451 Lyons Rd., Five Dock. 2046	51339	1986	Premise Match	0m	On-site
7	Optical Prescription Dispensers	O.P.S.M, 145A Great North Rd., Five Dock 2046	56193	1991	Premise Match	0m	On-site
	ANIMAL &/OR BIRD DEALERS.	Five Dock Pets, 145 Great North Rd, Five Dock. 2046	2959	1986	Premise Match	0m	On-site
	ANIMAL &/OR BIRD FOOD SUPPLIES.	Five Dock Pets, 145 Great North Rd., Five Dock. 2046	3018	1986	Premise Match	0m	On-site
	OPTICAL DISPENSERS.	O.P.S.M., 145A Great North Rd., Five Dock. 2046	70679	1986	Premise Match	0m	On-site
	ANIMAL &/OR BIRD DEALERS. (A5850)	Five Dock Pets, 145 Great North Rd., Five Dock. 2046.	2643	1982	Premise Match	0m	On-site
	ANIMAL &/OR BIRD FOOD SUPPLIES. (A5880)	Five Dock Pets, 145 Great North Rd., Five Dock. 2046.	2723	1982	Premise Match	0m	On-site
	ANIMAL & BIRD FOOD SUPPLIES (A375)	Five Dock Pet Foods, 145A Great North Rd, Five Dock	261517	1970	Premise Match	0m	On-site
8	Boiler &/or Furnace Cleaning	Oliver Furnace & Engineering Pty. Ltd., 21 Rodd Rd., Five Dock 2046	36287	1991	Premise Match	0m	On-site
	BOILER &/OR FURNACE CLEANERS.	Oliver, Furnace & Engineering Pty. Ltd., 21 Rodd Rd., Five Dock. 2046	6545	1986	Premise Match	0m	On-site
	BOILER PLANT MFRS. &/OR IMPS. &/OR DISTS.	Oliver, Furnace & Engineering Pty. Ltd., 21 Rodd Rd., Five Dock. 2046	6565	1986	Premise Match	0m	On-site
	BOILER REPAIRERS &/OR SERVICEMEN.	Oliver, Furnace & Engineering Pty. Ltd., 21 Rodd Rd., Five Dock. 2046	6581	1986	Premise Match	0m	On-site
	BOILERMAKERS.	Oliver, Furnace & Engineering Pty. Ltd., 21 Rodd Rd., Five Dock. 2046	6628	1986	Premise Match	0m	On-site
	ENGINEERS – FURNACES &/ OR COMBUSTION.	Oliver, Furnace & Engineering Pty. Ltd., 21 Rodd Rd., Five Dock. 2046	29651	1986	Premise Match	0m	On-site
	ENGINEERS-FURNACES &/OR COMBUSTION. (E7080)	Oliver, Furnace & Engineering Pty. Ltd., 21 Rodd Rd, Five Dock. 2046.	27753	1982	Premise Match	0m	On-site

Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
8	BOILER &./OR FURNACE CLEANERS. (B3940)	Oliver, Furnace & Engineering Pty. Ltd., 21 Rodd Rd., Five Dock. 2046.	7401	1982	Premise Match	0m	On-site
	BOILER PLANT MFRS. &/OR IMPS.&/OR DISTS. (B3980)	Oliver, Furnace & Engineering Pty. Ltd., 21 Rodd Rd., Five Dock. 2046.	7418	1982	Premise Match	0m	On-site
	BOILER REPAIRERS &/OR SERVICEMEN. (B4000)	Oliver, Furnace & Engineering Pty. Ltd., 21 Rodd Rd., Five Dock. 2046.	7429	1982	Premise Match	0m	On-site
	BOILERMAKERS. (B4080)	Oliver, Furnace & Engineering Pty. Ltd., 21 Rodd Rd., Five Dock. 2046.	7489	1982	Premise Match	0m	On-site
	BOILER PLANT MFRS. &/OR IMPS. &/OR DISTS.	Oliver, Furnace & Engineering Pty. Ltd., 21 Rodd Rd., Five Dock. 2046	6439	1978	Premise Match	0m	On-site
	ENGINEERS-FURNACES &/OR COMBUSTION.	Oliver, Furnace & Engineering Pty. Ltd., 21 Rodd Rd., Five Dock. 2046	24800	1978	Premise Match	0m	On-site
	BOILER &/OR FURNACE CLEANERS.	Oliver. Fumace & Engineering Pty. Ltd., 21 Rodd Rd., Five Dock. 2046	6422	1978	Premise Match	0m	On-site
	BOILER REPAIRERS &/OR SERVICEMEN.	Oliver. Furnace & Engineering Pty. Ltd., 21 Rodd Rd., Five Dock. 2046	6448	1978	Premise Match	0m	On-site
	BOILERMAKERS.	Oliver. Furnace & Engineering Pty. Ltd., 21 Rodd Rd., Five Dock. 2046	6516	1978	Premise Match	0m	On-site
	BOILER REPAIRERS &/OR SERVICEMEN.	Oliver, Furnace & Engineering Pty. Ltd., 21 Rodd Rd., Five Dock.	6887	1975	Premise Match	0m	On-site
	BOILER &/OR FURNACE CLEANERS.	Oliver, Furnace & Engineering Pty. Ltd., 21 Rodd Rd., Five Dock. 2046	6858	1975	Premise Match	0m	On-site
	ENGINEERS-FURNACES &/OR COMBUSTION.	Oliver, Furnace & Engineering Pty. Ltd., 21 Rodd Rd., Five Dock. 2046	28687	1975	Premise Match	0m	On-site
	BOILER PLANT MFRS. &/OR IMPS. &/OR DISTS	Oliver, Furnace & Engineering Pty. Ltd., 21 Rodd Rd., Five Dock. 2046.	6877	1975	Premise Match	0m	On-site
	BOILER REPAIRERS &/OR SERVICEMEN.	Oliver, Furnace & Engineering Pty. Ltd., 21 Rodd Rd., Five Dock. 2046.	6934	1975	Premise Match	0m	On-site
	BRICKLAYERS-FURNACE	OLIVER FURNACE & ENGINEERING PTY LTD, 21 RODD RD, Five DOCK, 2046	269679	1970	Premise Match	0m	On-site
	BOILER & FURNACE CLEANERS	Oliver Furnace & Engineering Pty. Ltd., 21 Rodd Rd., Five Dock	267819	1970	Premise Match	0m	On-site
	BOILERMAKERS (B510)	Oliver Furnace & Engineering Pty. Ltd., 21 Rodd Rd., Five Dock	267960	1970	Premise Match	0m	On-site
	ENGINEERS-FURNACE/COMBUSTION (E605)	Oliver Furnace & Engineering Pty. Ltd., 21 Rodd Rd., Five Dock	298794	1970	Premise Match	0m	On-site
	BOILER PLANT IMPS. &/OR DISTS.(B495)	Oliver Furnace St Engineering Pty. Ltd., 21 Rodd Rd., Five Dock	267844	1970	Premise Match	0m	On-site
	BOILER REPAIRERS/SERVICEMEN (B505)	Oliver Furnace St Engineering Pty. Ltd., 21 Rodd Rd., Five Dock	267858	1970	Premise Match	0m	On-site
	Boiler Repairers/Servicemen	Oliver, S. .J, & Sons., 21 Rodd Rd., Five Dock	52289	1965	Premise Match	0m	On-site
	Boiler & Furnace Cleaners	Oliver, S. J. & Sons., 21 Rodd Rd., Five Dock	52253	1965	Premise Match	0m	On-site
	Boiler Plant Imps. &/Or Dists.	Oliver, S. J. & Sons., 21 Rodd Rd., Five Dock	52278	1965	Premise Match	0m	On-site
	BOILERMAKERS	Oliver, S. J. & Sons., 21 Rodd Rd., Five Dock	52397	1965	Premise Match	0m	On-site
	Welders - Electric &/or Oxy	Oliver, S. J. & Sons., 21 Rodd Rd., Five Dock	156700	1965	Premise Match	0m	On-site
	BOILER & FURNACE CLEANERS	Oliver, S. J. & Sons, 21 Rodd Rd., Five Dock	273826	1961	Premise Match	0m	On-site
	BOILER REPAIRERS/SERVICEMEN	Oliver, S. J. & Sons, 21 Rodd Rd., Five Dock	273871	1961	Premise Match	0m	On-site
	BOILERMAKERS	Oliver, S. J. & Sons, 21 Rodd Rd., Five Dock	273989	1961	Premise Match	0m	On-site
	BOILER & FURNACE CLEANERS	Oliver, S. J., 21 Rodd Rd., Five Dock	9010	1950	Premise Match	0m	On-site
	BOILERMAKERS	Oliver, S. J., 21 Rodd Rd., Five Dock	9107	1950	Premise Match	0m	On-site
9	Carriers &/or Cartage Contractors	P & P Transport, Unit 7/50 Kings Rd., Five Dock 2046	38451	1991	Premise Match	0m	On-site
	ENGINEERS-ELECTRICAL	Gardiner, C. & Co., 50 Kings Rd., Five Dock	305460	1961	Premise Match	0m	On-site

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Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
10	Bakers	Pan D. Oro, 71 Great North Rd, Five Dock 2046	35334	1991	Premise Match	0m	On-site
	DRY CLEANERS & PRESSERS.	Curries Dry Cleaners, 71 Great North Rd., Five Dock. 2046	25273	1986	Premise Match	0m	On-site
	BAKERS-BREAD.	Pan D. Oro, 71 Great North Rd., Five Dock. 2046	5132	1986	Premise Match	0m	On-site
	DRY CLEANERS & PRESSERS.(D8500)	Curries Dry Cleaners, 71 Great North Rd., Five Dock. 2046.	23801	1982	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS &/OR DYERS	Curries Dry Cleaners, 71 Great North Rd., Five Dock.	20741	1978	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS &/OR DYERS.	Curries Dry Cleaners, 71 Great North Rd., Five Dock.	23985	1975	Premise Match	0m	On-site
	GAUGE MANUFACTURERS &/OR IMPORTERS (G140)	Dobbie Bros. Pty. Ltd., 71a Great North Rd., Five Dock	310521	1970	Premise Match	0m	On-site
	INSTRUMENTS - MEASURING - MFRS &/OR IMPS. &/OR DISTS.	Dobbie Bros. Pty. Ltd., 71a Great North Rd., Five Dock	319383	1970	Premise Match	0m	On-site
	PRESSURE GAUGE MFRS. (P770)	Dobbie Bros. Pty. Ltd., 71a Great North Rd., Five Dock	351520	1970	Premise Match	0m	On-site
	THERMOMETER IMPORTERS &/OR DISTRIBUTORS (T315)	Dobbie Bros. Pty. Ltd., 71a Great North Rd., Five Dock	368517	1970	Premise Match	0m	On-site
	Knife Mfrs. - Tradesmen's	British Ensign Products, 71a Great North Rd., Five Dock	106825	1965	Premise Match	0m	On-site
	Gauge Mfrs. &/or Importers	Dobbie Bros. Thermometers Pty. Ltd., 71a Great North Rd., Five Dock	94680	1965	Premise Match	0m	On-site
	Instruments - Measuring - Imports. &/or Dists.	Dobbie Bros. Thermometers Pty. Ltd., 71a Great North Rd., Five Dock	103736	1965	Premise Match	0m	On-site
	Pressure Gauge Mfrs.	Dobbie Bros. Thermometers Pty. Ltd., 71a Great North Rd., Five Dock	135726	1965	Premise Match	0m	On-site
	THERMOMETER IMPORTERS &/OR DISTRIBUTORS	Dobbie Bros. Thermometers Pty. Ltd., 71a Great North Rd., Five Dock	151347	1965	Premise Match	0m	On-site
11	Motor Engineers	Parkside Service Centre, Unit 7 Kings Rd, Five Dock 2046	53373	1991	Premise Match	0m	On-site
12	Builders Supplies	Paul's Hardware, Five Dock, 213 Great North Rd, Five Dock 2046	37225	1991	Premise Match	0m	On-site
	Gravel, Sand &/or Soil Supplies	Pauls's Hardware- Five Dock, 213 Great north Rd., Five Dock. 2046	47965	1991	Premise Match	0m	On-site
	PLUMBERS SUPPLIES.	Paul's Hardware - Five Dock, 213 Great North Rd., Five Dock. 2046.	75171	1986	Premise Match	0m	On-site
	BUILDERS SUPPLIERS.	Paul's Hardware-Five Dock, 213 Great North Rd., Five Dock. 2046	8722	1986	Premise Match	0m	On-site
	GRAVEL, SAND &/OR SOIL SUPPLIES.	Paul's Hardware-Five Dock, 213 Great North Rd., Five Dock. 2046	40253	1986	Premise Match	0m	On-site
	LOCKSMITHS &/OR KEY CUTTERS.	Paul's Hardware-Five Dock, 213 Great North Rd., Five Dock. 2046	51830	1986	Premise Match	0m	On-site
	PUBLISHERS (P886)	Five Dock Recorder The., 217 Great North Rd., Five Dock	353412	1970	Premise Match	0m	On-site
	PAINT,VARNISH,OILS/COLOUR MERCHANTS (P074)	Lemon, C., 213 Great North Rd., Five Dock	346268	1970	Premise Match	0m	On-site
	Paint, Varnish, Oils/Colour Merchants	Lemon, C., 213 Great North Rd., Five Dock	130927	1965	Premise Match	0m	On-site
	Hardware Dealers &/or Iron Mongers	Lemon's Hardware, 213 Great North Rd. Five Dock	99222	1965	Premise Match	0m	On-site
	Plumbers' Supplies	Lemon's Hardware., 213 Great North Rd., Five Dock	135017	1965	Premise Match	0m	On-site
	PLUMBERS' SUPPLIES	Lemon's Hardware, 213 Great North Rd., Five Dock	361013	1961	Premise Match	0m	On-site
	HARDWARE DEALERS/IRONMONGERS	Lemon's Hardware., 213 Great North Rd., FIVE DOCK	323249	1961	Premise Match	0m	On-site
	RADIO SALES &/OR SERVICEMEN	Clear-A-Tone Radio, 215 Great North Rd., Five Dock	97066	1950	Premise Match	0m	On-site
	HARDWARE DEALERS &/OR IRONMONGERS	Lemon, C., 213 Great North Rd., Five Dock	61186	1950	Premise Match	0m	On-site
13	Motor Garages & Service Stations	Shore Petroleum, 134 Great North Rd., Five Dock 2046	53887	1991	Premise Match	0m	On-site

Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
13	MOTOR CHASSIS STRAIGHTENERS &/OR REPAIRERS.	C, M. Garage, 134 Great North Rd., Five Dock. 2046	62446	1986	Premise Match	0m	On-site
	MOTOR GARAGES & SERVICE STATIONS.	C.M Garage, 134 Great North Rd., Five Dock. 2046	64294	1986	Premise Match	0m	On-site
	MOTOR GAS (L.P.G.) MFRS. &/OR IMPS. &/OR DISTS	C.M Garage, 134 Great North Rd., Five Dock. 2046	65767	1986	Premise Match	0m	On-site
	MOTOR BRAKE SERVICES.	C.M. Garage, 134 Great North Rd., Five Dock. 2046	61539	1986	Premise Match	0m	On-site
	MOTOR ENGINEERS.	C.M. Garage, 134 Great North Rd., Five Dock. 2046	63273	1986	Premise Match	0m	On-site
	MOTOR TUNING SPECIALISTS.	C.M. Garage, 134 Great North Rd., Five Dock. 2046	68409	1986	Premise Match	0m	On-site
	MOTOR PANEL BEATERS &/OR SPRAY PAINTERS.	J G. Smash Repairs, 136 Great North Rd., Five Dock. 2046	66412	1986	Premise Match	0m	On-site
	MOTOR CHASSIS STRAIGHTENERS &/OR REPAIRERS.	J.G. Smash Repairs, 136 Great North Rd., Five Dock. 2046	62457	1986	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Five Dock Auto Port, 136 Great North Rd., Five Dock. 2046.	56764	1982	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Five Dock Auto Port. 134 Great North Rd., Five Dock. 2046.	56765	1982	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Five Dock Auto Port, 134 Great North Rd., Five Dock.	50051	1978	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Five Dock Auto Port, 136 Great North Rd., Five Dock.	50050	1978	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS - PETROL, OIL	Five Dock Auto Port, 136 Great North Rd., Five Dock.	61749	1975	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Five Dock Auto Port., 134 Great North Rd., Five Dock	58876	1975	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Five Dock Auto Port, 134 Great North Rd. Five Dock	337806	1970	Premise Match	0m	On-site
	Motor Garages & Engineers	Five Dock Auto Port, 134 Great North Rd. Five Dock	122653	1965	Premise Match	0m	On-site
	Motor Garages & Engineers	Revell, R. & Co., 136 Great North Rd. Five Dock	122662	1965	Premise Match	0m	On-site
	Motor Carburettor/Tuning Specialists	Revell, R. & Co., 136 Great North Rd., Five Dock	121276	1965	Premise Match	0m	On-site
	Motor Shock Absorber Specialists	Revell, R. & Co., 136 Great North Rd., Five Dock	126286	1965	Premise Match	0m	On-site
	Motor Steering Specialists	Revell, R. & Co., 136 Great North Rd., Five Dock	126930	1965	Premise Match	0m	On-site
	Motor Wheel Repairers/Specialists	Revell, R. & Co., 136 Great North Rd., Five Dock	127380	1965	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS—PETROL, OIL, Etc.	Five Dock Motors, 134-136 Great North Rd. FIVE DOCK	350583	1961	Premise Match	0m	On-site
	MOTOR CYLINDER REBORES	Five Dock Motors, 134-136 Great North Rd., Five Dock	345877	1961	Premise Match	0m	On-site
14	DENTISTS.	Adamo, M. J., 65 Great North Rd., Five Dock. 2046	22232	1986	Premise Match	0m	On-site
	DENTISTS.	Santageio, M., 65 Great North Rd., Five Dock. 2046	23290	1986	Premise Match	0m	On-site
	DENTISTS. (D1800)	Adamo, M. J., 65 Great North Rd, Five Dock. 2046.	19930	1982	Premise Match	0m	On-site
	DENTISTS. (D1800)	Santagelo, M, 65 Great North Rd., Five Dock. 2046.	20811	1982	Premise Match	0m	On-site
	DENTISTS.	Adamo, M. J., 65 Great North Rd., Five Dock. 2046	17858	1978	Premise Match	0m	On-site
	DENTISTS.	Boland, T. W., 65 Great North Rd., Five Dock. 2046	17920	1978	Premise Match	0m	On-site
	HARDWARE DEALERS &/OR IRONMONGERS.	Five Dock Hardware, 65 Great North Rd., Five Dock.	34895	1978	Premise Match	0m	On-site

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14	DENTISTS.	Adamo, M. J., 65 Great North Rd., Five Dock. 2046	20717	1975	Premise Match	0m	On-site
	DENTISTS.	Boland, T. W., 65 Great North Rd., Five Dock. 2046	20778	1975	Premise Match	0m	On-site
	HARDWARE DEALERS &/OR IRONMONGERS.	Five Dock Hardware, 67 Great North Rd, Five Dock.	41239	1975	Premise Match	0m	On-site
	HARDWARE DEALERS &/OR IRONMONGERS.	Five Dock Hardware, 67 Great North Road, Five Dock	41240	1975	Premise Match	0m	On-site
15	MOTOR GARAGES & SERVICE STATIONS.	Andrews & Michael Pty. Ltd. (Amoco), 110 Great North Rd., Five Dock. 2046	63966	1986	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Andrews & Michael Pty. Ltd. (Amoco), 110 Great North Rd., Five Dock. 2046	56039	1982	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Amoco Service Station, 110 Great North Rd., Five Dock.	58337	1975	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS - PETROL, OIL	Five Dock Amoco Service Station, 114 Great North Rd., Five Dock	61748	1975	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Amoco Service Station, 110 Great North Rd., Five Dock	337188	1970	Premise Match	0m	On-site
	Amusements	Sydney Ice Skating Club., 116 Great North Rd., Five Dock	46157	1965	Premise Match	0m	On-site
16	PHOTOGRAPHERS – GENERAL.	Aurora Studio 69 Ramsay Rd., Five Dock. 2046	72896	1986	Premise Match	0m	On-site
	CAKE SHOPS &/OR PASTRYCOOKS.	Pasticceria International, 71 Ramsay Rd., Five Dock. 2046	11857	1986	Premise Match	0m	On-site
	CAKE SHOPS &/OR PASTRYCOOKS. (C0465)	Pasticceria International, 71 Ramsay Rd, Five Dock. 2046.	12755	1982	Premise Match	0m	On-site
	LAWNMOWER SALES & OR SERVICE	Five Dock Mower & Auto Repairs, 67a Ramsay Rd., Five Dock. 2046	39953	1978	Premise Match	0m	On-site
	PHOTOGRAPHERS-GENERAL	Aurora Studio., 69 Ramsay Rd., Five Dock 2045	66715	1975	Premise Match	0m	On-site
	CAKE SHOPS &/OR PASTRYCOOKS.	Pasticceria International. 69 Ramsay Rd., Five Dock. 2046	12710	1975	Premise Match	0m	On-site
	PHOTOGRAPHERS-PORTRAIT (P284)	Aurora Studio., 69 Ramsay Rd., Five Dock	348034	1970	Premise Match	0m	On-site
17	SOUVENIR MFRS. &/OR DISTS.	Booma Products Pty. Ltd., 150 Great North Rd., Five Dock. 2046.	87242	1986	Premise Match	0m	On-site
	ELECTRIC CABLE-FLEXIBLE &/OR WIRE-MFRS. &/OR DISTS.	TLE Electrical Pty. Ltd., 150 Great North Rd., Five Dock. 2046	26061	1986	Premise Match	0m	On-site
	ELECTRICAL ACCESSORIES MFRS. &/OR W/SALERS.	TLE Electrical Pty. Ltd., 150 Great North Rd., Five Dock. 2046	26984	1986	Premise Match	0m	On-site
	ELECTRICAL CONTRACTORS SUPPLIES.	TLE Electrical Pty. Ltd., 150 Great North Rd., Five Dock. 2046	27278	1986	Premise Match	0m	On-site
	ELECTRICAL SUPPLIES &/OR APPLIANCES-WHOLESALE.	TLE Electrical Pty. Ltd., 150 Great North Rd., Five Dock. 2046	27680	1986	Premise Match	0m	On-site
	FLOOR COVERING - INDUSTRIAL SPECIALISTS. (F3575)	Booma Products Pty. Ltd., 150 Great North Rd., Five Dock. 2046.	31208	1982	Premise Match	0m	On-site
	MEDICAL SUPPLIES. (M2040)	Booma Products Pty. Ltd., 150 Great North Rd., Five Dock. 2046.	50975	1982	Premise Match	0m	On-site
	SKIN & HIDE MERCHANTS &/OR EXPORTERS. (S3820)	Booma Products Pty. Ltd., 150 Great North Rd., Five Dock. 2046.	75026	1982	Premise Match	0m	On-site
	TOY MFRS. &/OR DISTS. (T6250)	Booma Products Pty. Ltd., 150 Great North Rd., Five Dock. 2046.	81316	1982	Premise Match	0m	On-site
	ELECTRICAL SUPPLIES &/OR APPLIANCES - WHOLESALE. (E3870)	Lakemba Wholesalers Pty. Ltd 150 Great North Rd., Five Dock. 2046.	25922	1982	Premise Match	0m	On-site
	TOY MFRS. &/OR DISTS.	Booma Products Pty. Ltd, 150 Great North Rd, Five Dock. 2046	71825	1978	Premise Match	0m	On-site
	FLOOR COVERING-INDUSTRIAL SPECIALISTS.	Booma Products Pty. Ltd., 150 Great North Rd., Five Dock. 2046	28259	1978	Premise Match	0m	On-site
	MEDICAL SUPPLIES.	Booma Products Pty. Ltd., 150 Great North Rd., Five Dock. 2046	44758	1978	Premise Match	0m	On-site
	SKIN & HIDE MERCHANTS &/OR EXPORTERS.	Booma Products Pty. Ltd., 150 Great North Rd., Five Dock. 2046	66442	1978	Premise Match	0m	On-site

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17	ELECTRICAL SUPPLIES &/OR APPLIANCES - WHOLESALE.	Lakemba Wholesalers Pty. Ltd., 150 Great North Rd., Five Dock. 2046	22973	1978	Premise Match	0m	On-site
	TOY MFRS. &/OR DISTS.	Booma Products Pty. Ltd., 150 Great North Rd., Five Dock. 2046	84535	1975	Premise Match	0m	On-site
	ELECTRIC LIGHT FITTINGS (SHADES, BRACKETS, ETC) MFRS. &/OR DISTS.	Lakemba Wholesalers, 150 Great North Rd., Five Dock. 2046	88173	1975	Premise Match	0m	On-site
	LAMPSHADE &/OR LAMPSTAND MFRS. &/OR SPECIALISTS.	Lakemba Wholesalers., 150 Great North Rd., Five Dock. 2046	46717	1975	Premise Match	0m	On-site
	PICTURE FRAMERS &/OR DEALERS(P338)	International Reproductions., 150 Great North Rd., Five Dock	348769	1970	Premise Match	0m	On-site
18	BEAUTICIANS.	Brigitte De Beaute, 81 Great North Rd., Five Dock. 2046	5690	1986	Premise Match	0m	On-site
	HARDWARE DEALERS/IRONMONGERS (H230)	Five Dock Hardware, 81 Great North Rd. Five Dock	315041	1970	Premise Match	0m	On-site
	PAINT,VARNISH,OILS/COLOUR MERCHANTS (P074)	Five Dock Hardware, 81 Great North Rd., Five Dock	346186	1970	Premise Match	0m	On-site
	Hardware Dealers &/or Iron Mongers	Five Dock Hardware, 81 Great North Rd. Five Dock	99220	1965	Premise Match	0m	On-site
	Paint, Varnish, Oils/Colour Merchants	Five Dock Hardware, 81 Great North Rd., Five Dock	130830	1965	Premise Match	0m	On-site
	HARDWARE DEALERS &/OR IRONMONGERS	Holm Bros., 81 Great North Rd., Five Dock	61110	1950	Premise Match	0m	On-site
19	MOTOR ACCESSORIES – RETAIL .	Carisma Automotive Imports Pty. Ltd., 138 Great North Rd., Five Dock. 2046	60963	1986	Premise Match	0m	On-site
	MOTOR ACCESSORIES MFRS. &/OR IMPS. &/OR W/SALERS.	Carisma Automotive Imports Pty. Ltd., 138 Great North Rd., Five Dock. 2046	60733	1986	Premise Match	0m	On-site
	MOTOR WHEEL REPAIRERS &/OR SPECIALISTS.	Carisma Automotive Imports Pty. Ltd., 138 Great North Rd., Five Dock. 2046	68604	1986	Premise Match	0m	On-site
	MOTOR WHEELS &/OR RIMS MFRS. &/OR W/SALERS.	Carisma Automotive Imports Pty. Ltd., 138 Great North Rd., Five Dock. 2046	68623	1986	Premise Match	0m	On-site
	PHOTO TYPESETTING SYSTEMS. * (P3385)	Compugraphic, 138 Great North Road, Five Dock. 2046.	63443	1982	Premise Match	0m	On-site
	PRINTERS MACHINERY MFRS. &/OR DISTS	V. R.G. Graphic Machinery Pty. Ltd., 138 Great North Rd., Five Dock 2046.	66882	1982	Premise Match	0m	On-site
	Clothing Mfrs. &/or W'salers - General	Doctor, H. T., 138 Great North Rd., Five Dock	67040	1965	Premise Match	0m	On-site
	CLOTHING MFRS. &/OR W'SALERS-GENERAL	Doctor, H. T., 138 Great North Rd., Five Dock	289410	1961	Premise Match	0m	On-site
	CLOTHING MFRS. &/OR W'SALERS-GENERAL	Doctor, H. T., 138 Great North Rd., Five Dock	289411	1961	Premise Match	0m	On-site
20	RECEPTION LOUNGES.	Castel D'oro, 120 Great North Rd., Five Dock. 2046	80384	1986	Premise Match	0m	On-site
	RECEPTION LOUNGES. (R2800)	Coronet House, 120 Great North Rd., Five Dock. 2046.	69902	1982	Premise Match	0m	On-site
	PHOTOGRAPHERS-GENERAL	Coronet Studios., 120 Great North Rd., Five Dock. 2046	66732	1975	Premise Match	0m	On-site
	PHOTOGRAPHERS-PORTRAIT (P284)	Coronet Studios., 120 Great North Rd., Five Dock	348049	1970	Premise Match	0m	On-site
21	DENTISTS.	Churchin, L., 103 Great North Rd., Five Dock. 2046	22418	1986	Premise Match	0m	On-site
	DENTISTS. (D1800)	Churchin, J. L., 103 Great North Rd., Five Dock. 2046.	20086	1982	Premise Match	0m	On-site
	CHEMISTS-PHARMACEUTICAL.	Lawrance's Pharmacy, 103 Great North Rd., Five Dock. 2046	13436	1978	Premise Match	0m	On-site
	CHEMISTS-PHARMACEUTICAL	Lawrance's Pharmacy, 103 Great North Rd., Five Dock. 2046	15515	1975	Premise Match	0m	On-site
	CHEMISTS-PHARMACEUTICAL	Lawrence's Pharmacy., 103 Great North Rd., Five Dock	280672	1970	Premise Match	0m	On-site
	Chemists - Pharmaceutical	Lawrence's Pharmacy, 103 Great North Rd., Five Dock	65240	1965	Premise Match	0m	On-site
	CHEMISTS-PHARMACEUTICAL	Lawrence's Pharmacy, 103 Great North Rd., Five Dock	287782	1961	Premise Match	0m	On-site
	CHEMISTS-PHARMACEUTICAL	Lawrence's Pharmacy, 103 Great North Rd., Five Dock	21739	1950	Premise Match	0m	On-site

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Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
22	CAKE SHOPS &/OR PASTRYCOOKS.	Cincotta Cakes, 75 Great North Rd., Five Dock. 2046	11599	1986	Premise Match	0m	On-site
23	AQUARIUMS & SUPPLIES.	Crystal Palace Aquariums, 48 Ramsay Rd., Five Dock. 2046	3393	1986	Premise Match	0m	On-site
	AQUARIUMS & SUPPLIES. (A6510)	Crystal Palace Aquariums Pty. Ltd., 48 Ramsay Rd., Five Dock. 2046.	3057	1982	Premise Match	0m	On-site
	AQUARIUMS & SUPPLIES.	Crystal Palace Aquariums Pty. Ltd., 48 Ramsay Rd., Five Dock. 2046	2802	1978	Premise Match	0m	On-site
	AQUARIUMS & SUPPLIES	Crystal Palace Aquariums Pty. Ltd., 4B Ramsay Rd., Five Dock. 2046.	2679	1975	Premise Match	0m	On-site
	Aquariums & Supplies	Crystal Palace Aquariums, 48-50 Ramsay Rd., Five Dock	46525	1965	Premise Match	0m	On-site
24	INTERIOR DECORATORS.	Cupra Curtains, 160 Great North Rd., Five Dock. 2046	49131	1986	Premise Match	0m	On-site
	INTERIOR DECORATORS. (I5050)	Cupra Curtains, 160 Great North Rd., Five Dock. 2046.	42974	1982	Premise Match	0m	On-site
	INTERIOR DECORATORS.	Cupra Curtains, 160 Great North Rd., Five Dock. 2046	38308	1978	Premise Match	0m	On-site
	WELDERS., Electric &/OR OXY.	Abbotsford Steel Constitutions., 166 Great North Rd., Five Dock. 2046	86757	1975	Premise Match	0m	On-site
	FENCE &/OR GATE MFRS.	Abbotsford Steel Constrcutions, 166 Great North Rd., Five Dock. 2046.	31405	1975	Premise Match	0m	On-site
	WROUGHT IRON WORKERS.	Abbotsford Steel Constructions, 166 Great North Rd., Five Dock. 2046	87936	1975	Premise Match	0m	On-site
	STEEL FABRICATORS.	Abbotsford Steel Constructions., 166 Great North Rd, Five Dock. 2046	80448	1975	Premise Match	0m	On-site
	INTERIOR DECORATORS.	Cupra Curtains., 160 Great North Rd., Five Dock. 2046	45299	1975	Premise Match	0m	On-site
	WELDERS-ELECTRIC &/OR OXY	Abbotsford Steel Constructions, Rear 166 Great North Rd, Five Dock. 2046	373413	1970	Premise Match	0m	On-site
	WROUGHT IRON WORKERS (W545)	Abbotsford Steel Constructions, Rear 166 Great North Rd., Five Dock, 2046	375462	1970	Premise Match	0m	On-site
	STEEL FABRICATORS (S673)	Abbotsford Steel Constructions, Rear 166 Great North Rd., Five Dock.2046	365150	1970	Premise Match	0m	On-site
	FENCE/GATE MFRS. (F090)	Abbotsford Steel Constructions., Rear 166 Great North Rd., Five Dock, 2046	302213	1970	Premise Match	0m	On-site
	IRON WORKERS (I700)	Abbotsford Steel Constructions., Rear 166 Great North Rd., Five Dock, 2046	320777	1970	Premise Match	0m	On-site
	ORNAMENTAL METAL WORKERS(O 310)	Abbotsford Steel Constructions., Rear 166 Great North Rd., Five Dock, 2046.	345501	1970	Premise Match	0m	On-site
	PRINTERS-LETTERPRESS (P806)	Classic Printing Service., 164 Great North Rd., Five Dock.	351985	1970	Premise Match	0m	On-site
	FURNITURE-GENERAL-MFRS. &/OR WHOLESALERS (F730)	Dirks Furniture., 166 Great North Rd., Five Dock	309196	1970	Premise Match	0m	On-site
	CLOTHING MFRS. &/OR W'SALERS-GENERAL (C438)	Reila Fashions., 166 Great North Rd., Five Dock	282505	1970	Premise Match	0m	On-site
	CLOTHING MFRS. &/OR W/SALERS. - LADIES FROCKS &/OR SUITS.	Rella Fashion., 166 Great North Rd., Five Dock	283090	1970	Premise Match	0m	On-site
	Engineers - Designing	A.E.S. Architechtural & Engineering Services Co., 160-166 Great North Rd., Five Dock	81228	1965	Premise Match	0m	On-site
	Engineers - Designing	Architectural & Engineering. Services Co., 160-166 Great North Rd., Five Dock	81231	1965	Premise Match	0m	On-site
	Clothing Mfrs. &/or W'salers - Ladies' Dresses & Gowns	Rella Fashion, 166 Great North Rd., Five Dock	67717	1965	Premise Match	0m	On-site
	Clothing Mfrs. &/or W'salers - Ladies' Mantles	Rella Fashion, 166 Great North Rd., Five Dock	67854	1965	Premise Match	0m	On-site
	Builders & Contractors	United Building Trades Co., 160-166 Great North Rd., Five Dock	55679	1965	Premise Match	0m	On-site
	FIBREGLASS PRODUCTS-MFRS. (MOULDING, FABRICATING, EXTRUSIONS, CONVERTERS, Etc.)	Summit Industries, 166 Great North Rd., Five Dock	310122	1961	Premise Match	0m	On-site

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24	FIBREGLASS PRODUCTS-MFRS. (MOULDING, FABRICATING, EXTRUSIONS, CONVERTERS, Etc.)	Summit Industries., 166 Great North Rd., Five Dock	310121	1961	Premise Match	0m	On-site
25	FUNERAL DIRECTORS.	Dignified Funerals (Five Dock) Pty. Ltd., 132 Great North Rd., Five Dock. 2046	36510	1986	Premise Match	0m	On-site
	FUNERAL DIRECTORS.	Dignified Funerals, 132 Great North Rd., Five Dock. 2046	36512	1986	Premise Match	0m	On-site
	FUNERAL DIRECTORS. (F7050)	Dignified Funerals (Five Dock) Pty, Ltd., 132 Great North Rd., FiveDock. 2046.	34122	1982	Premise Match	0m	On-site
	FUNERAL DIRECTORS. (F7050)	Dignified Funerals, 132 Great North Rd., Five Dock. 2046.	34124	1982	Premise Match	0m	On-site
	FUNERAL DIRECTORS.	Lee. W. T. J., 132 Great North Rd., Five Dock. 2046	31004	1978	Premise Match	0m	On-site
	CLOTHING MFRS. &/OR W'SALERS-GENERAL (C438)	Five Dock Enterprises., 132 Great North Rd., Five Dock	282438	1970	Premise Match	0m	On-site
	SECOND-HAND DEALERS (S179)	Presbyterian Bargain Shop, 132a Great North Rd., Five Dock	360229	1970	Premise Match	0m	On-site
	Second - Hand Dealers	Presbyterian Bargain Shop., 132a Great North Rd., Five Dock	143534	1965	Premise Match	0m	On-site
	CLOTHING MFRS. &/OR WHOLESALERS-GENERAL	Doctor, H. T., 132 Great North Rd., Five Dock	24784	1950	Premise Match	0m	On-site
26	MOTOR TRANSMISSION SPECIALISTS.	Five Dock Auto Electrical & Mechanical Service Centre, 168 Great North Rd. Five Dock. 2046	68096	1986	Premise Match	0m	On-site
	MOTOR TUNING SPECIALISTS.	Five Dock Auto Electrical & Mechanical Service Centre, 168 Great North Rd., Five Dock 2046	68431	1986	Premise Match	0m	On-site
	MOTOR BRAKE SERVICES.	Five Dock Auto Electrical & Mechanical Service Centre, 168 Great North Rd., Five Dock. 2046	61570	1986	Premise Match	0m	On-site
	MOTOR CLUTCH SPECIALISTS.	Five Dock Auto Electrical & Mechanical Service Centre, 168 Great North Rd., Five Dock. 2046	62526	1986	Premise Match	0m	On-site
	MOTOR CYLINDER REBORES.	Five Dock Auto Electrical & Mechanical Service Centre, 168 Great North Rd., Five Dock. 2046	62769	1986	Premise Match	0m	On-site
	MOTOR ELECTRICIANS.	Five Dock Auto Electrical & Mechanical Service Centre, 168 Great North Rd., Five Dock. 2046	62901	1986	Premise Match	0m	On-site
	MOTOR ENGINE RECONDITIONERS.	Five Dock Auto Electrical & Mechanical Service Centre, 168 Great North Rd., Five Dock. 2046	63093	1986	Premise Match	0m	On-site
	MOTOR ENGINEERS.	Five Dock Auto Electrical & Mechanical Service Centre, 168 Great North Rd., Five Dock. 2046	63340	1986	Premise Match	0m	On-site
	MOTOR GARAGES & SERVICE STATIONS.	Five Dock Auto Electrical & Mechanical Service Centre, 168 Great North Rd., Five Dock. 2046	64699	1986	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS. (M6860)	Services Garage (Centre), 168 Great North Rd., Five Dock. 2046.	57531	1982	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Services Garage (Centre), 168 Great North Rd., Five Dock. 2046	50812	1978	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS.	Services Garage., 168 Great North Rd., Five Dock. 2046	61354	1975	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL,OIL,Etc.	Services Garage., 168 Great North Rd., Five Dock	341459	1970	Premise Match	0m	On-site
	Motor Service Stations - Petrol, Oil, Etc.	Services Garage, 168 Great North Rd. Five Dock	125705	1965	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS	Reliance Service Station, 168 Great North Rd. FIVE DOCK	348011	1961	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS—PETROL, OIL, Etc.	Reliance Service Station, 168 Great North Rd. FIVE DOCK	351010	1961	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS—PETROL, OIL, Etc.	Services Garage, 168 Great North Rd. FIVE DOCK	351071	1961	Premise Match	0m	On-site

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26	MOTOR GARAGES &/OR ENGINEERS	Reliance Service Station, 168 Great North Rd., Five Dock	84279	1950	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS	Reliance Service Station, Cnr. Great North & Lyons Rd., Five Dock	84280	1950	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, Etc.	Reliance Service Station, Cnr. Great North and Lyons Rds., Five Dock	86335	1950	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS	Service, E. W., 168 Great North Rd., Five Dock	84355	1950	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, Etc.	Service, E. W., 168 Great North Rd., Five Dock	86383	1950	Premise Match	0m	On-site
27	CATERERS SUPPLIES.	Five Dock Cheese Cakes, 46 Ramsay Rd., Five Dock.2046	13196	1986	Premise Match	0m	On-site
	MOTOR ACCESSORIES-MFRS. (M456)	T. A. Processing Pty. Ltd., 46 Ramsay Rd., Five Dock	334981	1970	Premise Match	0m	On-site
	PHOTOGRAPHERS-PORTRAIT (P284)	Taylor, Max., 46 Ramsay Rd., Five Dock	348130	1970	Premise Match	0m	On-site
	PHOTOGRAPHIC DEVELOPING,PRINTING/COLOURING SERVICES (P288)	Taylor, Max., 46 Ramsay Rd., Five Dock	348187	1970	Premise Match	0m	On-site
	Photographers - Portrait	Taylor, Max, 46 Ramsay Rd., Five Dock	132513	1965	Premise Match	0m	On-site
	Photographic Developing, Printing/Colouring Services	Taylor, Max, 46 Ramsay Rd., Five Dock	132576	1965	Premise Match	0m	On-site
28	KITCHENWARE - WHOLESALERS	Five Dock Discount Sales, 156 Great North Rd., Five Dock. 2046	50622	1986	Premise Match	0m	On-site
	KITCHENWARE &/OR HOLLOWARE MFRS. &/OR DISTS.	Five Dock Discount Sales, 156 Great North Rd., Five Dock. 2046	50568	1986	Premise Match	0m	On-site
	CATERERS SUPPLIES. (C2700)	Cupid Stationery, 156 Great North Rd., Five Dock. 2046.	14037	1982	Premise Match	0m	On-site
	PRINTERS - LETTERPRESS. (P8420)	Cupid Stationery, 156 Great North Rd., Five Dock. 2046.	66052	1982	Premise Match	0m	On-site
	BOLT &/OR NUT MFRS.&/OR DISTS.	Affix Pty. Ltd., 156 Great North Rd., Five Dock. 2046	6558	1978	Premise Match	0m	On-site
	SCFREW MFRS. &/OR W/SALERS	Alfix Pty. Ltd. 156 Great North Rd., Five Dock. 2046	65301	1978	Premise Match	0m	On-site
	SCREWS-METAL THREAD-MFRS. &/OR DISTS.	Alfix Pty. Ltd. 156 Great North Rd., Five Dock. 2046	65343	1978	Premise Match	0m	On-site
	BOLT &/OR NUT MFRS.&/OR DISTS.	Alfix Pty. Ltd. 156 Great North Road Five Dock 2046	6545	1978	Premise Match	0m	On-site
	SCREWS., METAL THREAD., MFRS. &/OR DISTS.	S.C. S. Pty. Ltd., 156 Great North Rd., Five dock. 2046	76340	1975	Premise Match	0m	On-site
	BOLT &/OR NUT MFRS. &/OR DISTS.	S.C.S. Pty. Ltd. 156 Great North Rd, Five Dock. 2046	7066	1975	Premise Match	0m	On-site
	BOLT &/OR NUT MFRS. &/OR DISTS.	S.C.S. Pty. Ltd. 156 Great North Road. Five Dock. 2046	7011	1975	Premise Match	0m	On-site
	SCREW MFRS. &/OR W/SALERS	S.C.S. Pty. Ltd., 156 Great North Rd., Five Dock. 2046	76327	1975	Premise Match	0m	On-site
	FURNITURE-GENERAL-MFRS. &/OR WHOLESALERS (F730)	Megna Bros., 154 Great North Rd., Five Dock	309270	1970	Premise Match	0m	On-site
	BUILDERS & CONTRACTORS (B800)	Megna Bros., 154-158 Great North Rd., Five Dock	270267	1970	Premise Match	0m	On-site
	SHOP/OFFICE FITTERS (S276)	Megna Bros., 154-158 Great North Rd., Five Dock	361371	1970	Premise Match	0m	On-site
	Furniture - Kitchen Units & Cabinets - Mfrs. &/or Wholesalers	Megna Bros., 154-158 Great North Rd., Five Dock	93732	1965	Premise Match	0m	On-site
	SHOP/OFFICE FITTERS	Megna Bros., 154-158 Great North Rd., Five Dock	144632	1965	Premise Match	0m	On-site
	CABINETMAKERS	Megna Bros., 154-158 Great North Rd., Five Dock	281768	1961	Premise Match	0m	On-site
	FURNITURE-KITCHEN UNITS & CABINETS-MANUFACTURERS &/OR WHOLESALERS	Megna Bros., 154-158 Great North Rd., Five Dock	317960	1961	Premise Match	0m	On-site
	SHOP/OFFICE FITTERS	Megna Bros., 154-158 Great North Rd., Five Dock	250093	1961	Premise Match	0m	On-site

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28	FURNITURE REMOVALISTS &/OR STORAGE	Cooper, T. C., 156 Great North Rd., Five Dock	53187	1950	Premise Match	0m	On-site
	CARRIERS & CARTAGE CONTRACTORS	Cooper. Thos. C., 156 Great North Rd., Five Dock	18635	1950	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS	Tasman Dry Cleaners. 158 Great North Rd., Five Dock	35741	1950	Premise Match	0m	On-site
29	RADIO &/OR TELEVISION SALES &/OR SERVICEMEN.	Five Dock Electronics, 177 Great North Rd., Five Dock. 2046.	78762	1986	Premise Match	0m	On-site
	RADIO &/OR TELEVISION SALES&/OR SERVICEMEN. (R1260)	Five Dock Electronics, 177 Great North Rd., Five Dock. 2046.	68291	1982	Premise Match	0m	On-site
	RADIO &/OR TELEVISION SALES &/OR SERVICEMEN.	Five Dock T. V. Service, 177 Great North Rd., Five Dock. 2046	61084	1978	Premise Match	0m	On-site
	SPORTSWEAR RETAILERS & SPECIALISTS	Ellen Brent, 179 Great North Rd., Five Dock	104640	1950	Premise Match	0m	On-site
30	LAUNDRIES &/OR LAUNDRETTES.	Five Dock Laundrette, 195 Great North Rd., Five Dock. 2046	51150	1986	Premise Match	0m	On-site
	CAKE SHOPS &/OR PASTRYCOOKS.	Pasticceria-La-Messine, 197 Great North Rd., Five Dock. 2046	11856	1986	Premise Match	0m	On-site
	LAUNDRIES &/OR LAUNDRETTES.(L1850)	Five Dock Laundrette, 195 Great North Rd., Five Dock. 2046.	44791	1982	Premise Match	0m	On-site
	LAUNDRIES &/OR LAUNDRETTES.	Five Dock Launderette. 195 Great North Rd., Five Dock. 2046	39773	1978	Premise Match	0m	On-site
	LAUNDRIES &/OR LAUNDRETTES.	Five Dock Launderette., 195 Great North Rd., Five Dock. 2046	46937	1975	Premise Match	0m	On-site
	CLOTHING MFRS. &/OR W'SALERS-KNITTED GOODS	M & C Palamara., 195-197 Great North Rd., Five Dock	282666	1970	Premise Match	0m	On-site
	Clothing Mfrs. &/or W'salers - Knitted Goods	M. & C. Palarnara, 195-197 Great North Rd., Five Dock	67298	1965	Premise Match	0m	On-site
	Clothing Mfrs. &/or W'salers - Knitted Goods	Palamara, M. & C., 195 Great North Rd., Five Dock	67316	1965	Premise Match	0m	On-site
	CLOTHING MFRS. &/OR W'SALERS-KNITTED GOODS	M. & C. Palamara, 195-197 Great North Rd., Five Dock	289791	1961	Premise Match	0m	On-site
31	WINE &/OR SPIRIT MERCHANTS RETAIL.	Five Dock Liquor Supplies, 100 Great North Rd., Five Dock. 2046	99288	1986	Premise Match	0m	On-site
	WINE &/OR SPIRIT MERCHANTS -. RETAIL. (W5960)	Five Dock Liquor Supplies, 100 Great North Rd., Five Dock. 2046.	84748	1982	Premise Match	0m	On-site
32	VIDEO RECORDER &/OR CASSETTE SALES &/OR HIRE &/OR SERVICE.	Five Dock Video, 70 Great North Rd. Five Dock. 2046.	97551	1986	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS	Tasman Dry Cleaners. 70 Great North Rd., Five Dock	35742	1950	Premise Match	0m	On-site
33	CHEMISTS-PHARMACEUTICAL.	Goldshaft, P., 95 Great North Rd., Five Dock. 2046	14272	1986	Premise Match	0m	On-site
	CHEMISTS - PHARMACEUTICAL.(C4110)	Goldshaft, P., 95 Great North Rd., Five Dock. 2046.	15074	1982	Premise Match	0m	On-site
34	TYRE DEALERS &/OR RETREADERS &/OR VULCANISERS.	Independent Tyre Sales Service, 181 First Ave., Five Dock. 2046.	96373	1986	Premise Match	0m	On-site
	TYRE DEALERS &/ORRETREADERS &/OR VULCANISERS. (T8830)	Independent Tyre Sales Service Pty. Ltd., 181 First Ave., Five Dock. 2046.	82665	1982	Premise Match	0m	On-site
	TYRE DEALERS &/OR RETREADERS &/OR VULCANISERS	Independent Tyre Sales Service Pty. Ltd., 181 First Ave., Five Dock.	72938	1978	Premise Match	0m	On-site
	MOTOR ENGINEERS (M626)	Avenue Service Station Pty. Ltd., 181 First Ave., Five Dock	337089	1970	Premise Match	0m	On-site
	TYRE/TUBE DEALERS (T760)	Avenue Tyre Service (The), 183 First Ave, Five Dock	371815	1970	Premise Match	0m	On-site
	Motor Service Stations - Petrol, Oil, Etc.	Avenue Service Station Pty. Ltd. (The) (Mobilgas)., 179 First Ave., FIVE DOCK	125700	1965	Premise Match	0m	On-site
	Motor Garages & Engineers	Avenue Service Station Pty. Ltd. (The), 181-187 First Ave. Five Dock	122648	1965	Premise Match	0m	On-site
	Motor Painters	Avenue Service Station Pty. Ltd. (The), 181-187 First Ave., Five Dock	123688	1965	Premise Match	0m	On-site

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34	Motor Towing Services	Avenue Service Station Pty. Ltd. (The), 181-187 First Ave., Five Dock	126979	1965	Premise Match	0m	On-site
	Motor Wheel Repairers/Specialists	Avenue Service Station Pty. Ltd. (The), 181-187 First Ave., Five Dock	127341	1965	Premise Match	0m	On-site
	Motor Panel Beaters	Avenue Service Station Pty. Ltd. (The)., 181-187 First Ave., Five Dock	124414	1965	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS	Avenue Service Station Pty. Ltd. (The), 181-187 First Ave., FIVE DOCK	346571	1961	Premise Match	0m	On-site
	MOTOR PAINTERS	Avenue Service Station Pty. Ltd. (The), 181-187 First Ave., FIVE DOCK	348629	1961	Premise Match	0m	On-site
	MOTOR PANEL BEATERS	Avenue Service Station Pty. Ltd. (The), 181-187 First Ave., FIVE DOCK	349356	1961	Premise Match	0m	On-site
35	CAKE SHOPS &/OR PASTRYCOOKS.	Isons Cake Shop, 101 Great North Rd., Five Dock. 2046	11715	1986	Premise Match	0m	On-site
	CAKE SHOPS &/OR PASTRYCOOKS. (C0465)	Isons Cake Shop, 101 Great North Rd., Five Dock. 2046.	12649	1982	Premise Match	0m	On-site
	CAKE SHOPS &/OR PASTRYCOOKS.	Isons Cake Shop. 101 Great North Rd., Five Dock. 2046	10838	1978	Premise Match	0m	On-site
	CAKE SHOPS &/OR PASTRYCOOKS.	Isons Cake Shop, 101 Great North Rd., Five Dock. 2046.	12603	1975	Premise Match	0m	On-site
	CAKE SHOPS & PASTRYCOOKS (C045)	Isons Cake Shop., 101 Great North Rd., Five Dock	276601	1970	Premise Match	0m	On-site
	Cake Shops & Pastrycooks	Isons Cake Shop., 101 Great North Rd., Five Dock	61305	1965	Premise Match	0m	On-site
	CAKE SHOPS & PASTRYCOOKS	Isons Cake Shop, 101 Great North Rd., Five Dock	283072	1961	Premise Match	0m	On-site
	CAKE SHOPS & PASTRYCOOKS	Isons Cake Shop, 101 Great North Rd., Five Dock	16816	1950	Premise Match	0m	On-site
36	BUILDERS SUPPLIERS.	Jensen Glass Ply, Ltd., 142 Great North Rd., Five Dock.2046	8649	1986	Premise Match	0m	On-site
	ALUMINIUM WINDOWS & DOORS MFRS. &/OR DISTS.	Jensen Glass Pty. Ltd., 142 Great North Rd., Five Dock. 2046	2876	1986	Premise Match	0m	On-site
	WINDOW &/OR DOOR - ALUMINIUM MFRS. &/OR DISTS. &/OR INSTALLERS.	Jensen Glass Pty. Ltd., 142 Great North Rd., Five Dock. 2046.	99032	1986	Premise Match	0m	On-site
	ALUMINIUM WINDOWS & DOORS MFRS. &/OR DISTS. (A5430)	E. & S. Aluminium Pty. Ltd, 142 Great North Rd., Five Dock. 2046.	2531	1982	Premise Match	0m	On-site
	ALUMINIUM WINDOWS & DOORS MFRS. &/OR DISTS. (A5430)	Jensen Glass Service Pty. Ltd., 142 Great North Rd., Five Dock. 2046.	2541	1982	Premise Match	0m	On-site
	ALUMINIUM WINDOWS & DOORS MFRS. &./OR DISTS	Jensen Glass Service Pty. Ltd., 142 Great North Rd., Five Dock 2046	2396	1978	Premise Match	0m	On-site
	JOINERY MERCHANTS,	Jensen C. E. Pty. Ltd., 142 Great North Rd., Five Dock. 2046	46355	1975	Premise Match	0m	On-site
	BUILDERS SUPPLIERS.	Jensen, C. E. Pty. Ltd., 142 Great North Rd., Five Dock. 2046.	9290	1975	Premise Match	0m	On-site
	GLAZIERS.	Jensen, C. E. Pty. Ltd., 142 Great North Rd., Five Dock. 2046.	38611	1975	Premise Match	0m	On-site
	DOOR MANUFACTURERS (D480)	Jensen, C. E. Pty. Ltd., 142 Great North Rd., Five Dock	290138	1970	Premise Match	0m	On-site
	GLAZIERS (G320)	Jensen, C. E. Pty. Ltd., 142 Great North Rd., Five Dock	311358	1970	Premise Match	0m	On-site
	JOINERY MERCHANTS (J250)	Jensen, C. E. Pty. Ltd., 142 Great North Rd., Five Dock	321957	1970	Premise Match	0m	On-site
	BUILDERS' SUPPLIERS (B814)	Jensen, C.E. Pty. Ltd., 142 Great North Rd., Five Dock	271437	1970	Premise Match	0m	On-site
	Builders' Suppliers	Jensen, C. E. Pty. Ltd., 142 Great North Rd., Five Dock	56198	1965	Premise Match	0m	On-site
	Glaziers	Jensen, C. E. Pty. Ltd., 142 Great North Rd., Five Dock	95414	1965	Premise Match	0m	On-site
	Joinery Merchants	Jensen, C. E. Pty. Ltd., 142 Great North Rd., Five Dock	106653	1965	Premise Match	0m	On-site
	TAXIS	Five Dock Motors, 142 Great North Rd., Five Dock	255708	1961	Premise Match	0m	On-site
	JOINERY MANUFACTURERS	Jensen C. E. Pty. Ltd., 142 Great North Rd., Five Dock	329900	1961	Premise Match	0m	On-site

Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
36	BUILDERS' SUPPLIERS	Jensen, C. E. Pty. Ltd., 142 Great North Rd., Five Dock	278269	1961	Premise Match	0m	On-site
	DOOR MANUFACTURERS	Jensen, C. E. Pty. Ltd., 142 Great North Rd., Five Dock	297542	1961	Premise Match	0m	On-site
	GLAZIERS	Jensen, C. E. Pty. Ltd., 142 Great North Rd., Five Dock	319364	1961	Premise Match	0m	On-site
	JOINERY MERCHANTS	Jensen, C. E. Pty. Ltd., 142 Great North Rd., Five Dock	330137	1961	Premise Match	0m	On-site
	LEADLIGHT MANUFACTURERS	Jensen, C. E., Pty. Ltd., 142 Great North Rd., Five Dock	330985	1961	Premise Match	0m	On-site
	TAXIS	MacKay, D., 142 Great North Rd., Five Dock	255733	1961	Premise Match	0m	On-site
	MOTOR CAR LAUNDRIES	MacKay's Five Dock Motors, 142 Great North Rd., Five Dock	344701	1961	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS	Mackay's Five Dock Motors, 142 Great North Rd., Five Dock	347605	1961	Premise Match	0m	On-site
	MOTOR CAR LAUNDRIES	Five Dock Motors, 142 Great North Rd., Five Dock	82713	1950	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS	Five Dock Motors, 142 Great North Rd., Five Dock	83746	1950	Premise Match	0m	On-site
	PRINTERS-GENERAL	Recorder Press (The), 142 Great North Rd., Five Dock	95129	1950	Premise Match	0m	On-site
	NEWSPAPERS & PERIODICALS	Recorder Press (The). 142 Great North Rd., Five Dock	88809	1950	Premise Match	0m	On-site
37	VIDEO RECORDER &/OR CASSETTE SALES &/OR HIRE &/OR SERVICE.	Johns Video Show, 155 Great North Rd. Five Dock. 2046.	97624	1986	Premise Match	0m	On-site
38	BOOT &/OR SHOE REPAIRERS.	Leos Shoes, 2 Garfield St., Five Dock. 2046	7399	1986	Premise Match	0m	On-site
	BOOT&/OR SHOE REPAIRERS.(B4760)	Leos Shoes, 2 Garfield St., Five Dock. 2046.	8193	1982	Premise Match	0m	On-site
	BOOT &/OR SHOE REPAIRERS.	Leo's Shoes. 133 Great North Rd., Five Dock. 2046.	7749	1975	Premise Match	0m	On-site
	MOTOR ACCESSORIES-W'SALE(M460)	Ronmar & Co. Pty. Ltd., 133 Great North Rd., Five Dock.	335076	1970	Premise Match	0m	On-site
39	MUSICAL INSTRUMENT DEALERS	Lombardo Music Centre, 137 Great North Rd., Five Dock. 2046	68969	1986	Premise Match	0m	On-site
	MUSICAL INSTRUMENT DEALERS.(M9020)	Lombardo Music Centre, 137 Great North Rd., Five Dock. 2046	60196	1982	Premise Match	0m	On-site
40	JEWELLERS &/OR WATCHMAKERS-RETAIL.	McGowan, C., 90 Great North Rd., Five Dock. 2046	49832	1986	Premise Match	0m	On-site
	JEWELLERS &/OR WATCHMAKERS RETAIL. (J0550)	McGowan, C., 90 Great North Rd., Five Dock. 2046.	43661	1982	Premise Match	0m	On-site
	JEWELLERS &/OR WATCHMAKERS-RETAIL.	McGowan, C., 90 Great North Rd., Five Dock. 2046	38926	1978	Premise Match	0m	On-site
	JEWELLERS &/OR WATCHMAKERS-RETAIL	McGowan C., 90 Great North Rd., Five Dock. 2046	46009	1975	Premise Match	0m	On-site
	JEWELLERS/WATCHMAKERS-RETAIL(J060)	McGowan, C., 90 Great North Rd., Five Dock	321182	1970	Premise Match	0m	On-site
	WATCHMAKERS - REPAIRS TO THE TRADE.	McGowan, C., 90 Great North Rd., Five Dock	373233	1970	Premise Match	0m	On-site
	JEWELLERS-RETAIL &/OR WATCHMAKERS	McGowan, C., 90 Great North Rd., Five Dock	66252	1950	Premise Match	0m	On-site
	JEWELLERS-RETAIL &/OR WATCHMAKERS	McGowan, C., 90 Great North Rd., Five Dock	66251	1950	Premise Match	0m	On-site
41	CHEMISTS-PHARMACEUTICAL.	McGregor's Pharmacy, 201 Great North Rd., Five Dock. 2046	14509	1986	Premise Match	0m	On-site
	CHEMISTS - PHARMACEUTICAL.(C4110)	McGregor's Pharmacy, 201 Great North Rd., Five Dock. 2046.	15321	1982	Premise Match	0m	On-site
	CHEMISTS-PHARMACEUTICAL.	McGregor's Pharmacy 201 Great North Rd., Five Dock. 2046	13527	1978	Premise Match	0m	On-site
	CHEMISTS-PHARMACEUTICAL	McGregor's Pharmacy, 201 Great North Rd., Five Dock. 2046	15608	1975	Premise Match	0m	On-site
42	SLATE MERCHANTS.	Mediterranean Ceramic Tiles Pty. Ltd., 42 Ramsay Rd., Five Dock. 2046.	87006	1986	Premise Match	0m	On-site

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Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
42	TILE - FLOOR &/OR WALL - DISTS. &/OR MERCHANTS.	Mediterranean Ceramic Tiles Pty. Ltd., 42 Ramsay Rd., Five Dock. 2046.	93347	1986	Premise Match	0m	On-site
	TILE FIXERS - FLOOR &/OR WALL.	Mediterranean Ceramic Tiles Pty. Ltd., 42 Ramsay Rd., Five Dock. 2046.	93239	1986	Premise Match	0m	On-site
	CERAMICS-EQUIPMENT & SUPPLIES.	Mediterranean Ceramic Tiles Pty. Ltd., 42 Ramsay Rd., Five Dock.2046	13385	1986	Premise Match	0m	On-site
	CAKE & PASTRY MFRS. WHOLESALE	P. & R. Cakes, 42 Ramsay Rd., Five Dock. 2046.	12381	1975	Premise Match	0m	On-site
	RADIO &/OR TELEVISION SALES & SERVICEMEN	Wyatt's Radio, 42 Ramsay Rd. & 264 Great North Rd. FIVE DOCK	364216	1961	Premise Match	0m	On-site
	RADIO SALES &/OR SERVICEMEN	Wyatt's Radio, 42 Ramsay Rd., Five Dock	97764	1950	Premise Match	0m	On-site
	REFRIGERATOR SALES &/OR SERVICE	Wyatt's Radio,.42 Ramsay Rd., Five Dock	99422	1950	Premise Match	0m	On-site
43	BEAUTICIANS.	Mercedes, Maria, 125 Great North Rd, Five Dock. 2046	5794	1986	Premise Match	0m	On-site
	BUILDERS &/OR BUILDING CONTRACTORS.	Fyna Constructions Pty. Ltd. 125 Great North Rd. Five Dock. 2046	8475	1975	Premise Match	0m	On-site
44	CHEMISTS-PHARMACEUTICAL.	Ming Pharmacy, 157 Great North Rd., Five Dock. 2046	14587	1986	Premise Match	0m	On-site
	CHEMISTS - PHARMACEUTICAL.(C4110)	Ming Pharmacy, 157 Great North Rd., Five Dock. 2046.	15397	1982	Premise Match	0m	On-site
	CHEMISTS-PHARMACEUTICAL.	Ming Pharmacy, 157 Great North Rd., Five Dock. 2046	13558	1978	Premise Match	0m	On-site
	CHEMISTS-PHARMACEUTICAL	Ming Pharmacy, 157 Great North Rd., Five Dock. 2046	15633	1975	Premise Match	0m	On-site
	CHEMISTS-PHARMACEUTICAL	Comino's Pharmacy., 157 Great North Rd, Five Dock	280217	1970	Premise Match	0m	On-site
	Chemists - Pharmaceutical	Comino's Pharmacy, 157 Great North Rd., Five Dock	64864	1965	Premise Match	0m	On-site
	CHEMISTS-PHARMACEUTICAL	Thomas' Pharmacy, 157 Great North Rd., Five Dock	288176	1961	Premise Match	0m	On-site
	CHEMISTS-PHARMACEUTICAL	Thomas' Pharmacy, 157 Great North Rd., Five Dock	22116	1950	Premise Match	0m	On-site
45	MOTOR PANEL BEATERS &/OR SPRAY PAINTERS.	Multinational Body Works, 146 Great North Rd., Five Dock. 2046	66581	1986	Premise Match	0m	On-site
	LABELS - ADHESIVE	Trend Labels Pty. Ltd., 1st Floor, 146 Great North Rd., Five Dock. 2046	50767	1986	Premise Match	0m	On-site
	MOTOR BODY REPAIRS &/OR CONVERTERS. (M5140)	Five Dock Body Repairs Pty. Ltd., 146 Great North Rd., Five Dock. 2046.	54270	1982	Premise Match	0m	On-site
	LABELS - ADHESIVE. (L0100)	Trend Labels Pty. Ltd., 1st Floor, 146 Great North Rd., Five Dock. 2046.	44475	1982	Premise Match	0m	On-site
	MOTOR BODY REPAIRS &/OR CONVERTERS.	Five Dock Body Repairs Pty. Ltd., 146 Great North Rd., Five Dock. 2046	47816	1978	Premise Match	0m	On-site
	LABELS-ADHESIVE.	Trend Cables Pty. Ltd., 1st Floor, 146 Great North Rd., Five Dock. 2046	39497	1978	Premise Match	0m	On-site
	LABELS-ADHESIVE.	Trend Labels Pty. Ltd. 1st Floor 146 Great North Road, Five Dock 2046	39473	1978	Premise Match	0m	On-site
	MOTOR PAINTERS.	Five Dock Body Repairs Pty. Ltd., 146 Great North Rd., Five Dock. 2046	60119	1975	Premise Match	0m	On-site
	MOTOR PANEL BEATERS.	Five Dock Body Repairs Pty. Ltd., 146 Great North Rd., Five Dock. 2046	60776	1975	Premise Match	0m	On-site
	MOTOR TOWING SERVICES.	Five Dock Body Repairs Pty. Ltd., 146 Great North Rd., Five Dock. 2046	62689	1975	Premise Match	0m	On-site
	MOTOR PAINTERS (M672)	Five Dock Body Repairs Pty. Ltd., 146 Great North Rd., Five Dock	339293	1970	Premise Match	0m	On-site
	MOTOR TOWING SERVICES (M744)	Five Dock Body Repairs Pty. Ltd., 146 Great North Rd., Five Dock	342464	1970	Premise Match	0m	On-site
	MOTOR PANEL BEATERS (M680)	Five Dock Body Repairs Pty. Ltd., 146. Great North Rd., Five Dock	340037	1970	Premise Match	0m	On-site
	Motor Painters	Five Dock Body Repairs, 146 Great North Rd., Five Dock	123891	1965	Premise Match	0m	On-site
	Motor Panel Beaters	Five Dock Body Repairs, 146 Great North Rd., Five Dock	124633	1965	Premise Match	0m	On-site
	Motor Towing Services	Five Dock Body Repairs, 146 Great North Rd., Five Dock	127055	1965	Premise Match	0m	On-site

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Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
45	MOTOR GARAGES & ENGINEERS	Champion Auto Repairs, 146 Great North Rd. FIVE DOCK	346859	1961	Premise Match	0m	On-site
	MOTOR PAINTERS	Champion Auto Repairs, 146 Great North Rd., Five Dock	348724	1961	Premise Match	0m	On-site
	MOTOR PANEL BEATERS	Champion Auto Repairs, 146 Great North Rd., Five Dock	349461	1961	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, Etc.	Beard's Garage., 146 Great North Rd., Five Dock	85777	1950	Premise Match	0m	On-site
46	CAKE SHOPS &/OR PASTRYCOOKS.	Pavlova Perfection, 209 Great North Rd., Five Dock. 2046	11869	1986	Premise Match	0m	On-site
	CHEMISTS-PHARMACEUTICAL	Post Office Pharmacy., 205 Great North Rd., Five Dock	280984	1970	Premise Match	0m	On-site
	Chemists - Pharmaceutical	Allen Chemist & Gifts, 205 Great North Rd., Five Dock	64655	1965	Premise Match	0m	On-site
	JEWELLERS-RETAIL &/OR WATCHMAKERS	A.L. and S. Modern Store, 205 Great North Rd., Five Dock	65932	1950	Premise Match	0m	On-site
47	DENTISTS.	Ratcliffe, H, S., 108 Great North Rd., Five Dock. 2046	23217	1986	Premise Match	0m	On-site
	DENTISTS. (D1800)	Ratcliffe, H. S, 108 Great North Rd., Five Dock. 2046.	20751	1982	Premise Match	0m	On-site
	DENTISTS.	Ratcliffe, H. S., 108 Great North Rd., Five Dock. 2046	18437	1978	Premise Match	0m	On-site
	DENTISTS.	Ratcliffe, H. S., 108 Great North Rd., Five Dock. 2046	21315	1975	Premise Match	0m	On-site
	DENTISTS (D140)	Ratcliff, H. S., 108 Great North Rd., Five Dock	288959	1970	Premise Match	0m	On-site
	Dentists	Mussett, F. W., 108 Great North Rd., Five Dock	73621	1965	Premise Match	0m	On-site
	DENTISTS	Ratcliffe, H. S., 108 Great North Rd., Five Dock	296346	1961	Premise Match	0m	On-site
	DENTISTS	Bell, L., 108 Great North Rd., Five Dock	31686	1950	Premise Match	0m	On-site
48	DENTAL LABORATORIES &/OR TECHNICIANS.	Scott, R. F., 245 Great North Rd., Five Dock. 2046	22190	1986	Premise Match	0m	On-site
	DENTAL LABORATORIES &/OR TECHNICIANS. (D1700)	Scott, R.F., 245 Great North Rd., Five Dock. 2046.	19889	1982	Premise Match	0m	On-site
	DENTAL LABORATORIES &/OR TECHNICIANS.	Scott. R. F., 245 Great North Rd., Five Dock. 2046	17822	1978	Premise Match	0m	On-site
	BOOT & SHOE REPAIRERS	Five Dock Repairs, 245 Great North Rd., Five Dock	268846	1970	Premise Match	0m	On-site
	BOOT & SHOE REPAIRERS	Five Dock Repairs, 245 Great North Rd., Five Dock	53273	1965	Premise Match	0m	On-site
	BOOT & SHOE REPAIRERS	Nick's Shoe Repairs, 245 Great North Rd., Five Dock	275070	1961	Premise Match	0m	On-site
	BOOT & SHOE REPAIRERS	Bailey, W., 245 Great North Rd., Five Dock	9955	1950	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS	Wendy Lamour, 245b Great North Rd , Five Dock	35044	1950	Premise Match	0m	On-site
49	DRY CLEANERS & PRESSERS.	Sincere Dry Cleaners, 219 Great North Rd., Five Dock. 2046	25513	1986	Premise Match	0m	On-site
	DRY CLEANERS & PRESSERS.	Sincere Dry Cleaners, 219 Great North Rd., Five Dock. 2046.	24045	1982	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS &/OR DYERS	Sincere Dry Cleaners, 219 Great North Rd., Five Dock.	20954	1978	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS &/OR DYERS.	Sincere Dry Cleaners, 219 Great North Rd., Five Dock	24331	1975	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS/DYERS	Sincere Dry Cleaners, 219 Great North Rd., Five Dock	292506	1970	Premise Match	0m	On-site
	Dry Cleaners, Pressers/Dyers	Sincere Dry Cleaners, 219 Great North Rd., Five Dock	76333	1965	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS / DYERS	Sincere Dry Cleaners, 219 Great North Rd., Five Dock	299266	1961	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS	"Vic" (The), 219 Great North Rd., Five Dock	35041	1950	Premise Match	0m	On-site
50	JEWELLERS &/OR WATCHMAKERS-RETAIL.	Smeraldo Jewellers, 58 Great North Rd., Five Dock. 2046	49964	1986	Premise Match	0m	On-site

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50	JEWELLERY-MFRS. &/OR IMPS. &/OR W/SALERS.	Smeraldo Jewellers, 58 Great North Rd., Five Dock. 2046	49502	1986	Premise Match	0m	On-site
	JEWELLERS &/OR WATCHMAKERS-RETAIL.	Smerelda Jewellery, 58 Great North Rd., Five Dock. 2046	49965	1986	Premise Match	0m	On-site
	JEWELLERS - MFRG. &/OR W/SALERS &/OR IMPS. (J0400)	Smeraldo Jewellers, 58 Great North Rd., Five Dock. 2046.	43384	1982	Premise Match	0m	On-site
	JEWELLERS &/OR WATCHMAKERS RETAIL. (J0550)	Smeraldo Jewellers, 58 Great North Rd., Five Dock. 2046.	43767	1982	Premise Match	0m	On-site
	JEWELLERS &/OR WATCHMAKERS-RETAIL	Oreflceria Smeraloo., 58 Great North Rd., Five Dock. 2046	46037	1975	Premise Match	0m	On-site
	JEWELLERS/WATCHMAKERS-RETAIL(J060)	Raimondi, G. & Malkoun, J., 58 Great North Rd., Five Dock	321252	1970	Premise Match	0m	On-site
	BOOT & SHOE REPAIRERS	Cooper, J, 58 Great North Rd., Five Dock	53196	1965	Premise Match	0m	On-site
	BOOT & SHOE REPAIRERS	Cooper, J., 58 Great North Rd., Five Dock	274708	1961	Premise Match	0m	On-site
	BOOT & SHOE REPAIRERS	Cooper, J., 58 Great North Rd., Five Dock	10089	1950	Premise Match	0m	On-site
51	COMPUTER EQUIPMENT &/OR BUREAU & TIME SHARING SERVICES.	Tallgrass Technologies Australia Pty. Ltd., Unit 1, 34 East St., Five Dock. 2046	19450	1986	Premise Match	0m	On-site
	COMPUTER SALES &/OR SERVICE.	Tallgrass Technologies Australia Pty. Ltd., Unit 1, 34 East St., Five Dock. 2046	19612	1986	Premise Match	0m	On-site
	DATA PROCESSING EQUIPMENT MFRS. &/OR DISTS. &/ OR HIRERS.	Tallgrass Technologies Australia Pty. Ltd., Unit 1, 34 East St., Five Dock. 2046	21357	1986	Premise Match	0m	On-site
	DATA PROCESSING SYSTEMS &/OR EQUIPMENT.	Tallgrass Technologies Australia Pty. Ltd., Unit 1, 34 East St., Five Dock. 2046	21486	1986	Premise Match	0m	On-site
52	BLIND MFRS. &/OR DISTS.-CANVAS-HOLLAND-VENETIAN.	Total Decor Pty. Ltd., 118 Great North Rd., Five Dock. 2046	6126	1986	Premise Match	0m	On-site
	INTERIOR DECORATORS.	Total Decor Pty. Ltd., 118 Great North Rd., Five Dock. 2046	49198	1986	Premise Match	0m	On-site
	PAINTERS SUPPLIES &/OR REQUISITES.	Total Decor Pty. Ltd., 118 Great North Rd., Five Dock. 2046	71947	1986	Premise Match	0m	On-site
	INSULATING MATERIALS MFRS. &/OR DISTS. &/OR SUPPLIERS.	Harbison, A. C, l., Pty. Ltd., 118 Great North Rd., Five Dock.	37810	1978	Premise Match	0m	On-site
	FIRE BRICK MFRS. &/OR DISTS.	Harbison, A.C,l., Pty. Ltd., 118 Great North Rd., Five Dock,	27824	1978	Premise Match	0m	On-site
	REFRACTORY MATERIALS MFRS. &/OR SUPPLIERS.	Harbison. A.C.I. Pty. Ltd., 118 Great North Rd., Five Dock,	62528	1978	Premise Match	0m	On-site
	NEWSPAPER PUBLISHERS	Western Suburbs Newsmail, 118 Great North Rd., Five Dock	64003	1975	Premise Match	0m	On-site
	PUBLISHERS	Western Suburbs Newsmail, 118 Great North Rd., Five Dock.	71147	1975	Premise Match	0m	On-site
53	GARDENERS SUPPLIES-RETAIL.	Western Suburbs Garden Centre, 80 Ramsay Rd., Five Dock. 2046	38428	1986	Premise Match	0m	On-site
	NURSERYMEN.	Western Suburbs Garden Centre, 80 Ramsay Rd., Five Dock. 2046	70108	1986	Premise Match	0m	On-site
	NURSERYMEN (N1700)	Western Suburbs Garden Centre, 80 Ramsay Rd., Five Dock. 2046	61252	1982	Premise Match	0m	On-site
	GARDENERS SUPPLIES - RETAIL(G0750)	Western Suburbs Garden Centre, 80 Ramsay Rd., Five Dock. 2046.	35805	1982	Premise Match	0m	On-site
	NURSERYMEN.	Western Suburbs Garden Centre, 80 Ramsay Rd., Five Dock.	54501	1978	Premise Match	0m	On-site
	GARDENERS SUPPLIES-RETAIL.	Western Suburbs Garden Centre. 80 Ramsay Rd., Five Dock. 2046	32442	1978	Premise Match	0m	On-site
	NURSERYMEN	Five Dock Nurseries Pty. Ltd., 66 Ramsay Rd., Five Dock.	64212	1975	Premise Match	0m	On-site
	NURSERYMEN	Western Suburbs Garden Centre, 80 Ramsay Rd., Five Dock.	64319	1975	Premise Match	0m	On-site
	GARDENERS SUPPLIES-RETAIL	Western Suburbs Garden Centre., 80 Ramsay Rd., Five Dock. 2046	37698	1975	Premise Match	0m	On-site

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53	NURSERYMEN (N190)	Five Dock Nurseries Pty. Ltd., 66 Ramsay Rd., Five Dock	344469	1970	Premise Match	0m	On-site
	SWIMMING POOL CONSTRUCTION CONTRACTORS	American Swimming Pools Pty. Ltd., 187 First Ave., Five Dock	149405	1965	Premise Match	0m	On-site
	Buildings Prefabricated - Mfrs. &/or Dists.	Kennelly, J, T, & Co., 187a First Ave., Five Dock	57323	1965	Premise Match	0m	On-site
	Awnings - Aluminum - Mfrs.	Kennelly, J. T. & Co., 187a First Ave., Five Dock	48670	1965	Premise Match	0m	On-site
	Carports	Kennelly, J. T. & Co., 187a First Ave., Five Dock	62611	1965	Premise Match	0m	On-site
	Manufacturers' Agents	Kennelly, J. T. & Co., 187a First Ave., Five Dock	109666	1965	Premise Match	0m	On-site
	Painters, Paperhangers/Decorators	Parkel Painting Pty. Ltd, 187 First Ave, Five Dock	131206	1965	Premise Match	0m	On-site
	Engineers - Constructional	Stuart, R. G. Pty. Ltd. Five Dock, 187 First Ave.,	81020	1965	Premise Match	0m	On-site
	Builders & Contractors - (M.M.B.A.)	Stuart, R. G. Pty. Ltd., 187 First Ave. Five Dock	54713	1965	Premise Match	0m	On-site
	ENGINEERS-CIVIL	Kelton Constructions Pty. Ltd., 187 First Ave., Five Dock	304853	1961	Premise Match	0m	On-site
	PAINTERS, PAPERHANGERS/DECORATORS	Parkel Painting Pty. Ltd., 187 First Ave., Five Dock	356294	1961	Premise Match	0m	On-site
54	RADIO &/OR TELEVISION SALES &/OR SERVICEMEN.	Whitford's of Five Dock Pty. Ltd., 167 Great North Rd., Five Dock. 2046	78826	1986	Premise Match	0m	On-site
	RADIO &/OR TELEVISION SALES&/OR SERVICEMEN. (R1260)	Whitford's of Five Dock Pty. Ltd., 167 Great North Rd., Five Dock. 2046.	68377	1982	Premise Match	0m	On-site
	RADIO &/OR TELEVISION SALES &/OR SERVICEMEN.	Whitford's of Five Dock Pty. Ltd., 167 Great North Rd., Five Dock. 2046	61168	1978	Premise Match	0m	On-site
	RADIO &/OR TELEVISION SALES &/OR SERVICEMEN.	Whitford's of Five Dock Pty. Ltd., 167 Great North Rd., Five Dock. 2046	71748	1975	Premise Match	0m	On-site
	RADIO &/OR TELEVISION SALES & SERVICEMEN (R090)	Whitfords of Five Dock Pty. Ltd., 167 Great North Rd., Five Dock	354595	1970	Premise Match	0m	On-site
	Radio &/Or Television Sales & Servicemen	Whitfords of Five Dock Pty. Ltd., 167 Great North Rd. Five Dock	138196	1965	Premise Match	0m	On-site
	STEEL FABRICATORS	Cleary, A. F., 86 East St., Five Dock	253416	1961	Premise Match	0m	On-site
	WELDERS-ELECTRIC &/OR OXY	Cleary, A. F., 86 East St., Five Dock	261987	1961	Premise Match	0m	On-site
	WROUGHT IRON WORKERS	Cleary, A. F., 86 East St., Five Dock	264247	1961	Premise Match	0m	On-site
	FENCE/GATE MFRS.	Cleary, A. F., 8b East St., Five Dock	309822	1961	Premise Match	0m	On-site
	FLY SCREEN DOOR MANUFACTURERS-WROUGHT IRON	Cleary, A. F., 8b East St., Five Dock	312312	1961	Premise Match	0m	On-site
	FLY SCREENS, DOORS/WINDOWS-MANUFACTURERS	Cleary, A. F., 8b East St., Five Dock	312334	1961	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS	Frazer's Garage, 8b East St., Five Dock	347170	1961	Premise Match	0m	On-site
	ELECTRICAL SUPPLIES/APPLIANCES MANUFACTURERS	Whitford's, Great North Rd., Five Dock	302957	1961	Premise Match	0m	On-site
	RADIO &/OR TELEVISION SALES & SERVICEMEN	Whitfords of Five Dock Pty. Ltd., 167 Great North Rd. FIVE DOCK	364215	1961	Premise Match	0m	On-site
55	CHEMISTS-PHARMACEUTICAL.	Papalia, J. A., 131 Great North Rd., Five Dock. 2046	14677	1986	Road Intersection	0m	On-site
	CHEMISTS - PHARMACEUTICAL.(C4110)	Papalia, J. A., 131 Great North Rd., Five Dock. 2046.	15490	1982	Road Intersection	0m	On-site
	CHEMISTS-PHARMACEUTICAL.	Papalia. J. A., 131 Great North Rd., Five Dock. 2046	13659	1978	Road Intersection	0m	On-site
	CHEMISTS-PHARMACEUTICAL	Papalia, J. A., 131 Great North Rd., Five Dock. 2046	15745	1975	Road Intersection	0m	On-site
56	ANIMAL &/OR BIRD FOOD SUPPLIES. (A5880)	Central Produce, 92a Great North Rd, Five Dock. 2046.	2719	1982	Premise Match	0m	On-site

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Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
56	ANIMAL &/OR BIRD DEALERS. (A5850)	Central Produce, 92a Great North Rd., Five Dock. 2046.	2627	1982	Premise Match	0m	On-site
	GARDENERS SUPPLIES - RETAIL(G0750)	Central Produce, 92a Great North Rd., Five Dock. 2046.	35696	1982	Premise Match	0m	On-site
	ANIMAL &/OR BIRD DEALERS.	Central Produce, 92a Great North Rd., Five Dock. 2046	2461	1978	Premise Match	0m	On-site
	ANIMAL &/OR BIRD FOOD SUPPLIES.	Central Produce, 92a Great North Rd., Five Dock. 2046	2530	1978	Premise Match	0m	On-site
	GARDENERS SUPPLIES-RETAIL.	Central Produce. 92a Great North Rd., Five Dock. 2046	32394	1978	Premise Match	0m	On-site
	ANIMAL &/OR BIRD DEALERS.	Central Produce, 92a Great North Rd., Five Dock. 2046.	2290	1975	Premise Match	0m	On-site
	ANIMAL &/OR BIRD FOOD SUPPLIES.	Central Produce. 92a Great North Rd., Five Dock. 2046.	2374	1975	Premise Match	0m	On-site
	GARDENERS SUPPLIES-RETAIL	Central Produce., 92a Great North Rd., Five Dock. 2046	37616	1975	Premise Match	0m	On-site
	ANIMAL & BIRD FOOD SUPPLIES (A375)	Central Produce, 92A Great North Rd, Five Dock	261495	1970	Premise Match	0m	On-site
	ANIMAL & BIRD DEALERS (A370)	Central Produce, 92a Great North Rd., Five Dock	261419	1970	Premise Match	0m	On-site
	GARDEN SUPPLIES-RETAIL (G060)	Central Produce., 92a Great North Rd., Five Dock	310270	1970	Premise Match	0m	On-site
	Animal & Bird Dealers	Thorpes., 92a Great North Rd., Five Dock	46205	1965	Premise Match	0m	On-site
	Animal & Bird Food Supplies	Thorpes., 92a Great North Rd., Five Dock	46346	1965	Premise Match	0m	On-site
	Garden Supplies - Retail	Thorpes., 92a Great North Rd., Five Dock	94554	1965	Premise Match	0m	On-site
57	PRINTERS-LETTERPRESS.	Recorder Press Pty. Ltd., The, 130 Great North Rd., Five Dock. 2046	66259	1982	Premise Match	0m	On-site
	PUBLISHERS.	Recorder Press Pty. Ltd., The, 130 Great North Rd. Five Dock.	60656	1978	Premise Match	0m	On-site
	PRINTERS-LETTERPRESS.	Recorder Press Pty. Ltd., The, 130 Great North Rd., Five Dock.	59188	1978	Premise Match	0m	On-site
	PRINTERS-LETTERPRESS.	Recorder Press Pty. Ltd., The, 130 Great North Rd., Five Dock.	59189	1978	Premise Match	0m	On-site
	PRINTERS-LITHOGRAPHIC	Recorder Press Pty. Ltd., The, 130 Great North Rd., Five Dock.	59606	1978	Premise Match	0m	On-site
	PUBLISHERS	Recorder Press Pty. Ltd., (Hie), 130 Great North Rd., Five Dock.	71103	1975	Premise Match	0m	On-site
	LINOTYPERS-TRADE.	Recorder Press Pty. Ltd., (The), 130 Great North Rd., Five Dock,	47799	1975	Premise Match	0m	On-site
	PRINTERS-LETTERPRESS.	Recorder Press Pty. Ltd., (The), 130 Great North Rd., Five Dock.	69626	1975	Premise Match	0m	On-site
	PRINTERS-LETTERPRESS.	Recorder Press Pty. Ltd., (The). 130 Great North Rd., Five Dock.	69625	1975	Premise Match	0m	On-site
	LINOTYPERS-TRADE (L560)	Recorder Press Pty. Ltd. (The), 130 Great North Rd., Five Dock	323723	1970	Premise Match	0m	On-site
	NEWSPAPERS/PERIODICALS (N130)	Recorder Press Pty. Ltd. (The), 130 Great North Rd., Five Dock	344260	1970	Premise Match	0m	On-site
	PRINTERS-LETTERPRESS (P806)	Recorder Press Pty. Ltd. (The), 130 Great North Rd., Five Dock	352304	1970	Premise Match	0m	On-site
	PUBLISHERS (P886)	Recorder Press Pty. Ltd. (The), 130 Great North Rd., Five Dock	353531	1970	Premise Match	0m	On-site
	Linotypers - Trade	Recorder Press Pty. Ltd. (The), 130 Great North Rd., Five Dock	108282	1965	Premise Match	0m	On-site
	Newspapers/Periodicals	Recorder Press Pty. Ltd. (The), 130 Great North Rd., Five Dock	128880	1965	Premise Match	0m	On-site
	Printers - Letterpress	Recorder Press Pty. Ltd. (The), 130 Great North Rd., Five Dock	136269	1965	Premise Match	0m	On-site
	LINOTYPERS—TRADE	Recorder Press Pty. Ltd. (The), 130 Great North Rd., Five Dock	332078	1961	Premise Match	0m	On-site
	NEWSPAPERS/PERIODICALS	Recorder Press Pty. Ltd. (The), 130 Great North Rd., Five Dock	353837	1961	Premise Match	0m	On-site
	PRINTERS-LETTERPRESS	Recorder Press Pty. Ltd. (The), 130 Great North Rd., Five Dock	362394	1961	Premise Match	0m	On-site

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58	MACHINERY MERCHANTS &/OR IMPORTERS. (M0260)	V.R.G. Machinery, 135 Great North Rd., Five Dock. 2046.	45887	1982	Premise Match	0m	On-site
	HARDWARE DEALERS &/OR IRONMONGERS.	B. & M. Hardware, 135 Great North Rd., Five Dock. 2046	34852	1978	Premise Match	0m	On-site
	HARDWARE DEALERS &/OR IRONMONGERS.	B. & M. Hardware, 135 Great North Rd., Five Dock. 2046	41189	1975	Premise Match	0m	On-site
	HARDWARE DEALERS/IRONMONGERS (H230)	Johnstone, W. R., 135 Great North Rd., Five Dock	315129	1970	Premise Match	0m	On-site
	Hardware Dealers &/or Iron Mongers	Johnstone, W. R., 135 Great North Rd. Five Dock	99221	1965	Premise Match	0m	On-site
	HARDWARE DEALERS/IRONMONGERS	Johnstone, W. R., 135 Great North Rd. FIVE DOCK	323247	1961	Premise Match	0m	On-site
	HARDWARE DEALERS &/OR IRONMONGERS	Johnstone, W. R., 135 Great North Rd., Five Dock	61144	1950	Premise Match	0m	On-site
	NURSERYMEN	Johnstone, W. R., 135 Great North Rd., Five Dock	89160	1950	Premise Match	0m	On-site
59	TILE FIXERS-FLOOR &/OR WALL.	Ace Ceramics Pty. Ltd., 75 Ramsay Rd., Five Dock.	70608	1978	Premise Match	0m	On-site
	TILE-FLOOR &/OR WALL IMPS. &/OR MFRS. &/OR DISTS.	Ace Ceramics Pty. Ltd., 75 Ramsay Rd., Five Dock.	70653	1978	Premise Match	0m	On-site
	BUILDERS &/OR BUILDING CONTRACTORS.	Marco Buildings Pty. Ltd., 75 Ramsay Rd., Five Dock. 2046	7809	1978	Premise Match	0m	On-site
	UPHOLSTERERS (U050)	Five Dock Upholstery & Furniture Service, 75-82 Ramsay Rd., Five Dock	372050	1970	Premise Match	0m	On-site
	Upholsterers	Five Dock Upholstery & Furniture Service, 75-82 Ramsay Rd., Five Dock	154895	1965	Premise Match	0m	On-site
	DENTISTS	Howe, P. E., 75 Ramsay Rd., Five Dock	296050	1961	Premise Match	0m	On-site
	DENTISTS	Howe, P. E., 75 Ramsay Rd., Five Dock	31997	1950	Premise Match	0m	On-site
60	DENTISTS.	Churchin, J. L., 99 Great North Rd., Five Dock. 2046	17973	1978	Premise Match	0m	On-site
	PUBLISHERS.	Great Northern Publishing Co. Pty. Ltd., 99a Great North Rd., Five Dock	60579	1978	Premise Match	0m	On-site
61	CAKE SHOPS &/OR PASTRYCOOKS.	Debbies Cake Shop, 98 Great North Rd., Five Dock. 2046	10782	1978	Premise Match	0m	On-site
	CAKE SHOPS &/OR PASTRYCOOKS.	Debbies Cake Shop, 98 Great North Rd., Five Dock. 2046.	12518	1975	Premise Match	0m	On-site
	CAKE SHOPS & PASTRYCOOKS (C045)	Koala Cake Shop., 98 Great North Rd., Five Dock	276633	1970	Premise Match	0m	On-site
	Cake Shops & Pastrycooks	Koala Cake Shop., 98 Great North Rd., Five Dock	61339	1965	Premise Match	0m	On-site
	CAKE SHOPS & PASTRYCOOKS	Koala Cake Shop, 98 Great North Rd., Five Dock	283107	1961	Premise Match	0m	On-site
	CAKE SHOPS & PASTRYCOOKS	“Koala” (The), 98 Great North Rd., Five Dock	16321	1950	Premise Match	0m	On-site
	CAKE SHOPS & PASTRYCOOKS	“Koala” Cake Shop, 98 Great North Rd., Five Dock	16323	1950	Premise Match	0m	On-site
62	WINE &/OR SPIRIT MERCHANTS- RETAIL.	Five Dock Liquor Supplies, 104 Great North Rd., Five Dock. 2046	74725	1978	Premise Match	0m	On-site
63	CHEMISTS-PHARMACEUTICAL.	Five Dock Pharmacy Ltd., 143 Great North Rd., Five Dock. 2046	13203	1978	Premise Match	0m	On-site
	CHEMISTS-PHARMACEUTICAL	Five Dock Pharmacy Ltd., 143 Great North Rd., Five Dock. 2046	15264	1975	Premise Match	0m	On-site
	CHEMISTS-PHARMACEUTICAL	Five Dock Pharmacy Ltd., 143 Great North Rd., Five Dock	280369	1970	Premise Match	0m	On-site
	Chemists - Pharmaceutical	Five Dock Pharmacy Ltd., 143 Great North Rd., Five Dock	65005	1965	Premise Match	0m	On-site
	CHEMISTS-PHARMACEUTICAL	Five Dock Pharmacy Ltd., 143 Great North Rd., Five Dock	287573	1961	Premise Match	0m	On-site
	CHEMISTS-PHARMACEUTICAL	Five Dock Pharmacy Ltd., 143 Great North Rd., Five Dock	21523	1950	Premise Match	0m	On-site
	CHEMISTS-PHARMACEUTICAL	Hall, J R., 143 Great North Rd., Five Dock	21587	1950	Premise Match	0m	On-site

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64	DRY CLEANERS, PRESSERS &/OR DYERS	Five Dock Valet Service, 175 First Ave., Five Dock.	20772	1978	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS &/OR DYERS.	Five Dock Valet Service, 175 First Ave., Five Dock.	24033	1975	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS/DYERS	Five Dock Valet Service, 175 First Ave., Five Dock	292298	1970	Premise Match	0m	On-site
	Dry Cleaners, Pressers/Dyers	Five Dock Valet Service, 175 First Ave., Five Dock	76157	1965	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS / DYERS	Five Dock Valet Service, 175 First Ave., Five Dock	299110	1961	Premise Match	0m	On-site
65	OIL SEAL MFRS. &/OR DISTS.	Flexibox Pty, Ltd, 44 Ramsay Rd, Five Dock 2046	54879	1978	Premise Match	0m	On-site
	TRANSMISSION EQUIPMENT MFRS. &/OR DISTS.	Flexibox Pty. Ltd, 44 Ramsay Rd, Five Dock. 2046	72171	1978	Premise Match	0m	On-site
	BOOT & SHOE REPAIRERS	White, G., 44 Ramsay Rd., Five Dock	269291	1970	Premise Match	0m	On-site
	BOOT & SHOE REPAIRERS	White, C., 44 Ramsay Rd., Five Dock	53796	1965	Premise Match	0m	On-site
	BOOT & SHOE REPAIRERS	White, G., 44 Ramsay Rd., Five Dock	275317	1961	Premise Match	0m	On-site
	BOOT & SHOE REPAIRERS	White, G., 44 Ramsay Rd., Five Dock	10775	1950	Premise Match	0m	On-site
66	CHEMISTS-PHARMACEUTICAL.	Goldshafts Pharmacy, 84 Great North Rd., Five Dock. 2046	13252	1978	Premise Match	0m	On-site
	CHEMISTS-PHARMACEUTICAL	Anderson, J., 84 Great North Rd., Five Dock. 2046.	14927	1975	Premise Match	0m	On-site
	CHEMISTS-PHARMACEUTICAL	Michael, B., 84 Great North Rd., Five Dock	280800	1970	Premise Match	0m	On-site
	Chemists - Pharmaceutical	Michael, B., 84 Great North Rd., Five Dock	65342	1965	Premise Match	0m	On-site
	CHEMISTS-PHARMACEUTICAL	Kell, H. A., 84 Great North Rd., Five Dock	287741	1961	Premise Match	0m	On-site
67	ULTRA VIOLET RAY APPARATUS .	Oliphant Pty. Ltd., 227 Great North Rd., Five Dock. 2046	73045	1978	Premise Match	0m	On-site
	ENGINEERS-CONSULTING (E550)	Painter, Mamo & Associates., 227 Great North Rd., Five Dock	297828	1970	Premise Match	0m	On-site
	Clothing Mfrs. &/or W'salers - Collars & Ties, Etc.	Cravats Pty. Ltd., 227 Great North Rd., Five Dock	66920	1965	Premise Match	0m	On-site
	Electric Motor Winding/Rewinding Specialists	Gilbert, H. J., 227 Great North Rd., Five Dock	77917	1965	Premise Match	0m	On-site
	Engineers - Consulting	Painter, Memo & Associates., 227 Great North Rd., Five Dock	81153	1965	Premise Match	0m	On-site
	Electric Switch & Control Gear Mfrs. &/or Dists.	Relays Pty. Ltd., 227 Great North Rd., Five Dock	78319	1965	Premise Match	0m	On-site
	Electronic Equipment Mfrs. &/or Dists.	Relays Pty. Ltd., 227 Great North Rd., Five Dock	80056	1965	Premise Match	0m	On-site
	Electronics - Industrial Control Equipment Mfrs.	Relays Pty. Ltd., 227 Great North Rd., Five Dock	80109	1965	Premise Match	0m	On-site
	Paving Contractors	Sydney Concrete Co. Pty. Ltd., 227 Great North Rd,. Five Dock	131944	1965	Premise Match	0m	On-site
	Builders & Contractors	Sydney Concrete Co. Pty. Ltd., 227 Great North Rd., Five Dock	55661	1965	Premise Match	0m	On-site
	Concrete Contractors - Constructional	Sydney Concrete Co. Pty. Ltd., 227 Great North Rd., Five Dock	69788	1965	Premise Match	0m	On-site
	CARBON MANUFACTURERS	Gilbert, H. J., 227 Great North Rd., Five Dock	283924	1961	Premise Match	0m	On-site
	ELECTRIC ELEMENT MFRS. &/OR DISTRIBUTORS	Gilbert, H. J., 227 Great North Rd., Five Dock	300329	1961	Premise Match	0m	On-site
	ELECTRIC MOTOR WINDING/REWINDING SPECIALISTS	Gilbert, H. J., 227 Great North Rd., Five Dock	300964	1961	Premise Match	0m	On-site
	ELECTRIC MOTORS-DEALERS &/OR WHOLESALERS	Gilbert, H. J., 227 Great North Rd., Five Dock	301078	1961	Premise Match	0m	On-site
	MACHINERY MERCH./IMPORT.	Gilbert, H. J., 227 Great North Rd., Five Dock	332503	1961	Premise Match	0m	On-site
	MANUFACTURERS' AGENTS	Gilbert, H. J., 227 Great North Rd., Five Dock	333335	1961	Premise Match	0m	On-site

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67	ELECTRIC SWITCH & CONTROL GEAR MFRS. &/OR DISTS.	Gilbert, H. J., 227 Great Northern Rd., Five Dock	301317	1961	Premise Match	0m	On-site
	ENGINEERS-ELECTRICAL	Gilbert, H. J., 227 Great Northern Rd., Five Dock	305465	1961	Premise Match	0m	On-site
	ELECTRIC RELAY MFRS.	Relays Pty Ltd 227 Great North Rd., Five Dock	301209	1961	Premise Match	0m	On-site
	ELECTRIC SWITCH & CONTROL GEAR MFRS. &/OR DISTS.	Relays Pty. Ltd., 227 Great North Rd., Five Dock	301361	1961	Premise Match	0m	On-site
	ELECTRONIC EQUIPMENT MFRS. &/OR DISTRIBUTORS	Relays Pty. Ltd., 227 Great North Rd., Five Dock	303762	1961	Premise Match	0m	On-site
	ELECTRONICS-INDUSTRIAL CONTROL EQUIPMENT MFRS.	Relays Pty. Ltd., 227 Great North Rd., Five Dock	303796	1961	Premise Match	0m	On-site
	PAVING CONTRACTORS	Sydney Concrete Co Pty Ltd 227 Great North Rd., Five Dock	357230	1961	Premise Match	0m	On-site
	BUILDERS & CONTRACTORS	Sydney Concrete Co. Pty. Ltd., 227 Great North Rd., Five Dock	276671	1961	Premise Match	0m	On-site
	CONCRETE CONTRACTORS-CONSTRUCTIONAL	Sydney Concrete Co. Pty. Ltd., 227 Great North Rd., Five Dock	292293	1961	Premise Match	0m	On-site
	PAVING CONTRACTORS	Sydney Concrete Co. Pty. Ltd., 227 Great North Rd., Five Dock	357231	1961	Premise Match	0m	On-site
	ROAD-MAKING CONTRACTORS	Sydney Concrete Co. Pty. Ltd., 227 Great North Rd., Five Dock	246536	1961	Premise Match	0m	On-site
68	CARPET &/OR FLOOR COVERING PLANNERS &/OR LAYERS.	Pulsfords. 69 Great North Rd., Five Dock. 2046	11514	1978	Premise Match	0m	On-site
	CARPET &/OR FLOOR COVERING RETAILERS &/OR SPECIALISTS.	Pulsfords. 69 Great North Rd., Five Dock. 2046	11622	1978	Premise Match	0m	On-site
	CARPET &/OR FLOOR COVERING PLANNERS &/OR LAYERS.	Pulsfords, 69 Great North Rd., Five Dock. 2046.	13438	1975	Premise Match	0m	On-site
	CARPET &/OR FLOOR COVERING RETAILERS &/OR SPECIALISTS.	Pulsfords. 69 Great North Rd., Five Dock. 2046	13540	1975	Premise Match	0m	On-site
	DENTISTS (D140)	Adamo, M. J., 69 Great North Rd., Five Dock	288313	1970	Premise Match	0m	On-site
	DENTISTS (D140)	Adamo., 69 Great North Rd., Five Dock	288312	1970	Premise Match	0m	On-site
	DENTISTS (D140)	Garrick, T. P., 69 Great North Rd., Five Dock	288585	1970	Premise Match	0m	On-site
69	PLUMBERS, GASFITTERS &/OR DRAINLAYERS.	Sharpies, R. H., 13 Waterview St., Five Dock. 2046	58234	1978	Premise Match	0m	On-site
	PLUMBERS, GASFITTERS &/OR DRAINLAYERS.	Sharpies, R. K., 13 Waterview St., Five Dock. 2046	68567	1975	Premise Match	0m	On-site
	PLUMBERS,GASFITTERS/DRAINLAYERS(P608)	SharpLes, R. H., 13 Waterview St., FIVE DOCK	350751	1970	Premise Match	0m	On-site
	Plumbers, Gasfitters/Drainlayers	Sharples, R. H., 13 Waterview St., Five Dock	134581	1965	Premise Match	0m	On-site
	PLUMBERS, GASFITTERS/DRAINLAYERS	Sharpies, R. H., 13 Waterview St., Five Dock	360760	1961	Premise Match	0m	On-site
70	BUILDERS &/OR BUILDING CONTRACTORS.	Vincent, R., 34 Newcastle St., Five Dock. 2046	7939	1978	Premise Match	0m	On-site
	BUILDERS &/OR BUILDING CONTRACTORS.	Vincent, R., 34 Newcastle St., Five Dock. 2046	8696	1975	Premise Match	0m	On-site
	BUILDERS & CONTRACTORS-(M.M.B.A.) (B796)	Vincent, R., 34 Newcastle St., Five Dock	270899	1970	Premise Match	0m	On-site
	Builders & Contractors - (M.M.B.A.)	Vincent, R., 34 Newcastle St. Five Dock	54715	1965	Premise Match	0m	On-site
	BUILDERS & CONTRACTORS-(M.M.B.A.)	Vincent, R. & H 34 Newcastle St. FIVE DOCK	277728	1961	Premise Match	0m	On-site
71	INSTRUMENTS-SCIENTIFIC MFRS. &/OR DISTS. &/OR IMPS.	Wayne Electronics Pty. Limited 52 Great North Rd., Five Dock.	37686	1978	Premise Match	0m	On-site
	ELECTRONIC EQUIPMENT MFRS. &/OR DISTS.	Wayne Electronics Pty. Ltd, 52 Great North Rd, Five Dock	23233	1978	Premise Match	0m	On-site

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71	INSTRUMENTS-INDUSTRIAL-MFRS. &/OR DISTS.	Wayne Electronics Pty. Ltd, 52 Great North Rd, Five Dock.	37543	1978	Premise Match	0m	On-site
	INSTRUMENTS-SCIENTIFIC MFRS. &/OR DISTS. &/OR IMPS.	Wayne Electronics Pty. Ltd, 52 Great North Rd., Five Dock.	37764	1978	Premise Match	0m	On-site
	INSTRUMENT REPAIRERS.	Wayne Electronics Pty. Ltd., 52 Great North Rd, Five Dock. 2046	37423	1978	Premise Match	0m	On-site
	POLLARD MFRS.	Wayne Electronics Pty. Ltd., 52 Great North Rd., Five Dock	58548	1978	Premise Match	0m	On-site
	ELECTRIC MEDICAL EQUIPMENT MFRS. &/OR DISTS	Wayne Electronics Pty. Ltd., 52 Great North Rd., Five Dock.	21899	1978	Premise Match	0m	On-site
	ENGINEERS-ELECTRONIC.	Wayne Electronics Pty. Ltd., 52 Great North Rd., Five Dock.	24507	1978	Premise Match	0m	On-site
	INSTRUMENTS - ELECTRIC - MFRS. &/OR DISTS.	Wayne Electronics Pty. Ltd., 52 Great North Rd., Five Dock.	37478	1978	Premise Match	0m	On-site
	INSTRUMENTS-MEASURING-MFRS. &/OR IMPS. &/OR DISTS.	Wayne Electronics Pty. Ltd., 52 Great North Rd., Five Dock.	37618	1978	Premise Match	0m	On-site
	ELECTRONICS-INDUSTRIAL CONTROL EQUIPMENT MFRS.	Wayne Electronics Pty. Ltd., 52 Great North Rd., Five Dock. 2046	23294	1978	Premise Match	0m	On-site
	INSTRUMENTS-SCIENTIFIC MFRS- &/OR DISTS. &/OR IMPS.	Wayne Electronics Pty. Limited 52 Great North Rd., Five Dock.	44579	1975	Premise Match	0m	On-site
	INSTRUMENTS ELECTIC MFRS. &/OR DISTS.	Wayne Electronics Pty. Ltd, 52 Great North Rd, Five Dock.	44361	1975	Premise Match	0m	On-site
	INSTRUMENTS-MEASURING-MFRS.&/OR IMPS. &/OR DISTS.	Wayne Electronics Pty. Ltd, 52 Great North Rd., Five Dock.	44507	1975	Premise Match	0m	On-site
	ELECTRONIC EQUIPMENT MFRS. &/OR DISTS.	Wayne Electronics Pty. Ltd. 52 Great North Rd. Five Dock	26879	1975	Premise Match	0m	On-site
	ELECTRONICS-INDUSTRIAL CONTROL EQUIPMENT MFRS.	Wayne Electronics Pty. Ltd., 52 Great North Rd, Five Dock.	26944	1975	Premise Match	0m	On-site
	ENGINEERS-ELECTRONIC.	Wayne Electronics Pty. Ltd., 52 Great North Rd, Five Dock.	28352	1975	Premise Match	0m	On-site
	INSTRUMENTS – INDUSTRIAL MFRS. &/OR DISTS	Wayne Electronics Pty. Ltd., 52 Great North Rd, Five Dock.	44435	1975	Premise Match	0m	On-site
	INSTRUMENTS-SCIENTIFIC MFRS- &/OR DISTS. &/OR IMPS.	Wayne Electronics Pty. Ltd., 52 Great North Rd, Five Dock.	44672	1975	Premise Match	0m	On-site
	ELECTRIC MEDICAL EQUIPMENT MFRS. &/OR DISTS	Wayne Electronics Pty. Ltd., 52 Great North Rd., Five Dock.	25324	1975	Premise Match	0m	On-site
	INSTRUMENT REPAIRERS.	Wayne Electronics Pty. Ltd., 52 Great North Rd., Five Dock. 2046	44296	1975	Premise Match	0m	On-site
	CARPET & FLOOR COVERING RETAILERS &/OR SPECIALISTS(C135)	Pulsford's Floor Coverings, 54 Great North Rd., Five Dock	277805	1970	Premise Match	0m	On-site
	Carpet & Floor Covering Retailers &/Specialists	Pulsford's Floor Coverings., 54 Great North Rd., Five Dock	62551	1965	Premise Match	0m	On-site
	ENGINEERS-ELECTRICAL	Aurisch, H. V., 52 Great North Rd., Five Dock	305369	1961	Premise Match	0m	On-site
	ENGINEERS-ELECTRICAL	Mechelectrical Engineering Pty Ltd 52 Great North Rd., Five Dock	305538	1961	Premise Match	0m	On-site
	ELECTRIC MOTOR WINDING/REWINDING SPECIALISTS	Mechelectrical Engineering Pty. Ltd., 52 Great North Rd., Five Dock	300983	1961	Premise Match	0m	On-site
	ELECTRIC MOTORS MFRS.	Mechelectrical Engineering Pty. Ltd., 52 Great North Rd., Five Dock	301040	1961	Premise Match	0m	On-site
	ELECTRIC MOTORS-REPAIRERS/HIRERS	Mechelectrical Engineering Pty. Ltd., 52 Great North Rd., Five Dock	301166	1961	Premise Match	0m	On-site
	ELECTRICAL CONTRACTORS-LICENSED	Mechelectrical Engineering Pty. Ltd., 52 Great North Rd., Five Dock	302269	1961	Premise Match	0m	On-site
	ENGINEERS-ELECTRICAL	Mechelectrical Engineering Pty. Ltd., 52 Great North Rd., Five Dock	305539	1961	Premise Match	0m	On-site
	ELECTRIC MOTOR WINDING/REWINDING SPECIALISTS	Meghelectrical Engineering Pty Ltd 52 Great North Rd., Five Dock	301012	1961	Premise Match	0m	On-site

Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
71	DRY CLEANERS, PRESSERS & DYERS	Jones, Dry Cleaners Pty. Ltd. 54 Great North Rd., Five Dock	35339	1950	Premise Match	0m	On-site
72	TOOL IMPS. &/OR DISTS.	Wickman Australia Ltd, 239 Great North Rd, Five Dock.2046	71228	1978	Premise Match	0m	On-site
	MACHINE TOOL MFRS. &/OR IMPS. &/OR DISTS.	Wickman Australia Ltd., 239 Great North Rd., Five Dock. 2046	40727	1978	Premise Match	0m	On-site
	MACHINERY MERCHANTS &/OR IMPORTERS.	Wickman Australia Ltd., 239 Great North Rd., Five Dock. 2046	40918	1978	Premise Match	0m	On-site
	MACHINE TOOL MFRS. &/OR IMPS.&/OR DISTS.	Wickman (Aust.) Pty. Ltd., 239 Great North Rd., Five Dock. 2046	48062	1975	Premise Match	0m	On-site
	TOOL IMPS. &/OR DISTS.	Wickman (Aust.) Pty. Ltd., 239 Great North Rd., Five Dock. 2046	83815	1975	Premise Match	0m	On-site
	TUBE EXPANDERS & CLEANERS.	Wickman (Australia) Pty. Ltd., 239 Great North Road, Five Dock. 2046	85317	1975	Premise Match	0m	On-site
	MACHINE TOOL MFRS./IMPORTERS/DISTRIBUTORS (M020)	Wickman (Aust.) Pty. Ltd., 239 Great North Rd., Five Dock	324054	1970	Premise Match	0m	On-site
	Machine Tool Mfrs./Importers/Distributors	Wickman (Aust.) Pty. Ltd., 239 Great North Rd., Five Dock	108606	1965	Premise Match	0m	On-site
73	ORNAMENTAL METAL WORKERS.	Abbotsford Steel Constructions, 106 Great North Rd, Five Dock.	64910	1975	Premise Match	0m	On-site
74	DENTAL SUPPLIES &/OR EQUIPMENT.	Air Dent Pty. Ltd., 108a Great North Rd., Five Dock. 2046	20681	1975	Premise Match	0m	On-site
	DENTAL SUPPLIES & EQUIP.	Air-Dent Pty. Ltd., 108a Great North Rd., Five Dock	295593	1961	Premise Match	0m	On-site
75	DENTISTS.	Grant F. H., 12 Queens Rd., Five Dock. 2046	20980	1975	Premise Match	0m	On-site
	DENTISTS (D140)	Grant, F. H., 12 Queens Rd., Five Dock	288624	1970	Premise Match	0m	On-site
	Dentists	Grant, F. H., 12 Queens Rd., Five Dock	73374	1965	Premise Match	0m	On-site
	DENTISTS	Grant, F. H., 12 Queens Rd., Five Dock	295966	1961	Premise Match	0m	On-site
76	BAKERS-BREAD.	Maltex, 102a Great North Rd., Five Dock. 2046.	4104	1975	Premise Match	0m	On-site
	BAKERS-BREAD (B060)	Johnstone, D.H.& R.M, 102 Great North Rd., Five Dock	264561	1970	Premise Match	0m	On-site
	BAKERS - BREAD	Johnstone, D. H. & R. M., 102 Great North Rd., Five Dock	49228	1965	Premise Match	0m	On-site
	UPHOLSTERERS	Bent, N. F., 102a Great North Rd., Five Dock	111137	1950	Premise Match	0m	On-site
	ELECTRICAL ENGINEERS	Five Dock Electric, 102 Great North Rd., Five Dock	38096	1950	Premise Match	0m	On-site
77	MUSIC SHEET &/OR RECORDS DEALERS.	Record Bar., 123 Great North Rd., Five Dock. 2046	63082	1975	Premise Match	0m	On-site
78	MOTOR SERVICE STATIONS - PETROL, OIL	Total Service Station, 146 First Ave., Five Dock.	62005	1975	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS - PETROL, OIL	Total Service Station, 148 First Ave., Five Dock.	62006	1975	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Total Service Station, 146 First Ave., Five Dock	341553	1970	Premise Match	0m	On-site
	Motor Garages & Engineers	Chalmers, W. E., 146 First Ave. Five Dock	122650	1965	Premise Match	0m	On-site
	Engineers - Marine	Chalmers, W. E., 146 First Ave., Five Dock	83384	1965	Premise Match	0m	On-site
	Welders - Electric &/or Oxy	Chalmers, W. E., 146 First Ave., Five Dock	156337	1965	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS	Chalmers W. E., 146 First Ave., Five Dock	347622	1961	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS	Five Dock Valet Service, 148 First Ave., Five Dock	35237	1950	Premise Match	0m	On-site
79	BUILDERS &/OR BUILDING CONTRACTORS (M.M.B.A.)	Townsend, W. H. & Sons Pty. Ltd., 169 First Ave., Five Dock. 2046	8951	1975	Premise Match	0m	On-site
	BUILDERS & CONTRACTORS-(M.M.B.A.) (B796)	Townsend, Wm. & Sons Pty. Limited., 169 First Ave., Five Dock	270888	1970	Premise Match	0m	On-site

Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
79	Builders & Contractors - (M.M.B.A.)	Townsend, Wm. & Sons Pty. Limited, 169 First Ave. Five Dock	54714	1965	Premise Match	0m	On-site
	BUILDERS & CONTRACTORS-(M.M.B.A.)	Townsend L M & Sons Pty Ltd., 169 First Ave Five Dock.,	277710	1961	Premise Match	0m	On-site
	BUILDERS & CONTRACTORS-(M.M.B.A.)	Townsend, L. M. & Sons Pty. Ltd 169 First Ave. FIVE DOCK	277711	1961	Premise Match	0m	On-site
80	CAKE SHOPS & PASTRYCOOKS (C045)	Alexander Cakes., 115 Great North Rd., Five Dock	276291	1970	Premise Match	0m	On-site
	Cake Shops & Pastrycooks	Alexander Cakes., 115 Great North Rd., Five Dock	60984	1965	Premise Match	0m	On-site
	CAKE SHOPS & PASTRYCOOKS	Alexander Cakes, 115 Great North Rd., Five Dock	282765	1961	Premise Match	0m	On-site
	CAKE SHOPS & PASTRYCOOKS	Jacobs, W., 115 Great North Rd., Five Dock	16821	1950	Premise Match	0m	On-site
	CAKE SHOPS & PASTRYCOOKS	Wondercakes Pty. Ltd., 115 Great North Rd., Five Dock	17382	1950	Premise Match	0m	On-site
81	MANUFACTURERS' AGENTS (M112)	Armstrong, Denford & Co., 10 7Great North Rd., Five Dock	324627	1970	Premise Match	0m	On-site
	CLOTHING MFRS. &/OR W'SALERS-KNITTED GOODS	Lilio, L., 107a Great North Rd., Five Dock	282662	1970	Premise Match	0m	On-site
	DENTISTS	Perry, F., 105 Great North Rd., Five Dock	296315	1961	Premise Match	0m	On-site
	DENTISTS	Perry, F., 105 Great North Rd., Five Dock	32205	1950	Premise Match	0m	On-site
82	CASH ORDER COMPANIES (C168)	Cameron and Co., 89 Great North Rd., Five Dock	278620	1970	Premise Match	0m	On-site
	Cash Order Companies	Cameron and Co., 89 Great North Rd., Five Dock	63448	1965	Premise Match	0m	On-site
	CASH ORDER COMPANIES	Cameron and Co., 89 Great North Rd., Five Dock	285857	1961	Premise Match	0m	On-site
	CARPET & FLOOR COVERING PLANNERS & LAYERS	Cameron and Co., 89 Great North Rd., Five Dock	18125	1950	Premise Match	0m	On-site
	CASH ORDER COMPANIES	Cameron and Co., 89 Great North Rd., Five Dock	20488	1950	Premise Match	0m	On-site
	RADIO SALES &/OR SERVICEMEN	Cameron and Co., 89 Great North Rd., Five Dock	97031	1950	Premise Match	0m	On-site
83	AQUARIUMS & SUPPLIES (A430)	Crystal Palace Aquariums Pty. Ltd., 48 -50 Ramsay Rd., Five Dock	261838	1970	Premise Match	0m	On-site
	CARRIERS & CARTAGE CONTRACTORS	Shaw, Wm., 50 Ramsay Rd., Five Dock	19765	1950	Premise Match	0m	On-site
84	BOOT & SHOE REPAIRERS	Di Natele, S., 73 Ramsay Rd., Five Dock	268808	1970	Premise Match	0m	On-site
	BOOT & SHOE REPAIRERS	Di Natele, S., 73 Ramsay Rd., Five Dock	53227	1965	Premise Match	0m	On-site
85	PLUMBERS,GASFITTERS/DRAINLAYERS(P608)	Fitzgerald, T. J., 58 Henry St., FIVE DOCK	350524	1970	Premise Match	0m	On-site
	Plumbers, Gasfitters/Drainlayers	Fitzgerald, T. J., 58 Henry St., Five Dock	134580	1965	Premise Match	0m	On-site
	PLUMBERS, GASFITTERS/DRAINLAYERS	Fitzgerald, T. H., 58 Henry St., Five Dock	360432	1961	Premise Match	0m	On-site
86	CYCLE DEALERS & ACCESSORIES(C798)	Five Dock Sports Store., 72 Great North Rd., Five Dock	286794	1970	Premise Match	0m	On-site
	Cycle Dealers & Accessories	Five Dock Sports Store, 72 Great North Rd., Five Dock	71516	1965	Premise Match	0m	On-site
	MOTOR CYCLE SALES/SERVICE	Five Dock Cycles, 72 Great North Rd., Five Dock	345791	1961	Premise Match	0m	On-site
	CYCLE DEALERS & ACCESSORIES	Five Dock Sports Store, 72 Great North Rd., Five Dock	294213	1961	Premise Match	0m	On-site
	CYCLE DEALERS & ACCESSORIES	Five Dock Cycles, 72 Great North Rd., Five Dock	29885	1950	Premise Match	0m	On-site
	HARDWARE DEALERS &/OR IRONMONGERS	Five Dock Cycles, 72 Great North Rd., Five Dock	61020	1950	Premise Match	0m	On-site
	MOTOR CYCLE SALES & SERVICE	Five Dock Cycles, 72 Great North Rd., Five Dock	82929	1950	Premise Match	0m	On-site
	CYCLE DEALERS & ACCESSORIES	Vahtrik, R., 72 Great North Rd., Five Dock	30011	1950	Premise Match	0m	On-site

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87	WASHING MACHINE SALES/SERVICE(W065)	Holmes Appliances Stores Pty. Ltd., 66 Great North Rd., Five Dock	373114	1970	Premise Match	0m	On-site
	Electrical Contractors - Licensed	Action Electrical, 66 Great North Rd. Five Dock	78629	1965	Premise Match	0m	On-site
	Electric Motor Winding/Rewinding Specialists	Action Electrical, 66 Great North Rd., Five Dock	77896	1965	Premise Match	0m	On-site
	Electric Motors - Repairers/Hirers	Action Electrical, 66 Great North Rd., Five Dock	78078	1965	Premise Match	0m	On-site
	Armature Winders	Action Electrical., 66 Great North Rd., Five Dock	46884	1965	Premise Match	0m	On-site
	Engineers - Electrical	Action Electrical., 66 Great North Rd., Five Dock	81371	1965	Premise Match	0m	On-site
	Electrical Contractors - Licensed	Holmes Appliance Stores Pty. Ltd., 66 Great North Rd. Five Dock	78630	1965	Premise Match	0m	On-site
	Radio &/Or Television Sales & Servicemen	Holmes Appliances Stores Pty. Ltd., 66 Great North Rd. Five Dock	138195	1965	Premise Match	0m	On-site
	Music - Sheet, Gramophone Records - Dealers	Holmes Appliances Stores Pty. Ltd., 66 Great North Rd., Five Dock	127565	1965	Premise Match	0m	On-site
	Washing Machine Sales/Service	Holmes Appliances Stores Pty. Ltd., 66 Great North Rd., Five Dock	155897	1965	Premise Match	0m	On-site
	ELECTRICAL CONTRACTORS-LICENSED	Action Electrical 66 Great North Rd., Five Dock	301527	1961	Premise Match	0m	On-site
	ELECTRIC MOTOR WINDING/REWINDING SPECIALISTS	Action Electrical, 66 Great North Rd., Five Dock	300935	1961	Premise Match	0m	On-site
	ELECTRIC MOTORS-REPAIRERS/HIRERS	Action Electrical, 66 Great North Rd., Five Dock	301139	1961	Premise Match	0m	On-site
	ENGINEERS-ELECTRICAL	Action Electrical, 66 Great North Rd., Five Dock	305355	1961	Premise Match	0m	On-site
	LAWN MOWER REPAIRERS/SHARPENERS	Action Electrical, 66 Great North Rd., Five Dock	330787	1961	Premise Match	0m	On-site
	ELECTRICAL CONTRACTORS-LICENSED	Acton Electrical, 66 Great North Rd., Five Dock	301531	1961	Premise Match	0m	On-site
	RADIO &/OR TELEVISION SALES & SERVICEMEN	Holmes Appliance Stores, 66 Great North Rd. FIVE DOCK	364214	1961	Premise Match	0m	On-site
	ELECTRICAL CONTRACTORS-LICENSED	Holmes Appliances Stores, 66 Great North Rd., Five Dock	302077	1961	Premise Match	0m	On-site
	WASHING MACHINE MFRS.	Holmes Appliances Stores, 66 Great North Rd., Five Dock	261466	1961	Premise Match	0m	On-site
	RADIO SALES &/OR SERVICEMEN	Ashton, C., 66 Great North Rd., Five Dock	96941	1950	Premise Match	0m	On-site
	RADIO SALES &/OR SERVICEMEN	Christie's, J. B., Radio, 66 Great North Rd., Five Dock	97059	1950	Premise Match	0m	On-site
88	HARDWARE DEALERS/IRONMONGERS (H230)	Lemons Hardware., 241 Great North Rd., Five Dock	315159	1970	Premise Match	0m	On-site
	PLUMBERS' SUPPLIES (P612)	Lemons Hardware., 241 Great North Rd., Five Dock	350304	1970	Premise Match	0m	On-site
	MOTOR ACCESSORIES/DEALERS	Five Dock Auto Electrical Service Station, 241 Great North Rd., Five Dock	343533	1961	Premise Match	0m	On-site
	ARMATURE WINDERS	Five Dock Auto Electrical Service Station, 241 Great North Rd., Five Dock	2576	1950	Premise Match	0m	On-site
	MOTOR ACCESSORIES-DEALER	Five Dock Auto Electrical Service Station, 241 Great North Rd., Five Dock	81592	1950	Premise Match	0m	On-site
	MOTOR ELECTRICIANS	Five Dock Auto Electrical Service Station, 241 Great North Rd., Five Dock	83113	1950	Premise Match	0m	On-site
	BATTERY SERVICE STATIONS	Five Dock Auto Electrical Service Station, 241 Great North Rd., Five. Dock	6600	1950	Premise Match	0m	On-site
89	ELECTRIC LIGHT FITTINGS (SHADES, STANDARD BRACKETS, ETC) MFRS. &/OR DISTS.	Marlow, H., 225 Great North Rd., Five Dock	293862	1970	Premise Match	0m	On-site

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Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
89	ELECTRICAL SUPPLIES/APPLIANCES-WHOLESALE	Marlowe, H., 225 Great North Rd., Five Dock	296043	1970	Premise Match	0m	On-site
	Electric Light Fittings (Shades, Standard Brackets, Etc.) Mfrs. &/or Dists.	Marlow, H., 225 Great North Rd., Five Dock	77664	1965	Premise Match	0m	On-site
	Electrical Supplies/Appliances - Wholesale	Marlow, H., 225 Great North Rd., Five Dock	79816	1965	Premise Match	0m	On-site
90	DRY CLEANERS,PRESSERS/DYERS (D710)	Nu-Way Dry Cleaners, 83 Great North Rd., Five Dock	292434	1970	Premise Match	0m	On-site
	HARDWARE DEALERS/IRONMONGERS	Five Dock Hardware Store, 81 Great North Rd. FIVE DOCK	323246	1961	Premise Match	0m	On-site
	HARDWARE DEALERS/IRONMONGERS	King, W. R., 81 Great North Rd. FIVE DOCK	323248	1961	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS	Lyke-Nu Dry Cleaning Co. Ltd. 83 Great North Rd., Five Dock	35470	1950	Premise Match	0m	On-site
91	MOTOR ACCESSORIES/DEALERS (M448)	Fairlight Service Station., Cnr. Fairlight St & Ramsay Rd., Five Dock	334632	1970	Road Intersection	0m	On-site
	MOTOR GARAGES & ENGINEERS(M6S6)	Fairlight Service Station., Cnr. Fairlight St. & Ramsay Rd., Five Dock	337785	1970	Road Intersection	0m	On-site
	Motor Garages & Engineers	Fairlight Service Station, Cnr. Fairlight St. & Ramsay Rd. Five Dock	122652	1965	Road Intersection	0m	On-site
	Motor Accessories - Dealers	Fairlight Service Station, Cnr. Fairlight St. & Ramsay Rd., Five Dock	119426	1965	Road Intersection	0m	On-site
92	HEALTH CENTRES & CLINICS (H330)	Five Dock Baby Health Centre., Cnr. Park Rd. & First Ave., Five Dock	315765	1970	Road Intersection	0m	On-site
	Health Centres & Clinics	Five Dock Baby Health Centre, Cnr. Park Rd. & First Ave., Five Dock	99877	1965	Road Intersection	0m	On-site
	HEALTH CENTRES & CLINICS	Five Dock Baby Health Centre, Cnr. Park Rd. & First Ave., Five Dock	323966	1961	Road Intersection	0m	On-site
93	Hospitals - Private	"Glencoe", 16 Queens Rd., Five Dock	100908	1965	Premise Match	0m	On-site
	Hospitals - Private	Bradford, U. M., 16 Queens Rd., Five Dock	100846	1965	Premise Match	0m	On-site
	HOSPITALS-PRIVATE	Gleneoe Private Hospital, 16 Queens Rd., Five Dock	62655	1950	Premise Match	0m	On-site
94	Photographers - Portrait	Coronet Studios, 56 Great North Rd., Five Dock	132437	1965	Premise Match	0m	On-site
	PHOTOGRAPHERS—PORTRAIT	Coronet Studios, 56 Great North Rd., Five Dock	357712	1961	Premise Match	0m	On-site
95	Landscape Gardeners	Five Dock Nurseries Pty. Ltd., 60 Great North Rd., Five Dock	107008	1965	Premise Match	0m	On-site
	Nurserymen	Five Dock Nurseries Pty. Ltd., 60 Great North Rd., Five Dock	129090	1965	Premise Match	0m	On-site
	NURSERYMEN	Five Dock Nursery, 60 Great North Rd., Five Dock	354069	1961	Premise Match	0m	On-site
	NURSERYMEN	Five Dock Nursery, 60 Great North Rd., Five Dock	89095	1950	Premise Match	0m	On-site
	NURSERYMEN	Five Dock Nursery, 60 Great North Rd., Five Dock	89096	1950	Premise Match	0m	On-site
96	Carriers & Cartage Contractors	Lancaster, A., 21 Trevanion St., Five Dock	63121	1965	Premise Match	0m	On-site
	CARRIERS & CARTAGE CONTRACTORS	Lancaster, A., 21 Trevanion St., Five Dock	284977	1961	Premise Match	0m	On-site
	CARRIERS & CARTAGE CONTRACTORS	Lancaster, F., 21 Trevanion St., Five Dock	19184	1950	Premise Match	0m	On-site
97	Jewellers/Watchmakers - Retail	McGowans, 86 Great North Rd., Five Dock	106102	1965	Premise Match	0m	On-site
	JEWELLERS/WATCHMAKERS—RETAIL	McGowans, 86 Great North Rd., Five Dock	329277	1961	Premise Match	0m	On-site
98	Hardware Dealers &/or Iron Mongers	Nicholson's Hardware, 191-193 Great North Rd. Five Dock	99223	1965	Premise Match	0m	On-site
	Paint, Varnish, Oils/Colour Merchants	Nicholson's Hardware, 191-193 Great North Rd., Five Dock	130974	1965	Premise Match	0m	On-site

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98	Builders' Suppliers	Nicholson's Hardware., 191-193 Great North Rd., Five Dock	56269	1965	Premise Match	0m	On-site
	Plumbers' Supplies	Nicholson's Hardware., 191-193 Great North Rd., Five Dock	135039	1965	Premise Match	0m	On-site
	BUILDERS' SUPPLIERS	Nicholson's Hardware., 191-193 Great North Rd., Five Dock	278338	1961	Premise Match	0m	On-site
	HARDWARE DEALERS/IRONMONGERS	Nicholson's Hardware., 191-193 Great North Rd., FIVE DOCK	323250	1961	Premise Match	0m	On-site
	CLOTHING MFRS. &/OR WHOLESALERS LADIES' MANTLES	G. & S. Manufacturing co., 191 Great North Rd., Five Dock	23890	1950	Premise Match	0m	On-site
	CLOTHING MFRS. &/OR WHOLESALERS-GENERAL	G. and S. Manufacturing Co., 191 Great North Rd., Five Dock	24831	1950	Premise Match	0m	On-site
	CLOTHING MANUFACTURERS &/OR WHOLESALERS-LADIES' DRESSES & GOWNS	G. and S. Manufacturing Co., 191 Great North Rd., Five, Dock	23324	1950	Premise Match	0m	On-site
99	BAKERS - BREAD	Rogers, C. W., 46 Lancelot St. Five Dock	49268	1965	Premise Match	0m	On-site
	BAKERS-BREAD	Rogers, C. W., 46 Lancelot St., Five Dock	271062	1961	Premise Match	0m	On-site
	BAKERS-BREAD	Rogers, C. W., 46 Lancelot St., Five Dock	5453	1950	Premise Match	0m	On-site
100	Plumbers, Gasfitters/Drainlayers	Thomas, H. 5, 4 Kings Rd., Five Dock	134582	1965	Premise Match	0m	On-site
	PLUMBERS, GASFITTERS/DRAINLAYERS	Thomas, H., 54 Kings Rd., Five Dock	360837	1961	Premise Match	0m	On-site
101	Dentists	Webb, R. E., 163 Great North Rd., Five Dock	73827	1965	Premise Match	0m	On-site
	DENTISTS	Webb, R. E., 163 Great North Rd., Five Dock	296535	1961	Premise Match	0m	On-site
	DENTISTS	Webb, R. E., 163 Great North Rd., Five Dock	32402	1950	Premise Match	0m	On-site
102	ENGINEERS-ELECTRICAL	A.T. Motor Sales & Winders, 62 Great North Rd., Fve Dk	305352	1961	Premise Match	0m	On-site
	MOTOR ELECTRICIANS	Avrisch, H. V., 62 Great North Rd., Five Dock	345980	1961	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS	Newton, L. D., 62 Great North Rd. Five Dock	347784	1961	Premise Match	0m	On-site
	ELECTRICAL ENGINEERS	A.T. Motor Winders, 62 Great North Rd., Five Dock	37995	1950	Premise Match	0m	On-site
	ELECTRICAL ENGINEERS	Aurisch, Stephens and Co., 62 Great North Rd., Five Dock	38010	1950	Premise Match	0m	On-site
	MOTOR ELECTRICIANS	Aurisch, Stephens and Co., 62 Great North Rd., Five Dock	83065	1950	Premise Match	0m	On-site
	MOTOR CAR & TRUCK DEALERS-USED	Newton, L. D., 62 Great North Rd., Five Dock	82491	1950	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS	Newton, L. D., 62 Great North Rd., Five Dock	84131	1950	Premise Match	0m	On-site
103	MANUFACTURERS' AGENTS	Armstrong, Denford & Co., 75 Kings Rd., Five Dock	332978	1961	Premise Match	0m	On-site
104	PAINTERS, PAPERHANGERS/DECORATORS	Armstrong, E. R. E., 44 Queens Rd., Five Dock	355897	1961	Premise Match	0m	On-site
105	HOBBY/HANDCRAFTS SUPPLIES	Craft Centre (The), 154 First Ave., Five Dock	324308	1961	Premise Match	0m	On-site
	SCHOOL SUPPLIES-MFRS. &/OR DISTRIBUTORS	Craft Centre (The), 154 First Ave., Five Dock.	248170	1961	Premise Match	0m	On-site
	CLOTHING MFRS. &/OR W'SALERS-LADIES' DRESSES & GOWNS	Frost, M. L., 152 First Ave., Five Dock	290106	1961	Premise Match	0m	On-site
	DIE CASTERS	Ellen Kay Products, 154 First Ave., Five Dock	32779	1950	Premise Match	0m	On-site
	NOVELTY GOODS MFRS. &/OR WHOLESALERS	Ellen Kay Products, 154 First Ave., Five Dock	88891	1950	Premise Match	0m	On-site
	TOY MANUFACTURERS	Ellen Kay Products, 154 First Ave., Five Dock	109775	1950	Premise Match	0m	On-site

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106	CLOTHING MFRS. &/OR W'SALERS-COLLARS & TIES, ETC.	Cravats Pty. Ltd., 139 Great North Rd., Five Dock	289267	1961	Premise Match	0m	On-site
	PLUMBERS, GASFITTERS/DRAINLAYERS	Eeudt, G., 139 Great North Rd., Five Dock	360410	1961	Premise Match	0m	On-site
107	CABINETMAKERS	Enfield Joinery, 44 Waterview St., Five Dock	281739	1961	Premise Match	0m	On-site
	JOINERY MANUFACTURERS	Enfield Joinery, 44 Waterview St., Five Dock	329838	1961	Premise Match	0m	On-site
108	TAXIS	Fanning Taxi & Hire Car Service, 77 Great North Rd., Five Dock	255705	1961	Premise Match	0m	On-site
	HIRE CAR SERVICES	Fannings Taxi & Hire Car Service, 77 Great North Rd Five Dock	324256	1961	Premise Match	0m	On-site
	HIRE CAR SERVICES	Fannings Taxi and Hire Car Service, 77 Great North Rd., Five Dock	62181	1950	Premise Match	0m	On-site
	TAXIS	Fannings Taxi and Hire Car Service, 77 Great North Rd., Five Dock	107339	1950	Premise Match	0m	On-site
109	CARRIERS & CARTAGE CONTRACTORS	File, F., 51 Lancelot St., Five Dock	284768	1961	Premise Match	0m	On-site
	CARRIERS & CARTAGE CONTRACTORS	File, F., 51 Lancelot St., Five Dock	18826	1950	Premise Match	0m	On-site
110	RADIO &/OR TELEVISION SALES & SERVICEMEN	Five Dock Radio Service, 124 Great North Rd. FIVE DOCK	364213	1961	Premise Match	0m	On-site
	PUBLIC ADDRESS SYSTEM MANUFACTURERS &/OR DISTRIBUTORS	Burdekin Radio, 124 Great North Rd., Five Dock	95973	1950	Premise Match	0m	On-site
	NEWSPAPERS & PERIODICALS	Drummoyne-Five Dock News, 124 Great North Rd., Five Dock	88691	1950	Premise Match	0m	On-site
	ELECTRICAL CONTRACTORS &/OR ELECTRICIANS	Five Dock Radio Service, 124 Great North Rd., Five Dock	37519	1950	Premise Match	0m	On-site
	RADIO SALES &/OR SERVICEMEN	Five Dock Radio Service, 124 Great North Rd., Five Dock	97203	1950	Premise Match	0m	On-site
	REFRIGERATOR SALES &/OR SERVICE	Five Dock Radio Service, 124 Great North Rd., Five Dock	99216	1950	Premise Match	0m	On-site
111	ELECTRICAL CONTRACTORS-LICENSED	Gardiner, C., 2 Garfield St., Five Dock	301944	1961	Premise Match	0m	On-site
	ELECTRICAL ENGINEERS	Gardiner, C. G. and Co., 2 Garfield St., Five Dock	38103	1950	Premise Match	0m	On-site
	ELECTRICAL CONTRACTORS &/OR ELECTRICIANS	Gardiner, C., 2 Garfield St., Five Dock	37538	1950	Premise Match	0m	On-site
112	PIANO TUNERS &/OR REPAIRERS	Heap, F., 441 Lyons Rd., Five Dock	358228	1961	Premise Match	0m	On-site
	PIANO DEALERS	Heap, F. F., 441 Lyons Rd., Five Dock	92401	1950	Premise Match	0m	On-site
	PIANO TUNERS & REPAIRERS	Heap, F. F., 441 Lyons Rd., Five Dock	92503	1950	Premise Match	0m	On-site
113	ENGINEERS-HOT WATER, HEATING/VENTILATING	Metz, R. W., 7 Sutton St., Five Dock	307386	1961	Premise Match	0m	On-site
	PLUMBERS, GASFITTERS/DRAINLAYERS	Metz, R. W., 7 Sutton St., Five Dock	360626	1961	Premise Match	0m	On-site
	ENGINEERS-HOT WATER, HEATING & VENTILATING	Metz, R. W, 7 Sutton St, Five Dock	41553	1950	Premise Match	0m	On-site
114	MOTOR CAR/TRUCK DEALERS—NEW/USED	Modern Motors Pty. Ltd., 61-65 Great North Rd., Five Dock	345238	1961	Premise Match	0m	On-site
115	PLUMBERS, GASFITTERS/DRAINLAYERS	Murphy, J. L., 23 Park Rd.Five Dock	360642	1961	Premise Match	0m	On-site
116	CAKE SHOPS & PASTRYCOOKS	Nicer Cake Co., 93a Great North Rd., Five Dock	283202	1961	Premise Match	0m	On-site
	CAKE SHOPS & PASTRYCOOKS	Nicer Cakes Co., 93a Great North Rd., Five Dock	17037	1950	Premise Match	0m	On-site
117	PLUMBERS, GASFITTERS/DRAINLAYERS	Smith, S. J., 6 Scott St., Five Dock	360789	1961	Premise Match	0m	On-site
118	ELECTRICAL CONTRACTORS-LICENSED	Thompson, C., 36 Kings Rd, Five Dock	302624	1961	Premise Match	0m	On-site
119	PAINTERS, PAPERHANGERS/DECORATORS	Wood, J. P., 31 Garfield St., Five Dock	356503	1961	Premise Match	0m	On-site

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Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
120	STEEL MERCHANTS-GENERAL	Stadco Steel Australia Cnr. Great North & Lyons Rds., Five Dock	253767	1961	Road Intersection	0m	On-site
	STEEL MERCHANTS-GENERAL	Stadco Steel Australia, Cnr. Great North & Lyons Rds., Five Dock	253768	1961	Road Intersection	0m	On-site
121	DRY CLEANERS, PRESSERS & DYERS	"Strate" Dry Cleaners, 82 Ramsay Rd., Five Dock	35038	1950	Premise Match	0m	On-site
122	BOOT & SHOE REPAIRERS	Adney, H. C., 161 Great North Rd., Five Dock	9923	1950	Premise Match	0m	On-site
123	TRANSPORT SERVICES-INTERSTATE	Balmain Taxi and Transport Service, 28 Garfield St., Five Dock	110212	1950	Premise Match	0m	On-site
	CARRIERS & CARTAGE CONTRACTORS	Phillips, R., 28 Garfield St., Five Dock	19569	1950	Premise Match	0m	On-site
124	ELECTRICAL ENGINEERS	Bothman, R., 2 Henry St., Five Dock	38026	1950	Premise Match	0m	On-site
125	FUEL MERCHANTS-COAL, COKE & WOOD	Central Produce Store, 92 Great North Rd., Five Dock	51672	1950	Premise Match	0m	On-site
126	FURNITURE MANUFACTURERS-TUBULAR STEEL	Chapman, P. R., 26 Newcastle St., Five Dock	53100	1950	Premise Match	0m	On-site
127	CONCRETE CONTRACTORS-CONSTRUCTIONAL	Dean Bros., 120 First Ave., Five Dock	28274	1950	Premise Match	0m	On-site
	FLOOR LAYERS	Dean Bros., 120 First Ave., Five Dock	45581	1950	Premise Match	0m	On-site
	PAVING CONTRACTORS	Dean Bros., 120 First Ave., Five Dock	91338	1950	Premise Match	0m	On-site
128	ELECTRICAL ENGINEERS	Deeble, S. and Son, 88 Kings Rd., Five Dock	38065	1950	Premise Match	0m	On-site
	MOTOR ELECTRICIANS	Deeble, S. and Son, 88 Kings Rd., Five Dock	83104	1950	Premise Match	0m	On-site
129	TENNIS RACQUET REPAIRERS & RESTRINGERS	Ferrier, Bert, Tennis Depot, 78 Great North Rd., Five Dock	107716	1950	Premise Match	0m	On-site
130	BOOT & SHOE REPAIRERS	Five Dock Bag Store, 80 Great North Rd., Five Dock	10176	1950	Premise Match	0m	On-site
	LEATHER GOODS RETAILERS	Five Dock Bag Store, 80 Great North Rd., Five Dock	68334	1950	Premise Match	0m	On-site
	TRAVEL GOODS MANUFACTURERS	Five Dock Bag Store, 80 Great North Rd., Five Dock	110421	1950	Premise Match	0m	On-site
	BOOT & SHOE REPAIRERS	Thomas, R. B., 80 Great North Rd., Five Dock	10698	1950	Premise Match	0m	On-site
131	TAXIS	Five Dock Motors, 6 Barnstaple Rd., Five Dock	107341	1950	Premise Match	0m	On-site
	TAXIS	Mackay, D., 6 Barnstaple Rd., Five Dock	107418	1950	Premise Match	0m	On-site
132	ELECTRICAL CONTRACTORS &/OR ELECTRICIANS	Fletcher, R., 433 Lyons Rd., Five Dock	37521	1950	Premise Match	0m	On-site
133	JAM MANUFACTURERS	Henderson, W. D., 36 Queens Rd., Five Dock	65512	1950	Premise Match	0m	On-site
134	BRASS FITTINGS & BRASSWARE MFRS.	Hutchinson, S., 1a Newcastle St., Five Dock	11193	1950	Premise Match	0m	On-site
135	ELECTRIC LIGHTING FITTINGS (SHADES, STANDARD BRACKETS, Etc.), MFRS. &/OR DISTRIBUTORS	Ideal Electrical Products, Rear 79 Great North Rd., Five Dock	36773	1950	Premise Match	0m	On-site
	LAMPSHADE & LAMPSTAND MANUFACTURERS & SPECIALISTS	Ideal Electrical Products, Rear 79 Great North Rd., Five Dock	67411	1950	Premise Match	0m	On-site
136	PUBLISHERS	Jackson, Mrs. I., 12 Barnstaple Rd., Five Dock	96190	1950	Premise Match	0m	On-site
137	CARRIERS & CARTAGE CONTRACTORS	Jacobs, L. W., Res., 88 Queens Rd., Five Dock	19094	1950	Premise Match	0m	On-site
	CUSTOMS, SHIPPING & FORWARDING AGENTS	Jacobs, L. W., Res., 88 queens Rd., Five Dock	29621	1950	Premise Match	0m	On-site
138	CARRIERS & CARTAGE CONTRACTORS	Kenton, J. and A., 70 Queens Rd., Five Dock	19145	1950	Premise Match	0m	On-site
139	CAKE SHOPS & PASTRYCOOKS	McCarthy, P. E., 11 Lancelot St., Five Dock	16952	1950	Premise Match	0m	On-site
140	PHOTOGRAPHERS-CANDID	Precision Photographic Service, 124a Great North Rd., Five Dock	91739	1950	Premise Match	0m	On-site

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140	DRY CLEANERS, PRESSERS & DYERS	Rileys Dry Cleaner, 124a Great North Rd., Five Dock	35652	1950	Premise Match	0m	On-site
141	PHOTOGRAPHERS-PORTRAIT	Precision Photographic Service., 18 Newcastle St., Five Dock	91966	1950	Premise Match	0m	On-site
142	AUTOMATIC SLOT MACHINE MANUFACTURERS	Robertson, J., 19 Sutton St., Five Dock	4296	1950	Premise Match	0m	On-site
143	CARPET CLEANERS & SHAMPOOERS	Schou, J. W., 21 Park Rd., Five Dock	18266	1950	Premise Match	0m	On-site
144	ELECTRIC MOTORS-DEALERS &/OR WHOLE SALERS	Thompson, H. and Son, 5 Kings Rd., Five Dock	37026	1950	Premise Match	0m	On-site
	ELECTRICAL CONTRACTORS &/OR ELECTRICIANS	Thompson, H. and Son, 5 Kings Rd., Five Dock	37919	1950	Premise Match	0m	On-site
	ELECTRICAL ENGINEERS	Thompson, H. and Son, 5 Kings Rd., Five Dock	38255	1950	Premise Match	0m	On-site
145	Wallpaper &/or Wallcoverings Mfrs &/or Dists	Coloroll Homewares, 11 Harris Rd Five Dock 2046	65845	1991	Premise Match	0m	West
	China, Crockery, Crystal &/or Earthenware Mfrs &/or Imps &/or W/Salers	Coloroll Homewares., 11 Harris Rd., Five Dock 2046	39013	1991	Premise Match	0m	West
	Carpet &/or Floor Covering Mfrs &/or Imps &/or W/Salers	Homfray Carpets (Aust.) Pty. Ltd, 11 Harris Rd., Five Dock 2046	38186	1991	Premise Match	0m	West
	Carpet &/or Floor Covering Mfrs &/or Imps &/or W/Salers	Hycraft Carpets Pty. Ltd., 11 Harris Rd., Five Dock 2046	38187	1991	Premise Match	0m	West
	HOBBY &/OR HANDICRAFT SUPPLIES.	Hycraft Carpets Pty. Ltd., 11 Harris Rd., Five Dock. 2046	45972	1986	Premise Match	0m	West
	CARPET &/OR FLOOR COVERING MFRS. &/OR IMPS. &/OR DISTS.	Hycraft Carpets Pty. Ltd., 11 Harris Rd., Five Dock.2046	12392	1986	Premise Match	0m	West
	CARPET &/OR FLOOR COVERING MFRS. &/OR IMPS. &/OR DISTS.(C1810)	Hy-Craft Carpets, 11 Harris Rd., Five Dock. 2046.	13280	1982	Premise Match	0m	West
	CARPET &/OR FLOOR COVERING MFRS. &/OR IMPS. &/OR DISTS.	Carpet Manufacturers Ltd., 11 Harris Rd., Five Dock. 2046	11449	1978	Premise Match	0m	West
	DYERS &/OR BLEACHERS-TRADE.	Carpet Manufacturers Ltd., 11 Harris Rd., Five Dock. 2046	21190	1978	Premise Match	0m	West
	SPINNERS.	Carprt Manufacturers Ltd., 11 Harris Rd., Five Dock. 2046	66749	1978	Premise Match	0m	West
	DYERS &/OR BLEACHERS-TRADE.	Carpet Manufacturers Ltd., 11 Harris Rd., Five Dock. 2046	24672	1975	Premise Match	0m	West
	CARPET &/OR FLOOR COVERING MFRS. &/OR IMPS. &/OR DISTS.	Carpet Manufacturers Ltd., 11 Harris Rd., Five Dock. 2046.	13373	1975	Premise Match	0m	West
	CARPET & FLOOR COVERING MANUFACTURERS (C129)	Carpet Manufacturers Ltd., 11 Harris Rd., Five Dock	277626	1970	Premise Match	0m	West
	CARPET MFRS. &/OR DISTRIBUTORS	CARPET MANUFACTURERS LTD., 11-27 HARRIS RD., Five DOCK, 2046	277879	1970	Premise Match	0m	West
	CARPET & FLOOR COVERING MANUFACTURERS (C129)	Locktuft Carpet Manufacturers Ltd., 11 Harris Rd., Five Dock	277636	1970	Premise Match	0m	West
	Manufacturers' Agents	Carpet Manufacturers Ltd., 11 Harris Rd., Five Dock	109341	1965	Premise Match	0m	West
	Carpet & Floor Covering Manufacturers	Carpet Manufacturers Ltd., 11-27 Harris Rd., Five Dock	62388	1965	Premise Match	0m	West
	Carpet Manufacturers	Carpet Manufacturers Ltd., 11-27 Harris Rd., Five Dock	62593	1965	Premise Match	0m	West
	Carpet & Floor Covering Manufacturers	Locktuft Carpet Manufacturers Ltd., 11 Harris Rd., Five Dock	62394	1965	Premise Match	0m	West
	CARPET & FLOOR COVERING MANUFACTURERS	Carpet Manufacturers Ltd., 11 Harris Rd., Five Dock	284263	1961	Premise Match	0m	West
	CARPET MANUFACTURERS	Carpet Manufactures Ltd.,11 Harris Rd., Five Dock	284447	1961	Premise Match	0m	West
	CARPET & FLOOR COVERING MANUFACTURERS	Locktuft Carpet Manufacturers Ltd., 11 Harris Rd., Five Dock	284270	1961	Premise Match	0m	West
	CARPET & FLOOR COVERING MANUFACTURERS	Carpet Manufacturers Ltd., 11-27 Harris Rd., Five Dock	18107	1950	Premise Match	0m	West
146	AIR CONDITIONING-INDUSTRIAL &/OR DOMESTIC.	Air Dynamics Control Services Pty. Ltd., 40 Ramsay Rd., Five Dock. 2046	2221	1986	Premise Match	0m	South East

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146	ENGINEERS-AIR CONDITIONING.	Air Dynamics Control Services Pty. Ltd., 40 Ramsay Rd., Fivedock. 2046	28511	1986	Premise Match	0m	South East
	PHOTOGRAPHERS – GENERAL.	Eolle Studio, 38 Ramsay Rd., Five Dock. 2046	72928	1986	Premise Match	0m	South East
	PHOTOGRAPHERS-GENERAL	Eolie Studio., 38 Ramsay Rd., Five Dock. 2046	66736	1975	Premise Match	0m	South East
	PHOTOGRAPHERS-PORTRAIT (P284)	Eolie Studio., 38 Ramsay Rd., Five Dock	348059	1970	Premise Match	0m	South East
147	COPYING MACHINES MFRS. &/OR DISTS.	Bermel Business Systems, 2/50 Great North Rd., Five Dock. 2046	20407	1986	Premise Match	0m	South
	COPYING SPECIALISTS.	Bermel Business Systems, 2/50 Great North Rd., Five Dock. 2046	20426	1986	Premise Match	0m	South
	OFFICE MACHINE - SALES &/OR HIRE.	Bermel Business Systems, 2/50 Great North Rd., Five Dock. 2046	70392	1986	Premise Match	0m	South
	VANITY UNIT MFRS.	Kenwood Kitchens Pty. Ltd. 50 Great North Rd. Five Dock. 2047	97037	1986	Premise Match	0m	South
	JOINERY MANUFACTURERS.	Kenwood Kitchens Pty. Ltd., 50 Great North Rd., Five Dock. 2046	50165	1986	Premise Match	0m	South
	KITCHEN UNITS MFRS. &/OR DISTS. &/OR INSTALLERS.	Kenwood Kitchens Pty. Ltd., 50 Great North Rd., Five Dock. 2046	50439	1986	Premise Match	0m	South
	ENGINEERS – CONSULTING.	Sedgman & Associates, 5/50 Great North Rd., Five Dock. 2046	28935	1986	Premise Match	0m	South
	ENGINEERS – MINING.	Sedgman & Associates, 5/50 Great North Rd., Five Dock. 2046	30795	1986	Premise Match	0m	South
	ENGINEERS-DESIGNING.	Sedgman & Associates, 5/50 Great North Rd., Five Dock. 2046	29055	1986	Premise Match	0m	South
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Central Garage, 50 Great North Rd., Five Dock.	49779	1978	Premise Match	0m	South
	MOTOR SPARE PARTS DEALERS-RETAIL.	Central Garage, 50 Great North Rd., Five Dock.	52672	1978	Premise Match	0m	South
	WELDERS-ELECTRIC &/OR OXY.	Central Garage, 50 Great North Rd., Five Dock.	74158	1978	Premise Match	0m	South
	WELDERS., Electric &/OR OXY.	Central Garage, 50 Great North Rd, Five Dock.	86823	1975	Premise Match	0m	South
	MOTOR GARAGES &/OR ENGINEERS.	Central Garage, 50 Great North Rd., Five Dock.	58648	1975	Premise Match	0m	South
	MOTOR SPARE PARTS DEALERS- RETAIL	Central Garage. 50 Great North Rd., Five Dock.	62167	1975	Premise Match	0m	South
	MOTOR GARAGES & ENGINEERS(M6S6)	Central Garage, 50 Great North Rd. Five Dock	337552	1970	Premise Match	0m	South
	MOTOR SPARE PARTS DEALERS-RETAIL (M728)	Central Garage, 50 Great North Rd., Five Dock	341770	1970	Premise Match	0m	South
	WELDERS-ELECTRIC &/OR OXY	Central Garage, 50 Great North Rd., Five Dock	373534	1970	Premise Match	0m	South
	MOTOR GARAGES & ENGINEERS(M6S6)	Milcoy, J. E., 50 Great North Rd. Five Dock	338256	1970	Premise Match	0m	South
	Motor Spare Parts Dealers - Retail	Milcoy J. E., Central Garage, 50 Great North Rd., Five Dock	126565	1965	Premise Match	0m	South
	Welders - Electric &/or Oxy	Milcoy, J. E., 50 Great North Rd., Five Dock	156661	1965	Premise Match	0m	South
	Motor Garages & Engineers	Milcoy, J. E., Central Garage, 50 Great North Rd. Five Dock	122660	1965	Premise Match	0m	South
	MOTOR ACCESSORIES/DEALERS	Milcoy, C. D., 50 Great North Rd., Five Dock	343689	1961	Premise Match	0m	South
	MOTOR GARAGES & ENGINEERS	Milcoy, C. D., Cnr. Great North Rd. & Fairlight St. FIVE DOCK	347720	1961	Premise Match	0m	South
	MOTOR SPARE PARTS DEALERS—RETAIL	Milcoy, C. D., Cnr. Great North Rd. & Fairlight St., Five Dock	351640	1961	Premise Match	0m	South
	MOTOR ACCESSORIES-DEALER	Milcoy, C. D., 50 Great North Rd., Five Dock	81701	1950	Premise Match	0m	South
	MOTOR GARAGES &/OR ENGINEERS	Milcoy, C. D., 50 Great North Rd., Five Dock	84089	1950	Premise Match	0m	South
	MOTOR SERVICE STATIONS-PETROL, Etc.	Milcoy, C. D., 50 Great North Rd., Five Dock	86210	1950	Premise Match	0m	South

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147	MOTOR SPARE PARTS DEALERS-RETAIL	Milcoy, C. D., 50 Great North Rd., Five Dock	86735	1950	Premise Match	0m	South
148	DENTISTS.	Bhatt Neela, 249 Great North Rd., Five Dock. 2046	22311	1986	Premise Match	0m	North East
	DENTISTS. (D1800)	Bhatt Neela, 249 Great North Rd., Five Dock. 2046.	20000	1982	Premise Match	0m	North East
149	RADIO TRANSCRIPTION SERVICES.	Christian Broadcasting Assoc., 420 Lyons Rd., Five Dock. 2046.	78830	1986	Premise Match	0m	North East
	RADIO TRANSCRIPTION SERVICES. (R1365)	Christian Broadcasting Assoc., 420 Lyons Rd., Five Dock. 2046.	68380	1982	Premise Match	0m	North East
	RADIO TRANSCRIPTION SERVICES.	Christian Broadcasting Assoc., 420 Lyons Rd., Five Dock. 2046	61172	1978	Premise Match	0m	North East
	RADIO TRANSCRIPTION SERVICES.	Christian Broadcasting Assoc., 420 Lyons Rd., Five Dock. 2046	71757	1975	Premise Match	0m	North East
	RADIO TRANSCRIPTION SERVICES(R100)	Christian Broadcasting Association Ltd., 420 Lyons Rd., Five Dock	354656	1970	Premise Match	0m	North East
	BROADCASTING SERVICES (B740)	Christian Broadcasting Association., 420 Lyons Rd., Five Dock	269698	1970	Premise Match	0m	North East
	Radio Transcription Services	Christian Broadcasting Association Ltd., 420 Lyons Rd., Five Dock	138470	1965	Premise Match	0m	North East
	Broadcasting Services	Christian Broadcasting Association., 420 Lyons Rd., Five Dock	54246	1965	Premise Match	0m	North East
150	SWIMMING POOL &/OR EQUIPMENT MFRS. &/OR DISTS.	Five Dock Squash & Sports Centre, 49 Queens Rd., Five Dock. 2046.	90116	1986	Premise Match	0m	South West
	ROLLERSKATING RINKS. (R6320)	Five Dock Squash & Sports Centre, 49 Queens Rd., Five Dock. 2046.	72293	1982	Premise Match	0m	South West
	PAPER-LAMINATED-MFRS. (P132)	AIL Packs (Aust.) Pty. Ltd., 51a Queens Rd., Five Dock	347197	1970	Premise Match	0m	South West
	CELLULOSE PACKAGING SPECS. (C204)	All Packs (AusL) Pty. Ltd., 51a Queens Rd., Five Dock.	278911	1970	Premise Match	0m	South West
	PRINTERS-ROTOGRAVURE (P830)	ALL PACKS (AUST) PTY. LTD., 51A QUEENS RD., FIVE DOCK, 2046	352776	1970	Premise Match	0m	South West
	CELLULOSE BAG & WRAPPER MFRS. &/OR SUPPLIERS (C198)	All Packs (Aust.) Pty. Ltd., 51a Queens Rd., Five Dock.	278884	1970	Premise Match	0m	South West
	PACKAGING/PACKING SPEC. (P 004)	All Packs (Aust.) Pty. Ltd., 51a Queens Rd., Five Dock.	345690	1970	Premise Match	0m	South West
	PRINTERS-ROTOGRAVURE (P830)	All Packs (Aust.) Pty. Ltd., 51a Queens Rd., Five Dock.	352777	1970	Premise Match	0m	South West
	CARDBOARD BOX & CARTON MANUFACTURERS	All Pack (Aust.) Pty. Ltd., 51a Queens Rd., Five Dock	283956	1961	Premise Match	0m	South West
	CARDBOARD BOX & CARTON MANUFACTURERS	All Packs (Aust) Pty Ltd 51a Queens Rd., Five Dock	283957	1961	Premise Match	0m	South West
	CELLULOSE BAG & WRAPPER MFRS. &/OR SUPPLIERS	All Packs (Aust) Pty Ltd 51A Queens Rd., Five Dock	286135	1961	Premise Match	0m	South West
	CELLULOSE PACKAGING SPECS.	All Packs (Aust) Pty Ltd 51A Queens Rd., Five Dock	286161	1961	Premise Match	0m	South West
	PACKAGING/PACKING SPEC.	All Packs (Aust) Pty Ltd 51a Queens Rd., Five Dock	355266	1961	Premise Match	0m	South West
	CELLULOSE BAG & WRAPPER MFRS. &/OR SUPPLIERS	All Packs (Aust.) Pty. Ltd., 51a Queens Rd., Five Dock	286136	1961	Premise Match	0m	South West
	CELLULOSE PACKAGING SPECS.	All Packs (Aust.) Pty. Ltd., 51a Queens Rd., Five Dock	286162	1961	Premise Match	0m	South West
	PACKAGING/PACKING SPEC.	All-Packs (Aust.) Pty. Ltd., 51a Queens Rd., Five Dock	355267	1961	Premise Match	0m	South West
	NURSERYMEN	Rosebank Nurseries, 51 Queens Rd., Five Dock	89270	1950	Premise Match	0m	South West
151	MOTOR TOWING SERVICES.	Major Towing, 45 Queens Rd., Five Dock. 2046	67961	1986	Premise Match	0m	South West
152	TOY MFRS. &/OR DISTS.	Kiddie Toys Pty. Ltd, 75 Harris Rd, Five Dock. 2046	71845	1978	Premise Match	0m	North West
	FURNITURE-OFFICE-MFRS. &/OR WHOLESALERS (F770)	Kiddie Toys Pty. Ltd., 75 Harris Rd., Five Dock	309908	1970	Premise Match	0m	North West
	TOY MANUFACTURERS (T545)	Kiddies Toys Pty. Ltd., 75 Harris Rd., Five Dock	370439	1970	Premise Match	0m	North West

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152	Toy Mfrs.	Kiddies Toys Pty Ltd., 75 Harris Rd., Five Dock	153285	1965	Premise Match	0m	North West
	KINDERGARTEN SUPPLIES	Kiddles Toys Pty. Ltd., 75 Harris Rd., Five Dock	330235	1961	Premise Match	0m	North West
	TOY MANUFACTURERS	Kiddles Toys Pty. Ltd., 75 Harris Rd., Five Dock	258791	1961	Premise Match	0m	North West
	WOODWORKERS/TURNERS	Kiddles Toys Pty. Ltd., 75 Harris Rd., Five Dock	263636	1961	Premise Match	0m	North West
	KITCHEN UNIT & CABINET MANUFACTURERS	Kiddies Toys Pty. Ltd., 75 Harris Rd., Five Dock	66907	1950	Premise Match	0m	North West
	TOY MANUFACTURERS	Kiddies Toys Pty. Ltd., 75 Harris Rd., Five Dock	109809	1950	Premise Match	0m	North West
153	DYERS/BLEACHERS-TRADE (D830)	Carpet Manufacturers Ltd., 11-27 Harris St., Five Dock	292901	1970	Premise Match	0m	West
	Dyers/Bleachers - Trade	Carpet Manufacturers Ltd., 11-27 Harris St., Five Dock	76690	1965	Premise Match	0m	West
	DYERS/BLEACHERS-TRADE	Carpet Manufacturers Ltd., 11-27 Harris St., Five Dock	299632	1961	Premise Match	0m	West
154	Schools/Colleges - Private/Public	St. Mary's "Rosebank" College for Girls., 79 Parramatta Rd., Five Dock	142961	1965	Premise Match	0m	South West
	SCHOOLS/COLLEGES-PRIVATE/PUBLIC	St. Mary's Rosebank College for Girls, 79 Parramatta Rd., Five Dock	248434	1961	Premise Match	0m	South West
155	CLOTHING MFRS. &/OR W'SALERS-COLLARS & TIES, ETC.	Bunyon, S. C., 7 Queens Rd., Five Dock	289262	1961	Premise Match	0m	South
	CLOTHING MANUFACTURERS &/OR WHOLESALERS-COLLARS & TIES	Bunyon, S. C., 7 Queens Rd., Five Dock	23116	1950	Premise Match	0m	South
156	BAKERS-BREAD	Cannongate Bakeries Pty. Ltd., 31a Queens Rd., Five Dock	270966	1961	Premise Match	0m	South West
157	PAINTERS, PAPERHANGERS/DECORATORS	Mendel, H. H., 2 Trevanion St., Five Dock	356243	1961	Premise Match	0m	North East
158	PIANO TUNERS &/OR REPAIRERS	Robb, V., 10 Trevanion Ave., Five Dock	358250	1961	Premise Match	0m	North East
	PIANO TUNERS & REPAIRERS	Robb, V., 10 Trevanion Ave., Five Dock	92542	1950	Premise Match	0m	North East
159	LANDSCAPE GARDENERS	Brockman, F., 9 Queens Rd., Five Dock	67438	1950	Premise Match	0m	South
	STONE MASONS	Brockman, F., 9 Queens Rd., Five Dock	105735	1950	Premise Match	0m	South
160	CARRIERS & CARTAGE CONTRACTORS	Pike, A. H., 25 Courland St., Five Dock	19577	1950	Premise Match	19m	South West
	GRAVEL, SAND & SOIL SUPPLIES	Pike, A. H., 25 Courland St., Five Dock	55184	1950	Premise Match	19m	South West
161	Rustproofing Specialists	Otter Motor Engineering Co, 1 Myler St Five Dock 2046	61375	1991	Premise Match	25m	West
	Motor Engineers	Otter Motor Engineering Co, 1 Myler St, Five Dock 2046	53354	1991	Premise Match	25m	West
	MOTOR BRAKE SERVICES.	Otter Motor Engineering Co., 1 Myler St., Five Dock. 2046	61622	1986	Premise Match	25m	West
	MOTOR ENGINEERS.	Otter Motor Engineering Co., 1 Myler St., Five Dock. 2046	63493	1986	Premise Match	25m	West
	MOTOR GARAGES & SERVICE STATIONS.	Otter Motor Engineering Co., 1 Myler St., Five Dock. 2046	65214	1986	Premise Match	25m	West
	MOTOR RADIATOR SPECIALISTS &/OR REPAIRERS.	Otter Motor Engineering Co., 1 Myler St., Five Dock. 2046	67074	1986	Premise Match	25m	West
	MOTOR SPEED &/OR PERFORMANCE EQUIPMENT.	Otter Motor Engineering Co., 1 Myler St., Five Dock. 2046	67689	1986	Premise Match	25m	West
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS. (M6860)	Otter Motor Engineering Co., 1 Myler St., Five Dock. 2046.	57330	1982	Premise Match	25m	West
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Otter Motor Engineering Co., 1 Myler St., Five Dock. 2046	50621	1978	Premise Match	25m	West

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Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
161	MOTOR ENGINEERS.	Otter H. Motor Engineering Co., 1 Myler St., Five Dock. 2046	58220	1975	Premise Match	25m	West
162	Motor Panel Beaters &/or Spray Painters	Stephan Motor Body Works, 92A Kings Rd Five Dock 2046	54828	1991	Premise Match	30m	West
	MOTOR PANEL BEATERS &/OR SPRAY PAINTERS.	Stephan Motor Body Works, 92A Kings Rd., Five Dock. 2046	66783	1986	Premise Match	30m	West
163	SECONDHAND DEALERS. (S1815)	Trollope, Kerry Antiques, 414 Lyons Rd., Five Dock. 2046.	73954	1982	Premise Match	35m	North East
	SECOND-HAND DEALERS.	Junk City., 416 Lyons Rd., Five Dock. 2046	76404	1975	Premise Match	35m	North East
164	PAINTERS, PAPERHANGERS/DECORATORS	Crawford, A. H., 18 Erina Ave., Five Dock	356005	1961	Premise Match	36m	North East
165	EMBROIDERY MFRS. &/OR SPECIALISTS. (E5310)	Nerylla's Antiques, 409 Lyons Rd., Five Dock. 2046.	26483	1982	Premise Match	45m	North East
166	TELEVISION COMPONENTS MFRS./DISTRIBUTORS	Summit Teevee Services, 3 Innes St., Five Dock	255923	1961	Premise Match	46m	North
167	INSTRUMENT CASE MFRS.	Western Manufacturing Co., 18 Bevin Ave., Five Dock	327188	1961	Premise Match	53m	West
	MUSICAL INSTRUMENT CASE MANUFACTURERS	Western Manufacturing Co., 18 Bevin Ave., Five Dock	352779	1961	Premise Match	53m	West
	RADIO, RADIOGRAM & TELEVISION CABINET MFRS.	Western Manufacturing Co., 18 Bevin Ave., Five Dock	364647	1961	Premise Match	53m	West
	METAL PRESSERS & STAMPERS	Western Manufacturing Co., 18 Bevin Ave., Five Dock	76055	1950	Premise Match	53m	West
	MUSICAL INSTRUMENT.CASE MANUFACTURERS	Western Manufacturing Co., 18 Bevin Ave., Five Dock	87644	1950	Premise Match	53m	West
	RADIO CABINET MANUFACTURERS	Western Manufacturing Co., 18 Bevin Ave., Five Dock	96582	1950	Premise Match	53m	West
	PENCIL & PEN CONTAINER MANUFACTURERS & DISTRIBUTORS	Western Mfg. Co., 18 Bevin Ave., Five Dock	91462	1950	Premise Match	53m	West
168	Welding Equipment &/or Supplies Mfrs &/or Dists	Pacweld Industrial Supplies Pty Ltd, 100 Queens Rd Five Dock 2046	66155	1991	Premise Match	55m	South West
	PHARMACEUTICAL & INDUSTRIAL ENZYMES MFRS. &/OR DISTS.(P3206)	Pan Laboratories Pty, Ltd., 100 Queens Rd., Five Dock. 2046.	63351	1982	Premise Match	55m	South West
169	CARRIERS & CARTAGE CONTRACTORS	Cairns, N. A., 40 Minnesota Ave., Five Dock	18527	1950	Premise Match	59m	South East
170	DENTISTS.	Wolfson, D. B., 39 Great North Rd., Five Dock. 2046	23556	1986	Premise Match	62m	South
	DENTISTS. (D1800)	Wolfson, D. B., 39 Great North Rd., Five Dock. 2046.	21024	1982	Premise Match	62m	South
	DENTISTS.	Bull, J. R., 39 Great North Rd., Five Dock. 2046	17945	1978	Premise Match	62m	South
	DENTISTS.	Bull. J. R., 39 Great North Rd., Five Dock. 2046	20800	1975	Premise Match	62m	South
	DENTISTS (D140)	Bull, J. R., 39 Great North Rd., Five Dock	288421	1970	Premise Match	62m	South
	DENTISTS	Bull, J. R., 39 Great North Rd., Five Dock	73181	1965	Premise Match	62m	South
	DENTISTS	Bull, J. R., 39 Great North Rd., Five Dock	295709	1961	Premise Match	62m	South
	DENTISTS	Bull, R., 39 Great North Rd., Five Dock	31726	1950	Premise Match	62m	South
171	MOTOR CLUTCH SPECIALISTS.	Franks Mechanical Repairs, 73 Parramatta Rd., Five Dock. 2046	62527	1986	Premise Match	68m	South West
	MOTOR SPARE PARTS MFRS. &/OR WHOLESALERS (M732)	N. S. W. DISTRIBUTORS FOR ROVER, CRENVILLE MOTORS LTD., 65-71 PARRAMATTA RD., FIVE DOCK, 2046	342188	1970	Premise Match	68m	South West
	WOOD MOULDING MFRS.	Westgate Timber & Moulding Co. Pty. Ltd., 69 Parramatta Rd., Five Dock	263523	1961	Premise Match	68m	South West
	FENCING CONTRACTORS	Westgate Timber and Mouldings Pty. Ltd., 69-73 Parramatta Rd., Five Dock	43732	1950	Premise Match	68m	South West
	TIMBER MERCHANTS	Westgate Timber and Mouldings Pty. Ltd., 69-73 Parramatta Rd., Five Dock	78093	1950	Premise Match	68m	South West

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Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
172	Motor Panel Beaters &/or Spray Painters	E S P Smash Repairs, Unit 2A/ 61 Parramatta Rd, Five Dock 2046	54342	1991	Premise Match	69m	South West
	Motor Car Dealers New &/or Used	Spot On Motors, 61 Parramatta Rd, Five Dock 2046	52633	1991	Premise Match	69m	South West
	Motor Panel Beaters &/or Spray Painters	V & S Smash Repairs, Unit 7/65 Parramatta Rd Five Dock 2046	54880	1991	Premise Match	69m	South West
	MOTOR ENGINEERS.	Borg's Mechanical Repairs, 65 Parramatta Rd., Five Dock. 2046	63262	1986	Premise Match	69m	South West
	FURNITURE MFRS.-OUTDOORS.	Brenny Manufacturing Pty Ltd., Unit 7, 61 Parramatta Rd., Five Dock 2046	37765	1986	Premise Match	69m	South West
	FURNITURE-OCCASIONAL-MFRS. &/OR W/SALERS.	Brenny Manufacturing Pty Ltd., Unit 7, 61 Parramatta Rd., Five Dock 2046	37879	1986	Premise Match	69m	South West
	MOTOR BODY REPAIRS &/OR CONVERTERS.	Celupan Pty. Ltd., 65 Parramatta Rd., Five Dock. 2046	61368	1986	Premise Match	69m	South West
	MOTOR PANEL BEATERS &/OR SPRAY PAINTERS.	Celupan Pty. Ltd., 65 Parramatta Rd., Five Dock. 2046	66178	1986	Premise Match	69m	South West
	MOTOR PANEL BEATERS &/OR SPRAY PAINTERS.	Major Smash Repairs, 65 Parramatta Rd., Five Dock. 2046	66526	1986	Premise Match	69m	South West
	MOTOR CAR &/OR TRUCK DEALERS-NEW &/OR USED.	R & D Hilltop Wholesale, 61 Parramatta Rd., Five Dock. 2046	62275	1986	Premise Match	69m	South West
	MOTOR PANEL BEATERS &/OR SPRAY PAINTERS.	Roof Top Smash Repairs, 65 Parramatta Rd., Five Dock. 2046	66705	1986	Premise Match	69m	South West
	MOTOR RUST PROOFING SPECIALISTS. (M7660)	Aust-Gard Pty. Ltd., 61 Parramatta Rd., Five Dock. 2046.	58964	1982	Premise Match	69m	South West
	AIR CONDITIONING - AUTOMOTIVE. (A3480)	Bestco Automotive Services, 61 Parramatta Rd., Five Dock. 2046.	1880	1982	Premise Match	69m	South West
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS. (M6860)	Bestco Automotive Services, 61 Parramatta Rd., Five Dock. 2046.	56119	1982	Premise Match	69m	South West
	MOTOR BRAKE LINING MFRS.&/OR DISTS. &/OR SUPPLIERS.(M5205)	Beststop Brake Service, 61 Parramatta Rd., Five Dock. 2046.	54344	1982	Premise Match	69m	South West
	MOTOR WHEEL REPAIRERS &/OR SPECIALISTS. (M8540)	Mullins Wheels (N.S.W.) Pty. Ltd., 65 Parramatta Rd., Five Dock. 2046.	59951	1982	Premise Match	69m	South West
	ENGINEERS-AIR CONDITIONING.(E6030)	P. J. Fabrication Pty. Ltd, 61 Parramatta Rd., Five Dock. 2046.	26723	1982	Premise Match	69m	South West
	SHEET METAL WORKERS. (S2595)	P.J. Fabrication Pty Ltd., 61 Parramatta Rd., Five Dock. 2046.	74386	1982	Premise Match	69m	South West
	AIR CONDITIONING EQUIPMENT &PARTS MFRS. &/OR DISTS. (A3580)	P.J. Fabrication Pty. Ltd., 61 Parramatta Rd., Five Dock. 2046.	1964	1982	Premise Match	69m	South West
	MOTOR PANEL BEATERS &/OR SPRAY PAINTERS. (M7360)	R.A.L. Motor Body Repairs Pty. Ltd., 61 Parramatta Rd., Five Dock. 2046.	58630	1982	Premise Match	69m	South West
	MOTOR CAR &/OR TRUCK DEALERS - NEW &/OR USED. (M5840)	Valve Car Co., 61 Parramatta Rd., Five Dock. 2046.	55098	1982	Premise Match	69m	South West
	MOTOR WHEEL REPAIRERS &/OR SPECIALISTS.	Mullins Wheels NSW Pty Ltd, 65 Parramatta Rd, Five Dock 2046	53340	1978	Premise Match	69m	South West
	MOTOR SERVICE STATIONS-PETROL,OIL,Etc.	Lanock Motors Ltd., 61-71 Parramatta Rd. Five Dock	341267	1970	Premise Match	69m	South West
	Motor Service Stations - Petrol, Oil, Etc.	Lanock Motive Ltd., 61-71 Parramatta Rd. Five Dock	125703	1965	Premise Match	69m	South West
	MOTOR SERVICE STATIONS—PETROL, OIL, Etc.	Lanock Motors Ltd., 61-71 Parramatta Rd. FIVE DOCK	350772	1961	Premise Match	69m	South West
	MOTOR CAR/TRUCK DEALERS—NEW/USED	Lanock Motors Ltd., 61-71 Parramatta Rd., Five Dock	345158	1961	Premise Match	69m	South West
	MOTOR PAINTERS	Lanock Motors Ltd., 61-71 Parramatta Rd., Five Dock	348958	1961	Premise Match	69m	South West
	MOTOR PANEL BEATERS	Lanock Motors Ltd., 61-71 Parramatta Rd., Five Dock	349719	1961	Premise Match	69m	South West
	MOTOR SPARE PARTS DEALERS—RETAIL	Lanock Motors Ltd., 61-71 Parramatta Rd., Five Dock	351605	1961	Premise Match	69m	South West
	BOX & CASE MERCHANTS & MANUFACTURERS	Celluloid Box Manufacturers (Cellulose), 61 Parramatta Rd., Five Dock	11025	1950	Premise Match	69m	South West

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Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
172	CELLULOID & CELLULOID PRODUCTS MFRS.	Celluloid Box Manufacturers, 61 Parramatta Rd., Five Dock	20724	1950	Premise Match	69m	South West
	CELLULOSE BOX MANUFACTURERS	Celluloid Box Manufacturers, 61 Parramatta Rd., Five Dock	20753	1950	Premise Match	69m	South West
	CONFECTIONERY MANUFACTURERS' SUPPLIES	Celluloid Box Manufacturing, 61 Parramatta Rd., Five Dock	28802	1950	Premise Match	69m	South West
	CELLULOSE PACKAGING SPECIALISTS	Cellulose Box Manufacturers, 61 Parramatta Rd., Five Dock	20754	1950	Premise Match	69m	South West
	BOAT, LAUNCH & YACHT BUILDERS & REPAIRERS	Prot-Craft, 65 Parramatta Rd., Five Dock	8818	1950	Premise Match	69m	South West
173	Glass Tinting	SOL-ACE FIVE DOCK., 104 QUEEN RD., FIVE DOCK. 2046	47856	1991	Premise Match	76m	West
174	KITCHEN UNITS MFRS. &/OR DISTS. &/OR INSTALLERS.	Ramos Furniture, 106 Queens Rd., Five Dock. 2046	50501	1986	Premise Match	87m	West
	KITCHEN UNITS MFRS. &/OR DISTS. &/OR INSTALLERS.	Ramos Furniture, 106 Queens Road, Five Dock. 2046	50291	1986	Premise Match	87m	West
	MOTOR PANEL BEATERS &/OR SPRAY PAINTERS.	Superfine Smash Repairs, 106 Queens Rd., Five Dock. 2046	66800	1986	Premise Match	87m	West
	KITCHEN UNIT MANUFACTURERS.(K0500)	Ramos Furniture, 106 Queens Rd., Five Dock. 2046.	44246	1982	Premise Match	87m	West
	MOTOR PANEL BEATERS &/OR SPRAY PAINTERS. (M7360)	Superfine Auto Repairs, 106 Queens St., Five Dock. 2046.	58763	1982	Premise Match	87m	West
175	Gymnasium Equipment Mfrs &/or Dealers	Stay Fit Eguioment, 397 Lyons Rd., Five Dock. 2046	97148	1991	Premise Match	92m	North East
	Gymnasium Equipment Mfrs &/or Dealers	Stay Fit Eguioment, 397 Lyons Rd., Five Dock. 2046	48078	1991	Premise Match	92m	North East
	Hire Services	Stay Fit Equipment Pty. Ltd., 397 Lyons Rd., Five Dock. 2046	48509	1991	Premise Match	92m	North East
	INTERIOR DECORATORS. (I5050)	Masters, Gary & Module Pty. Ltd., 397 Lyons Rd., Five Dock. 2046.	43015	1982	Premise Match	92m	North East
176	IMPORTERS (I200)	Traders Supply Co. (Overseas)., 8 Erina Ave., Five Dock	318818	1970	Premise Match	94m	North East
	EXPORTERS (E835)	Traders' Supply Co. (Overseas)., 8 Erina Ave., Five Dock	301887	1970	Premise Match	94m	North East
	Importers	Traders Supply Co. (Overseas), 8 Erina Ave., Five Dock	103018	1965	Premise Match	94m	North East
	Exporters	Traders' Supply Co. (Overseas), 8 Erina Ave., Five Dock	85254	1965	Premise Match	94m	North East
177	TELEVISION ANTENNAE MFRS./INSTALLERS	Air Beam, 7 McGrath Ave., Five Dock	255871	1961	Premise Match	96m	North
178	ENGINEERS SUPPLIES	Muller, W. K. Pty. Ltd., 1 Erina Ave., Five Dock	39716	1950	Premise Match	96m	North East

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Business Directory Records 1950-1991
Road or Area Matches

Potentially contaminative business activities extracted from Universal Business Directories from years 1991, 1986, 1982, 1978, 1975, 1970, 1965, 1961 & 1950, mapped to a road or an area, within the dataset buffer. Records are mapped to the road when a building number is not supplied, cannot be found, or the road has been renumbered since the directory was published:

Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Road Corridor or Area
179	Butchers Wholesale	Grubb, W. A. (Australia) Pty. Ltd., Kings Rd., Five Dock 2046	37772	1991	Road Match	0m
180	HEALTH CENTRES &/OR CLINICS.	Five Dock Baby Health Centre, Park Rd., Five Dock. 2046	45049	1986	Road Match	0m
	HEALTH CENTRES &/OR CLINICS.(H2800)	Five Dock Baby Health Centre, Park Rd., Five Dock. 2046.	39512	1982	Road Match	0m
	HEALTH CENTRES &/OR CLINICS.	Five Dock Baby Health Centre, Park Rd., Five Dock. 2046	35215	1978	Road Match	0m
	HEALTH CENTRES & OR CLINICS	Five Dock Baby Health Centre, Park Rd., Five Dock. 2046	41643	1975	Road Match	0m
181	SKYLIGHT MFRS. &/OR DISTS.	Skydome Industries Pty. Ltd., Queens Rd., Five Dock. 2046.	86998	1986	Road Match	0m
	GAUGE MFRS. &/OR IMPS. &/OR DISTS. (G2150)	Dobbie Instruments Pty. Ltd., Queens Rd., Five Dock. 2046.	35899	1982	Road Match	0m
	INSTRUMENTS - MEASURING - MFRS. &/OR IMPS. &/OR DISTS.-(I3100)	Dobbie Instruments Pty. Ltd., Queens Rd., Five Dock. 2046.	42238	1982	Road Match	0m
	PRESSURE GAUGE MFRS. (P8080)	Dobbie Instruments Pty. Ltd., Queens Rd., Five Dock. 2046.	65818	1982	Road Match	0m
	THERMOMETER MFRS. &/OR DISTS. (T3800)	Dobbie Instruments Pty. Ltd., Queens Rd., Five Dock. 2046.	79964	1982	Road Match	0m
	Cellulose Bag & Wrapper Mfrs. &/or Suppliers	All Packs (Aust.) Pty. Ltd., Queens Rd., Five Dock	63686	1965	Road Match	0m
	Cellulose Packaging Specs.	All Packs (Aust.) Pty. Ltd., Queens Rd., Five Dock	63709	1965	Road Match	0m
	Packaging/Packing Specialist	All Packs (Aust.) Pty. Ltd., Queens Rd., Five Dock	130248	1965	Road Match	0m
	Paper - Laminated - Manufacturers	All Packs (Aust.) Pty. Ltd., Queens Rd., Five Dock	131565	1965	Road Match	0m
	Printers - Rotogravure	All Packs (Aust.) Pty. Ltd., Queens Rd., Five Dock	136625	1965	Road Match	0m
	BAKERS-BREAD	Hawkins and Abberton Pty. Ltd. Queens Rd., Five Dock	5304	1950	Road Match	0m
182	BRICKLAYERS. (B6260)	Hill, F., 12 East St., Five Dock. 2046.	8681	1982	Road Match	0m
	BUTTON &/OR BUCKLE MFRS.&/OR W/SALERS. (B8260)	Watson, A, L. Manufacturing Co. Pty. Ltd., 14 East St., Five Dock. 2046.	11958	1982	Road Match	0m
	ELECTRIC LIGHT FITTINGS &/OR EQUIPMENT MFRS. &/OR DISTS.(E1950)	Watson, A. L. Manufacturing Co. Pty. Ltd., 14 East St., Five Dock. 2046.	24783	1982	Road Match	0m
	BELT MFRS.-LADIES &/OR GENTS.	Watson, A. L. Manufacturing Co. Pty. Ltd., 14 East St., Five Dock. 2046	5796	1978	Road Match	0m
	BUTTON &/OR BUCKLE MFRS. &/OR W/SALERS.	Watson, A. L. Manufacturing Co. Pty. Ltd., 14 East St., Five Dock. 2046	10255	1978	Road Match	0m
	ELECTRIC LIGHT FITTINGS (SHADES, BRACKETS, ETC) MFRS. &/OR DISTS.	Watson, A. L. Manufacturing Co. Pty. Ltd., 14 East St., Five Dock. 2046	21824	1978	Road Match	0m
	JEWELLERS MFRG. &/OR W/SALERS &/OR IMPS.	Watson, A. L. Manufacturing Co. Pty. Ltd., 14 East St., Five Dock. 2046	38717	1978	Road Match	0m
	CONCRETE CONTRACTORS-CONSTRUCTIONAL	Road Constructors, 14a East St., Five Dock. 2046	18380	1975	Road Match	0m
	LAPIDARY EQUIPMENT MFRS. &/OR SUPPLIERS.	Watson A. L. Manufacturing Co. Pty. Ltd., 14 East St., Five Dock. 2046	46875	1975	Road Match	0m
	JEWELLERS MFRG. &/OR W/SALERS &/OR IMPS.	Watson A. L.Manufacturing Co. Pty. Ltd., 14 East St., Five Dock 2046	45786	1975	Road Match	0m

Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Road Corridor or Area
182	BUTTON &/OR BUCKLE MFRS. &/OR W/SALERS.	Watson, A. L. Manufacturing Co. Pty. Ltd., 14 East St., Five Dock.	11609	1975	Road Match	0m
	DRESS &/OR MILLINERY ACCESSORIES MFRS. &/OR W/SALERS.	Watson, A. L. Manufacturing Co. Pty. Ltd., 14 East St., Five Dock. 2046	22929	1975	Road Match	0m
	BELT MFRS.-LADIES &/OR GENTS.	Watson. A. L. Manufacturing Co. Pty. Ltd., 14 East St., Five Dock. 2046.	6197	1975	Road Match	0m
	CONCRETE CONTRACTORS-CONSTRUCTIONAL (C560)	Certified Concrete Pty. Ltd., 14a East St., Five Dock	285042	1970	Road Match	0m
	DRESS & MILLINERY ACCESSORIES-MFRS.&/OR W'SALERS (D560)	Watson A. L. Manufacturing Co. Pty. Ltd., 14 East St., Five Dock	290775	1970	Road Match	0m
	BELT MANUFACTURERS-LADIES' & GENTS	Watson, A. L. Manufacturing Co. Pty. Ltd., 14 East St., Five Dock	266918	1970	Road Match	0m
	CORSET MFRS.' SUPPLIES (C687)	Watson, A. L. Manufacturing Co. Pty. Ltd., 14 East St., Five Dock	285967	1970	Road Match	0m
	LAPIDARIES/GEM CUTTERS (L210)	Watson, A. L. Manufacturing Co. Pty. Ltd., 14 East St., Five Dock	322503	1970	Road Match	0m
	BADGE MFRS. &/OR DISTS. (B035)	Watson, A.L.Manufacturing Co. Pty. Ltd., 14 East St., Five Dock	264364	1970	Road Match	0m
	Dress & Millinery Accessories - Mfrs. &/or W'salers	Watson A, L. Manufacturing Co. Pty. Ltd., 14 East St., Five Dock	75463	1965	Road Match	0m
	Badge Mfrs. &/or Dists.	Watson, A. L. Manufacturing Co. Pty, Ltd., 14 East St., Five Dock	49098	1965	Road Match	0m
	Jewellers - Costume - Mfrs., W'salers &/or Imports	Watson, A. L. Manufacturing Co. Pty. Limited, 14 East St., Five Dock	105577	1965	Road Match	0m
	Belt Mfrs. - Ladies' & Gent's	Watson, A. L. Manufacturing Co. Pty. Ltd., 14 East St., Five Dock	51441	1965	Road Match	0m
	Button & Buckle Mfrs. &/or Wholesalers	Watson, A. L. Manufacturing Co. Pty. Ltd., 14 East St., Five Dock	59799	1965	Road Match	0m
	Corset Mfrs.' Supplies	Watson, A. L. Manufacturing Co. Pty. Ltd., 14 East St., Five Dock	70685	1965	Road Match	0m
	Jewellers - Manufacturing - W'salers &/or Imports	Watson, A. L. Manufacturing Co. Pty. Ltd., 14 East St., Five Dock	105822	1965	Road Match	0m
	TAXIS	Latona, C., 24 East St., Five Dock	255729	1961	Road Match	0m
	PLASTERERS—SOLID—PLASTERING CONTRACTORS	Sydney Concrete Co. Pty. Ltd., 14a East St., Five Dock	358963	1961	Road Match	0m
	BUTTON & BUCKLE MFRS. &/OR WHOLESALERS	Watson A L Manufacturing Co Pty Limited., 14 East St., Five Dock	281630	1961	Road Match	0m
	CORSET MFRS. SUPPLIES	Watson, A. L, Manufacturing Co. Pty. Limited, 14 East St., Five Dock	293327	1961	Road Match	0m
	BRASSIERE MANUFACTURERS	Watson, A. L. Manufacturing Co. Pty. Limited, 14 East St., Five Dock	275704	1961	Road Match	0m
	JEWELLERS-COSTUME-MFRS., W'SALERS &/OR IMPORTS	Watson, A. L. Manufacturing Co. Pty. Limited, 14 East St., Five Dock	328975	1961	Road Match	0m
	BUTTON & BUCKLE MFRS. &/OR WHOLESALERS	Watson, A. L. Manufacturing Co. Pty. Ltd., 14 East St., Five Dock	281631	1961	Road Match	0m
	JEWELLERS-COSTUME-MFRS., W'SALERS &/OR IMPORTS	Watson, A. L. Trading Co., 14 East St., Five Dock	328976	1961	Road Match	0m
	TAXIS	Latona, C., 24 East St., Five Dock	107404	1950	Road Match	0m
	JEWELLERS-WHOLESALE-& JEWELLERY IMPORTERS	Watson, A, L. Trading Co., 14 East St., Five Dock	66464	1950	Road Match	0m
	JEWELLERS-IMITATION-MFG. & WHOLESALE	Watson, A. L. Trading Co., 14 East St., Five Dock	65664	1950	Road Match	0m
183	MOTOR ACCESSORIES DEALERS.	Apple Car Wash, Fairlight St., Five Dock. 2046	47283	1978	Road Match	0m
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Apple Car Wash, Fairlight St., Five Dock. 2046	49315	1978	Road Match	0m
	MOTOR ACCESSORIES DEALERS.	Fairlight Service Station., Fairlight St., Five Dock. 2046	56155	1975	Road Match	0m
	MOTOR GARAGES &/OR ENGINEERS.	Fairlight Service Station., Fairlight St., Five Dock. 2046	58861	1975	Road Match	0m

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Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Road Corridor or Area
184	BOOT &/OR SHOE REPAIRERS.	Leos Shoes, Garfield St., Five Dock. 2046	7119	1978	Road Match	0m
	BOOT & SHOE REPAIRERS	Adamas, AW., Shop C, Garfield St., Five Dock	268667	1970	Road Match	0m
	BOOT & SHOE REPAIRERS	Scarpinato, C., Shop C, Garfield St., Five Dock	269168	1970	Road Match	0m
	BOOT & SHOE REPAIRERS	Adamas, A. W. Shop C, Garfield St. Five Dock	53065	1965	Road Match	0m
	BOOT & SHOE REPAIRERS	Adamas, A. W., Shop C., Garfield St., Five Dock	274577	1961	Road Match	0m
	HAIRDRESSERS' SUPPLIES	Pixy Products, Shop "B", Garfield St., Five Dock	60259	1950	Road Match	0m
	BOOT & SHOE REPAIRERS	Rose, V. W., Shop"C," Garfield St., Five Dock	10586	1950	Road Match	0m
	DRY CLEANERS, PRESSERS & DYERS	Spotless Dry Cleaners, Shop "C", Garfield St., Five Dock	35703	1950	Road Match	0m
185	MOTOR SHOCK ABSORBER SPECIALISTS.	Western Suburbs Shock Absorber Service, Courland St., Five Dock. 2046	52608	1978	Road Match	0m
	MOTOR SHOCK ABSORBER SPECIALISTS.	Western Suburbs Shock Absorber Service., Courland St., Five Dock. 2046	62083	1975	Road Match	0m
	MOTOR SHOCK ABSORBER SPECIALISTS (M720)	Western Suburbs Shock Absorber Service., Courland St., Five Dock	341671	1970	Road Match	0m
	Motor Shock Absorber Specialists	Western Suburbs Shock Absorber Service, Courland St., Five Dock	126294	1965	Road Match	0m
186	RADIO &/OR TELEVISION COMPONENT PARTS MFRS. (R065)	Pix T.V. Components Pty. Ltd., Jersey La., Five Dock	354090	1970	Road Match	0m
	TELEVISION EQUIPMENT IMPORTS., MFRS. &/OR DISTS.	Pix T.V.Components Pty. Ltd., Jersey La., Five Dock	367657	1970	Road Match	0m
	Radio &/or Television Component Parts Mfrs.	Pix T.V. Components Pty. Ltd., Jersey La., Five Dock	137818	1965	Road Match	0m
	TELEVISION EQUIPMENT IMPORTS., MFRS. &/OR DISTS.	Pix T.V. Components Pty. Ltd., Jersey La., Five Dock	150513	1965	Road Match	0m
187	ENGINEERS-ELECTRICAL (E570)	Thompson H. & J. Pty. Ltd., 1 Thompson Lane., Five Dock	298297	1970	Road Match	0m
	Engineers - Electrical	Thompson H. & J. Pty. Ltd., 1 Thompson Lane, Five Dock	81588	1965	Road Match	0m
	Electrical Contractors - Licensed Firms	Thompson, H. & J. Pty. Ltd., 1 Thompson Lane, Five Dock	79080	1965	Road Match	0m
	ELECTRICAL CONTRACTORS-LICENSED	Thompson, H. & J. Pty. Ltd., 1 Thompson Lane, Five Dock	302626	1961	Road Match	0m
	ENGINEERS-ELECTRICAL	Thompson, H. & J. Pty. Ltd., 1 Thompson Lane, Five Dock	305625	1961	Road Match	0m
	RADIO CABINET MANUFACTURERS	Melville, L. H. J., Embarne Lane, Five Dock	96571	1950	Road Match	0m
188	Electrical Contractors - Licensed Firms	Crompton Parkinson (Aust.) Pty. Ltd., Lyons Rd., Five Dock	78925	1965	Road Match	0m
	ELECTRICAL CONTRACTORS-LICENSED	Crompton Parkinson (Aust.) Pty. Ltd., Lyons Rd., Five Dock	301794	1961	Road Match	0m
189	MOTOR GARAGES &/OR ENGINEERS	Beards Garage, Great North Rd., Five Dock	83431	1950	Road Match	0m
	PRINTERS-GENERAL	Bonny.and Beauchamp, Great North Rd., Five Dock	94778	1950	Road Match	0m
	FOOTWEAR MANUFACTURERS-BOOTS & SHOES	Hood Bros., Great North Rd., Five Dock	46811	1950	Road Match	0m
190	SIGNWRITERS	Bishop, H. J. and Son, 148 First Ave., Five Dock	102494	1950	Road Match	0m
	ELECTRICAL CONTRACTORS &/OR ELECTRICIANS	Carburn Radio and Electrical Service, First Ave., Five Dock	37430	1950	Road Match	0m
	RADIO SALES &/OR SERVICEMEN	Carburn Radio and Electrical, 3 Bundeena Flats First Ave., Five Dock	97037	1950	Road Match	0m
	HOBBY & HANDICRAFTS SUPPLIES	Ellen Kay Products (Materials and Supplies), 154 First Ave., Five Dock	62357	1950	Road Match	0m
191	FURNITURE REMOVALISTS &/OR STORAGE	Gard, W. F. G., Barnstaple Rd., Five Dock	53203	1950	Road Match	0m
	TAXIS	Gard, W. F. G., Barnstaple Rd., Five Dock	107346	1950	Road Match	0m

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Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Road Corridor or Area
191	LAWN MOWERS-MANUAL-MANUFACTURERS	Grant and Vickery, Barnstaple Rd., Five Dock	67863	1950	Road Match	0m
	CONFECTIONERS-MANUFACTURING &/OR WHOLESALE	Sharland Confectionery Co. Pty. Ltd., Barnstaple Rd., Five Dock	28647	1950	Road Match	0m
192	ELECTRIC HEATER MANUFACTURERS	Royce, J. (Radiators), Smith Lane, Five Dock	36626	1950	Road Match	0m
	ELECTRIC IRON MANUFACTURERS	Royce, J., Smith Lane, Five Dock	36694	1950	Road Match	0m
	ELECTROPLATERS	Royce, J., Smith Lane, Five Dock	39259	1950	Road Match	0m
	ELECTROPLATERS-MANUFACTURING	Royce, J., Smith Lane, Five Dock	39337	1950	Road Match	0m
	TOY MANUFACTURERS	Royce, W., Smith Lane, Five Dock	109873	1950	Road Match	0m
193	Electrical Contractors - Licensed	Walsh, J. S., 8 Myler St. Five Dock	78631	1965	Road Match	2m

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Dry Cleaners, Motor Garages & Service Stations

Five Dock Precinct, NSW 2046



Historical Business Directories

Five Dock Precinct, NSW 2046

Dry Cleaners, Motor Garages & Service Stations 1948-1993 Premise or Road Intersection Matches

Dry Cleaners, Motor Garages & Service Stations from UBD Business Directories, mapped to a premise or road intersection, within the dataset buffer.

Note: The Universal Business Directories were published between 1948 and 1993. Dry Cleaners, Motor Garages & Service Stations have been extracted from all of these directories except the following years 1951, 1955, 1957, 1960, 1963, 1973, 1974, 1977, 1987.

Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
1	MOTOR GARAGES & SERVICE STATIONS.	Great North Road Auto Port, 126 Great North Rd., Five Dock. 2046	18992	1993	Premise Match	0m	On-site
	MOTOR GARAGES & SERVICE STATIONS.	Great North Road Auto Port, 126 Great North Rd, Five Dock. 2046	11663	1990	Premise Match	0m	On-site
	MOTOR GARAGE & SERVICE STATIONS.	Great North Road Auto Port, 126 Great North Rd., Five Dock. 2046	65145	1989	Premise Match	0m	On-site
	MOTOR GARAGES & SERVICE STATIONS.	Great North Road Auto Port, 126 Great North Rd., Five Dock. 2046	59384	1988	Premise Match	0m	On-site
	MOTOR GARAGES & SERVICE STATIONS.	Great North Road Auto Port, 126 Great North Rd., Five Dock. 2046	64814	1986	Premise Match	0m	On-site
	MOTOR GARAGES & SERVICE STATIONS.	Great North Road Auto Port, 126 Great North Rd., Five Dock. 2046	44910	1985	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Great North Road Auto Port, 126 Great North Rd., Five Dock. 2046	28413	1984	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Great North Road Auto Port, 126 Great North Rd., Five Dock. 2046	14836	1983	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Great North Road Auto Port, 126 Great North Rd., Five Dock. 2046	56900	1982	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Great North Road Auto Port, 126 Great North Rd., Five Dock 2046	3459	1981	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Great North Road Auto Port., 126 Great North Rd., Five Dock. 2046	58191	1980	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Great North Road Auto Port, 126 Great North Rd., Five Dock. 2046	41653	1979	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Great North Road Auto Port, 126 Great North Rd., Five Dock.	50193	1978	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Great North Road Auto Port, 126 Great North Rd., Five Dock. 2046	30190	1976	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Great North Road Auto Port, 126 Great North Rd., Five Dock.	58988	1975	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Great North Road Auto Port., 126-128 Great North Rd., Five Dock	8107	1972	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Great North Road Auto Port., 126-128 Great North Rd., Five Dock	56784	1971	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Great North Road Auto Port., 126-8 Great North Rd., Five Dock	337932	1970	Premise Match	0m	On-site

Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
1	MOTOR GARAGES & ENGINEERS.	Great North Road Auto Port., 126-128 Great North Rd., Five Dock	42198	1969	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS	Great North Road Auto Port., 126-128 Great North Rd., Five Dock	25726	1968	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Great North Road Auto Port., 126-128 Great North Rd., Five Dock	10227	1967	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Great North Road Auto Port., 126-128 Great North Rd., Five Dock	56116	1966	Premise Match	0m	On-site
	Motor Garages & Engineers	Great North Road Auto Port., 126-128 Great North Rd., Five Dock	122655	1965	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS	Great North Road Auto Port., 126-128 Great North Rd., Five Dock	47919	1964	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Great North Road Auto Port., 126-128 Great North Rd., Five Dock	29434	1962	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS—PETROL, OIL, Etc.	Great North Road Auto Port., 126-128 Great North Rd., Five Dock	350646	1961	Premise Match	0m	On-site
2	MOTOR GARAGES & SERVICE STATIONS.	Junction Auto Port, 231 Great North Rd., Five Dock. 2046	19044	1993	Premise Match	0m	On-site
	Motor Garages & Service Stations	Junction Auto Port, 231 Great North Rd, Five Dock 2046	53761	1991	Premise Match	0m	On-site
	MOTOR GARAGES & SERVICE STATIONS.	Junction Auto Port, 231 Great North Rd., Five Dock. 2046	11732	1990	Premise Match	0m	On-site
	MOTOR GARAGE & SERVICE STATIONS.	Junction Auto Port, 231 Great North Rd., Five Dock. 2046	5129	1989	Premise Match	0m	On-site
	MOTOR GARAGES & SERVICE STATIONS.	Junction Auto Port, 231 Great North Rd., Five Dock. 2046	59474	1988	Premise Match	0m	On-site
	MOTOR GARAGES & SERVICE STATIONS.	Junction Auto Port, 231 Great North Rd., Five Dock. 2046	64927	1986	Premise Match	0m	On-site
	MOTOR GARAGES & SERVICE STATIONS.	Junction Auto Port, 231 Great North Rd., Five Dock. 2046	45027	1985	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Junction Auto Port, 231 Great North Rd., Five Dock. 2046	28525	1984	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Junction Auto Port., 231 Great North Rd., Five Dock 2046	14955	1983	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS. (M6860)	Junction Auto Port, 231 Great North Rd., Five Dock. 2046	57020	1982	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Junction Auto Centre., 231 Great North Rd., Five Dock 2046	3572	1981	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Junction Auto Centre., 231 Great North Rd., Five Dock 2046	58304	1980	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Junction Auto Centre., 231 Great North Rd., Five Dock. 2046.	41770	1979	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Junction Auto Centre, 231 Great North Rd., Five Dock. 2046	50304	1978	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Junction Auto Port., 231 Great North Rd., Five Dock 2046	30305	1976	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Junction Auto Centre., 231 Great North Rd, Five Dock. 2046	59094	1975	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Junction Auto Centre., 231-235 Great North Rd Five Dock	8111	1972	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Junction Auto Centre., 231-235 Great North Rd Five Dock	56788	1971	Premise Match	0m	On-site

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Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
2	MOTOR GARAGES & ENGINEERS(M6S6)	Junction Auto Centre., 231-235 Great North Rd., Five Dock	338079	1970	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Junction Auto Centre., 231-235 Great North Rd Five Dock	42202	1969	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS	Junction Auto Centre., 231-235 Great North Rd Five Dock	25730	1968	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Junction Auto Centre., 231-235 Great North Rd Five Dock	10231	1967	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Junction Auto Centre., 231-235 Great North Rd Five Dock	56120	1966	Premise Match	0m	On-site
	Motor Garages & Engineers	Junction Auto Centre, 231-235 Great North Rd. Five Dock	122658	1965	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS	Junction Auto Centre., 231-235 Great North Rd Five Dock	47922	1964	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Junction Auto Centre., 231 Great North Rd Five Dock	29437	1962	Premise Match	0m	On-site
3	MOTOR GARAGES & SERVICE STATIONS.	Shore Petroleum, 134 Great North Rd., Five Dock. 2046	25444	1993	Premise Match	0m	On-site
	Motor Garages & Service Stations	Shore Petroleum, 134 Great North Rd., Five Dock 2046	53887	1991	Premise Match	0m	On-site
	MOTOR GARAGES & SERVICE STATIONS.	Shore Petroleum, 134 Great North Rd., Five Dock. 2046	12141	1990	Premise Match	0m	On-site
	MOTOR GARAGE & SERVICE STATIONS.	C.M. Garage, 134 Great North Rd., Five Dock. 2046	64697	1989	Premise Match	0m	On-site
	MOTOR GARAGES & SERVICE STATIONS.	C M. Garage, 134 Great North Rd., Five Dock. 2046	53822	1988	Premise Match	0m	On-site
	MOTOR GARAGES & SERVICE STATIONS.	C.M Garage, 134 Great North Rd., Five Dock. 2046	64294	1986	Premise Match	0m	On-site
	MOTOR GARAGES & SERVICE STATIONS.	C.M. Garage, 134 Great North Rd., Five Dock. 2046	39298	1985	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Five Dock Auto Port, 134 Great North Rd., Five Dock. 2046	28278	1984	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Five Dock Auto Port., 134 Great North Rd., Five Dock 2046	14701	1983	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Five Dock Auto Port, 136 Great North Rd., Five Dock. 2046.	56764	1982	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Five Dock Auto Port. 134 Great North Rd., Five Dock. 2046.	56765	1982	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Five Dock Auto Port., 134 Great North Rd., Five Dock. 2046	3313	1981	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Five Dock Auto Port., 136 Great North Rd., Five Dock. 2046	3312	1981	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Five Dock Auto Port., 134 Great North Rd., Five Dock. 2046	52969	1980	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Five Dock Auto Port., 136 Great North Rd., Five Dock. 2046	52968	1980	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Five Dock Auto Port., 134 Great North Rd., Five Dock. 2046.	41516	1979	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Five Dock Auto Port., 136 Great North Rd., Five Dock. 2046.	41515	1979	Premise Match	0m	On-site

Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
3	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Five Dock Auto Port, 134 Great North Rd., Five Dock.	50051	1978	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Five Dock Auto Port, 136 Great North Rd., Five Dock.	50050	1978	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Five Dock Auto Port., 134 Great North Rd., Five Dock 2046	30024	1976	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Five Dock Auto Port., 136 Great North Rd., Five Dock 2046	30023	1976	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS - PETROL, OIL	Five Dock Auto Port, 136 Great North Rd., Five Dock.	61749	1975	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Five Dock Auto Port., 134 Great North Rd., Five Dock	58876	1975	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Five Dock Auto Port., 134 Great North Rd., Five Dock	8104	1972	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Five Dock Auto Port., 136 Great North Rd., Five Dock	16697	1972	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Five Dock Auto Port., 134 Great North Rd., Five Dock	56781	1971	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Five Dock Auto Port., 136 Great North Rd., Five Dock	2166	1971	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Five Dock Auto Port, 134 Great North Rd. Five Dock	337806	1970	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Five Dock Auto Port., 134 Great North Rd., Five Dock	42195	1969	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Revell R. & Co., 136 Great North Rd Five Dock	42209	1969	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS	Five Dock Auto Port., 134 Great North Rd., Five Dock	25724	1968	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS	Revell R. & Co., 136 Great North Rd Five Dock	25735	1968	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Five Dock Auto Port., 134 Great North Rd., Five Dock	10225	1967	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Revell R. & Co., 136 Great North Rd Five Dock	10235	1967	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Five Dock Auto Port., 134 Great North Rd., Five Dock	56114	1966	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Revell R. & Co., 136 Great North Rd Five Dock	56125	1966	Premise Match	0m	On-site
	Motor Garages & Engineers	Five Dock Auto Port, 134 Great North Rd. Five Dock	122653	1965	Premise Match	0m	On-site
	Motor Garages & Engineers	Revell, R. & Co., 136 Great North Rd. Five Dock	122662	1965	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS	Five Dock Auto Port., 134 Great North Rd., Five Dock	47917	1964	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS	Revell R. & Co., 136 Great North Rd Five Dock	47927	1964	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Five Dock Auto Port., 134 Great North Rd., Five Dock	29429	1962	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Five Dock Motors., 134-136 Great North Rd Five Dock	29430	1962	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS—PETROL, OIL, Etc.	Five Dock Motors, 134-136 Great North Rd. FIVE DOCK	350583	1961	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL,. OIL, ETC.	Five Dock Motors., 134-136 Great North Rd Five Dock	24181	1959	Premise Match	0m	On-site
4	MOTOR GARAGE & SERVICE STATIONS.	Andrews & Michael Pty. Ltd. (Amoco), 110 Great North Rd., Five Dock. 2046	64418	1989	Premise Match	0m	On-site

Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
4	MOTOR GARAGES & SERVICE STATIONS.	Andrews & Michael Pty. Ltd. (Amoco), 110 Great North Rd., Five Dock. 2046	53520	1988	Premise Match	0m	On-site
	MOTOR GARAGES & SERVICE STATIONS.	Andrews & Michael Pty. Ltd. (Amoco), 110 Great North Rd., Five Dock. 2046	63966	1986	Premise Match	0m	On-site
	MOTOR GARAGES & SERVICE STATIONS.	Andrews & Michael Pty. Ltd. (Amoco), 110 Great North Rd., Five Dock. 2046	38985	1985	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Andrews & Michael Pty. Ltd. (Amoco), 110 Great North Rd., Five Dock. 2046	27595	1984	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Andrews & Michael Pty. Ltd. (Amoco), 110 Great North Rd., Five Dock. 2046	8954	1983	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Andrews & Michael Pty. Ltd. (Amoco), 110 Great North Rd., Five Dock. 2046	56039	1982	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Lewis F. T. (Amoco)., 110 Great North Rd., Five Dock 2046	3646	1981	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Lewis F. T. (Amoco)., 116 Great North Rd., Five Dock. 2046	58381	1980	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Lewis, F.T. (Amoco)., 116 Great North Rd., Five Dock. 2046.	65659	1979	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Amoco Service Station., 110 Great North Rd., Five Dock 2046	23958	1976	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Five Dock Amoco Service Station., 114 Great North Rd., Five Dock 2046	30022	1976	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Amoco Service Station, 110 Great North Rd., Five Dock.	58337	1975	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS - PETROL, OIL	Five Dock Amoco Service Station, 114 Great North Rd., Five Dock	61748	1975	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Amoco Service Station., 110 Great North Rd., Five Dock	8098	1972	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Five Dock Amoco Service Station., 114 Great North Rd Five Dock	16696	1972	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Amoco Service Station., 110 Great North Rd., Five Dock	56775	1971	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Five Dock Amoco Service Station., 114 Great North Rd Five Dock	2165	1971	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Amoco Service Station, 110 Great North Rd., Five Dock	337188	1970	Premise Match	0m	On-site
5	MOTOR GARAGE & SERVICE STATIONS.	Five Dock Auto Electrical & Mechanical Service Centre, 168 Great North Rd., Five Dock. 2046	65075	1989	Premise Match	0m	On-site
	MOTOR GARAGES & SERVICE STATIONS.	Five Dock Auto Electrical & Mechanical Service Centre, 168 Great North Rd., Five Dock. 2046	59298	1988	Premise Match	0m	On-site
	MOTOR GARAGES & SERVICE STATIONS.	Five Dock Auto Electrical & Mechanical Service Centre, 168 Great North Rd., Five Dock. 2046	64699	1986	Premise Match	0m	On-site
	MOTOR GARAGES & SERVICE STATIONS.	Five Dock Auto Electrical & Mechanical Service Centre, 168 Great North Rd., Five Dock. 2046	39702	1985	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Services Garage (Centre), 168 Great North Rd., Five Dock. 2046	34087	1984	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Services Garage (Centre)., 168 Great North Rd., Five Dock 2046	21541	1983	Premise Match	0m	On-site

Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
5	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS. (M6860)	Services Garage (Centre), 168 Great North Rd., Five Dock. 2046.	57531	1982	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Services Garage (Centre)., 168 Great North Rd., Five Dock 2046	8132	1981	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Services Garage (Centre)., 168 Great North Rd., Five Dock. 2046	58810	1980	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Services Garage (Centre)., 168 Great North Rd., Five Dock. 2046.	46312	1979	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Services Garage (Centre), 168 Great North Rd., Five Dock. 2046	50812	1978	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Services Garage., 168 Great North Rd., Five Dock 2046	34886	1976	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS.	Services Garage., 168 Great North Rd., Five Dock. 2046	61354	1975	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Services Garage., 168 Great North Rd Five Dock	16701	1972	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Services Garage., 168 Great North Rd Five Dock	2170	1971	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL,OIL,Etc.	Services Garage., 168 Great North Rd., Five Dock	341459	1970	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Services Garage., 168 Great North Rd Five Dock	47806	1969	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Services Garage., 168 Great North Rd Five Dock	31239	1968	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Services Garage., 168 Great North Rd Five Dock	15714	1967	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Services Garage., 168 Great North Rd Five Dock	1287	1966	Premise Match	0m	On-site
	Motor Service Stations - Petrol, Oil, Etc.	Services Garage, 168 Great North Rd. Five Dock	125705	1965	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Services Garage., 168 Great North Rd Five Dock	51993	1964	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Reliance Service Station., 168 Great North Rd Five Dock	29444	1962	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Reliance Service Station., 168 Great North Rd Five Dock	38192	1962	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Services Garage., 168 Great North Rd Five Dock	38193	1962	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS	Reliance Service Station, 168 Great North Rd. FIVE DOCK	348011	1961	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS—PETROL, OIL, Etc.	Reliance Service Station, 168 Great North Rd. FIVE DOCK	351010	1961	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS—PETROL, OIL, Etc.	Services Garage, 168 Great North Rd. FIVE DOCK	351071	1961	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Reliance Service Station., 168 Great North Rd Five Dock	14109	1959	Premise Match	0m	On-site

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Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
5	MOTOR SERVICE STATIONS-PETROL,. OIL, ETC.	Reliance Service Station., 168 Great North Rd Five Dock	24184	1959	Premise Match	0m	On-site
	MOTOR GARAGE/ENGINEERS.	Reliance Service Station., 168 Great North Rd Five Dock	4847	1958	Premise Match	0m	On-site
	MOTOR GARAGE/ENGINEERS.	Service E. W., 168 Great North Rd., Five Dock	4945	1958	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Reliance Service Station., 168 Great North Rd Five Dock	61374	1956	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Service E. W., 168 Great North Rd Five Dock	61470	1956	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Reliance Service Station., 168 Great North Rd Five Dock	49931	1954	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Service E. W., 168 Great North Rd Five Dock	54086	1954	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Reliance Service Station., 168 Great North Rd Five Dock	40580	1953	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Service E. W., 168 Great North Rd Five Dock	40669	1953	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Reliance Service Station., 168 Great North Rd Five Dock	32151	1952	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Service E. W., 168 Great North Rd Five Dock	32230	1952	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS	Reliance Service Station, 168 Great North Rd., Five Dock	84279	1950	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS	Reliance Service Station, Cnr. Great North & Lyons Rd., Five Dock	84280	1950	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, Etc.	Reliance Service Station, Cnr. Great North and Lyons Rds., Five Dock	86335	1950	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS	Service, E. W., 168 Great North Rd., Five Dock	84355	1950	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, Etc.	Service, E. W., 168 Great North Rd., Five Dock	86383	1950	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Reliance Service Station., 168 Great North Rd Five Dock	22794	1948-49	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Reliance Service Station., Cnr Great North Rd & Lyons Rd Five Dock	17659	1948-49	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Service E. W., 168 Great North Rd Five Dock	22850	1948-49	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, ETC.	Service E. W., 168 Great North Rd Five Dock	26773	1948-49	Premise Match	0m	On-site
6	DRY CLEANERS & PRESSERS.	Curries Dry Cleaners, 71 Great North Rd., Five Dock. 2046	53048	1988	Premise Match	0m	On-site
	DRY CLEANERS & PRESSERS.	Curries Dry Cleaners, 71 Great North Rd., Five Dock. 2046	25273	1986	Premise Match	0m	On-site
	DRY CLEANERS & PRESSERS.	Curries Dry. Cleaners, 71 Great North Rd., Five Dock. 2046	34488	1985	Premise Match	0m	On-site
	DRY CLEANERS & PRESSERS.	Curries Dry Cleaners, 71 Great North Rd., Five Dock. 2046	21932	1984	Premise Match	0m	On-site
	DRY CLEANERS & PRESSERS.	Curries Dry Cleaners., 71 Great North Rd., Five Dock 2046	8523	1983	Premise Match	0m	On-site
	DRY CLEANERS & PRESSERS.(D8500)	Curries Dry Cleaners, 71 Great North Rd., Five Dock. 2046.	23801	1982	Premise Match	0m	On-site
	DRY CLEANERS & PRESSERS.	Curries Dry Cleaners., 71 Great North Rd., Five Dock. 2046	63286	1981	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS &/OR DYERS.	Curries Dry Cleaners., 71 Great North Rd., Five Dock. 2046	46717	1980	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS &/OR DYERS.	Curries Dry Cleaners., 71 Great North Rd., Five Dock. 2046.	35315	1979	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS &/OR DYERS	Curries Dry Cleaners, 71 Great North Rd., Five Dock.	20741	1978	Premise Match	0m	On-site

Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
6	DRY CLEANERS, PRESSERS &/OR DYERS.	Curries Dry Cleaners., 71 Great North Rd., Five Dock 2046	23461	1976	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS &/OR DYERS.	Curries Dry Cleaners, 71 Great North Rd., Five Dock.	23985	1975	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS &/OR DYERS	Dry Cleaners., 71A Great North Rd., Five Dock 2046	51008	1971	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS/ DYERS	Dry Cleaners., 71A Great North Rd Five Dock	52630	1966	Premise Match	0m	On-site
7	DRY CLEANERS & PRESSERS.	Sincere Dry Cleaners, 219 Great North Rd., Five Dock. 2046	53285	1988	Premise Match	0m	On-site
	DRY CLEANERS & PRESSERS.	Sincere Dry Cleaners, 219 Great North Rd., Five Dock. 2046	25513	1986	Premise Match	0m	On-site
	DRY CLEANERS & PRESSERS.	Sincere Dry Cleaners, 219 Great North Rd., Five Dock. 2046	38792	1985	Premise Match	0m	On-site
	DRY CLEANERS & PRESSERS.	Sincere Dry Cleaners, 219 Great North Rd., Five Dock. 2046	22182	1984	Premise Match	0m	On-site
	DRY CLEANERS & PRESSERS.	Sincere Dry Cleaners, 219 Great North Rd., Five Dock 2046	8776	1983	Premise Match	0m	On-site
	DRY CLEANERS & PRESSERS.	Sincere Dry Cleaners, 219 Great North Rd., Five Dock. 2046.	24045	1982	Premise Match	0m	On-site
	DRY CLEANERS & PRESSERS.	Sincere Dry Cleaners, 219 Great North Rd., Five Dock. 2046	63535	1981	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS &/OR DYERS.	Sincere Dry Cleaners., 219 Great North Rd., Five Dock. 2046	50016	1980	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS &/OR DYERS.	Sincere Dry Cleaners, 219 Great North Rd., Five Dock. 2046.	35556	1979	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS &/OR DYERS	Sincere Dry Cleaners, 219 Great North Rd., Five Dock.	20954	1978	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS &/OR DYERS.	Sincere Dry Cleaners, 219 Great North Rd., Five Dock 2046	23807	1976	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS &/OR DYERS.	Sincere Dry Cleaners, 219 Great North Rd., Five Dock	24331	1975	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS &/OR DYERS.	Sincere Dry Cleaners, 219 Great North Rd., Five Dock	7251	1972	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS &/OR DYERS	Sincere Dry Cleaners, 219 Great North Rd., Five Dock	51326	1971	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS/DYERS	Sincere Dry Cleaners, 219 Great North Rd., Five Dock	292506	1970	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS/ DYERS	Sincere Dry Cleaners, 219 Great North Rd., Five Dock	37315	1969	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS/DYERS	Sincere Dry Cleaners, 219 Great North Rd., Five Dock	20773	1968	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS/ DYERS	Sincere Dry Cleaners, 219 Great North Rd., Five Dock	6328	1967	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS/ DYERS	Sincere Dry Cleaners, 219 Great North Rd., Five Dock	55376	1966	Premise Match	0m	On-site
	Dry Cleaners, Pressers/Dyers	Sincere Dry Cleaners, 219 Great North Rd., Five Dock	76333	1965	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS/ DYERS.	Sincere Dry Cleaners, 219 Great North Rd., Five Dock	43165	1964	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS/DYERS.	Sincere Dry Cleaners, 219 Great North Rd., Five Dock	24910	1962	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS / DYERS	Sincere Dry Cleaners, 219 Great North Rd., Five Dock	299266	1961	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS/DYERS	Sincere Dry Cleaners, 219 Great North Rd., Five Dock	13258	1959	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS	Sincere Dry Cleaners, 219 Great North Rd., Five Dock	385	1958	Premise Match	0m	On-site

Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
7	DRY CLEANERS, PRESSERS & DYERS.	Sincere Dry Cleaners, 219 Great North Rd., Five Dock	54974	1956	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS.	"Vic" (The)., 219 Great North Rd., Five Dock	27328	1952	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS.	Civic Dry Cleaners., 219 Great North Rd Five Dock	27002	1952	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS	"Vic" (The), 219 Great North Rd., Five Dock	35041	1950	Premise Match	0m	On-site
8	DRY CLEANERS, PRESSERS &/OR DYERS.	Five Dock Valet Service, 175 First Ave., Five Dock. 2046.	35346	1979	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS &/OR DYERS	Five Dock Valet Service, 175 First Ave., Five Dock.	20772	1978	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS &/OR DYERS.	Five Dock Valet Service, 175 First Ave., Five Dock 2046	23509	1976	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS &/OR DYERS.	Five Dock Valet Service, 175 First Ave., Five Dock.	24033	1975	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS &/OR DYERS.	Five Dock Valet Service, 175 First Ave., Five Dock	2884	1972	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS &/OR DYERS	Five Dock Valet Service, 175 First Ave., Five Dock	51040	1971	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS/DYERS	Five Dock Valet Service, 175 First Ave., Five Dock	292298	1970	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS/ DYERS	Five Dock Valet Service, 175 First Ave., Five Dock	37103	1969	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS/DYERS	Five Dock Valet Service, 175 First Ave., Five Dock	20564	1968	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS/ DYERS	Five Dock Valet Service, 175 First Ave., Five Dock	6121	1967	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS/ DYERS	Five Dock Valet Service, 175 First Ave., Five Dock	52651	1966	Premise Match	0m	On-site
	Dry Cleaners, Pressers/Dyers	Five Dock Valet Service, 175 First Ave., Five Dock	76157	1965	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS/ DYERS.	Five Dock Valet Service, 175 First Ave., Five Dock	43008	1964	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS/DYERS.	Five Dock Valet Service, 175 First Ave., Five Dock	24758	1962	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS / DYERS	Five Dock Valet Service, 175 First Ave., Five Dock	299110	1961	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS/DYERS	Five Dock Valet Service, 175 First Ave., Five Dock	10053	1959	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS	Five Dock Valet Service, 175 First Ave., Five Dock	244	1958	Premise Match	0m	On-site
9	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Total Service Station, 146 First Ave., Five Dock 2046	35081	1976	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS - PETROL, OIL	Total Service Station, 146 First Ave., Five Dock.	62005	1975	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS - PETROL, OIL	Total Service Station, 148 First Ave., Five Dock.	62006	1975	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Total Service Station, 146 First Ave., Five Dock	16702	1972	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Total Service Station, 146 First Ave., Five Dock	2171	1971	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Total Service Station, 146 First Ave., Five Dock	341553	1970	Premise Match	0m	On-site

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Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
9	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Total Service Station, 146 First Ave., Five Dock	47807	1969	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Total Service Station, 146 First Ave., Five Dock	31240	1968	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Total Service Station, 146 First Ave., Five Dock	15715	1967	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Total Service Station, 146 First Ave., Five Dock	1288	1966	Premise Match	0m	On-site
	Motor Garages & Engineers	Chalmers, W. E., 146 First Ave. Five Dock	122650	1965	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS	Chalmers W. E., 146 First Ave., Five Dock	47914	1964	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Chalmers W. E., 146 First Ave., Five Dock	29426	1962	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS	Chalmers W. E., 146 First Ave., Five Dock	347622	1961	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Chalmers W. E., 146 First Ave., Five Dock	14097	1959	Premise Match	0m	On-site
	MOTOR GARAGE/ENGINEERS.	Chalmers W. E., 146 First Ave., Five Dock	817	1958	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Chalmers W. E., 146 First Ave., Five Dock	57415	1956	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS.	Five Dock Valet Service, 148 First Ave., Five Dock	54839	1956	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS.	Five Dock Valet Service, 148 First Ave., Five Dock	44370	1954	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Lea Eric W., 146 First Ave., Five Dock	49567	1954	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Lea Eric W., 146 First Ave., Five Dock	44635	1954	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS.	Five Dock Valet Service, 148 First Ave., Five Dock	36180	1953	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS.	Five Dock Valet Service, 148 First Ave., Five Dock	27060	1952	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS	Five Dock Valet Service, 148 First Ave., Five Dock	35237	1950	Premise Match	0m	On-site
10	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Avenue Service Station (Mobil)., 179 First Ave Five Dock	16694	1972	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Avenue Service Station (Mobil)., 179 First Ave Five Dock	2163	1971	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Avenue Service Station Pty. Ltd. (The) (Mobilgas)., 179 First Ave Five Dock	47801	1969	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Avenue Service Station Pty. Ltd. (The), 181 First Ave., Five Dock	42189	1969	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Avenue Service Station Pty. Ltd. (The) (Mobilgas)., 179 First Ave Five Dock	31233	1968	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS	Avenue Service Station Pty. Ltd. (The), 181 First Ave., Five dock	25718	1968	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Avenue Service Station Pty. Ltd. (The) (Mobilgas)., 179 First Ave Five Dock	15707	1967	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Avenue Service Station Pty. Ltd. (The), 181 First Ave., FIVE DOCK	10220	1967	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Avenue Service Station Pty. Ltd. (The) (Mobilgas)., 179 First Ave Five Dock	1280	1966	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Avenue Service Station Pty. Ltd. (The), 181-187 First Ave., FIVE DOCK	56110	1966	Premise Match	0m	On-site
	Motor Service Stations - Petrol, Oil, Etc.	Avenue Service Station Pty. Ltd. (The) (Mobilgas)., 179 First Ave., FIVE DOCK	125700	1965	Premise Match	0m	On-site

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Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
10	Motor Garages & Engineers	Avenue Service Station Pty. Ltd. (The), 181-187 First Ave. Five Dock	122648	1965	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Avenue Service Station Pty. Ltd. (The) (Mobilgas)., 179 First Ave Five Dock	51988	1964	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS	Avenue Service Station Pty. Ltd. (The), 181-187 First Ave., FIVE DOCK	47912	1964	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Avenue Service Station Pty. Ltd. (The), 181-187 First Ave., FIVE DOCK	29424	1962	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS	Avenue Service Station Pty. Ltd. (The), 181-187 First Ave., FIVE DOCK	346571	1961	Premise Match	0m	On-site
11	MOTOR GARAGES &/OR ENGINEERS.	Fairlight Service Station., Cnr Fairlight St & Ramsay Rd Five Dock	8103	1972	Road Intersection	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Fairlight Service Station., Cnr Fairlight St & Ramsay Rd Five Dock	56780	1971	Road Intersection	0m	On-site
	MOTOR GARAGES & ENGINEERS(M6S6)	Fairlight Service Station., Cnr. Fairlight St. & Ramsay Rd., Five Dock	337785	1970	Road Intersection	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Fairlight Service Station., Cnr Fairlight St & Ramsay Rd Five Dock	42194	1969	Road Intersection	0m	On-site
	MOTOR GARAGES & ENGINEERS	Fairlight Service Station., Cnr Fairlight St & Ramsay Rd Five Dock	25723	1968	Road Intersection	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Fairlight Service Station., Cnr Fairlight St & Ramsay Rd Five Dock	10224	1967	Road Intersection	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Fairlight Service Station., Cnr Fairlight St & Ramsay Rd., Five Dock	56113	1966	Road Intersection	0m	On-site
	Motor Garages & Engineers	Fairlight Service Station, Cnr. Fairlight St. & Ramsay Rd. Five Dock	122652	1965	Road Intersection	0m	On-site
	MOTOR GARAGES & ENGINEERS	Fairlight Service Station., Cnr Fairlight St & Ramsay Rd Five Dock	47916	1964	Road Intersection	0m	On-site
	MOTOR GARAGES & ENGINEERS	Fairlight Service Station., Cnr Fairlight St & Ramsay Rd, Five Dock	47911	1964	Road Intersection	0m	On-site
12	DRY CLEANERS, PRESSERS &/OR DYERS	Nu-Way Dry Cleaners., 83 Great North Rd Five Dock	51237	1971	Premise Match	0m	On-site
	DRY CLEANERS,PRESSERS /DYERS (D710)	Nu-Way Dry Cleaners, 83 Great North Rd., Five Dock	292434	1970	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS/ DYERS	Nu-Way Dry Cleaners., 83 Great North Rd Five Dock	37243	1969	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS/DYERS	Nu-Way Dry Cleaners., 83 Great North Rd Five Dock	20702	1968	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS/ DYERS	Nu-Way Dry Cleaners., 83 Great North Rd Five Dock	6257	1967	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS/ DYERS	Nu-Way Dry Cleaners., 83 Great North Rd Five Dock	55306	1966	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS	Lyke-Nu Dry Cleaning Co. Ltd. 83 Great North Rd., Five Dock	35470	1950	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS.	Lyke-Nu Dry Cleaning Co. Ltd., 83 Great North Rd Five Dock	17309	1948-49	Premise Match	0m	On-site
13	DRY CLEANERS, PRESSERS &/OR DYERS	Nu-Way., 99 Great North Rd., Five Dock 2046	51238	1971	Premise Match	0m	On-site
14	MOTOR GARAGES & ENGINEERS.	Frazer's Garage, 8b East St., Five Dock	29431	1962	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS	Frazer's Garage, 8b East St., Five Dock	347170	1961	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Frazer's Garage, 8b East St., Five Dock	14101	1959	Premise Match	0m	On-site
	MOTOR GARAGE/ENGINEERS.	Frazer's Garage, 8b East St., Five Dock	4126	1958	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Frazer's Garage, 8b East St., Five Dock	57665	1956	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Frazer's Garage, 8b East St., Five Dock	49277	1954	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Frazer's Garage, 8b East St., Five Dock	40011	1953	Premise Match	0m	On-site

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14	MOTOR GARAGES &/OR ENGINEERS.	Frazer's Garage., 8B East St., Five Dock	31654	1952	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Frazer J., 8B East St Five Dock	22353	1948-49	Premise Match	0m	On-site
15	MOTOR GARAGES & ENGINEERS.	Mackay's Five Dock Motors, 142 Great North Rd., Five Dock	29439	1962	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS	Mackay's Five Dock Motors, 142 Great North Rd., Five Dock	347605	1961	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Mackay's Five Dock Motors, 142 Great North Rd., Five Dock	14104	1959	Premise Match	0m	On-site
	MOTOR GARAGE/ENGINEERS.	Mackay's Five Dock Motors, 142 Great North Rd., Five Dock	4510	1958	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Mackay's Five Dock Motors, 142 Great North Rd., Five Dock	58014	1956	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Five Dock Motors., 142 Great North Rd Five Dock	49256	1954	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Mackay's Five Dock Motors, 142 Great North Rd., Five Dock	49626	1954	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Five Dock Motors., 142 Great North Rd Five Dock	39989	1953	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Mackay's Five Dock Motors, 142 Great North Rd., Five Dock	40310	1953	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Five Dock Motors., 142 Great North Rd., Five Dock	31631	1952	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS	Five Dock Motors, 142 Great North Rd., Five Dock	83746	1950	Premise Match	0m	On-site
16	MOTOR GARAGES & ENGINEERS.	Newton L. D., 62 Great North Rd Five Dock	29443	1962	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS	Newton, L. D., 62 Great North Rd. Five Dock	347784	1961	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Newton L. D., 62 Great North Rd Five Dock	14108	1959	Premise Match	0m	On-site
	MOTOR GARAGE/ENGINEERS.	Newton L. D., 62 Great North Rd Five Dock	4649	1958	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Newton L. D., 62 Great North Rd Five Dock	61191	1956	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Newton L. D., 62 Great North Rd Five Dock	49753	1954	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Newtons L. D., 62 Great North Rd Five Dock	40420	1953	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Newton L. D., 62 Great North Rd Five Dock	31999	1952	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS	Newton, L. D., 62 Great North Rd., Five Dock	84131	1950	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Aurisch Stephens And Co., 62 Great North Rd Five Dock	17731	1948-49	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Newton L. D., 62 Great North Rd Five Dock	22672	1948-49	Premise Match	0m	On-site
17	MOTOR GARAGES & ENGINEERS	Champion Auto Repairs, 146 Great North Rd. FIVE DOCK	346859	1961	Premise Match	0m	On-site
	MOTOR GARAGES & ENGINEERS.	Champion Auto Repairs., 146 Great North Rd Five Dock	14098	1959	Premise Match	0m	On-site
	MOTOR GARAGE/ENGINEERS.	Beard's Garage, 146 Great North Rd., Five Dock	615	1958	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Beard's Garage, 146 Great North Rd., Five Dock	57235	1956	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Beard's Garage, 146 Great North Rd., Five Dock	44797	1954	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Beard's Garage, 146 Great North Rd., Five Dock	36587	1953	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Beards Garage, Great North Rd., Five Dock	27500	1952	Premise Match	0m	On-site
	MOTOR SERVICE STATIONS-PETROL, Etc.	Beard's Garage., 146 Great North Rd., Five Dock	85777	1950	Premise Match	0m	On-site

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17	MOTOR SERVICE STATIONS-PETROL, ETC.	Beard's Garage, 146 Great North Rd., Five Dock	23117	1948-49	Premise Match	0m	On-site
	MOTOR GARAGES &/OR ENGINEERS.	Beards Garage, Great North Rd., Five Dock	17761	1948-49	Premise Match	0m	On-site
18	MOTOR GARAGE/ENGINEERS.	Mcguire J Rear., 160 Great North Rd Five Dock	462	1958	Premise Match	0m	On-site
	MOTOR GARAGE/ENGINEERS.	Mcguire J., Rear 160 Great North Rd Five Dock	4504	1958	Premise Match	0m	On-site
19	DRY CLEANERS, PRESSERS & DYERS.	Strate Dry Cleaners, 82 Ramsay Rd., Five Dock	44539	1954	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS.	Strate Dry Cleaners, 82 Ramsay Rd., Five Dock	36367	1953	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS.	Strate Dry Cleaners, 82 Ramsay Rd., Five Dock	27293	1952	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS	“Strate” Dry Cleaners, 82 Ramsay Rd., Five Dock	35038	1950	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS.	Strate Dry Cleaners, 82 Ramsay Rd., Five Dock	17487	1948-49	Premise Match	0m	On-site
20	DRY CLEANERS, PRESSERS & DYERS.	"Wendy Lamour", 245B Great North Rd, Five Dock	27346	1952	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS	Wendy Lamour, 245b Great North Rd , Five Dock	35044	1950	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS.	"Wendy Lamour", 245B Great North Rd, Five Dock	17587	1948-49	Premise Match	0m	On-site
21	DRY CLEANERS, PRESSERS & DYERS	Jones, Dry Cleaners Pty. Ltd. 54 Great North Rd., Five Dock	35339	1950	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS.	Jones Dry Cleaners Pty. Ltd., 54 Great North Rd Five Dock	17215	1948-49	Premise Match	0m	On-site
22	DRY CLEANERS, PRESSERS & DYERS	Rileys Dry Cleaner, 124a Great North Rd., Five Dock	35652	1950	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS.	Rileys Dry Cleaner, 124a Great North Rd., Five Dock	17442	1948-49	Premise Match	0m	On-site
23	DRY CLEANERS, PRESSERS & DYERS	Tasman Dry Cleaners. 70 Great North Rd., Five Dock	35742	1950	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS.	Tasman Dry Cleaners., 70 Great North Rd Five Dock	17545	1948-49	Premise Match	0m	On-site
24	DRY CLEANERS, PRESSERS & DYERS	Tasman Dry Cleaners. 158 Great North Rd., Five Dock	35741	1950	Premise Match	0m	On-site
	DRY CLEANERS, PRESSERS & DYERS.	Tasman Dry Cleaners., 158 Great North Rd Five Dock	17547	1948-49	Premise Match	0m	On-site
25	MOTOR GARAGES &/OR ENGINEERS.	Five Dock Motors., 6 Barnstaple Rd Five Dock	18027	1948-49	Premise Match	0m	On-site
26	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Central Garage., 50 Great North Rd., Five Dock. 2046.	3067	1981	Premise Match	0m	South
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Central Garage., 50 Great North Rd., Five Dock. 2046	52696	1980	Premise Match	0m	South
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Central Garage., 50 Great North Rd., Five Dock. 2046.	41248	1979	Premise Match	0m	South
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Central Garage, 50 Great North Rd., Five Dock.	49779	1978	Premise Match	0m	South
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Central Garage., 50 Great North Rd., Five Dock 2046	29710	1976	Premise Match	0m	South
	MOTOR GARAGES &/OR ENGINEERS.	Central Garage, 50 Great North Rd., Five Dock.	58648	1975	Premise Match	0m	South
	MOTOR GARAGES &/OR ENGINEERS.	Central Garage., 50 Great North Rd Five Dock	8101	1972	Premise Match	0m	South

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26	MOTOR GARAGES &/OR ENGINEERS.	Milcoy J. E., 50 Great North Rd., Five Dock	8113	1972	Premise Match	0m	South
	MOTOR GARAGES &/OR ENGINEERS.	Central Garage., 50 Great North Rd Five Dock	56778	1971	Premise Match	0m	South
	MOTOR GARAGES &/OR ENGINEERS.	Milcoy J. E., 50 Great North Rd Five Dock	56790	1971	Premise Match	0m	South
	MOTOR GARAGES & ENGINEERS(M6S6)	Central Garage, 50 Great North Rd. Five Dock	337552	1970	Premise Match	0m	South
	MOTOR GARAGES & ENGINEERS(M6S6)	Milcoy, J. E., 50 Great North Rd. Five Dock	338256	1970	Premise Match	0m	South
	MOTOR GARAGES & ENGINEERS.	Central Garage., 50 Great North Rd Five Dock	42192	1969	Premise Match	0m	South
	MOTOR GARAGES & ENGINEERS.	Milcoy J. E., 50 Great North Rd Five Dock	42205	1969	Premise Match	0m	South
	MOTOR GARAGES & ENGINEERS	Central Garage., 50 Great North Rd Five Dock	25721	1968	Premise Match	0m	South
	MOTOR GARAGES & ENGINEERS.	Central Garage., 50 Great North Rd, Five Dock	10223	1967	Premise Match	0m	South
	MOTOR GARAGES & ENGINEERS.	Milcoy J.E. Central Garage., 50 Great North Rd., Five Dock	56122	1966	Premise Match	0m	South
	Motor Garages & Engineers	Milcoy, J. E., Central Garage, 50 Great North Rd. Five Dock	122660	1965	Premise Match	0m	South
	MOTOR GARAGES & ENGINEERS	Milcoy J. E., Central Garage 50 Great North Rd, Five Dock	47924	1964	Premise Match	0m	South
	MOTOR GARAGES & ENGINEERS.	Milcoy C. D., Central Garage, 50 Great North Rd, Five Dock	29440	1962	Premise Match	0m	South
	MOTOR GARAGES & ENGINEERS	Milcoy, C. D., Cnr. Great North Rd. & Fairlight St. FIVE DOCK	347720	1961	Premise Match	0m	South
	MOTOR GARAGES & ENGINEERS.	Milcoy C. D., Cnr Great North Rd & Fairlight St Five Dock	14105	1959	Premise Match	0m	South
	MOTOR GARAGE/ENGINEERS.	Milcoy C. D., Cnr Great North Rd & Fairlight St Five Dock	4590	1958	Premise Match	0m	South
	MOTOR GARAGES &/OR ENGINEERS.	Milcoy C. D., Cnr Great North Rd & Fairlight St Five Dock	61142	1956	Premise Match	0m	South
	MOTOR GARAGES &/OR ENGINEERS.	Milcoy C. D., Cnr Great North Rd & Fairlight St., Five Dock	49698	1954	Premise Match	0m	South
	MOTOR GARAGES &/OR ENGINEERS.	Milcoy C. D., Cnr Great North Rd & Fairlight St., Five Dock	40369	1953	Premise Match	0m	South
	MOTOR GARAGES &/OR ENGINEERS.	Milcoy C. D., 50 Great North Rd Five Dock	31958	1952	Premise Match	0m	South
	MOTOR GARAGES &/OR ENGINEERS	Milcoy, C. D., 50 Great North Rd., Five Dock	84089	1950	Premise Match	0m	South
	MOTOR SERVICE STATIONS-PETROL, Etc.	Milcoy, C. D., 50 Great North Rd., Five Dock	86210	1950	Premise Match	0m	South
	MOTOR GARAGES &/OR ENGINEERS.	Milcoy C. D., 50 Great North Rd Five Dock	22628	1948-49	Premise Match	0m	South
	MOTOR SERVICE STATIONS-PETROL, ETC.	Milcoy C. D., 50 Great North Rd Five Dock	26642	1948-49	Premise Match	0m	South
27	MOTOR GARAGES & SERVICE STATIONS.	Otter Motor Engineering Co., 1 Myler St., Five Dock. 2046	11950	1990	Premise Match	25m	West
	MOTOR GARAGE & SERVICE STATIONS.	Otter Motor Engineering Co., 1 Myler St., Five Dock. 2046	5364	1989	Premise Match	25m	West
	MOTOR GARAGES & SERVICE STATIONS.	Otter Motor Engineering Co., 1 Myler St., Five Dock. 2046	59738	1988	Premise Match	25m	West
	MOTOR GARAGES & SERVICE STATIONS.	Otter Motor Engineering Co., 1 Myler St., Five Dock. 2046	65214	1986	Premise Match	25m	West
	MOTOR GARAGES & SERVICE STATIONS.	Otter Motor Engineering Co., 1 Myler St., Five Dock. 2046	45319	1985	Premise Match	25m	West
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Otter Motor Engineering Co., 1 Myler St., Five Dock. 2046	33895	1984	Premise Match	25m	West

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27	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Otter Motor Engineering Co., 1 Myler St., Five Dock 2046	21344	1983	Premise Match	25m	West
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS. (M6860)	Otter Motor Engineering Co., 1 Myler St., Five Dock. 2046.	57330	1982	Premise Match	25m	West
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Otter Motor Engineering Co., 1 Myler St., Five Dock 2046	3882	1981	Premise Match	25m	West
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Otter Motor Engineering Co., 1 Myler St., Five Dock. 2046	58623	1980	Premise Match	25m	West
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Otter Motor Engineering Co., 1 Myler St., Five Dock. 2046.	46114	1979	Premise Match	25m	West
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Otter Motor Engineering Co., 1 Myler St., Five Dock. 2046	50621	1978	Premise Match	25m	West
28	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Bestco Automotive Services., 61 Parramatta Rd., Five Dock 2046	9027	1983	Premise Match	69m	South West
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS. (M6860)	Bestco Automotive Services, 61 Parramatta Rd., Five Dock. 2046.	56119	1982	Premise Match	69m	South West
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Lanock Motors Ltd., 61-71 Parramatta Rd Five Dock	16698	1972	Premise Match	69m	South West
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Lanock Motors Ltd., 61-71 Parramatta Rd Five Dock	2167	1971	Premise Match	69m	South West
	MOTOR SERVICE STATIONS-PETROL,OIL,Etc.	Lanock Motors Ltd., 61-71 Parramatta Rd. Five Dock	341267	1970	Premise Match	69m	South West
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Lanock Motors Ltd., 61-71 Parramatta Rd Five Dock	47803	1969	Premise Match	69m	South West
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Lanock Motors Ltd., 61-71 Parramatta Rd Five Dock	31236	1968	Premise Match	69m	South West
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Lanock Motors Ltd., 61-71 Parramatta Rd Five Dock	15711	1967	Premise Match	69m	South West
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Lanock Motors Ltd., 61-71 Parramatta Rd Five Dock	1284	1966	Premise Match	69m	South West
	Motor Service Stations - Petrol, Oil, Etc.	Lanock Motive Ltd., 61-71 Parramatta Rd. Five Dock	125703	1965	Premise Match	69m	South West
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Lanock Motors Ltd., 61-71 Parramatta Rd Five Dock	51991	1964	Premise Match	69m	South West
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Lanock Motors Ltd., 61-71 Parramatta Rd Five Dock	38189	1962	Premise Match	69m	South West
	MOTOR SERVICE STATIONS—PETROL, OIL, Etc.	Lanock Motors Ltd., 61-71 Parramatta Rd. FIVE DOCK	350772	1961	Premise Match	69m	South West
29	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	BP Service Station, 47 Parramatta Rd., Five Dock 2046	25380	1976	Premise Match	142m	South West
	MOTOR SERVICE STATIONS - PETROL, OIL	BP Service Station, 47 Parramatta Rd., Five Dock.	61589	1975	Premise Match	142m	South West

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29	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	BP Service Station., 47 Parramatta Rd Five Dock	16695	1972	Premise Match	142m	South West
	MOTOR GARAGES &/OR ENGINEERS.	Gallbardov, G. & Co., 39-41 Parramatta Rd., Five Dock	8105	1972	Premise Match	142m	South West
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	BP Service Station., 47 Parramatta Rd Five Dock	2164	1971	Premise Match	142m	South West
	MOTOR GARAGES &/OR ENGINEERS.	Gallbardov, G. & Co., 39-41 Parramatta Rd., Five Dock	56782	1971	Premise Match	142m	South West
	MOTOR SERVICE STATIONS-PETROL,OIL,Etc.	BP Service Station., 47 Parramatta Rd., Five Dock	340891	1970	Premise Match	142m	South West
	MOTOR GARAGES & ENGINEERS(M6S6)	Gallbardov, G. & Co., 39-41 Parramatta Rd., Five Dock	337841	1970	Premise Match	142m	South West
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	BP Service Station., 47 Parramatta Rd Five Dock	47802	1969	Premise Match	142m	South West
	MOTOR GARAGES & ENGINEERS.	Gallbardov G. & Co., 39-41 Parramatta Rd Five Dock	42196	1969	Premise Match	142m	South West
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	BP Service Station., 47 Parramatta Rd Five Dock	31234	1968	Premise Match	142m	South West
	MOTOR GARAGES & ENGINEERS	Gallbardov G. & Co., 39-41 Parramatta Rd Five Dock	25725	1968	Premise Match	142m	South West
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	BP Service Station., 47 Parramatta Rd Five Dock	15708	1967	Premise Match	142m	South West
	MOTOR GARAGES & ENGINEERS.	Galibardov G. & Co., 39-41 Parramatta Rd., Five Dock	10226	1967	Premise Match	142m	South West
	MOTOR GARAGES & ENGINEERS.	Squires Frank & Co. Pty. Ltd., 43-47 Parramatta Rd Five Dock	10237	1967	Premise Match	142m	South West
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	BP Service Station., 47 Parramatta Rd Five Dock	1281	1966	Premise Match	142m	South West
	MOTOR GARAGES & ENGINEERS.	Gailbardov, G. & Co., 39-41 Parramatta Rd., Five Dock	56115	1966	Premise Match	142m	South West
	MOTOR GARAGES & ENGINEERS.	Squires Frank & Co. Pty. Ltd., 43-47 Parramatta Rd Five Dock	56127	1966	Premise Match	142m	South West
	Motor Garages & Engineers	Gallbardov, G. & Co., 39-41 Parramatta Rd. Five Dock	122654	1965	Premise Match	142m	South West
	Motor Garages & Engineers	Squires, Frank & Co. Pty. Ltd., 43-47 Parramatta Rd. Five Dock	122663	1965	Premise Match	142m	South West
	MOTOR GARAGES & ENGINEERS	Galibardov, G. & Co., 39-41 Parramatta Rd., Five Dock	47918	1964	Premise Match	142m	South West
	MOTOR GARAGES & ENGINEERS	Squires Frank & Co. Pty. Ltd., 43-47 Parramatta Rd Five Dock	47928	1964	Premise Match	142m	South West
	MOTOR GARAGES & ENGINEERS.	Gallbardov, G. & Co., 39-41 Parramatta Rd., Five Dock	29432	1962	Premise Match	142m	South West
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Motor Inn., 45 Parramatta Rd Five Dock	38190	1962	Premise Match	142m	South West
	MOTOR GARAGES & ENGINEERS	Gallbardon, G. & Co., 39-41 Parramatta Rd., Five Dock	347191	1961	Premise Match	142m	South West
	MOTOR SERVICE STATIONS—PETROL, OIL, Etc.	Motor Inn, 45 Parramatta Rd. FIVE DOCK	350892	1961	Premise Match	142m	South West
	MOTOR SERVICE STATIONS-PETROL,. OIL, ETC.	Motor Inn., 45 Parramatta Rd Five Dock	24182	1959	Premise Match	142m	South West
	MOTOR SERVICE STATIONS-PETROL, ETC.	Motor Inn., 45 Parramatta Rd Five Dock	9713	1958	Premise Match	142m	South West
	MOTOR SERVICE STATIONS-PETROL, ETC.	Motor Inn., 45 Parramatta Rd Five Dock	62062	1956	Premise Match	142m	South West
	MOTOR SERVICE STATIONS-PETROL, ETC.	Motor Inn., 45 Parramatta Rd Five Dock	54594	1954	Premise Match	142m	South West

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29	MOTOR SERVICE STATIONS–PETROL, ETC.	Motor Inn., 45 Parramatta Rd Five Dock	44153	1953	Premise Match	142m	South West
	MOTOR SERVICE STATIONS–PETROL, ETC.	Motor Inn., 45 Parramatta Rd Five Dock	35934	1952	Premise Match	142m	South West
	MOTOR SERVICE STATIONS-PETROL, Etc.	Motor Inn, 45 Parramatta Rd., Five Dock	86225	1950	Premise Match	142m	South West
	MOTOR SERVICE STATIONS-PETROL, ETC.	Motor Inn., 45 Parramatta Rd Five Dock	26657	1948-49	Premise Match	142m	South West
	MOTOR GARAGES &/OR ENGINEERS.	Roberts D., 45 Parramatta Rd Five Dock	22805	1948-49	Premise Match	142m	South West
30	MOTOR GARAGES & ENGINEERS.	Davis J. A. & Co., 3 Lavender St., Five Dock	29428	1962	Premise Match	142m	South West
	MOTOR GARAGES & ENGINEERS	Davis, J. A. & Co., 3 Lavender St. Five Dock	347020	1961	Premise Match	142m	South West
	MOTOR GARAGES & ENGINEERS.	Davis J. A. & Co., 3 Lavender St Five Dock	14100	1959	Premise Match	142m	South West
	MOTOR GARAGE/ENGINEERS.	Davis, J. A. & Co., 3 Lavender St., Five Dock	943	1958	Premise Match	142m	South West
	MOTOR GARAGES &/OR ENGINEERS.	Davis J. A & Co., 3 Lavender St Five Dock	57536	1956	Premise Match	142m	South West
	MOTOR GARAGES &/OR ENGINEERS.	Davis J. A. & Co., 3 Lavender St., Five Dock	27375	1952	Premise Match	142m	South West
	MOTOR GARAGES &/OR ENGINEERS.	Davis J. A. And Co., 3 Lavender St., Five Dock	31556	1952	Premise Match	142m	South West
	MOTOR GARAGES &/OR ENGINEERS	Davis, J. A. & Co., 3 Lavender St., Five Dock	83669	1950	Premise Match	142m	South West
	MOTOR GARAGES &/OR ENGINEERS	Davis, J. A. and Co., 3 Lavender St., Five Dock	83670	1950	Premise Match	142m	South West
	MOTOR GARAGES &/OR ENGINEERS.	Davis J. A., 3 Lavender St Five Dock	17967	1948-49	Premise Match	142m	South West
31	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Crest Service Station., 49-51 Parramatta Rd Five Dock	15709	1967	Premise Match	151m	South West
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Crest Service Station., 49-51 Parramatta Rd Five Dock	1282	1966	Premise Match	151m	South West
	Motor Service Stations - Petrol, Oil, Etc.	Crest Service Station, 49-51 Parramatta Rd. Five Dock	125701	1965	Premise Match	151m	South West
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Crest Service Station., 49-51 Parramatta Rd Five Dock	51989	1964	Premise Match	151m	South West
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Crest Service Station., 49-51 Parramatta Rd Five Dock	38187	1962	Premise Match	151m	South West
	MOTOR SERVICE STATIONS—PETROL, OIL, Etc.	Crest Service Station, 49-51 Parramatta Rd. FIVE DOCK	350510	1961	Premise Match	151m	South West
	MOTOR SERVICE STATIONS-PETROL,. OIL, ETC.	Crest Service Station., 49-51 Parramatta Rd Five Dock	24180	1959	Premise Match	151m	South West
	MOTOR SERVICE STATIONS-PETROL, ETC.	Crest Service Station (The), 49-51 Parramatta Rd., Five Dock	9480	1958	Premise Match	151m	South West
32	MOTOR GARAGES & SERVICE STATIONS.	Western Suburbs Auto Repairs, 1A Lavender St., Five Dock. 2046	64204	1988	Premise Match	154m	South West
	MOTOR GARAGES & SERVICE STATIONS.	Western Suburbs Auto Repairs, 1A Lavender St., Five Dock. 2046	65700	1986	Premise Match	154m	South West
	MOTOR GARAGES & SERVICE STATIONS.	Western Suburbs Auto Repairs, 1A Lavender St., Five Dock. 2046	45826	1985	Premise Match	154m	South West
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Western Suburbs Auto Repairs, 1A Lavender St., Five Dock. 2046	34385	1984	Premise Match	154m	South West

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Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
32	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Western Suburbs Auto Repairs., 1A Lavender St., Five Dock 2046	21829	1983	Premise Match	154m	South West
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS. (M6860)	Western Suburbs Auto Repairs, 1A Lavender St., Five Dock. 2046.	57833	1982	Premise Match	154m	South West
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Western Suburbs Auto Repairs., 1A Lavender St., Five Dock 2046	8412	1981	Premise Match	154m	South West
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Western Suburbs Motor Repairs., 1A Lavender St., Five Dock. 2046	63166	1980	Premise Match	154m	South West
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Western Suburbs Motor Repairs Pty. Ltd., 1A Lavender St., Five Dock. 2046.	46600	1979	Premise Match	154m	South West
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Western Suburbs Motor Repairs Pty. Ltd., 1a Lavender St., Five Dock.	51087	1978	Premise Match	154m	South West
33	MOTOR GARAGES &/OR ENGINEERS.	Caltex Service Station., 118 Queen St Five Dock	8099	1972	Premise Match	165m	West
	MOTOR GARAGES &/OR ENGINEERS.	Caltex Service Station., 118 Queen St Five Dock	56776	1971	Premise Match	165m	West
	MOTOR GARAGES & ENGINEERS(M6S6)	Caltex Service Station., 118 Queen St., FIVE DOCK	337489	1970	Premise Match	165m	West
	MOTOR GARAGES & ENGINEERS.	Caltex Service Station., 118 Queen St Five Dock	42190	1969	Premise Match	165m	West
	MOTOR GARAGES & ENGINEERS	Caltex Service Station., 118 Queen St Five Dock	25719	1968	Premise Match	165m	West
	MOTOR GARAGES & ENGINEERS.	Caltex Service Station., 118 Queen St Five Dock	10221	1967	Premise Match	165m	West
34	DRY CLEANERS, PRESSERS & DYERS	Rileys Dry Cleaner, 680 Parramatta Rd., Croydon	35649	1950	Premise Match	187m	South West
	DRY CLEANERS, PRESSERS & DYERS.	Rileys Dry Cleaner., 680 Parramatta Rd., Croydon	17443	1948-49	Premise Match	187m	South West
35	DRY CLEANERS, PRESSERS &/OR DYERS.	California Dry Cleaners., 10 Ramsay Rd., Five Dock 2046	2813	1972	Premise Match	194m	South East
	DRY CLEANERS, PRESSERS &/OR DYERS	California Dry Cleaners., 10 Ramsay Rd., Five Dock 2046	50963	1971	Premise Match	194m	South East
36	MOTOR GARAGES & SERVICE STATIONS.	Heffernan, F., 696 Parramatta Rd., Croydon. 2132	64858	1986	Premise Match	195m	South West
	MOTOR GARAGES & SERVICE STATIONS.	Heffernan F., 696 Parramatta Rd., Croydon. 2132	44962	1985	Premise Match	195m	South West
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Heffernan F., 696 Parramatta Rd., Croydon. 2132	28459	1984	Premise Match	195m	South West
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Heffernan F., 696 Parramatta Rd., Croydon. 2132	14888	1983	Premise Match	195m	South West
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS. (M6860)	Heffernan, F., 696 Parramatta Rd., Croydon. 2132.	56954	1982	Premise Match	195m	South West
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Heffernan F., 696 Parramatta Rd., Croydon 2132	3508	1981	Premise Match	195m	South West
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Heffernan F., 696 Parramatta Rd., Croydon. 2132	58242	1980	Premise Match	195m	South West

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Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
36	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Heffernan F., 696 Parramatta Rd., Croydon. 2132.	41704	1979	Premise Match	195m	South West
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Heffernan, F., 696 Parramatta Rd., Croydon. 2132	50239	1978	Premise Match	195m	South West
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Heffernan F., 696 Parramatta Rd., Croydon 2132	30240	1976	Premise Match	195m	South West
	MOTOR GARAGES &/OR ENGINEERS.	Heffeman. F., 696 Parramatta Rd., Croydon. 2132	59036	1975	Premise Match	195m	South West
	MOTOR GARAGES &/OR ENGINEERS.	Dingeldei A. L., 696-698 Parramatta Rd Croydon	7912	1972	Premise Match	195m	South West
	MOTOR GARAGES &/OR ENGINEERS.	Heffernan F., 696 Parramatta Rd., Croydon 2132	7913	1972	Premise Match	195m	South West
	MOTOR GARAGES &/OR ENGINEERS.	Dingeldei A. L., 696-698 Parramatta Rd Croydon	56598	1971	Premise Match	195m	South West
	MOTOR GARAGES &/OR ENGINEERS.	Dingeldel A. W. Pty. Ltd., 696 Parramatta Rd Croydon	56599	1971	Premise Match	195m	South West
	MOTOR GARAGES & ENGINEERS(M6S6)	Dingeldei, A. L., 696-698 Parramatta Rd., Croydon	337680	1970	Premise Match	195m	South West
	MOTOR GARAGES & ENGINEERS(M6S6)	Dingeldei, A. W. Pty. Ltd., 696 Parramatta Rd., Croydon	337681	1970	Premise Match	195m	South West
	MOTOR GARAGES & ENGINEERS.	Dingeldei A. L., 696-698 Parramatta Rd Croydon	42009	1969	Premise Match	195m	South West
	MOTOR GARAGES & ENGINEERS.	Dingeldei A. W. Pty. Ltd., 696 Parramatta Rd Croydon	42010	1969	Premise Match	195m	South West
	MOTOR GARAGES & ENGINEERS	Dingeldei A. L., 696-698 Parramatta Rd Croydon	25560	1968	Premise Match	195m	South West
	MOTOR GARAGES & ENGINEERS.	Dingeldei A. L., 696-698 Parramatta Rd Croydon	6995	1967	Premise Match	195m	South West
	MOTOR GARAGES & ENGINEERS.	Dingldei A. L., 696-698 Parramatta Rd., Croydon	55948	1966	Premise Match	195m	South West
	Motor Garages & Engineers	Dingeldei, A. L., 696-698 Parramatta Rd. Croydon	122499	1965	Premise Match	195m	South West
	MOTOR SERVICE STATIONS-PETROL, OIL, ETC.	Dingeldei A. W., 696 Parramatta Rd Croydon	38091	1962	Premise Match	195m	South West
	MOTOR GARAGES & ENGINEERS.	Dingeldei, A. W. Pty. Ltd., 698 Parramatta Rd., Croydon North	29240	1962	Premise Match	195m	South West
	MOTOR GARAGES & ENGINEERS	Dingeldel, A. W. Pty. Ltd., 698 Parramatta Rd., Croydon North	347053	1961	Premise Match	195m	South West
	MOTOR SERVICE STATIONS—PETROL, OIL, Etc.	Dingeldel, A. W., 696 Parramatta Rd. CROYDON	350532	1961	Premise Match	195m	South West
	MOTOR SERVICE STATIONS-PETROL,. OIL, ETC.	Dingeldel A. W., 696 Parramatta Rd Croydon	24125	1959	Premise Match	195m	South West
	MOTOR GARAGES & ENGINEERS	Dingledel A. W. Pty. Ltd., 698 Parramatta Rd., Croydon North	13919	1959	Premise Match	195m	South West
	MOTOR GARAGE/ENGINEERS.	Alexander's Towing Service., 696 Parramatta Rd Croydon	512	1958	Premise Match	195m	South West
	MOTOR SERVICE STATIONS-PETROL, ETC.	Dingeldei A. W., Auburn 696 Parramatta Rd Croydon	9492	1958	Premise Match	195m	South West
	MOTOR GARAGE/ENGINEERS.	Dingledi A. W. Pty. Ltd., 698 Parramatta Rd Croydon	974	1958	Premise Match	195m	South West
	MOTOR GARAGE/ENGINEERS.	Mononald Bros., 696 Parramatta Rd Croydon	4493	1958	Premise Match	195m	South West
	MOTOR GARAGES &/OR ENGINEERS.	Alexander's Towing Service., 696 Parramatta Rd Croydon	57137	1956	Premise Match	195m	South West
	MOTOR SERVICE STATIONS-PETROL, ETC.	Dingeldel A. W., 696 Parramatta Rd Croydon	61875	1956	Premise Match	195m	South West

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Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Property Boundary or Road Intersection	Direction
36	MOTOR GARAGES &/OR ENGINEERS.	McDonald Bros., 696 Parramatta Rd Croydon	57997	1956	Premise Match	195m	South West
	MOTOR GARAGES &/OR ENGINEERS.	McDonald Bros., 696-698 Parramatta Rd Croydon	57085	1956	Premise Match	195m	South West
	MOTOR GARAGES &/OR ENGINEERS.	Alaxander's Towing Service., 696 Parramatta Rd., Croydon	44710	1954	Premise Match	195m	South West
	MOTOR SERVICE STATIONS-PETROL, ETC.	Dingeldei A. W., 696 Parramatta Rd Croydon	54448	1954	Premise Match	195m	South West
	MOTOR GARAGES &/OR ENGINEERS.	McDonald Bros., 696 Parramatta Rd Croydon	49610	1954	Premise Match	195m	South West
	MOTOR GARAGES &/OR ENGINEERS.	Alexander's Towing Service., 696 Parramatta Rd Croydon	36507	1953	Premise Match	195m	South West
	MOTOR SERVICE STATIONS–PETROL, ETC.	Dingaldei A W., 696 Parramatta Rd., Croydon	44048	1953	Premise Match	195m	South West
	MOTOR GARAGES &/OR ENGINEERS.	Alexander's Towing Service, 696 Parramatta Rd., Croydon	27432	1952	Premise Match	195m	South West
	MOTOR SERVICE STATIONS–PETROL, ETC.	Dingeldei A. W., 696 Parramatta Rd Croydon	35821	1952	Premise Match	195m	South West
	MOTOR GARAGES &/OR ENGINEERS	Alexander’s Towing Service, 696 Parramatta Rd., Croydon	83367	1950	Premise Match	195m	South West
	MOTOR SERVICE STATIONS-PETROL, Etc.	Dingeldei, A. W., 696 Parramatta Rd., Croydon	85923	1950	Premise Match	195m	South West
	MOTOR SERVICE STATIONS-PETROL, ETC.	Dingeldei A. W., 696 Parramatta Rd Croydon	23219	1948-49	Premise Match	195m	South West
	MOTOR GARAGES &/OR ENGINEERS.	Dingeldei A. W., 696 Parramatta Rd., Croydon	17629	1948-49	Premise Match	195m	South West
	MOTOR GARAGES &/OR ENGINEERS.	Dingeldei A. W., 696 Parramatta Rd Croydon	17980	1948-49	Premise Match	195m	South West

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Dry Cleaners, Motor Garages & Service Stations 1948-1993 Road or Area Matches

Dry Cleaners, Motor Garages & Service Stations from UBD Business Directories, mapped to a road or an area, within the dataset buffer. Records are mapped to the road when a building number is not supplied, cannot be found, or the road has been renumbered since the directory was published.

Note: The Universal Business Directories were published between 1948 and 1993. Dry Cleaners, Motor Garages & Service Stations have been extracted from all of these directories except the following years 1951, 1955, 1957, 1960, 1963, 1973, 1974, 1977, 1987.

Map Id	Business Activity	Premise	Ref No.	Year	Location Confidence	Distance to Road Corridor or Area
37	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Five Dock Car Care Centre., Fairlight St., Five Dock. 2046	3314	1981	Road Match	0m
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Five Dock Car Care Centre., Fairlight St., Five Dock. 2046	52970	1980	Road Match	0m
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Apple Car Wash, Fairlight St., Five Dock. 2046	49315	1978	Road Match	0m
	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Fairlight Service Station., Fairlight St., Five Dock 2046	30007	1976	Road Match	0m
	MOTOR GARAGES &/OR ENGINEERS.	Fairlight Service Station., Fairlight St., Five Dock. 2046	58861	1975	Road Match	0m
38	MOTOR GARAGES & ENGINEERS	Courtesy Service Station., Lyons Rd Five Dock	25722	1968	Road Match	0m
39	MOTOR GARAGES &/OR ENGINEERS	Beards Garage, Great North Rd., Five Dock	83431	1950	Road Match	0m
40	DRY CLEANERS, PRESSERS & DYERS	Spotless Dry Cleaners, Shop “C”, Garfield St., Five Dock	35703	1950	Road Match	0m
	DRY CLEANERS, PRESSERS & DYERS.	Spotless Dry Cleaners., Shop "C" Garfield St Five Dock	17478	1948-49	Road Match	0m
41	MOTOR GARAGES &/OR ENGINEERS &/OR SERVICE STATIONS.	Haberfield Auto Port., Parramatta Rd., Five Dock 2046	30218	1976	Road Match	158m
	MOTOR GARAGES & ENGINEERS	Whitmore F. R. & L. P. Pty. Ltd., Parramatta Rd Five Dock	25738	1968	Road Match	158m
	MOTOR GARAGES & ENGINEERS.	Whitmore F. R. & L. P. Pty. Ltd., Parramatta Rd Five Dock	10240	1967	Road Match	158m
	MOTOR GARAGES &/OR ENGINEERS.	All Cars Service Station., 5 Parramatta Rd Five Dock	17705	1948-49	Road Match	158m
42	MOTOR GARAGES &/OR ENGINEERS.	Sports Car Spares., 902 Parramatta Rd., Croydon. 2132	59569	1975	Road Match	174m
	MOTOR GARAGES &/OR ENGINEERS.	Sports Car Spares., 902 Parramatta Rd Croydon	7918	1972	Road Match	174m
	MOTOR GARAGES &/OR ENGINEERS.	Sports Car Spares 902 Parramatta Rd Croydon	56604	1971	Road Match	174m
	MOTOR GARAGES & ENGINEERS(M6S6)	Sports Car Spares., 902 Parramatta Rd., Croydon	338649	1970	Road Match	174m
	MOTOR GARAGES & ENGINEERS.	Sports Car Spares., 902 Parramatta Rd Croydon	42014	1969	Road Match	174m
	MOTOR GARAGES & ENGINEERS	Sports Car Spares., 902 Parramatta Rd Croydon	25564	1968	Road Match	174m
	MOTOR GARAGES & ENGINEERS.	Sports Car Spares., 902 Parramatta Rd Croydon	6999	1967	Road Match	174m

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Topographic Map 2015

Five Dock Precinct, NSW 2046



Historical Map 1975

Five Dock Precinct, NSW 2046



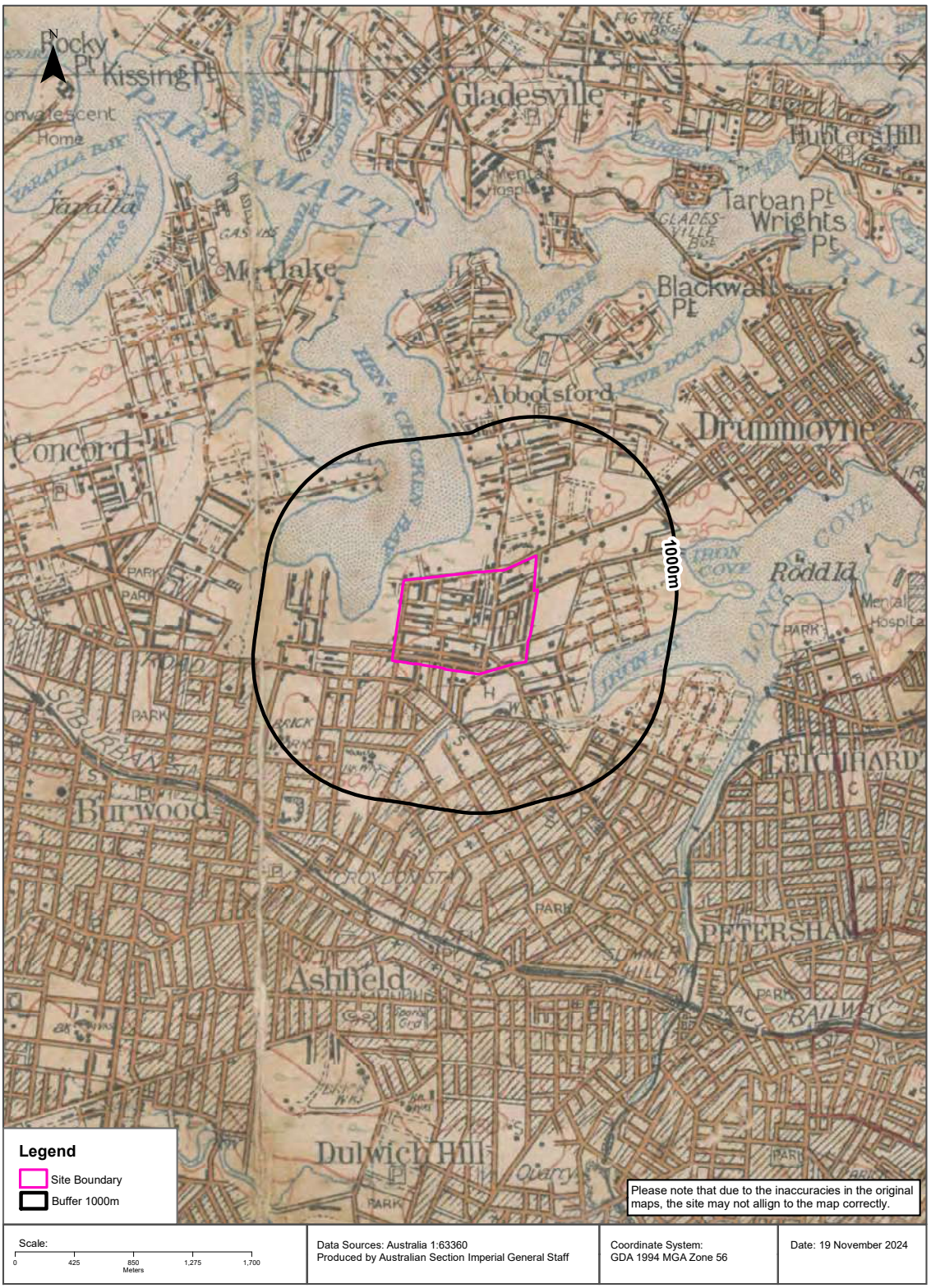
Historical Map c.1936

Five Dock Precinct, NSW 2046



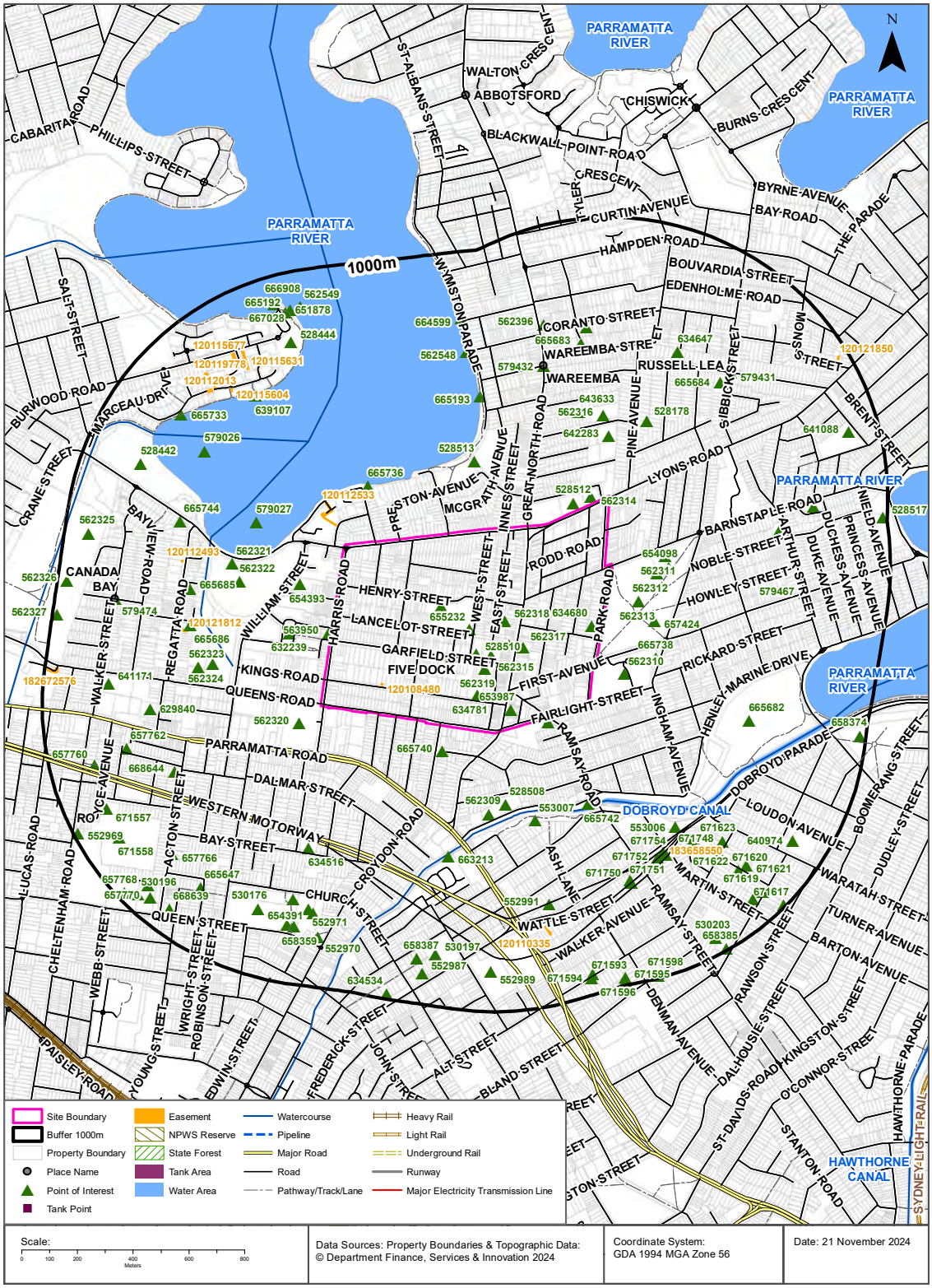
Historical Map c.1917

Five Dock Precinct, NSW 2046



Topographic Features

Five Dock Precinct, NSW 2046



Topographic Features

Five Dock Precinct, NSW 2046

Points of Interest

What Points of Interest exist within the dataset buffer?

Map Id	Feature Type	Label	Distance	Direction
634781	Retirement Village	KITTY DOYLE HOME UNITS	0m	On-site
579456	Suburb	FIVE DOCK	0m	On-site
528510	Police Station	FIVE DOCK POLICE STATION	0m	On-site
562319	Place Of Worship	UNITING CHURCH	0m	On-site
562318	Place Of Worship	ANGLICAN CHURCH	0m	On-site
665735	Park	FRED KELLY RESERVE	0m	On-site
641089	Primary School	FIVE DOCK PUBLIC SCHOOL	0m	On-site
653987	Club	CLUB FIVE DOCK RSL	0m	On-site
562317	Post Office	FIVE DOCK POST OFFICE	0m	On-site
634680	Community Home	PARKVIEW NURSING HOME	0m	On-site
562315	Library	FIVE DOCK LIBRARY	0m	On-site
655232	Preschool	FIVE DOCK PUBLIC SCHOOL PRESCHOOL	0m	On-site
563950	Park	HYCRAFT RESERVE	9m	West
665748	Park	STEVENSON RESERVE	17m	South East
562314	Community Facility	DRUMMOYNE MUNICIPAL SENIOR CITIZENS CLUB	25m	North East
528512	Park	STOREY PARK	30m	North East
665740	Park	LONGVIEW STREET RESERVE	90m	South
562320	High School	ROSEBANK COLLEGE	100m	South West
562313	Park	FIVE DOCK PARK	114m	East
562310	High School	DOMREMY CATHOLIC COLLEGE	115m	East
652833	Community Medical Centre	FIVE DOCK EARLY CHILDHOOD HEALTH CENTRE	115m	East
654393	Club	CANADA BAY CLUB	137m	West
632239	Park	KINGS PARK	149m	West
562312	Sports Court	TENNIS COURTS	164m	East
657424	Sports Court	SKATE PARK	181m	East
562311	Sports Field	BOWLING GREENS	194m	East
665736	Park	FRIEND AVENUE FORESHORE RESERVE	201m	North West
654098	Club	TIGERS FIVE DOCK	204m	East
665738	Park	INGHAM AVENUE RESERVE	208m	East
642283	Primary School	ALL HALLOWS CATHOLIC PRIMARY SCHOOL	214m	North East
528513	Park	HALLIDAY PARK	245m	North

Map Id	Feature Type	Label	Distance	Direction
528508	Park	CROKER PARK	258m	South
562316	Place Of Worship	CATHOLIC CHURCH	290m	North East
562309	Sports Court	TENNIS COURTS	292m	South
528178	Place Of Worship	PRESBYTERIAN CHURCH	299m	North East
643633	Retirement Village	MONSIGNOR JOHN PEOPLES UNITS	320m	North East
579027	Bay Like	KINGS BAY	327m	North West
665742	Park	MOTOR REGISTRY RESERVE	336m	South East
553007	Park	WADIM BILL JEGOROW RESERVE	341m	South
562322	Golf Course	BARNWELL PARK GOLF COURSE	353m	West
562321	Club	BARNWELL PARK GOLF CLUB	388m	West
562324	Sports Centre	FIVE DOCK LEISURE CENTRE	405m	West
562323	Park	CHARLES HEATH RESERVE	456m	West
663213	Park	JOHN POPE RESERVE	461m	South
665193	Historic Site	STONE RETAINING WALLS HEN AND CHICKEN BAY	476m	North
665686	Park	O H WATTS RESERVE	505m	West
634516	Retirement Village	WOODFIELD TERRACES	507m	South West
579432	Suburb	WAREEMBA	522m	North
665685	Park	MAPLE RESERVE	526m	West
553006	Park	REG COADY RESERVE	526m	South East
665683	Park	CORALIE RESERVE	557m	North
665684	Park	SIBBICK STREET RESERVE	569m	North East
634647	Nursing Home	CARINO CARE AT RUSSELL LEA	571m	North East
665682	Sports Field	TIMBRELL PARK	576m	East
668644	Place Of Worship	ST JOSEPH'S MARONITE CATHOLIC CHURCH	576m	South West
671755	Roadside Emergency Telephone	EXP21203	581m	South East
671752	Roadside Emergency Telephone	EXP21202	592m	South East
671754	Roadside Emergency Telephone	EXP21203	593m	South East
665744	Park	REGATTA ROAD RESERVE	594m	West
671623	Roadside Emergency Telephone	EXP21204	598m	South East
671753	Roadside Emergency Telephone	EXP21202	601m	South East
579026	Bay / Inlet / Basin	CANADA BAY	606m	North West
633937	Place Of Worship	BRETHREN CHURCH	609m	North
528514	Park	ROBERTS RESERVE	611m	East
629840	SES Facility	CANADA BAY SES	612m	West
579431	Suburb	RUSSELL LEA	621m	North East
671622	Roadside Emergency Telephone	EXP21204	623m	South East
639107	Wharf	PHILLIPS LANDING	625m	North West

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Map Id	Feature Type	Label	Distance	Direction
671750	Roadside Emergency Telephone	EXP21201	635m	South East
562548	Boat Ramp	Boat Ramp	640m	North
671751	Roadside Emergency Telephone	EXP21201	644m	South East
552991	Place Of Worship	JEHOVAHS WITNESSES CHURCH	645m	South
562396	Post Office	WAREEMBA POST OFFICE	658m	North
671749	Roadside Emergency Telephone	EMERGENCY TELEPHONE 4230402	678m	South East
671748	Roadside Emergency Telephone	EXP21205	691m	South East
658361	Picnic Area	PLAYGROUND	696m	South West
579467	Suburb	RODD POINT	698m	East
657762	Park	KING EDWARD STREET RESERVE	714m	West
552971	Sports Field	BOWLING GREENS	723m	South West
528515	Park	LARKINS RESERVE	734m	East
654391	Club	WESTS SPORTS CROYDON	738m	South West
665733	Park	DURHAM STREET RESERVE	751m	North West
657766	Park	ACTON STREET LANDSCAPED VERGE	752m	South West
528444	Park	BAYVIEW PARK	755m	North West
664599	Park	HALLIDAY PARK	760m	North
530176	Sports Field	CENTENARY PARK	762m	South West
641171	Special School	LUCAS GARDENS SCHOOL	765m	West
665647	Park	RICHMOND STREET LANDSCAPED VERGE	781m	South West
579474	Suburb	CANADA BAY	786m	West
528442	Golf Course	BARNWELL PARK GOLF COURSE	789m	North West
671620	Roadside Emergency Telephone	EXP21206	790m	South East
658360	Sports Court	CRICKET NETS	791m	South West
658359	Sports Court	BASKETBALL	793m	South West
671621	Roadside Emergency Telephone	EXP21206	798m	South East
530197	Sports Field	HAMMOND PARK	817m	South
552970	Park	BEDE SPILLANE GARDENS	820m	South West
657760	Park	PROWSE RESERVE	839m	West
658387	Park	PLAYGROUND	841m	South
671557	Park	WANGAL PARK	853m	South West
552989	Community Facility	THE INFANTS HOME	854m	South
651878	Monument	CANADIAN EXILES MONUMENT	862m	North West
671558	Park	WANGAL PARK	863m	South West
665192	Historic Site	SITE OF FORMER SWIMMING BATHS AT HEN AND CHICKEN BAY	866m	North West
562549	Wharf	BAYVIEW PARK WHARF	868m	North West
640974	Primary School	DOBROYD POINT PUBLIC SCHOOL	873m	South East

Map Id	Feature Type	Label	Distance	Direction
552987	Sports Court	TENNIS COURT	890m	South
641088	Primary School	RUSSELL LEA PUBLIC SCHOOL	891m	North East
657767	Park	PLAYGROUND	894m	South West
667028	Launching Ramp	Launching Ramp	901m	North West
671618	Roadside Emergency Telephone	EXP21207	903m	South East
671619	Roadside Emergency Telephone	EXP21207	906m	South East
666908	Launching Ramp	Launching Ramp	906m	North West
668639	Place Of Worship	ST GABRIEL SYRIAN ORTHODOX CHURCH	909m	South West
562325	Park	CINTRA PARK	913m	West
657770	Park	BLAIR PARK DOG OFF-LEASH AREA	920m	South West
671594	Roadside Emergency Telephone	EXP21101	929m	South
530203	Sports Field	ALGIE PARK	941m	South East
671593	Roadside Emergency Telephone	EXP21101	943m	South
530196	Park	BLAIR PARK	944m	South West
562326	Sports Court	NETBALL COURTS	966m	West
657768	Sports Field	Sports Field	973m	South West
671596	Roadside Emergency Telephone	EXP21102	973m	South East
658374	Picnic Area	PLAYGROUND	977m	East
634534	Nursing Home	BUPA ASHFIELD	981m	South
528517	Park	NIELD PARK	983m	East
552969	SES Facility	BURWOOD SES	984m	South West
562327	Sports Court	TENNIS COURTS	984m	West
671595	Roadside Emergency Telephone	EXP21102	986m	South East
671598	Roadside Emergency Telephone	EXP21103	990m	South East
658385	Park	PLAYGROUND	993m	South East
671617	Roadside Emergency Telephone	EXP21208	993m	South East

Topographic Data Source: © Land and Property Information (2015)
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Topographic Features

Five Dock Precinct, NSW 2046

Tanks (Areas)

What are the Tank Areas located within the dataset buffer?
Note. The large majority of tank features provided by LPI are derived from aerial imagery & are therefore primarily above ground tanks.

Map Id	Tank Type	Status	Name	Feature Currency	Distance	Direction
N/A	No records in buffer					

Tanks (Points)

What are the Tank Points located within the dataset buffer?
Note. The large majority of tank features provided by LPI are derived from aerial imagery & are therefore primarily above ground tanks.

Map Id	Tank Type	Status	Name	Feature Currency	Distance	Direction
N/A	No records in buffer					

Tanks Data Source: © Land and Property Information (2015)
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Major Easements

What Major Easements exist within the dataset buffer?
Note. Easements provided by LPI are not at the detail of local governments. They are limited to major easements such as Right of Carriageway, Electrical Lines (66kVa etc.), Easement to drain water & Significant subterranean pipelines (gas, water etc.).

Map Id	Easement Class	Easement Type	Easement Width	Distance	Direction
120108480	Primary	Undefined		0m	On-site
120112533	Primary	Undefined		76m	North West
120121812	Primary	Undefined		511m	West
120112493	Primary	Undefined		565m	West
183658550	Primary	Right of way	1.8M	586m	South East
120115604	Primary	Undefined		682m	North West
120110335	Primary	Undefined		716m	South
120115631	Primary	Undefined		719m	North West
120112013	Primary	Right of way	VAR	729m	North West
120115677	Primary	Undefined		745m	North West
120119778	Primary	Undefined		784m	North West
120121850	Primary	Undefined		946m	North East
182672576	Primary	Right of way	VAR	952m	West

Easements Data Source: © Land and Property Information (2015)
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Topographic Features

Five Dock Precinct, NSW 2046

State Forest

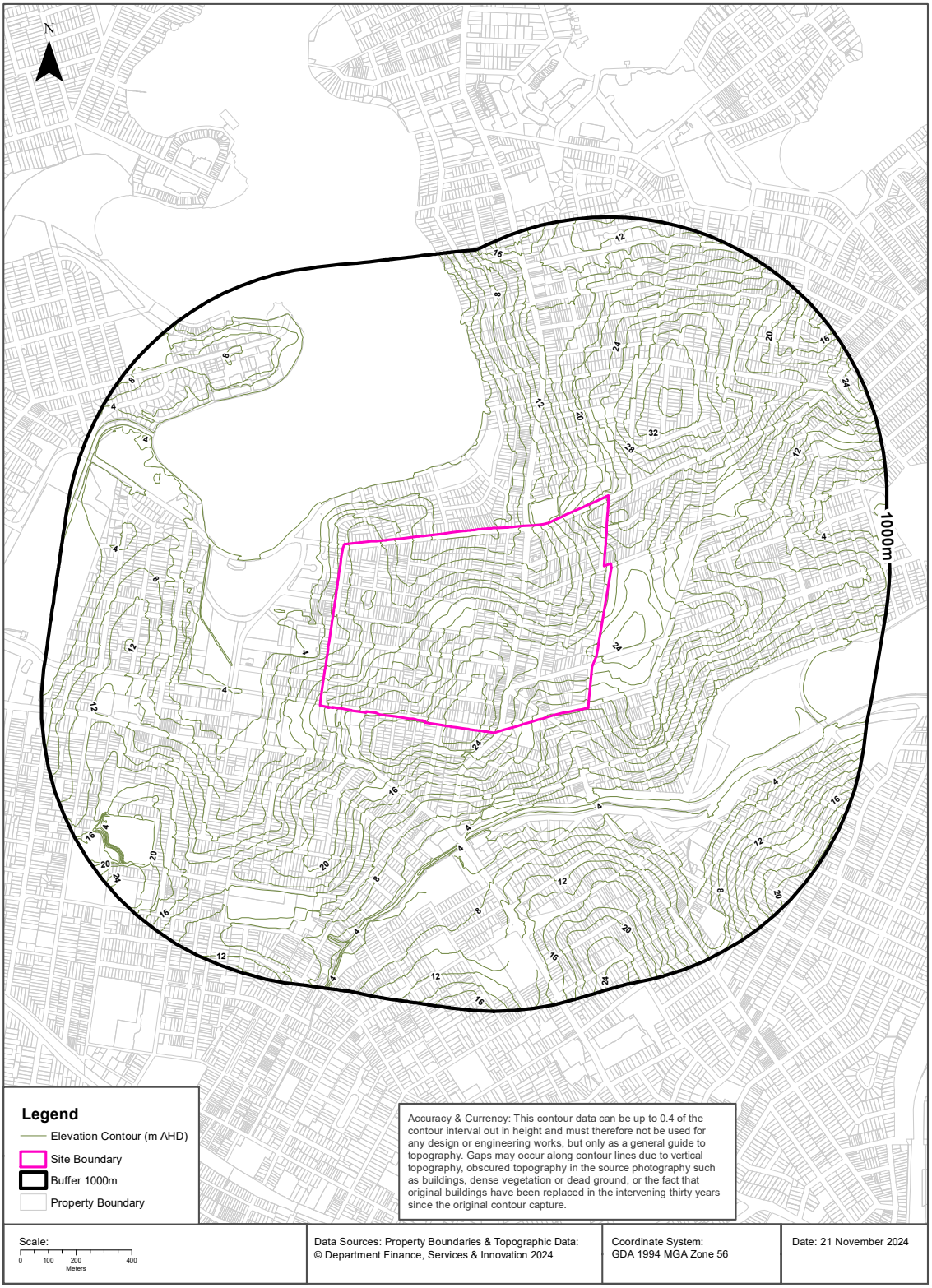
What State Forest exist within the dataset buffer?

State Forest Number	State Forest Name	Distance	Direction
N/A	No records in buffer		

State Forest Data Source: © NSW Department of Finance, Services & Innovation (2018)
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Elevation Contours (m AHD)

Five Dock Precinct, NSW 2046



Hydrogeology & Groundwater

Five Dock Precinct, NSW 2046

Hydrogeology

Description of aquifers within the dataset buffer:

Description	Distance	Direction
Porous, extensive aquifers of low to moderate productivity	0m	On-site
Porous, extensive highly productive aquifers	530m	South East

Hydrogeology Map of Australia : Commonwealth of Australia (Geoscience Australia)
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Temporary Water Restriction (Botany Sands Groundwater Source) Order 2024

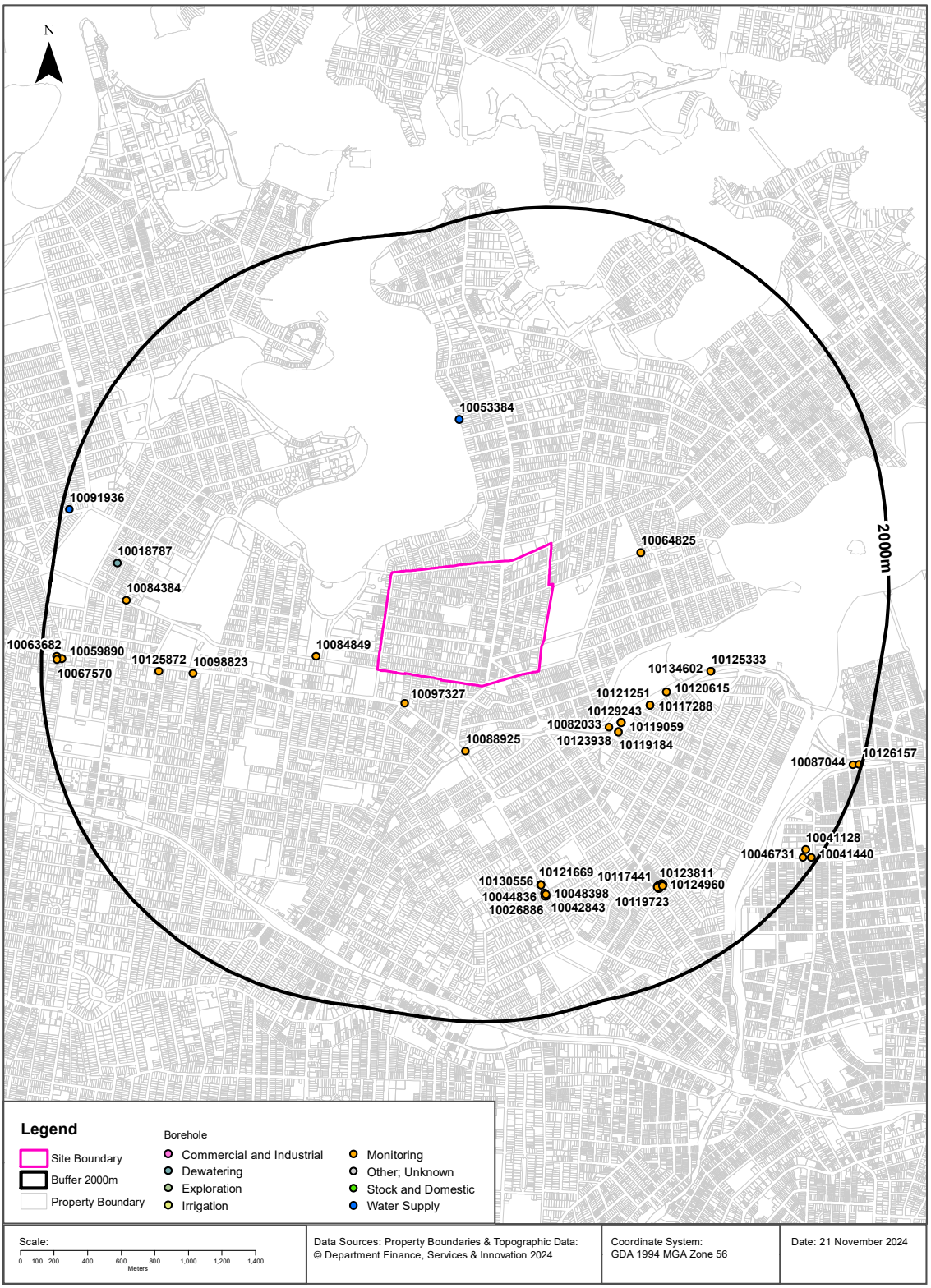
Temporary water restrictions relating to the Botany Sands aquifer within the dataset buffer:

Prohibition Area No.	Prohibition	Distance	Direction
N/A	No records in buffer		

Temporary Water Restriction (Botany Sands Groundwater Source) Order 2024 Data Source : NSW Department of Primary Industries

Groundwater Boreholes

Five Dock Precinct, NSW 2046



Hydrogeology & Groundwater

Five Dock Precinct, NSW 2046

Groundwater Boreholes

Boreholes within the dataset buffer:

NGIS Bore ID	NSW Bore ID	Bore Type	Status	Drill Date	Bore Depth (m)	Reference Elevation	Height Datum	Salinity (mg/L)	Yield (L/s)	SWL (mbgl)	Distance	Direction
10097327	GW112143	Monitoring	Functional	03/02/2002	67.16		AHD				177m	South West
10084849	GW112142	Monitoring	Functional	28/11/2002	76.10		AHD				370m	West
10088925	GW112144	Monitoring	Functional	20/11/2002	57.10		AHD				399m	South
10064825	GW072018	Monitoring	Proposed	30/06/1994	18.00		AHD				537m	East
10082033	GW112145	Monitoring	Functional	12/12/2002	29.75		AHD				538m	South East
10129243	GW110178	Monitoring	Unknown	25/11/2004	48.03		AHD				578m	South East
10119059	GW110179	Monitoring	Unknown	23/06/2009	5.24		AHD				579m	South East
10119184	GW110180	Monitoring	Unknown	07/12/2004	34.00		AHD				598m	South East
10123938	GW110181	Monitoring	Unknown	07/12/2004	3.10		AHD				598m	South East
10121251	GW110177	Monitoring	Unknown	02/12/2004	3.75		AHD				694m	South East
10117288	GW110176	Monitoring	Unknown	02/12/2004	37.01		AHD				695m	South East
10120615	GW110182	Monitoring	Unknown	10/12/2004	7.20		AHD				771m	East
10053384	GW106159	Water Supply	Abandoned	19/03/2004	3.00		AHD				861m	North
10134602	GW110174	Monitoring	Unknown	27/11/2004	30.10		AHD			1.90	1013m	East
10125333	GW110175	Monitoring	Unknown	22/11/2004	3.75		AHD			1.90	1016m	East
10098823	GW112141	Monitoring	Functional	08/11/2002	67.20		AHD				1096m	West
10121669	GW110184	Monitoring	Unknown	20/12/2004	3.00		AHD				1234m	South
10130556	GW110183	Monitoring	Unknown	20/12/2004	30.00		AHD				1236m	South
10044836	GW112110	Monitoring	Functional	13/11/2002	4.00		AHD				1289m	South
10125872	GW114577	Monitoring	Functional	02/02/2011	2.50		AHD				1299m	West
10048398	GW112109	Monitoring	Functional	13/11/2002	4.00		AHD				1300m	South
10042843	GW112107	Monitoring	Functional	13/11/2002	5.00		AHD				1310m	South
10026886	GW112108	Monitoring	Functional	01/11/2002	8.50		AHD				1312m	South
10123811	GW113098	Monitoring	Functional	12/04/2011	6.00		AHD				1462m	South East
10117441	GW113092	Monitoring	Functional	12/04/2011	5.00		AHD				1463m	South East
10124960	GW113097	Monitoring	Functional	11/04/2011	6.00		AHD				1465m	South East
10125440	GW113093	Monitoring	Functional	12/04/2011	5.60		AHD				1469m	South East
10128079	GW113099	Monitoring	Functional	13/04/2011	6.00		AHD				1471m	South East
10135160	GW113096	Monitoring	Functional	13/04/2011	5.60		AHD				1478m	South East
10125396	GW113094	Monitoring	Functional	12/04/2011	4.85		AHD				1479m	South East

NGIS Bore ID	NSW Bore ID	Bore Type	Status	Drill Date	Bore Depth (m)	Reference Elevation	Height Datum	Salinity (mg/L)	Yield (L/s)	SWL (mbgl)	Distance	Direction
10119723	GW113095	Monitoring	Functional	13/04/2011	5.00		AHD				1480m	South East
10084384	GW112140	Monitoring	Functional	21/01/2003	52.18		AHD				1535m	West
10018787	GW102215	Dewatering	Unknown	12/05/1999	15.00		AHD				1621m	West
10059890	GW112634	Monitoring	Functional	06/08/2009	6.00		AHD				1877m	West
10067570	GW112635	Monitoring	Functional	06/08/2009	6.00		AHD				1904m	West
10063682	GW112636	Monitoring	Functional	06/08/2009	6.00		AHD				1908m	West
10041128	GW114005	Monitoring	Functional	06/12/2013	8.00		AHD				1914m	South East
10046731	GW114003	Monitoring	Functional	06/12/2013	6.15		AHD				1926m	South East
10091936	GW305646	Water Supply	Unknown	17/01/2003	6.00		AHD				1952m	West
10087044	GW111653	Monitoring	Functional	09/11/2011	2.40		AHD				1953m	East
10041440	GW114004	Monitoring	Functional	06/12/2013	6.20		AHD				1965m	South East
10126157	GW111663	Monitoring	Functional	09/11/2011	4.00		AHD				1987m	East

Borehole Data Source: Bureau of Meteorology; Water NSW. Creative Commons 3.0 © Commonwealth of Australia http://creativecommons.org/licenses/by/3.0/au/deed.en

Hydrogeology & Groundwater

Five Dock Precinct, NSW 2046

Driller's Logs

Drill log data relevant to the boreholes within the dataset buffer:

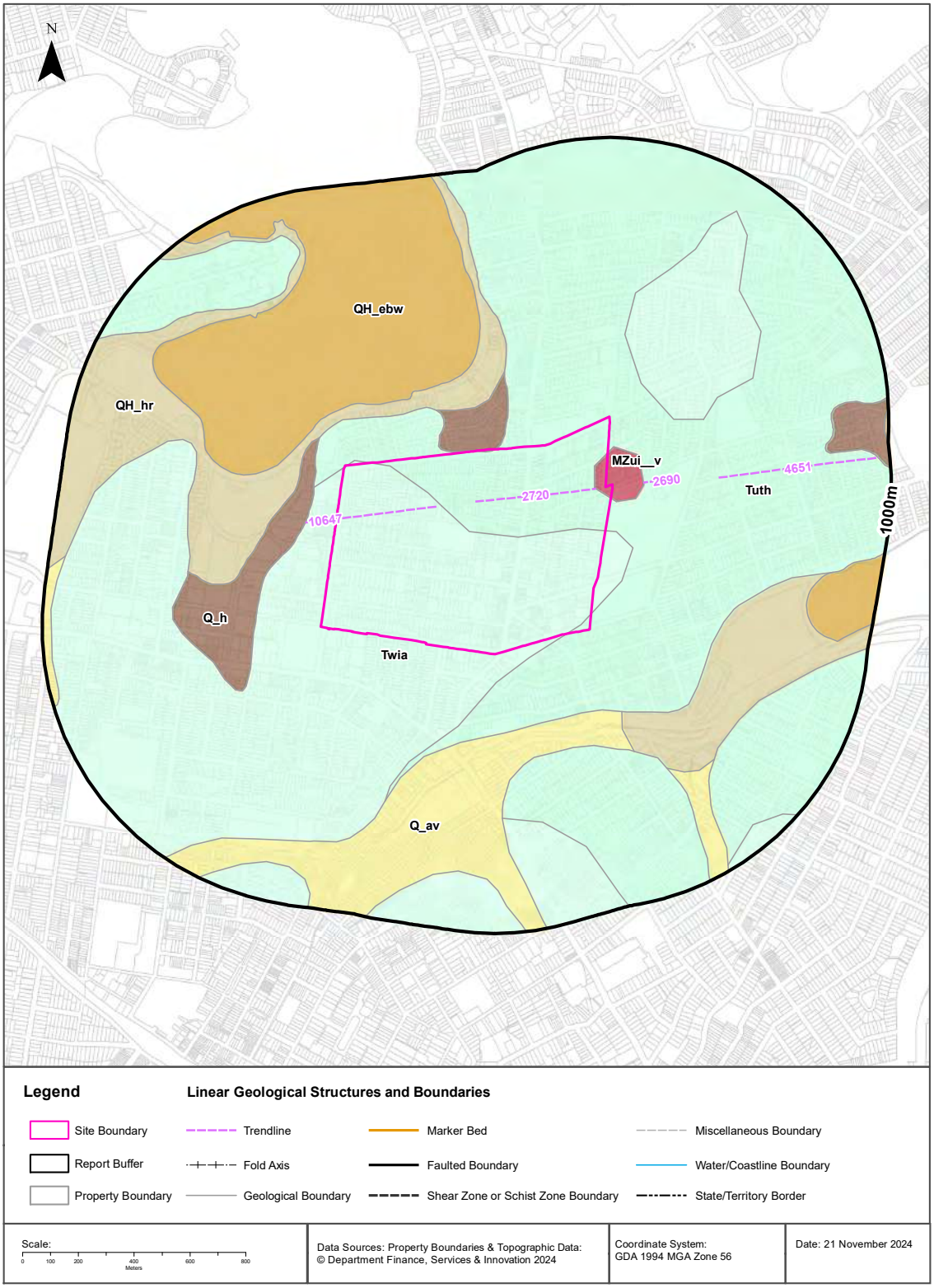
NGIS Bore ID	Drillers Log	Distance	Direction
10064825	0.00m-5.00m 5.00m-8.00m Residual Clay Soil 8.00m-18.00m Sandstone	537m	East
10129243	0.00m-0.50m FILL 0.50m-4.00m SILTY CLAY 4.00m-5.24m SANDSTONE 5.24m-14.50m SANDSTONE 14.50m-15.50m BASALT 15.50m-17.50m SANDSTONE 17.50m-22.00m BASALT 22.00m-40.10m SANDSTONE 40.10m-40.40m BASALT 40.40m-48.03m SANDSTONE	578m	South East
10119059	0.00m-0.50m FILL 0.50m-4.00m SILTY CLAY 4.00m-5.24m SANDSTONE	579m	South East
10119184	0.00m-1.70m FILL 1.70m-2.40m SANDY CLAY 2.40m-3.10m SANDSTONE 3.10m-20.30m SANDSTONE 20.30m-20.50m SHALE 20.50m-34.00m SANDSTONE	598m	South East
10123938	0.00m-1.70m FILL 1.70m-2.40m SANDY CLAY 2.40m-3.10m SANSDSTONE	598m	South East
10121251	0.00m-1.50m FILL 1.50m-2.40m SANDY CLAY 2.40m-3.75m CLAYEY SAND	694m	South East
10117288	0.00m-0.50m FILL 0.50m-2.40m SANDY CLAY 2.40m-3.75m CLAYEY SAND 3.75m-3.77m SANDY CLAY 3.77m-37.01m SANDSTONE	695m	South East
10120615	0.00m-1.45m FILL 1.45m-6.00m SANDY CLAY 6.00m-7.20m FINE COARSE SAND	771m	East
10053384	0.00m-0.50m topsoil 0.50m-3.00m silty sand,dark grey and clay	861m	North
10134602	0.00m-1.00m FILL 1.00m-2.50m SAND, FINE TO MEDIUM 2.50m-3.75m SAND, FINE TO MEDIUM AND SILTY 3.75m-14.72m SANDSTONE 14.72m-14.80m SHALE 14.80m-14.90m SANDSTONE 14.90m-18.00m SHALE 18.00m-30.10m SANDSTONE	1013m	East
10125333	0.00m-1.00m FILL 1.00m-2.50m SAND, FINE TO MEDIUM 2.50m-3.75m SAND, FINE TO MEDIUM SILTY	1016m	East
10121669	0.00m-0.50m FILL 0.50m-1.50m SILTY CLAY 1.50m-3.00m SHALE	1234m	South
10130556	0.00m-0.50m FILL 0.50m-1.50m SILTY CLAY 1.50m-3.00m SHALE 3.00m-13.20m SHALE 13.20m-13.20m SANDSTONE	1236m	South
10125872	0.00m-0.10m CONCRETE 0.10m-0.30m GRAVEL, SILT MINOR SAND 0.30m-0.80m SAND, GRAVEL,MINOR CLAY 0.80m-1.40m SILTY CLAY MEDIUM SOFT WET AND MOIST 1.40m-2.50m CLAY,STIFF, MOIST,LOW PLASTICITYRED BROWN	1299m	West
10018787	0.00m-15.00m Fill	1621m	West

NGIS Bore ID	Drillers Log	Distance	Direction
10059890	0.00m-1.00m FILL 1.00m-2.00m CLAY FIRM BROWN 2.00m-3.00m ROCK WEATHERED/SILTSTONE 3.00m-6.00m SHALE WEATHERED	1877m	West
10067570	0.00m-1.00m FILL 1.00m-2.00m CLAY FIRM/ BROWN 2.00m-3.00m ROCK WEATHERED,SILTSTONE 3.00m-6.00m SHALE WEATHERED	1904m	West
10063682	0.00m-1.00m FILL 1.00m-2.00m CLAY FIRM BROWN 2.00m-3.00m ROCK WEATHERED , SILTSTONE 3.00m-6.00m SHALE WEATHERED	1908m	West
10087044	0.00m-0.10m GRAVEL,SAND,CLAY 0.10m-0.40m FILL CLAYEY SAND,ORANGE,WHITE,PINK,SANDSTONE 0.40m-0.90m SAND CLAYEY,BROWN,GRAINED GRAVELS 0.90m-1.50m SAND ORANGE,M/GRAINED DRY 1.50m-1.80m BECOMING MOIST 1.80m-2.50m SAND GREY MOIST TO WET,HARD SANDSTONE	1953m	East
10126157	0.00m-0.10m ROAD BASE FILL GRAVELLY CLAY GREY,MOIST 0.10m-1.10m SANDY CLAY,ORANGE BROWN,MOIST 1.10m-2.30m PALE GREY AND RED HIGH PLASTICITY,SLIGHTLY MOIST 2.30m-3.80m SANDSDTONE WHITE 3.80m-4.00m SANDSTONE ORANGE/GREY AND SATURATED	1987m	East

Drill Log Data Source: Bureau of Meteorology; Water NSW. Creative Commons 3.0 © Commonwealth of Australia http://creativecommons.org/licenses/by/3.0/au/deed.en

Geology

Five Dock Precinct, NSW 2046



Geology

Five Dock Precinct, NSW 2046

Geological Units

Geological units within the dataset buffer:

Code	Unit Name	Description	Stratigraphy	Age Range	Dominant Lithology	Dist	Dir
MZui__v	Ungrouped Mesozoic igneous units - breccia	Volcanic breccia, varying amounts of sedimentary breccia, and basalt.	/Ungrouped Mesozoic igneous units//Ungrouped Mesozoic igneous units - breccia//	Jurassic (base) to Cretaceous (top)	Undifferentiated breccia	0m	On-site
Q_h	Anthropogenic deposits	Anthropocene deposits varying from large man-made clasts (concrete blocks to building demolition rubble) to quarried natural boulders, with interstitial sand-sized to clay matrix.	/Anthropogenic deposits////	Quaternary (base) to Now (top)	Anthropogenic material	0m	North
Tuth	Hawkesbury Sandstone	Medium- to coarse-grained quartz sandstone displaying small- to large-scale, high-angle cross-bedding; minor shale and laminite lenses.	/Ungrouped Triassic units//Hawkesbury Sandstone//	Anisian (base) to Anisian (top)	Sandstone	0m	On-site
Twia	Ashfield Shale	Black to light grey shale and laminite.	/Wianamatta Group//Ashfield Shale//	Middle Triassic (base) to Middle Triassic (top)	Shale	0m	On-site
QH_hr	Anthropogenic deposits - reclaimed estuarine areas	Natural surface elevation raised by placement of fill over former estuarine swamps and subaqueous estuarine margins (supratidal to subtidal zone); estuarine banks and islands formed from dredge spoil.	/Anthropogenic deposits//Anthropogenic deposits - reclaimed estuarine areas//	Holocene (base) to Now (top)	Anthropogenic material	135m	North West
QH_ebw	Estuarine basin and bay (subaqueous)	Clay, silt, shell, very fine- to fine-grained lithic-quartz (± carbonate) sand (fluvially- and/or marine-deposited).	/Estuarine deposits//Estuarine basin and bay/Estuarine basin and bay (subaqueous)/	Holocene (base) to Now (top)	Clastic sediment	174m	North West
Q_av	Alluvial valley deposits	Silt, clay, (fluvially deposited) lithic to quartz-lithic sand, gravel.	/Alluvium//Alluvial valley deposits//	Quaternary (base) to Now (top)	Clastic sediment	281m	South

Geology

Five Dock Precinct, NSW 2046

Linear Geological Structures

Fault and shear or schist zone boundaries within the dataset buffer:

Map ID	Boundary Type	Feature Description	Fault Dip Angle	Fault Dip Direction	Dist	Dir
NA	No records in buffer					

Trendlines within the dataset buffer:

Map ID	Feature Description	Observation Method	Structure Name	Dist	Dir
2720	Dyke or vein	Unknown		0m	On-site
10647	Dyke or vein	Unknown		0m	On-site
2690	Dyke or vein	Unknown		111m	East
4651	Dyke or vein	Unknown		379m	East

Fold axes within the dataset buffer:

Map ID	Feature Description	Observation Method	Structure Name	Dist	Dir
NA	No records in buffer				

Marker beds within the dataset buffer:

Map ID	Feature Description	Rock Unit Description	Dist	Dir
NA	No records in buffer			

Geological Data Source: Statewide Seamless Geology v2.4, NSW Department of Primary Industries and Regional Development
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Naturally Occurring Asbestos Potential

Five Dock Precinct, NSW 2046

Naturally Occurring Asbestos Potential

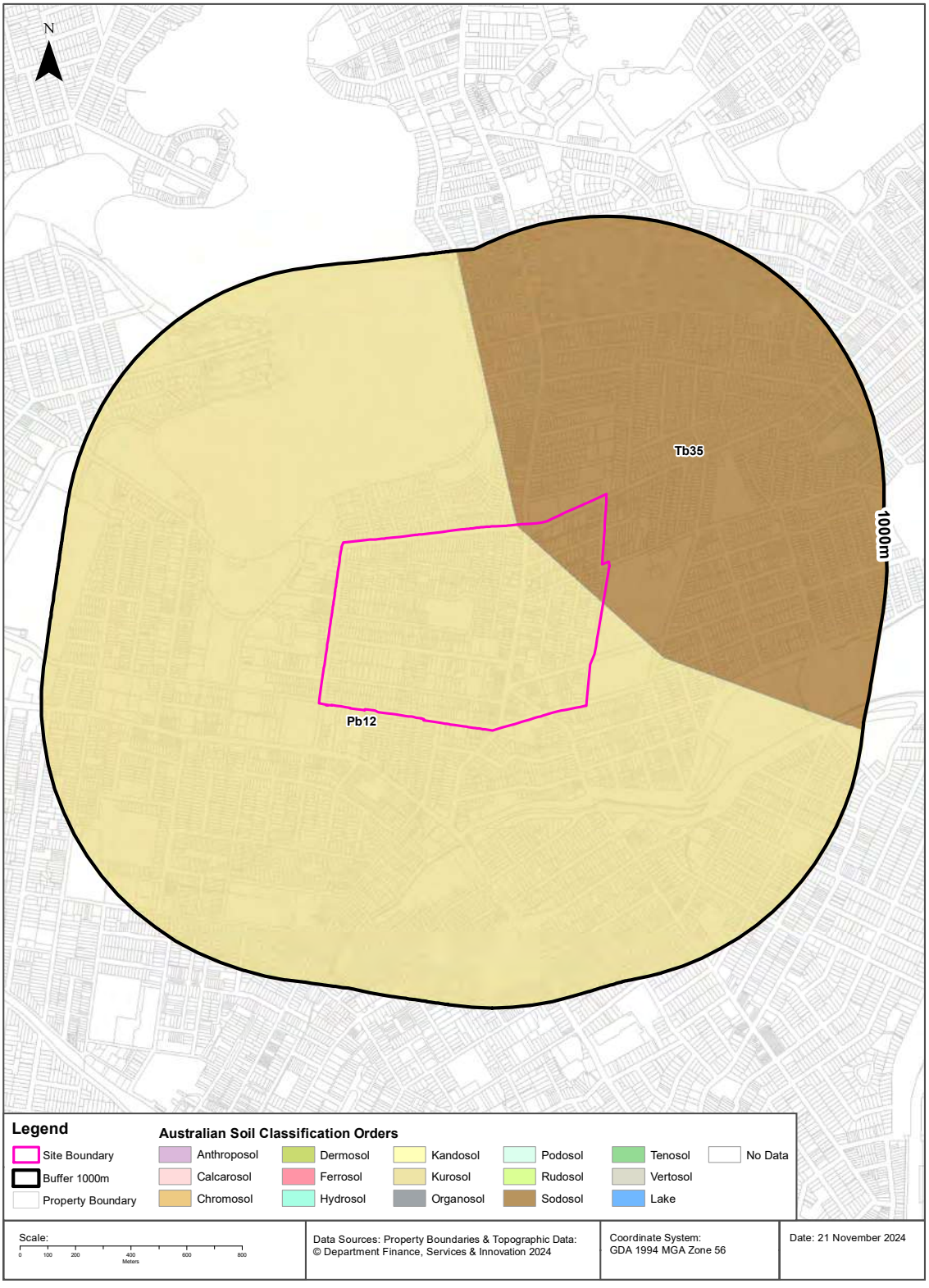
Naturally Occurring Asbestos Potential within the dataset buffer:

Potential	Sym	Strat Name	Group	Formation	Scale	Min Age	Max Age	Rock Type	Dom Lith	Description	Dist	Dir
No records in buffer												

Naturally Occurring Asbestos Potential Data Source: © State of New South Wales through NSW Department of Industry, Resources & Energy

Atlas of Australian Soils

Five Dock Precinct, NSW 2046



Soils

Five Dock Precinct, NSW 2046

Atlas of Australian Soils

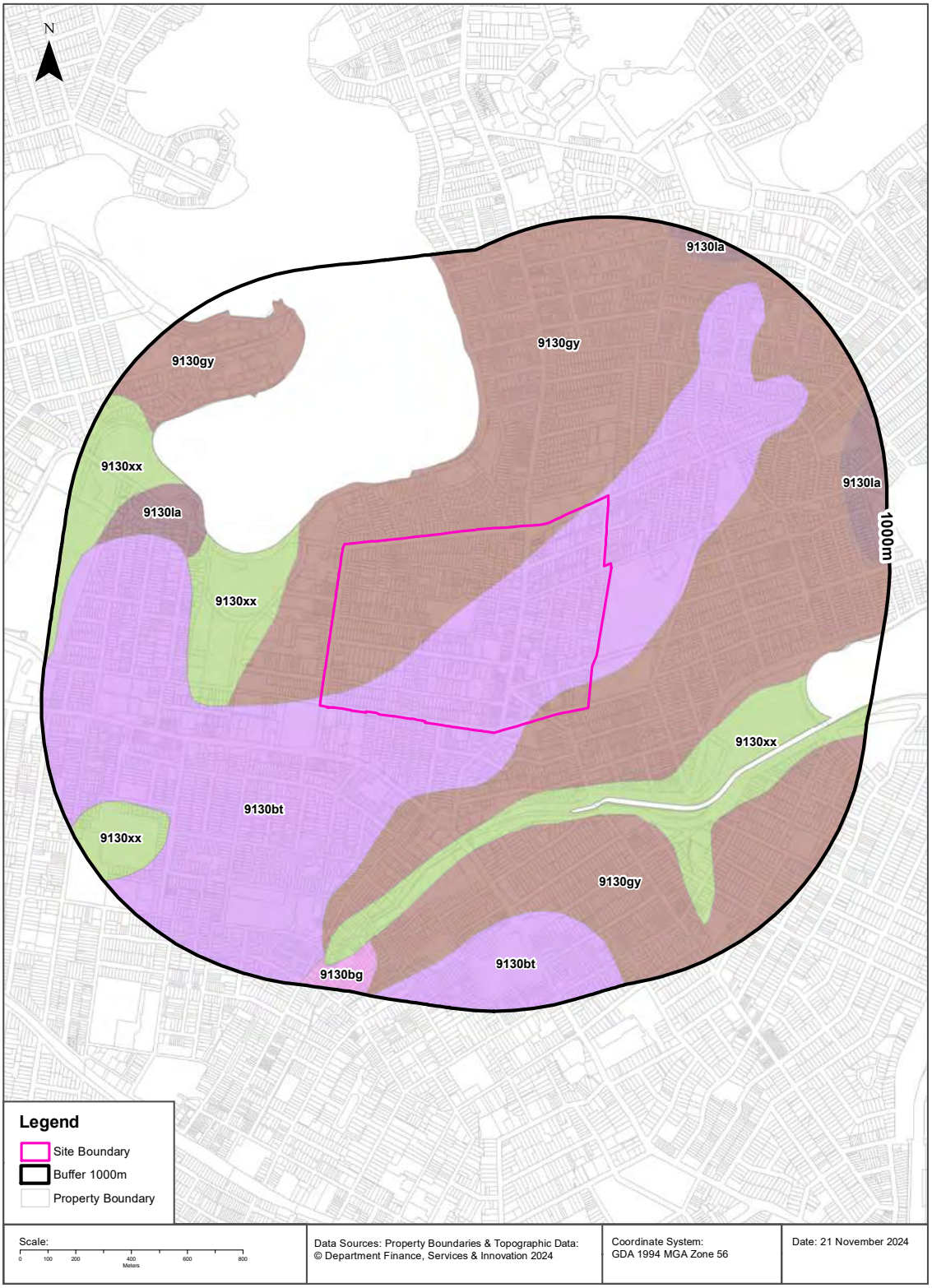
Soil mapping units and Australian Soil Classification orders within the dataset buffer:

Map Unit Code	Soil Order	Map Unit Description	Distance	Direction
Pb12	Kurosol	Gently rolling to rounded hilly country with some steep slopes and broad valleys: chief soils are hard acidic red soils (Dr2.21) with hard neutral and acidic yellow mottled soils (Dy3.42 and Dy3.41) on lower slopes and in valleys. Associated are small areas of various soils including (Gn3.54) on some ridges, (Dr3.31) on some slopes; (Dr2.23) in saddles and some mid-slope positions, and some low- lying swampy areas of (Uf6) soils and (Uc1.2) soils with peaty surfaces. Small areas of other soils such as (Db1.2) are likely throughout.	0m	On-site
Tb35	Sodosol	Dissected plateau remnants--flat to undulating ridge tops with moderate to steep side slopes: chief soils are hard acidic yellow and yellow mottled soils (Dy3.41), (Dy2.21), and (Dy2.41) and hard acidic red soils (Dr2.21); many shallow profiles occur and profile thickness varies considerably over short distances. Associated are: (Gn3.54), (Gn3.14), and possibly other (Gn3) soils; (Db1.2) soils on some ridges; (Dy5.81) soils in areas transitional to unit Mb2; soils common to unit Mb2; and eroded lateritic remnants. Small areas of other soils are likely. Flat ferruginous shale or sandstone fragments are common on and/or in and/or below the soils of this unit.	0m	On-site

Atlas of Australian Soils Data Source: CSIRO
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Soil Landscapes of Central and Eastern NSW

Five Dock Precinct, NSW 2046



Soils

Five Dock Precinct, NSW 2046

Soil Landscapes of Central and Eastern NSW

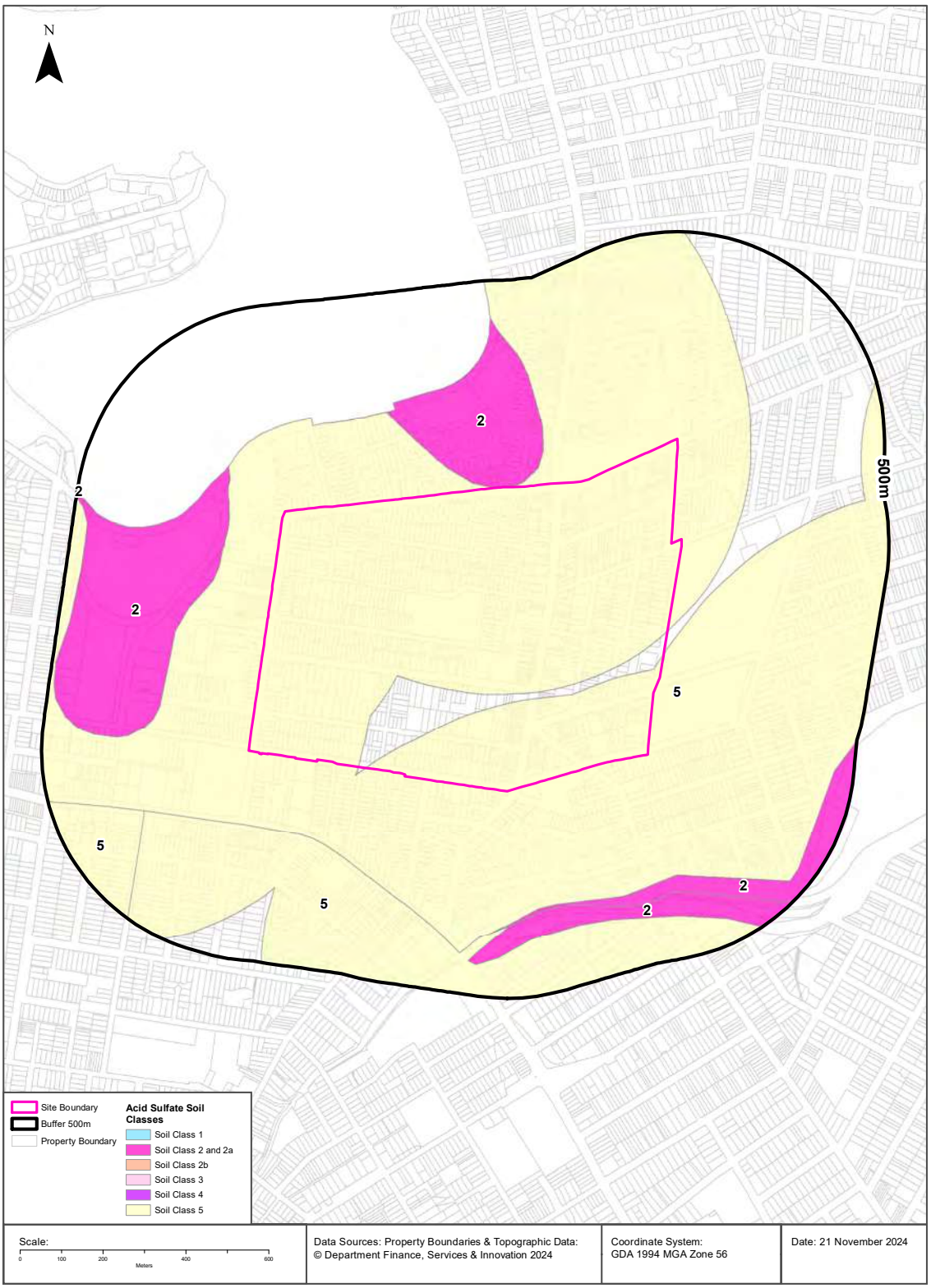
Soil Landscapes of Central and Eastern NSW within the dataset buffer:

Soil Code	Name	Distance	Direction
9130bt	Blacktown	0m	On-site
9130gy	Gymea	0m	On-site
9130xx	Disturbed Terrain	159m	West
9130la	Lambert	493m	West
9130bg	Birrong	807m	South

Soil Landscapes of Central and Eastern NSW: NSW Department of Planning, Industry and Environment
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Acid Sulfate Soils

Five Dock Precinct, NSW 2046



Acid Sulfate Soils

Five Dock Precinct, NSW 2046

Environmental Planning Instrument - Acid Sulfate Soils

What is the on-site Acid Sulfate Soil Plan Class that presents the largest environmental risk?

Soil Class	Description	EPI Name
2	Works below natural ground surface present an environmental risk; Works by which the watertable is likely to be lowered present an environmental risk	Canada Bay Local Environmental Plan 2013

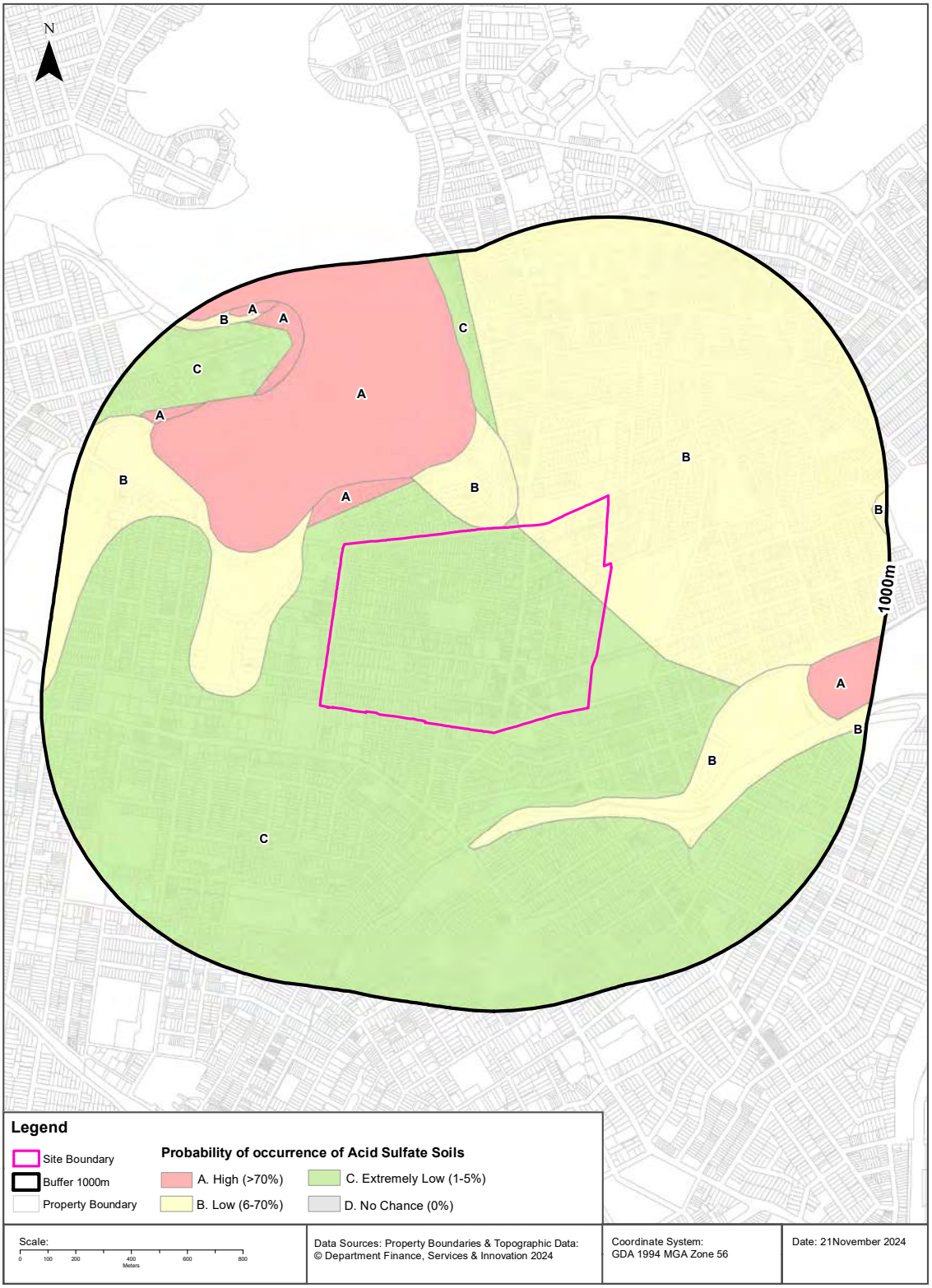
If the on-site Soil Class is 5, what other soil classes exist within 500m?

Soil Class	Description	EPI Name	Distance	Direction
N/A				

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Atlas of Australian Acid Sulfate Soils

Five Dock Precinct, NSW 2046



Acid Sulfate Soils

Five Dock Precinct, NSW 2046

Atlas of Australian Acid Sulfate Soils

Atlas of Australian Acid Sulfate Soil categories within the dataset buffer:

Class	Description	Distance	Direction
C	Extremely low probability of occurrence. 1-5% chance of occurrence with occurrences in small localised areas.	0m	On-site
B	Low Probability of occurrence. 6-70% chance of occurrence.	0m	On-site
A	High Probability of occurrence. >70% chance of occurrence.	111m	North West

Atlas of Australian Acid Sulfate Soils Data Source: CSIRO
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Dryland Salinity

Five Dock Precinct, NSW 2046

Dryland Salinity - National Assessment

Is there Dryland Salinity - National Assessment data onsite?

No

Is there Dryland Salinity - National Assessment data within the dataset buffer?

No

What Dryland Salinity assessments are given?

Assessment 2000	Assessment 2020	Assessment 2050	Distance	Direction
N/A	N/A	N/A		

Dryland Salinity Data Source : National Land and Water Resources Audit
The Commonwealth and all suppliers of source data used to derive the maps of "Australia, Forecast Areas Containing Land of High Hazard or Risk of Dryland Salinity from 2000 to 2050" do not warrant the accuracy or completeness of information in this product. Any person using or relying upon such information does so on the basis that the Commonwealth and data suppliers shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information. Any persons using this information do so at their own risk.
In many cases where a high risk is indicated, less than 100% of the area will have a high hazard or risk.

Mining

Five Dock Precinct, NSW 2046

Mining Subsidence Districts

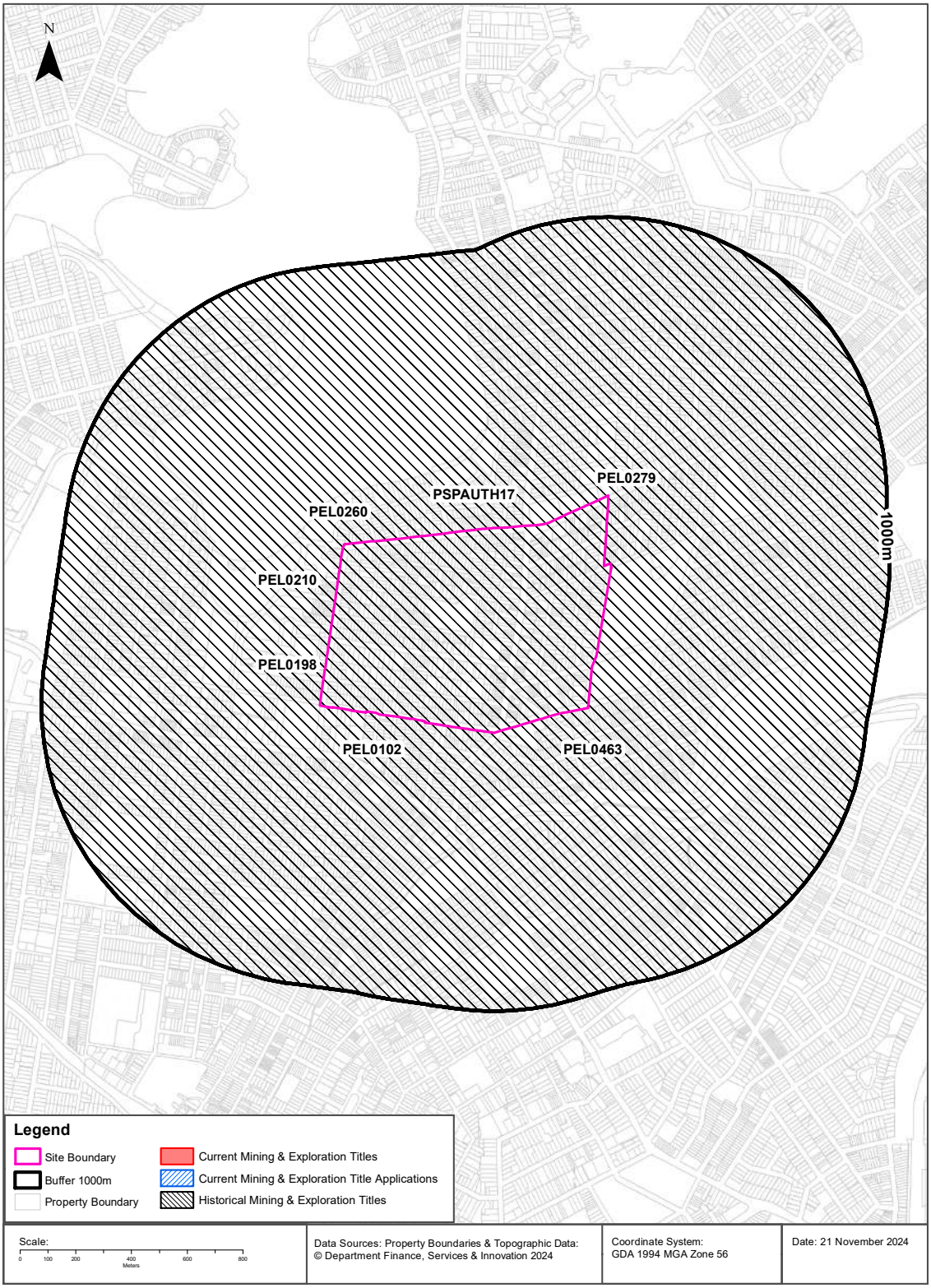
Mining Subsidence Districts within the dataset buffer:

District	Distance	Direction
There are no Mining Subsidence Districts within the report buffer		

Mining Subsidence District Data Source: © Land and Property Information (2016)
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Mining & Exploration Titles

Five Dock Precinct, NSW 2046



Mining

Five Dock Precinct, NSW 2046

Current Mining & Exploration Titles

Current Mining & Exploration Titles within the dataset buffer:

Title Ref	Holder	Grant Date	Expiry Date	Last Renewed	Operation	Resource	Minerals	Dist	Dir
N/A	No records in buffer								

Current Mining & Exploration Titles Data Source: © State of New South Wales through NSW Department of Industry

Current Mining & Exploration Title Applications

Current Mining & Exploration Title Applications within the dataset buffer:

Application Ref	Applicant	Application Date	Operation	Resource	Minerals	Dist	Dir
N/A	No records in buffer						

Current Mining & Exploration Title Applications Data Source: © State of New South Wales through NSW Department of Industry

Mining

Five Dock Precinct, NSW 2046

Historical Mining & Exploration Titles

Historical Mining & Exploration Titles within the dataset buffer:

Title Ref	Holder	Start Date	End Date	Resource	Minerals	Dist	Dir
PEL0198	JOHN STREVENS (TERRIGAL) NL			PETROLEUM	Petroleum	0m	On-site
PEL0102	AUSTRALIAN OIL AND GAS CORPORATION LTD			PETROLEUM	Petroleum	0m	On-site
PEL0463	DART ENERGY (APOLLO) PTY LTD	20091010	20150603	PETROLEUM	Petroleum	0m	On-site
PEL0260	NORTH BULLI COLLIERIES PTY LTD, AGL PETROLEUM OPERATIONS PTY LTD, THE AUSTRALIAN GAS LIGHT CO.	19810909	19930803	PETROLEUM	Petroleum	0m	On-site
PSPAUTH17	MACQUARIE ENERGY PTY LTD	20070803	20080703	PETROLEUM	Petroleum	0m	On-site
PEL0210	THE AUSTRALIAN GAS LIGHT COMPANY (AGL), NORTH BULLI COLLIERIES PTY LTD			PETROLEUM	Petroleum	0m	On-site
PEL0279	THE ELECTRICITY COMMISSION OF NSW (TRADING AS PACIFIC POWER)	19910504	19931111	PETROLEUM	Petroleum	0m	On-site

Historical Mining & Exploration Titles Data Source: © State of New South Wales through NSW Department of Industry

State Environmental Planning Policy

Five Dock Precinct, NSW 2046

State Significant Precincts

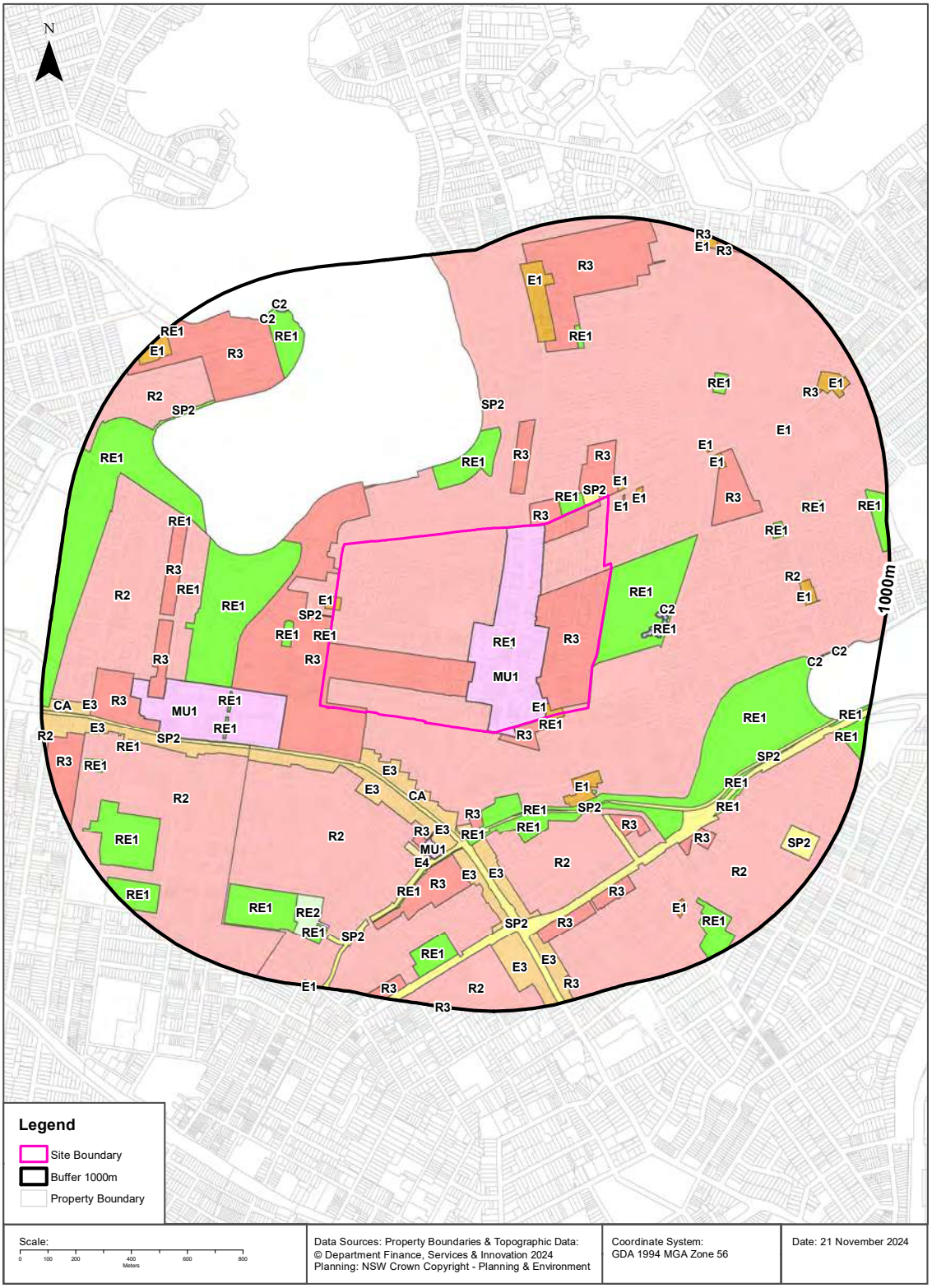
What SEPP State Significant Precincts exist within the dataset buffer?

Map Id	Precinct	EPI Name	Published Date	Commenced Date	Currency Date	Amendment	Distance	Direction
N/A	No records in buffer							

State Environment Planning Policy Data Source: NSW Crown Copyright - Planning & Environment
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EPI Planning Zones

Five Dock Precinct, NSW 2046



Environmental Planning Instrument

Five Dock Precinct, NSW 2046

Land Zoning

What EPI Land Zones exist within the dataset buffer?

Zone	Description	Purpose	EPI Name	Published Date	Commenced Date	Currency Date	Amendment	Distance	Direction
R3	Medium Density Residential		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	0m	On-site
E1	Local Centre		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	0m	On-site
RE1	Public Recreation		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	0m	On-site
R2	Low Density Residential		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	0m	On-site
MU1	Mixed Use		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	0m	On-site
RE1	Public Recreation		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	0m	West
R3	Medium Density Residential		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	0m	South East
RE1	Public Recreation		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	0m	North East
RE1	Public Recreation		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	0m	South East
RE1	Public Recreation		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	0m	East
SP2	Infrastructure	Water	Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	0m	West
R3	Medium Density Residential		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	0m	North East
SP2	Infrastructure	Community Facility	Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	0m	North East
E1	Local Centre		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	35m	North East
E1	Local Centre		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	45m	North East
E1	Local Centre		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	92m	North East
R3	Medium Density Residential		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	113m	North
MU1	Mixed Use		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	123m	West
E3	Productivity Support		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	129m	South
CA	Complex Area		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	129m	South

Zone	Description	Purpose	EPI Name	Published Date	Commenced Date	Currency Date	Amendment	Distance	Direction
RE1	Public Recreation		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	135m	West
C2	Environmental Conservation		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	145m	East
RE1	Public Recreation		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	146m	West
RE1	Public Recreation		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	160m	North
SP2	Infrastructure	Road and Traffic Facilities	Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	174m	South East
E3	Productivity Support		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	187m	South West
R2	Low Density Residential		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	200m	South West
E1	Local Centre		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	227m	South East
RE1	Public Recreation		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	230m	South East
R3	Medium Density Residential		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	284m	South
SP2	Infrastructure	Classified Road	Burwood Local Environmental Plan 2012	21/04/2023	26/04/2023	26/04/2023	Map Amendment No 1	291m	West
RE1	Public Recreation		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	292m	South East
E3	Productivity Support		Burwood Local Environmental Plan 2012	21/04/2023	26/04/2023	26/04/2023	Map Amendment No 1	298m	West
RE1	Public Recreation		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	301m	South
SP2	Infrastructure	Drainage	Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	304m	South
RE1	Public Recreation		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	312m	South East
R2	Low Density Residential		Burwood Local Environmental Plan 2012	21/04/2023	26/04/2023	26/04/2023	Map Amendment No 1	318m	South West
RE1	Public Recreation		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	320m	West
RE1	Public Recreation		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	332m	South West
SP2	Infrastructure	Drainage	Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	337m	South East
RE1	Public Recreation		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	340m	South
R2	Low Density Residential		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	347m	South
SP2	Infrastructure	Classified Road	Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	350m	South
MU1	Mixed Use		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	356m	South

Zone	Description	Purpose	EPI Name	Published Date	Commenced Date	Currency Date	Amendment	Distance	Direction
E3	Productivity Support		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	360m	South
R3	Medium Density Residential		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	372m	North East
E3	Productivity Support		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	377m	South
E1	Local Centre		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	379m	North East
R3	Medium Density Residential		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	382m	South
R3	Medium Density Residential		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	385m	South East
E1	Local Centre		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	385m	North East
RE1	Public Recreation		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	424m	South
E3	Productivity Support		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	427m	South
E4	General Industrial		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	432m	South
SP2	Infrastructure	Water	Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	434m	North
R3	Medium Density Residential		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	453m	South
R2	Low Density Residential		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	476m	West
RE1	Public Recreation		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	487m	West
RE1	Public Recreation		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	507m	West
RE1	Public Recreation		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	526m	North East
RE1	Public Recreation		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	538m	North
R3	Medium Density Residential		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	539m	North
R3	Medium Density Residential		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	560m	West
R3	Medium Density Residential		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	564m	West
RE1	Public Recreation		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	564m	West
RE1	Public Recreation		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	566m	South East
R3	Medium Density Residential		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	576m	West
R2	Low Density Residential		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	578m	South East

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Zone	Description	Purpose	EPI Name	Published Date	Commenced Date	Currency Date	Amendment	Distance	Direction
RE1	Public Recreation		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	583m	East
R3	Medium Density Residential		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	584m	South East
RE1	Public Recreation		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	589m	South East
E1	Local Centre		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	590m	North
R3	Medium Density Residential		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	617m	South East
R3	Medium Density Residential		Canada Bay Local Environmental Plan 2013	25/08/2023	25/08/2023	15/12/2023	Map Amendment No 5	621m	North West
RE1	Public Recreation		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	632m	North West
E1	Local Centre		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	662m	North East
R3	Medium Density Residential		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	672m	South
E1	Local Centre		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	673m	East
RE2	Private Recreation		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	677m	South West
RE1	Public Recreation		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	678m	South West
RE1	Public Recreation		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	690m	East
RE1	Public Recreation		Burwood Local Environmental Plan 2012	21/04/2023	26/04/2023	26/04/2023	Map Amendment No 1	693m	West
R2	Low Density Residential		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	699m	North West
RE1	Public Recreation		Burwood Local Environmental Plan 2012	21/04/2023	26/04/2023	26/04/2023	Map Amendment No 1	702m	South West
E3	Productivity Support		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	717m	South
E3	Productivity Support		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	730m	South
RE1	Public Recreation		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	733m	South
SP2	Infrastructure	Drainage	Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	734m	South
SP2	Infrastructure	Water	Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	746m	North West
E1	Local Centre		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	761m	South East
R2	Low Density Residential		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	761m	South
C2	Environmental Conservation		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	762m	East

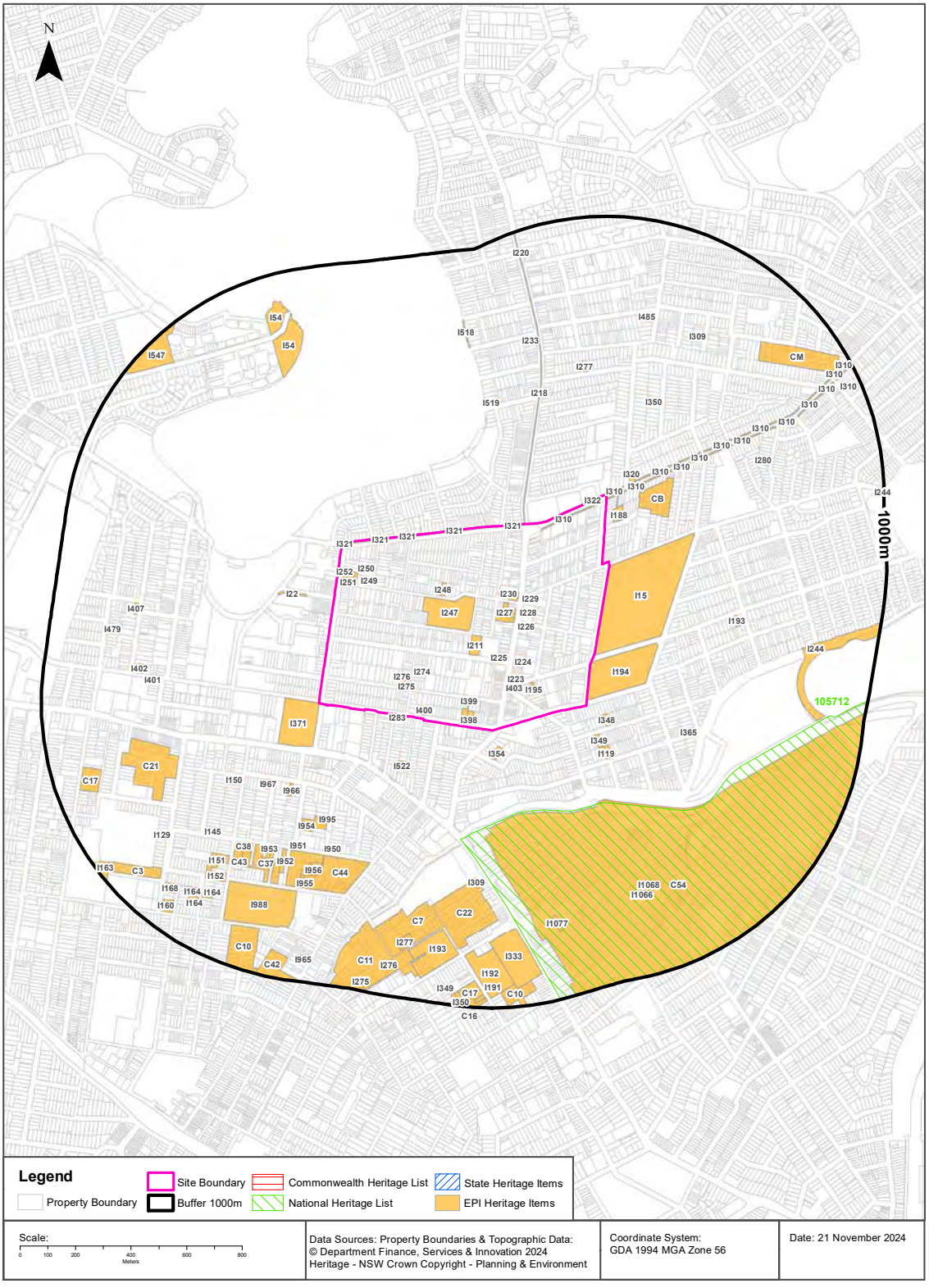
Zone	Description	Purpose	EPI Name	Published Date	Commenced Date	Currency Date	Amendment	Distance	Direction
RE1	Public Recreation		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	777m	South West
RE1	Public Recreation		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	785m	South East
R3	Medium Density Residential		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	786m	North East
RE1	Public Recreation		Burwood Local Environmental Plan 2012	21/04/2023	26/04/2023	26/04/2023	Map Amendment No 1	801m	West
C2	Environmental Conservation		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	805m	East
CA	Complex Area		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	820m	West
E3	Productivity Support		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	820m	West
C2	Environmental Conservation		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	827m	East
E1	Local Centre		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	837m	North East
SP2	Infrastructure	Educational Establishments	Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	838m	South East
R3	Medium Density Residential		Burwood Local Environmental Plan 2012	21/04/2023	26/04/2023	26/04/2023	Map Amendment No 1	851m	West
C2	Environmental Conservation		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	851m	North West
C2	Environmental Conservation		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	861m	North West
RE1	Public Recreation		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	863m	East
RE1	Public Recreation		Burwood Local Environmental Plan 2012	21/04/2023	26/04/2023	26/04/2023	Map Amendment No 1	863m	South West
RE1	Public Recreation		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	893m	East
R3	Medium Density Residential		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	907m	South
R3	Medium Density Residential		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	910m	South
RE1	Public Recreation		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	918m	East
E1	Local Centre		Canada Bay Local Environmental Plan 2013	25/08/2023	25/08/2023	15/12/2023	Map Amendment No 5	922m	North West
E1	Local Centre		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	952m	North East
R3	Medium Density Residential		Canada Bay Local Environmental Plan 2013	21/04/2023	26/04/2023	15/12/2023	Map Amendment No 3	966m	North East
RE1	Public Recreation		Canada Bay Local Environmental Plan 2013	25/08/2023	25/08/2023	15/12/2023	Map Amendment No 5	976m	North West
E1	Local Centre		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	981m	South West

Zone	Description	Purpose	EPI Name	Published Date	Commenced Date	Currency Date	Amendment	Distance	Direction
R3	Medium Density Residential		Inner West Local Environmental Plan 2022	28/04/2023	28/04/2023	16/08/2024	Map Amendment No 1	997m	South

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Heritage Items

Five Dock Precinct, NSW 2046



Heritage

Five Dock Precinct, NSW 2046

Commonwealth Heritage List

What are the Commonwealth Heritage List Items located within the dataset buffer?

Place Id	Name	Address	Place File No	Class	Status	Register Date	Distance	Direction
N/A	No records in buffer							

Heritage Data Source: Australian Government Department of the Environment and Energy - Heritage Branch
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National Heritage List

What are the National Heritage List Items located within the dataset buffer?
Note. Please click on Place Id to activate a hyperlink to online website.

Place Id	Name	Address	Place File No	Class	Status	Register Date	Distance	Direction
105712	Haberfield Conservation Area	Parramatta Rd, Haberfield NSW	1/17/001/0009	Historic	Place not included in NHL		312m	South East

Heritage Data Source: Australian Government Department of the Environment and Energy - Heritage Branch
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State Heritage Register - Curtilages

What are the State Heritage Register Items located within the dataset buffer?

Map Id	Name	Address	LGA	Listing Date	Listing No	Plan No	Distance	Direction
N/A	No records in buffer							

Heritage Data Source: NSW Crown Copyright - Office of Environment & Heritage
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Environmental Planning Instrument - Heritage

What are the EPI Heritage Items located within the dataset buffer?

Map Id	Name	Classification	Significance	EPI Name	Published Date	Commenced Date	Currency Date	Distance	Direction
I310	Trees-Palms, Camphor Laurels, Brush Box and Hill's Figs	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	On-site
I322	Hills Figs	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	On-site
I403	Pair of Shops	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	On-site

Map Id	Name	Classification	Significance	EPI Name	Published Date	Commenced Date	Currency Date	Distance	Direction
I247	Five Dock Public School and Garden	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	On-site
I211	Police Station	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	On-site
I195	Five Dock Masonic Hall	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	On-site
I229	Post Office	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	On-site
I398	House	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	On-site
I251	House	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	On-site
I224	Former CBC of Sydney Bank	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	On-site
I225	Attached shops	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	On-site
I230	Terrace of three shops	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	On-site
I400	House 'Riverview'	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	On-site
I227	St Alban's Anglican Church Rectory	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	On-site
I226	St Alban's Anglican Church	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	On-site
I274	House	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	On-site
I249	House	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	On-site
I250	House	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	On-site
I252	House	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	On-site
I276	House	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	On-site
I223	Five Dock Hotel	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	On-site
I321	Brush Box Street Planting	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	On-site
I248	House	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	On-site
I228	St Alban's Anglican Church Hall and Shops	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	On-site
I399	House	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	On-site
I275	House	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	On-site
I283	Corner Shop and Residence	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	South West

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Map Id	Name	Classification	Significance	EPI Name	Published Date	Commenced Date	Currency Date	Distance	Direction
I371	Rosebank College	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	South West
I15	Five Dock Oval and Park	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	East
I194	Domremy Convent Group	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	0m	East
I218	Tramway	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	1m	North
I188	House 'Erina'	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	28m	North East
I354	House 'Murralong'	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	60m	South
I348	House 'Allowrie'	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	66m	South East
I310	Trees-Palms, Camphor Laurels, Brush Box and Hill's Figs	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	85m	North East
I320	House	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	90m	North East
I22	Hill's Fig Trees (12)	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	99m	West
I349	House	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	112m	South East
CB	Parklands Estate	Conservation Area - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	116m	North East
I119	House	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	160m	South East
I522	Pair of semi-detached houses	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	161m	South West
I310	Trees-Palms, Camphor Laurels, Brush Box and Hill's Figs	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	228m	North East
I310	Trees-Palms, Camphor Laurels, Brush Box and Hill's Figs	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	304m	North East
I966	House, including interiors	Item - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	304m	South West
C54	Haberfield Heritage Conservation Area (nominated area of State significance)	Conservation Area - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	316m	South East
I967	House, including interiors	Item - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	326m	South West
I350	House	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	357m	North East
I365	House 'Lazy Acres'	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	359m	South East
I310	Trees-Palms, Camphor Laurels, Brush Box and Hill's Figs	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	380m	North East

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Map Id	Name	Classification	Significance	EPI Name	Published Date	Commenced Date	Currency Date	Distance	Direction
I310	Trees-Palms, Camphor Laurels, Brush Box and Hill's Figs	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	388m	North East
I150	"Lurleah" Cottage and Garden	Item - General	Local	Burwood Local Environmental Plan 2012	09/11/2012	09/11/2012	28/06/2024	388m	South West
I995	Part site Ashfield Park House, including interiors	Item - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	398m	South West
I954	Part site of Ashfield Park House, including interiors	Item - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	413m	South West
I519	MWS&DB Pumping Station	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	434m	North
I277	House	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	449m	North East
I193	House	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	469m	East
I310	Trees-Palms, Camphor Laurels, Brush Box and Hill's Figs	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	483m	North East
C44	Rathgael Estate Heritage Conservation Area	Conservation Area - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	535m	South West
C22	The Ranch Heritage Conservation Area	Conservation Area - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	535m	South
I309	House, including interiors	Item - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	535m	South
I950	House, including interiors and Stone cottage, including interiors	Item - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	538m	South West
I951	House, including interiors	Item - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	538m	South West
C21	Wychbury & Alexandra Avenue Conservation Area	Conservation Area - General	Local	Burwood Local Environmental Plan 2012	09/11/2012	09/11/2012	28/06/2024	540m	South West
I952	House, including interiors	Item - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	544m	South West
I953	House, including interiors	Item - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	546m	South West
C38	Bridges Avenue Heritage Conservation Area	Conservation Area - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	551m	South West
I280	House 'Glenwood'	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	556m	North East
C37	Birriga Road Heritage Conservation Area	Conservation Area - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	576m	South West
C43	Lang Street Heritage Conservation Area	Conservation Area - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	581m	South West
I145	Cottage and Garden	Item - General	Local	Burwood Local Environmental Plan 2012	09/11/2012	09/11/2012	28/06/2024	584m	South West
I233	House 'Mona'	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	607m	North
I955	House, including interiors	Item - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	613m	South West

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Map Id	Name	Classification	Significance	EPI Name	Published Date	Commenced Date	Currency Date	Distance	Direction
I956	House, including interiors	Item - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	621m	South West
I54	Bayview Park - landscape	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	632m	North West
I151	"Hollywood"	Item - General	Local	Burwood Local Environmental Plan 2012	09/11/2012	09/11/2012	28/06/2024	638m	South West
I485	House	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	642m	North East
I309	House	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	643m	North East
C7	Hammond Park Estate Heritage Conservation Area	Conservation Area - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	643m	South
I401	One of a pair of Terrace Houses	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	646m	West
I518	Port Jackson Fig Trees (4)	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	647m	North
I402	One of a pair of Terrace Houses	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	654m	West
I310	Trees-Palms, Camphor Laurels, Brush Box and Hill's Figs	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	668m	North East
I1068	Houses, including interiors	Item - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	671m	South East
I988	Centenary Park, Site of Excelsior Brickworks	Item - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	678m	South West
I1066	Houses, including interiors	Item - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	688m	South East
I407	House	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	694m	West
I152	"Rockleigh"	Item - General	Local	Burwood Local Environmental Plan 2012	09/11/2012	09/11/2012	28/06/2024	698m	South West
I1077	House, including interiors	Item - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	701m	South
I333	Commercial building, including interiors	Item - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	717m	South
I129	"Karingal" Cottage and Garden	Item - General	Local	Burwood Local Environmental Plan 2012	09/11/2012	09/11/2012	28/06/2024	720m	South West
CM	Mons St & Boronia Av	Conservation Area - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	728m	North East
I244	Iron Cove Foreshore Drive	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	733m	East
I193	Hammond Park	Item - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	733m	South
I310	Trees-Palms, Camphor Laurels, Brush Box and Hill's Figs	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	743m	North East
C11	Lucy Street Heritage Conservation Area	Conservation Area - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	749m	South
I479	House	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	757m	West

Map Id	Name	Classification	Significance	EPI Name	Published Date	Commenced Date	Currency Date	Distance	Direction
I277	Houses, including interiors	Item - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	767m	South
I164	Housing Group	Item - General	Local	Burwood Local Environmental Plan 2012	09/11/2012	09/11/2012	28/06/2024	776m	South West
I192	Infants Home Ashfield, including interiorsoriginal building, the Emily Trollope Nursing Ward, Louise Taplin Ward, laundry, grounds and lesser buildings	Item - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	787m	South
I54	Bayview Park - landscape	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	791m	North West
I164	Housing Group	Item - General	Local	Burwood Local Environmental Plan 2012	09/11/2012	09/11/2012	28/06/2024	795m	South West
C17	Rostherne Avenue Conservation Area	Conservation Area - General	Local	Burwood Local Environmental Plan 2012	09/11/2012	09/11/2012	28/06/2024	818m	South West
I164	Housing Group	Item - General	Local	Burwood Local Environmental Plan 2012	09/11/2012	09/11/2012	28/06/2024	820m	South West
C3	Blair Avenue Conservation Area	Conservation Area - General	Local	Burwood Local Environmental Plan 2012	09/11/2012	09/11/2012	28/06/2024	821m	South West
I168	"Winchelsea Terrace"	Item - General	Local	Burwood Local Environmental Plan 2012	09/11/2012	09/11/2012	28/06/2024	830m	South West
C10	Ivanhoe Road Conservation Area	Conservation Area - General	Local	Burwood Local Environmental Plan 2012	09/11/2012	09/11/2012	28/06/2024	837m	South West
I310	Trees-Palms, Camphor Laurels, Brush Box and Hill's Figs	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	859m	North East
I276	Semi-detached house, including interiors	Item - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	870m	South
I310	Trees-Palms, Camphor Laurels, Brush Box and Hill's Figs	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	873m	North East
I160	St Peter's Anglican Church (Former)	Item - General	Local	Burwood Local Environmental Plan 2012	09/11/2012	09/11/2012	28/06/2024	880m	South West
I547	Former Bushells factory, including the central roasting hall, chimney stack, eastern "B" facade and landscape garden	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	892m	North West
C42	Ivanhoe Heritage Conservation Area	Conservation Area - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	900m	South West
C17	Richmond Avenue Heritage Conservation Area	Conservation Area - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	904m	South
I965	House, including interiors	Item - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	906m	South West
C10	Ilford Avenue Heritage Conservation Area	Conservation Area - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	912m	South
I220	Electric Street Lights	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	916m	North

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Map Id	Name	Classification	Significance	EPI Name	Published Date	Commenced Date	Currency Date	Distance	Direction
I310	Trees-Palms, Camphor Laurels, Brush Box and Hill's Figs	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	922m	North East
I349	House, including interiors	Item - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	939m	South
I350	House, including interiors	Item - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	948m	South
I163	Burwood Girls' High School	Item - General	Local	Burwood Local Environmental Plan 2012	09/11/2012	09/11/2012	28/06/2024	949m	South West
I275	Semi-detached house, including interiors	Item - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	950m	South
I191	House, including interiors	Item - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	952m	South
I310	Trees-Palms, Camphor Laurels, Brush Box and Hill's Figs	Item - General	Local	Canada Bay Local Environmental Plan 2013	12/07/2024	12/07/2024	12/07/2024	970m	North East
C16	Rectory Estate Heritage Conservation Area	Conservation Area - General	Local	Inner West Local Environmental Plan 2022	12/08/2022	12/08/2022	16/08/2024	997m	South

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Natural Hazards

Five Dock Precinct, NSW 2046

Bush Fire Prone Land

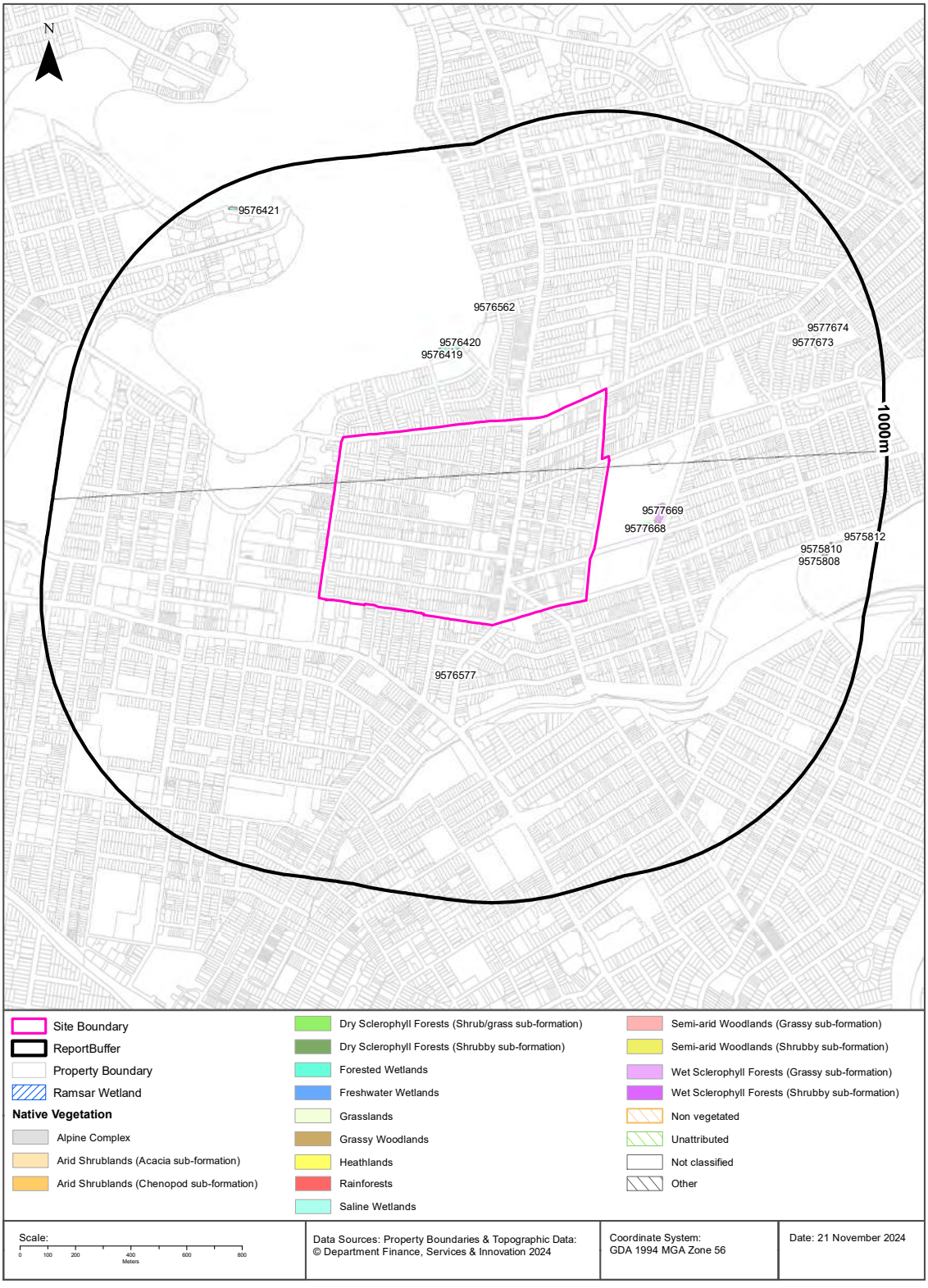
What are the nearest Bush Fire Prone Land Categories that exist within the dataset buffer?

Bush Fire Prone Land Category	Distance	Direction
No records in buffer		

NSW Bush Fire Prone Land - © NSW Rural Fire Service under Creative Commons 4.0 International Licence

Ecological Constraints - Vegetation & Ramsar Wetlands

Five Dock Precinct, NSW 2046



Ecological Constraints

Five Dock Precinct, NSW 2046

Native Vegetation

What native vegetation exists within the dataset buffer?

Map ID	Vegetation Formation	Plant Community Type and Vegetation Formation	Vegetation Class	Dist	Dir
9576562	Not classified	(Not classified) Not classified	Not classified	0m	On-site
9576577	Not classified	(Not classified) Not classified	Not classified	0m	On-site
9577668	Wet Sclerophyll Forests (Grassy sub-formation)	(Wet Sclerophyll Forests (Grassy sub-formation)) Sydney Turpentine Ironbark Forest	Northern Hinterland Wet Sclerophyll Forests	150m	East
9577669	Wet Sclerophyll Forests (Grassy sub-formation)	(Wet Sclerophyll Forests (Grassy sub-formation)) Sydney Turpentine Ironbark Forest	Northern Hinterland Wet Sclerophyll Forests	195m	East
9576099	Dry Sclerophyll Forests (Shrubby sub-formation)	(Dry Sclerophyll Forests (Shrubby sub-formation)) Sydney Coastal Sandstone Foreshores Forest	Sydney Coastal Dry Sclerophyll Forests	255m	North
9576419	Saline Wetlands	(Saline Wetlands) Grey Mangrove-River Mangrove Forest	Mangrove Swamps	255m	North
9576420	Saline Wetlands	(Saline Wetlands) Grey Mangrove-River Mangrove Forest	Mangrove Swamps	265m	North
9577673	Wet Sclerophyll Forests (Grassy sub-formation)	(Wet Sclerophyll Forests (Grassy sub-formation)) Sydney Turpentine Ironbark Forest	Northern Hinterland Wet Sclerophyll Forests	761m	North East
9577672	Wet Sclerophyll Forests (Grassy sub-formation)	(Wet Sclerophyll Forests (Grassy sub-formation)) Sydney Turpentine Ironbark Forest	Northern Hinterland Wet Sclerophyll Forests	764m	North East
9575810	Saline Wetlands	(Saline Wetlands) Grey Mangrove-River Mangrove Forest	Mangrove Swamps	779m	East
9575808	Saline Wetlands	(Saline Wetlands) Grey Mangrove-River Mangrove Forest	Mangrove Swamps	801m	East
9575809	Saline Wetlands	(Saline Wetlands) Grey Mangrove-River Mangrove Forest	Mangrove Swamps	812m	East
9577674	Wet Sclerophyll Forests (Grassy sub-formation)	(Wet Sclerophyll Forests (Grassy sub-formation)) Sydney Turpentine Ironbark Forest	Northern Hinterland Wet Sclerophyll Forests	818m	North East
9575811	Saline Wetlands	(Saline Wetlands) Grey Mangrove-River Mangrove Forest	Mangrove Swamps	832m	East
9576421	Saline Wetlands	(Saline Wetlands) Grey Mangrove-River Mangrove Forest	Mangrove Swamps	861m	North West
9576423	Saline Wetlands	(Saline Wetlands) Grey Mangrove-River Mangrove Forest	Mangrove Swamps	894m	North West
9575813	Saline Wetlands	(Saline Wetlands) Grey Mangrove-River Mangrove Forest	Mangrove Swamps	895m	East
9576422	Saline Wetlands	(Saline Wetlands) Grey Mangrove-River Mangrove Forest	Mangrove Swamps	906m	North West
9575812	Saline Wetlands	(Saline Wetlands) Grey Mangrove-River Mangrove Forest	Mangrove Swamps	942m	East

Native Vegetation Type Map : NSW Department of Planning and Environment 2022
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Ecological Constraints

Five Dock Precinct, NSW 2046

Ramsar Wetlands

What Ramsar Wetland areas exist within the dataset buffer?

Map ID	Ramsar Name	Wetland Name	Designation Date	Source	Distance	Direction
N/A	No records in buffer					

Ramsar Wetlands Data Source: © Commonwealth of Australia - Department of Agriculture, Water and the Environment

Ecological Constraints

Five Dock Precinct, NSW 2046

Collaborative Australian Protected Areas Database - Terrestrial

Protected areas in terrestrial environments identified by the CAPAD within the dataset buffer:

Map ID	Area Name	Area Details	Management Category	Authority	Jurisdiction	Dist	Dir
N/A	No records in buffer						

Collaborative Australian Protected Areas Database - Marine

Protected areas in marine environments identified by the CAPAD within the dataset buffer:

Map ID	Area Name	Area Details	Management Category	Authority	Jurisdiction	Dist	Dir
N/A	No records in buffer						

Source: Collaborative Australian Protected Areas Database (CAPAD) 2022
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Ecological Constraints

Five Dock Precinct, NSW 2046

Groundwater Dependent Ecosystems Atlas

Type	GDE Potential	Geomorphology	Ecosystem Type	Aquifer Geology	Distance	Direction
N/A	No records in buffer					

Groundwater Dependent Ecosystems Atlas Data Source: The Bureau of Meteorology
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Ecological Constraints

Five Dock Precinct, NSW 2046

Inflow Dependent Ecosystems Likelihood

Type	IDE Likelihood	Geomorphology	Ecosystem Type	Aquifer Geology	Distance	Direction
N/A	No records in buffer					

Inflow Dependent Ecosystems Likelihood Data Source: The Bureau of Meteorology
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Ecological Constraints

Five Dock Precinct, NSW 2046

NSW BioNet Species Sightings

Species sightings from the NSW BioNet Repository that have either a state or federal conservation status, or a sensitivity status, and are within 10 km of the site:
Note: This data does not include NSW Category 1 sensitive species.

Kingdom	Class	Scientific	Common	Sensitivity Class	State Conservation Status	Federal Conservation Status	Migratory Species Agreements
Animalia	Amphibia	Crinia tinnula	Wallum Froglet	Not Sensitive	Vulnerable	Not Listed	
Animalia	Amphibia	Litoria aurea	Green and Golden Bell Frog	Not Sensitive	Endangered	Vulnerable	
Animalia	Amphibia	Pseudophryne australis	Red-crowned Toadlet	Not Sensitive	Vulnerable	Not Listed	
Animalia	Aves	Actitis hypoleucos	Common Sandpiper	Not Sensitive	Not Listed	Not Listed	ROKAMBA;CAMBA; JAMBA
Animalia	Aves	Anseranas semipalmata	Magpie Goose	Not Sensitive	Vulnerable	Not Listed	
Animalia	Aves	Anthochaera phrygia	Regent Honeyeater	Category 2	Critically Endangered	Critically Endangered	
Animalia	Aves	Apus pacificus	Fork-tailed Swift	Not Sensitive	Not Listed	Not Listed	ROKAMBA;CAMBA; JAMBA
Animalia	Aves	Ardenna grisea	Sooty Shearwater	Not Sensitive	Not Listed	Not Listed	JAMBA
Animalia	Aves	Ardenna pacifica	Wedge-tailed Shearwater	Not Sensitive	Not Listed	Not Listed	JAMBA
Animalia	Aves	Ardenna tenuirostris	Short-tailed Shearwater	Not Sensitive	Not Listed	Not Listed	ROKAMBA;CAMBA; JAMBA
Animalia	Aves	Arenaria interpres	Ruddy Turnstone	Not Sensitive	Not Listed	Not Listed	ROKAMBA;CAMBA; JAMBA
Animalia	Aves	Artamus cyanopterus cyanopterus	Dusky Woodswallow	Not Sensitive	Vulnerable	Not Listed	
Animalia	Aves	Botaurus poiciloptilus	Australasian Bittern	Not Sensitive	Endangered	Endangered	
Animalia	Aves	Burhinus grallarius	Bush Stone-curlew	Not Sensitive	Endangered	Not Listed	
Animalia	Aves	Calidris acuminata	Sharp-tailed Sandpiper	Not Sensitive	Not Listed	Not Listed	ROKAMBA;CAMBA; JAMBA
Animalia	Aves	Calidris alba	Sanderling	Not Sensitive	Vulnerable	Not Listed	ROKAMBA;CAMBA; JAMBA
Animalia	Aves	Calidris canutus	Red Knot	Not Sensitive	Not Listed	Endangered	ROKAMBA;CAMBA; JAMBA
Animalia	Aves	Calidris ferruginea	Curlew Sandpiper	Not Sensitive	Critically Endangered	Critically Endangered	ROKAMBA;CAMBA; JAMBA
Animalia	Aves	Calidris melanotos	Pectoral Sandpiper	Not Sensitive	Not Listed	Not Listed	ROKAMBA;JAMBA
Animalia	Aves	Calidris ruficollis	Red-necked Stint	Not Sensitive	Not Listed	Not Listed	ROKAMBA;CAMBA; JAMBA
Animalia	Aves	Calidris tenuirostris	Great Knot	Not Sensitive	Vulnerable	Vulnerable	ROKAMBA;CAMBA; JAMBA
Animalia	Aves	Callocephalon fimbriatum	Gang-gang Cockatoo	Category 3	Endangered	Endangered	
Animalia	Aves	Calyptorhynchus banksii samueli	Red-tailed Black-Cockatoo (inland subspecies)	Category 2	Vulnerable	Not Listed	
Animalia	Aves	Calyptorhynchus lathami lathami	South-eastern Glossy Black-Cockatoo	Category 2	Vulnerable	Vulnerable	
Animalia	Aves	Certhionyx variegatus	Pied Honeyeater	Not Sensitive	Vulnerable	Not Listed	
Animalia	Aves	Charadrius leschenaultii	Greater Sand-plover	Not Sensitive	Vulnerable	Vulnerable	ROKAMBA;CAMBA; JAMBA
Animalia	Aves	Charadrius mongolus	Lesser Sand-plover	Not Sensitive	Vulnerable	Endangered	ROKAMBA;CAMBA; JAMBA

Kingdom	Class	Scientific	Common	Sensitivity Class	State Conservation Status	Federal Conservation Status	Migratory Species Agreements
Animalia	Aves	Chlidonias leucopterus	White-winged Black Tern	Not Sensitive	Not Listed	Not Listed	ROKAMBA;CAMBA; JAMBA
Animalia	Aves	Chthonicola sagittata	Speckled Warbler	Not Sensitive	Vulnerable	Not Listed	
Animalia	Aves	Circus assimilis	Spotted Harrier	Not Sensitive	Vulnerable	Not Listed	
Animalia	Aves	Climacteris picumnus victoriae	Brown Treecreeper (eastern subspecies)	Not Sensitive	Vulnerable	Vulnerable	
Animalia	Aves	Cuculus optatus	Oriental Cuckoo	Not Sensitive	Not Listed	Not Listed	ROKAMBA;CAMBA; JAMBA
Animalia	Aves	Daphoenositta chrysoptera	Varied Sittella	Not Sensitive	Vulnerable	Not Listed	
Animalia	Aves	Diomedea exulans	Wandering Albatross	Not Sensitive	Endangered	Vulnerable	
Animalia	Aves	Ephippiorhynchus asiaticus	Black-necked Stork	Not Sensitive	Endangered	Not Listed	
Animalia	Aves	Epthianura albifrons	White-fronted Chat	Not Sensitive	Endangered Population, Vulnerable	Not Listed	
Animalia	Aves	Erythrotriorchis radiatus	Red Goshawk	Category 2	Endangered	Endangered	
Animalia	Aves	Falco hypoleucos	Grey Falcon	Category 2	Vulnerable	Vulnerable	
Animalia	Aves	Falco subniger	Black Falcon	Not Sensitive	Vulnerable	Not Listed	
Animalia	Aves	Gallinago hardwickii	Latham's Snipe	Not Sensitive	Vulnerable	Vulnerable	ROKAMBA;JAMBA
Animalia	Aves	Gelochelidon nilotica	Gull-billed Tern	Not Sensitive	Not Listed	Not Listed	CAMBA
Animalia	Aves	Glossopsitta pusilla	Little Lorikeet	Not Sensitive	Vulnerable	Not Listed	
Animalia	Aves	Grantiella picta	Painted Honeyeater	Not Sensitive	Vulnerable	Vulnerable	
Animalia	Aves	Haematopus fuliginosus	Sooty Oystercatcher	Not Sensitive	Vulnerable	Not Listed	
Animalia	Aves	Haematopus longirostris	Pied Oystercatcher	Not Sensitive	Endangered	Not Listed	
Animalia	Aves	Haliaeetus leucogaster	White-bellied Sea-Eagle	Not Sensitive	Vulnerable	Not Listed	
Animalia	Aves	Hieraaetus morphnoides	Little Eagle	Not Sensitive	Vulnerable	Not Listed	
Animalia	Aves	Hirundapus caudacutus	White-throated Needletail	Not Sensitive	Vulnerable	Vulnerable	ROKAMBA;CAMBA; JAMBA
Animalia	Aves	Hydroprogne caspia	Caspian Tern	Not Sensitive	Not Listed	Not Listed	JAMBA
Animalia	Aves	Ixobrychus flavicollis	Black Bittern	Not Sensitive	Vulnerable	Not Listed	
Animalia	Aves	Lathamus discolor	Swift Parrot	Not Sensitive	Endangered	Critically Endangered	
Animalia	Aves	Limicola falcinellus	Broad-billed Sandpiper	Not Sensitive	Vulnerable	Not Listed	ROKAMBA;CAMBA; JAMBA
Animalia	Aves	Limosa lapponica	Bar-tailed Godwit	Not Sensitive	Not Listed	Not Listed	ROKAMBA;CAMBA; JAMBA
Animalia	Aves	Limosa limosa	Black-tailed Godwit	Not Sensitive	Vulnerable	Endangered	ROKAMBA;CAMBA; JAMBA
Animalia	Aves	Lophochroa leadbeateri	Pink Cockatoo	Category 2	Vulnerable	Not Listed	
Animalia	Aves	Lophoictinia isura	Square-tailed Kite	Category 3	Vulnerable	Not Listed	
Animalia	Aves	Manorina melanotis	Black-eared Miner	Not Sensitive	Critically Endangered	Endangered	
Animalia	Aves	Menura alberti	Albert's Lyrebird	Not Sensitive	Vulnerable	Not Listed	
Animalia	Aves	Motacilla flava	Yellow Wagtail	Not Sensitive	Not Listed	Not Listed	ROKAMBA;CAMBA; JAMBA
Animalia	Aves	Neophema pulchella	Turquoise Parrot	Category 3	Vulnerable	Not Listed	

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Kingdom	Class	Scientific	Common	Sensitivity Class	State Conservation Status	Federal Conservation Status	Migratory Species Agreements
Animalia	Aves	Nettapus coromandelianus	Cotton Pygmy-Goose	Not Sensitive	Endangered	Not Listed	
Animalia	Aves	Ninox connivens	Barking Owl	Category 3	Vulnerable	Not Listed	
Animalia	Aves	Ninox strenua	Powerful Owl	Category 3	Vulnerable	Not Listed	
Animalia	Aves	Numenius madagascariensis	Eastern Curlew	Not Sensitive	Not Listed	Critically Endangered	ROKAMBA;CAMBA;JAMBA
Animalia	Aves	Numenius minutus	Little Curlew	Not Sensitive	Not Listed	Not Listed	ROKAMBA;CAMBA;JAMBA
Animalia	Aves	Numenius phaeopus	Whimbrel	Not Sensitive	Not Listed	Not Listed	ROKAMBA;CAMBA;JAMBA
Animalia	Aves	Onychoprion fuscata	Sooty Tern	Not Sensitive	Vulnerable	Not Listed	
Animalia	Aves	Oxyura australis	Blue-billed Duck	Not Sensitive	Vulnerable	Not Listed	
Animalia	Aves	Pachycephala olivacea	Olive Whistler	Not Sensitive	Vulnerable	Not Listed	
Animalia	Aves	Pandion cristatus	Eastern Osprey	Category 3	Vulnerable	Not Listed	
Animalia	Aves	Petroica boodang	Scarlet Robin	Not Sensitive	Vulnerable	Not Listed	
Animalia	Aves	Petroica phoenicea	Flame Robin	Not Sensitive	Vulnerable	Not Listed	
Animalia	Aves	Phaethon lepturus	White-tailed Tropicbird	Not Sensitive	Not Listed	Not Listed	CAMBA;JAMBA
Animalia	Aves	Philomachus pugnax	Ruff	Not Sensitive	Not Listed	Not Listed	ROKAMBA;CAMBA;JAMBA
Animalia	Aves	Pluvialis fulva	Pacific Golden Plover	Not Sensitive	Not Listed	Not Listed	ROKAMBA;CAMBA;JAMBA
Animalia	Aves	Pluvialis squatarola	Grey Plover	Not Sensitive	Not Listed	Not Listed	ROKAMBA;CAMBA;JAMBA
Animalia	Aves	Polytelis anthopeplus monarchoides	Regent Parrot (eastern subspecies)	Category 3	Endangered	Vulnerable	
Animalia	Aves	Pterodroma leucoptera leucoptera	Gould's Petrel	Not Sensitive	Vulnerable	Endangered	
Animalia	Aves	Pterodroma nigripennis	Black-winged Petrel	Not Sensitive	Vulnerable	Not Listed	
Animalia	Aves	Pterodroma solandri	Providence Petrel	Not Sensitive	Vulnerable	Not Listed	
Animalia	Aves	Ptilinopus magnificus	Wompoo Fruit-Dove	Not Sensitive	Vulnerable	Not Listed	
Animalia	Aves	Ptilinopus regina	Rose-crowned Fruit-Dove	Not Sensitive	Vulnerable	Not Listed	
Animalia	Aves	Ptilinopus superbus	Superb Fruit-Dove	Not Sensitive	Vulnerable	Not Listed	
Animalia	Aves	Rostratula australis	Australian Painted Snipe	Not Sensitive	Endangered	Endangered	
Animalia	Aves	Stagonopleura guttata	Diamond Firetail	Not Sensitive	Vulnerable	Vulnerable	
Animalia	Aves	Stercorarius pomarinus	Pomarine Jaeger	Not Sensitive	Not Listed	Not Listed	ROKAMBA;CAMBA;JAMBA
Animalia	Aves	Sterna hirundo	Common Tern	Not Sensitive	Not Listed	Not Listed	ROKAMBA;CAMBA;JAMBA
Animalia	Aves	Sternula albifrons	Little Tern	Not Sensitive	Endangered	Not Listed	ROKAMBA;CAMBA;JAMBA
Animalia	Aves	Stictonetta naevosa	Freckled Duck	Not Sensitive	Vulnerable	Not Listed	
Animalia	Aves	Sula dactylatra	Masked Booby	Not Sensitive	Vulnerable	Not Listed	ROKAMBA;JAMBA
Animalia	Aves	Thalassarche melanophris	Black-browed Albatross	Not Sensitive	Vulnerable	Vulnerable	
Animalia	Aves	Thalasseus bergii	Crested Tern	Not Sensitive	Not Listed	Not Listed	JAMBA
Animalia	Aves	Thinornis cucullatus cucullatus	Eastern Hooded Dotterel	Not Sensitive	Critically Endangered	Vulnerable	

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Kingdom	Class	Scientific	Common	Sensitivity Class	State Conservation Status	Federal Conservation Status	Migratory Species Agreements
Animalia	Aves	Tringa brevipes	Grey-tailed Tattler	Not Sensitive	Not Listed	Not Listed	ROKAMBA;CAMBA; JAMBA
Animalia	Aves	Tringa glareola	Wood Sandpiper	Not Sensitive	Not Listed	Not Listed	ROKAMBA;CAMBA; JAMBA
Animalia	Aves	Tringa nebularia	Common Greenshank	Not Sensitive	Not Listed	Not Listed	ROKAMBA;CAMBA; JAMBA
Animalia	Aves	Tringa stagnatilis	Marsh Sandpiper	Not Sensitive	Not Listed	Not Listed	ROKAMBA;CAMBA; JAMBA
Animalia	Aves	Tyto longimembris	Eastern Grass Owl	Category 3	Vulnerable	Not Listed	
Animalia	Aves	Tyto novaehollandiae	Masked Owl	Category 3	Vulnerable	Not Listed	
Animalia	Aves	Tyto tenebricosa	Sooty Owl	Category 3	Vulnerable	Not Listed	
Animalia	Aves	Xenus cinereus	Terek Sandpiper	Not Sensitive	Vulnerable	Vulnerable	ROKAMBA;CAMBA; JAMBA
Animalia	Insecta	Petalura gigantea	Giant Dragonfly	Not Sensitive	Endangered	Not Listed	
Animalia	Mammalia	Arctocephalus forsteri	New Zealand Fur-seal	Not Sensitive	Vulnerable	Not Listed	
Animalia	Mammalia	Arctocephalus pusillus doriferus	Australian Fur-seal	Not Sensitive	Vulnerable	Not Listed	
Animalia	Mammalia	Cercartetus nanus	Eastern Pygmy-possum	Not Sensitive	Vulnerable	Not Listed	
Animalia	Mammalia	Chalinolobus dwyeri	Large-eared Pied Bat	Not Sensitive	Endangered	Endangered	
Animalia	Mammalia	Dasyurus maculatus	Spotted-tailed Quoll	Not Sensitive	Vulnerable	Endangered	
Animalia	Mammalia	Dasyurus viverrinus	Eastern Quoll	Not Sensitive	Endangered	Endangered	
Animalia	Mammalia	Eubalaena australis	Southern Right Whale	Not Sensitive	Endangered	Endangered	
Animalia	Mammalia	Falsistrellus tasmaniensis	Eastern False Pipistrelle	Not Sensitive	Vulnerable	Not Listed	
Animalia	Mammalia	Macrotis lagotis	Bilby	Not Sensitive	Extinct	Vulnerable	
Animalia	Mammalia	Micronomus norfolkensis	Eastern Coastal Free-tailed Bat	Not Sensitive	Vulnerable	Not Listed	
Animalia	Mammalia	Miniopterus australis	Little Bent-winged Bat	Not Sensitive	Vulnerable	Not Listed	
Animalia	Mammalia	Miniopterus orianae oceanensis	Large Bent-winged Bat	Not Sensitive	Vulnerable	Not Listed	
Animalia	Mammalia	Myotis macropus	Southern Myotis	Not Sensitive	Vulnerable	Not Listed	
Animalia	Mammalia	Notomys cervinus	Fawn Hopping-mouse	Not Sensitive	Extinct	Not Listed	
Animalia	Mammalia	Notomys mitchellii	Mitchell's Hopping-mouse	Not Sensitive	Extinct	Not Listed	
Animalia	Mammalia	Perameles nasuta	Long-nosed Bandicoot	Not Sensitive	Endangered Population	Not Listed	
Animalia	Mammalia	Petaurus australis	Yellow-bellied Glider	Not Sensitive	Vulnerable	Vulnerable	
Animalia	Mammalia	Petaurus norfolcensis	Squirrel Glider	Not Sensitive	Vulnerable	Not Listed	
Animalia	Mammalia	Phascogale tapoatafa	Brush-tailed Phascogale	Not Sensitive	Vulnerable	Not Listed	
Animalia	Mammalia	Phascolarctos cinereus	Koala	Not Sensitive	Endangered	Endangered	
Animalia	Mammalia	Pseudomys gracilicaudatus	Eastern Chestnut Mouse	Not Sensitive	Vulnerable	Not Listed	
Animalia	Mammalia	Pseudomys novaehollandiae	New Holland Mouse	Not Sensitive	Not Listed	Vulnerable	
Animalia	Mammalia	Pteropus poliocephalus	Grey-headed Flying-fox	Not Sensitive	Vulnerable	Vulnerable	
Animalia	Mammalia	Saccolaimus flaviventris	Yellow-bellied Sheathtail-bat	Not Sensitive	Vulnerable	Not Listed	
Animalia	Mammalia	Scoteanax rueppellii	Greater Broad-nosed Bat	Not Sensitive	Vulnerable	Not Listed	

Kingdom	Class	Scientific	Common	Sensitivity Class	State Conservation Status	Federal Conservation Status	Migratory Species Agreements
Animalia	Reptilia	Aspidites ramsayi	Woma	Not Sensitive	Vulnerable	Not Listed	
Animalia	Reptilia	Caretta caretta	Loggerhead Turtle	Not Sensitive	Endangered	Endangered	
Animalia	Reptilia	Chelonia mydas	Green Turtle	Not Sensitive	Vulnerable	Vulnerable	
Animalia	Reptilia	Dermochelys coriacea	Leatherback Turtle	Not Sensitive	Endangered	Endangered	
Animalia	Reptilia	Diplodactylus platyurus	Eastern Fat-tailed Gecko	Not Sensitive	Endangered	Not Listed	
Animalia	Reptilia	Eretmochelys imbricata	Hawksbill Turtle	Not Sensitive	Not Listed	Vulnerable	
Animalia	Reptilia	Hoplocephalus bitorquatus	Pale-headed Snake	Not Sensitive	Vulnerable	Not Listed	
Animalia	Reptilia	Pseudonaja modesta	Ringed Brown Snake	Not Sensitive	Endangered	Not Listed	
Animalia	Reptilia	Tiliqua occipitalis	Western Blue-tongued Lizard	Not Sensitive	Vulnerable	Not Listed	
Animalia	Reptilia	Uvidicolus sphyrurus	Border Thick-tailed Gecko	Not Sensitive	Vulnerable	Vulnerable	
Fungi	Flora	Camarophyllopsis kearneyi		Not Sensitive	Endangered	Not Listed	
Fungi	Flora	Hygrocybe anomala var. ianthinomarginata		Not Sensitive	Vulnerable	Not Listed	
Fungi	Flora	Hygrocybe aurantipes		Not Sensitive	Vulnerable	Not Listed	
Fungi	Flora	Hygrocybe austropratensis		Not Sensitive	Endangered	Not Listed	
Fungi	Flora	Hygrocybe collucera		Not Sensitive	Endangered	Not Listed	
Fungi	Flora	Hygrocybe griseoramosa		Not Sensitive	Endangered	Not Listed	
Fungi	Flora	Hygrocybe lanecovensis		Not Sensitive	Endangered	Not Listed	
Fungi	Flora	Hygrocybe reesiae		Not Sensitive	Vulnerable	Not Listed	
Fungi	Flora	Hygrocybe rubronivea		Not Sensitive	Vulnerable	Not Listed	
Plantae	Flora	Acacia bynoeana	Bynoe's Wattle	Not Sensitive	Endangered	Vulnerable	
Plantae	Flora	Acacia cluniesrossiae	Kanangra Wattle	Not Sensitive	Vulnerable	Not Listed	
Plantae	Flora	Acacia gordonii		Not Sensitive	Endangered	Endangered	
Plantae	Flora	Acacia prominens	Gosford Wattle	Not Sensitive	Endangered Population	Not Listed	
Plantae	Flora	Acacia pubescens	Downy Wattle	Not Sensitive	Vulnerable	Vulnerable	
Plantae	Flora	Acacia terminalis subsp. Eastern Sydney	Sunshine wattle	Not Sensitive	Endangered	Endangered	
Plantae	Flora	Allocasuarina portuensis	Nielsen Park She-oak	Category 3	Endangered	Endangered	
Plantae	Flora	Amperea xiphoclada var. pedicellata		Not Sensitive	Extinct	Extinct	
Plantae	Flora	Caladenia tessellata	Thick Lip Spider Orchid	Category 2	Vulnerable	Vulnerable	
Plantae	Flora	Callistemon linearifolius	Netted Bottle Brush	Category 3	Vulnerable	Not Listed	
Plantae	Flora	Darwinia biflora		Not Sensitive	Vulnerable	Vulnerable	
Plantae	Flora	Davidsonia jerseyana	Davidson's Plum	Category 2	Endangered	Endangered	
Plantae	Flora	Dichanthium setosum	Bluegrass	Not Sensitive	Vulnerable	Vulnerable	
Plantae	Flora	Dillwynia tenuifolia		Not Sensitive	Vulnerable	Not Listed	

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Plantae	Flora	Doryanthes palmeri	Giant Spear Lily	Not Sensitive	Vulnerable	Not Listed	
Plantae	Flora	Epacris purpurascens var. purpurascens		Not Sensitive	Vulnerable	Not Listed	
Plantae	Flora	Epacris sparsa	Sparse Heath	Not Sensitive	Vulnerable	Vulnerable	
Plantae	Flora	Eucalyptus camfieldii	Camfield's Stringybark	Not Sensitive	Vulnerable	Vulnerable	
Plantae	Flora	Eucalyptus fracta	Broken Back Ironbark	Not Sensitive	Endangered	Not Listed	
Plantae	Flora	Eucalyptus leucoxylon subsp. pruinosa	Yellow Gum	Not Sensitive	Vulnerable	Not Listed	
Plantae	Flora	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Not Sensitive	Vulnerable	Vulnerable	
Plantae	Flora	Eucalyptus pulverulenta	Silver-leafed Gum	Not Sensitive	Vulnerable	Vulnerable	
Plantae	Flora	Eucalyptus scoparia	Wallangarra White Gum	Not Sensitive	Endangered	Vulnerable	
Plantae	Flora	Genoplesium baueri	Bauer's Midge Orchid	Category 2	Endangered	Endangered	
Plantae	Flora	Grevillea beadleana	Beadle's Grevillea	Category 3	Endangered	Endangered	
Plantae	Flora	Hibbertia puberula		Not Sensitive	Endangered	Not Listed	
Plantae	Flora	Hibbertia spanantha	Julian's Hibbertia	Category 2	Critically Endangered	Critically Endangered	
Plantae	Flora	Isotoma fluviatilis subsp. fluviatilis		Category 3	Not Listed	Extinct	
Plantae	Flora	Leptospermum deanei		Not Sensitive	Vulnerable	Vulnerable	
Plantae	Flora	Macadamia integrifolia	Macadamia Nut	Not Sensitive	Not Listed	Vulnerable	
Plantae	Flora	Macadamia tetraphylla	Rough-shelled Bush Nut	Not Sensitive	Vulnerable	Vulnerable	
Plantae	Flora	Melaleuca deanei	Deane's Paperbark	Not Sensitive	Vulnerable	Vulnerable	
Plantae	Flora	Persoonia hirsuta	Hairy Geebung	Category 3	Endangered	Endangered	
Plantae	Flora	Pimelea curviflora var. curviflora		Not Sensitive	Vulnerable	Vulnerable	
Plantae	Flora	Pomaderris prunifolia	Plum-leaf Pomaderris	Not Sensitive	Endangered Population	Not Listed	
Plantae	Flora	Prostanthera marifolia	Seaforth Mintbush	Category 3	Critically Endangered	Critically Endangered	
Plantae	Flora	Rhodamnia rubescens	Scrub Turpentine	Not Sensitive	Critically Endangered	Critically Endangered	
Plantae	Flora	Senna acclinis	Rainforest Cassia	Not Sensitive	Endangered	Not Listed	
Plantae	Flora	Syzygium moorei	Durobby	Not Sensitive	Vulnerable	Vulnerable	
Plantae	Flora	Syzygium paniculatum	Magenta Lilly Pilly	Not Sensitive	Endangered	Vulnerable	
Plantae	Flora	Tetratheca glandulosa		Not Sensitive	Vulnerable	Not Listed	
Plantae	Flora	Tetratheca juncea	Black-eyed Susan	Not Sensitive	Vulnerable	Vulnerable	
Plantae	Flora	Thesium australe	Austral Toadflax	Not Sensitive	Vulnerable	Vulnerable	
Plantae	Flora	Tylophora woollsii	Cryptic Forest Twiner	Not Sensitive	Endangered	Endangered	
Plantae	Flora	Wahlenbergia multicaulis	Tadgell's Bluebell	Not Sensitive	Endangered Population	Not Listed	
Plantae	Flora	Wilsonia backhousei	Narrow-leafed Wilsonia	Not Sensitive	Vulnerable	Not Listed	
Plantae	Flora	Zannichellia palustris		Not Sensitive	Endangered	Not Listed	

Source: NSW BioNet Species Sightings
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LC Code	Location Confidence
Premise Match	Georeferenced to the site location / premise or part of site
Area Match	Georeferenced to an approximate or general area
Road Match	Georeferenced to a road or rail corridor
Road Intersection	Georeferenced to a road intersection
Buffered Point	A point feature buffered to x metres
Adjacent Match	Land adjacent to a georeferenced feature
Network of Features	Georeferenced to a network of features
Suburb Match	Georeferenced to a suburb boundary
As Supplied	Spatial data supplied by provider

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   (g) neither Lotsearch nor Third Party Content Suppliers warrants that all land uses or features whether past or current are identified in the Report;
   (h) the Report does not include any information relating to the actual state or condition of the Property;
   (i) the Report should not be used or taken to indicate or exclude actual fitness or unfitness of Land or Property for any particular purpose
   (j) the Report should not be relied upon for determining saleability or value or making any other decisions in relation to the Property and in particular should not be taken to be a rating or assessment of the desirability or market value of the property or its features; and
   (k) the End User should undertake its own inspections of the Land or Property to satisfy itself that there are no defects or failures
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4. The End User hereby to the maximum extent permitted by law:
   (a) acknowledges that the Lotsearch (nor any of its officers, employees or agents), nor any of its Third Party Content Supplier have any liability to it under or in connection with the

Report or these Terms;

(b) waives any right it may have to claim against Third Party Content Supplier in connection with the Report, or the negotiation of, entry into, performance of, or termination of these Terms; and

(c) releases each Third Party Content Supplier from any claim it may have otherwise had in connection with the Report, or the negotiation of, entry into, performance of, or termination of these Terms.

5. The End User acknowledges that any Third Party Supplier shall be entitled to plead the benefits conferred on it under clause 4, despite not being a party to these terms.
6. End User must not remove any copyright notices, trade marks, digital rights management information, other embedded information, disclaimers or limitations from the Report or authorise any person to do so.
7. End User acknowledges and agrees that Lotsearch and Third Party Content Suppliers retain ownership of all copyright, patent, design right (registered or unregistered), trade marks (registered or unregistered), database right or other data right, moral right or know how or any other intellectual property right in any Report or any other item, information or data included in or provided as part of a Report.
8. To the extent permitted by law and subject to paragraph 9, all implied terms, representations and warranties whether statutory or otherwise relating to the subject matter of these Terms other than as expressly set out in these Terms are excluded.
9. Subject to paragraph 6, Lotsearch excludes liability to End User for loss or damage of any kind, however caused, due to Lotsearch's negligence, breach of contract, breach of any law, in equity, under indemnities or otherwise, arising out of all acts, omissions and events whenever occurring.
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11. Subject to paragraph 9, neither Lotsearch nor the End User is liable to the other for:

(a) any indirect, incidental, consequential, special or exemplary damages arising out of or in relation to the Report or these Terms; or

(b) any loss of profit, loss of revenue, loss of interest, loss of data, loss of goodwill or loss of business opportunities, business interruption arising directly or indirectly out of or in relation to the Report or these Terms,

irrespective of how that liability arises including in contract or tort, liability under indemnity or for any other common law, equitable or statutory cause of action or otherwise.

12. These Terms are subject to New South Wales law.

Appendix D 10.7 Planning Certificates

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APPLICANT: **City of Canada Bay - Environment & Planning - Strategic Planning**
1a Marlborough Street
DRUMMOYNE NSW 2047

PLANNING CERTIFICATE - under section 10.7
Environmental Planning and Assessment Act 1979

Property: **27 Waterview Street FIVE DOCK NSW 2046**

Title: **Lot 15 Sec 5 DP 884**

Certificate No:	PC2024/3534	**Certificate Date:**	03/12/2024
Receipt No:	Online Receipt	**Certificate Fee:**	
Land No:	12411	**Applicant's Ref:**	

IMPORTANT: Please read this certificate carefully.

The information provided in this certificate relates only to the land described above. If you need information about an adjoining property or nearby land, a separate certificate will be required.

All information provided is correct as at the date above. Please note, it is possible for changes to occur within a short time and we recommend you only rely upon a very recent certificate.

Please contact Council's Strategic Planning section for further information about this Planning Certificate.

Canada Bay Civic Centre Drummoyne
1a Marlborough Street Drummoyne NSW 2047
Locked Bag 1470 Drummoyne NSW 1470
ABN 79 130 029 350

Tel 9911 6555
council@canadabay.nsw.gov.au
www.canadabay.nsw.gov.au

Planning Certificate **Certificate No.:** PC2024/3534
Property: 27 Waterview Street FIVE DOCK NSW 2046 **Certificate Date:** 03/12/2024

SECTION 10.7(2)

In accordance with the requirements of section 10.7(2) of the Environmental Planning and Assessment Act (1979) ("the Act"), the following prescribed matters relate to the land at the date of this certificate.

SECTION 1 - Names of relevant planning instruments and development control plans

1. (a) The following environmental planning instruments apply to the carrying out of development on the land:

Canada Bay Local Environmental Plan 2013

State Environmental Planning Policy (Biodiversity and Conservation) 2021
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
State Environmental Planning Policy (Housing) 2021
State Environmental Planning Policy (Industry and Employment) 2021
State Environmental Planning Policy (Planning Systems) 2021
State Environmental Planning Policy (Precincts – Central River City) 2021
State Environmental Planning Policy (Primary Production) 2021
State Environmental Planning Policy (Resilience and Hazards) 2021
State Environmental Planning Policy (Resources and Energy) 2021
State Environmental Planning Policy (Sustainable Buildings) 2022
State Environmental Planning Policy (Transport and Infrastructure) 2021

(b) The following development control plans apply to the carrying out of development on the land:

City of Canada Bay Development Control Plan

2. (a) The following proposed environmental planning instruments apply to the carrying out of development on the land and are, or have been, the subject of community consultation or on public exhibition under the Environmental Planning and Assessment Act 1979:

Explanation of Intended Effect – Changes to create low and mid-rise housing – exhibition 15 December 2023 to 23 February 2024

Explanation of Intended Effect – Improving planning processes to deliver infrastructure faster – exhibition 6 March 2024 to 16 April 2024

(b) The following draft development control plans apply to the carrying out of development on the land and are, or have been, the subject of community consultation or on public exhibition under the Environmental Planning and Assessment Act 1979:

No draft development control plans apply

Note:
1. A proposed environmental planning instrument or draft development control plan is not listed in subsection 2 if:
   a) It has been more than 3 years since the end of the public exhibition period, or
   b) The Planning Secretary has notified council that the making of the proposed instrument has been deferred indefinitely or has not been approved.

2. In this section a proposed environmental planning instrument means a draft environmental planning instrument and includes a planning proposal for a local environmental plan.

SECTION 2 - Zoning and land use under relevant planning instruments

1. (a) Zoning details in the environmental planning instruments identified in Section 1(1(a)) above:

Zone MU1 Mixed Use

1 Objectives of zone

- To encourage a diversity of business, retail, office and light industrial land uses that generate employment opportunities.
- To ensure that new development provides diverse and active street frontages to attract pedestrian traffic and to contribute to vibrant, diverse and functional streets and public spaces.
- To minimise conflict between land uses within this zone and land uses within adjoining zones.
- To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.

2 Permitted without consent

Environmental protection works

3 Permitted with consent

Amusement centres; Boarding houses; Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Commercial premises; Community facilities; Entertainment facilities; Function centres; Information and education facilities; Light industries; Local distribution premises; Medical centres; Oyster aquaculture; Passenger transport facilities; Places of public worship; Recreation areas; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Shop top housing; Tank-based aquaculture; Tourist and visitor accommodation; Vehicle repair stations; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Correctional centres; Crematoria; Depots; Electricity generating works; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial training facilities;

Industries; Jetties; Moorings; Open cut mining; Recreation facilities (major); Recreation facilities (outdoor); Residential accommodation; Resource recovery facilities; Rural industries; Sewage treatment plants; Signage; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Warehouse or distribution centres; Waste disposal facilities; Water recreation structures; Water supply systems

(b) Additional permitted uses:

No additional uses apply

(c) Are there development standards applying to the land, which fix minimum land dimensions for the erection of a dwelling house on the land, and if so, what are the fixed dimensions?

No fixed minimum land dimensions apply to this land

(d) Is the land in an area of outstanding biodiversity value under the Biodiversity Conservation Act 2016?

No, the land is not in an area of outstanding biodiversity value

(e) Is the land within a conservation area?

No, the land is not within a conservation area

(f) Is there an item of environmental heritage located on the land?

No, there are no heritage items located on the land

2. (a) Zoning details in the proposed environmental planning instruments identified in Section 1(2(a)) above:

No proposed zoning applies to the land

(b) Proposed additional permitted uses:

No proposed additional uses apply

(c) Are there proposed development standards applying to the land, which fix minimum land dimensions for the erection of a dwelling house on the land, and if so, what are the fixed minimum dimensions?

No proposed fixed minimum land dimensions apply to the land.

(d) Is the land in a proposed area of outstanding biodiversity value under the Biodiversity Conservation Act 2016?

No, the land is not in a proposed area of outstanding biodiversity value.

(e) Is the land within a proposed heritage conservation area?

No, the land is not within a proposed heritage conservation area

(f) Is there a proposed item of environmental heritage located on the land?

No, there are no proposed heritage items located on the land

SECTION 3 – Contributions plans

1. (a) The following contributions plans apply to the land

City of Canada Bay Local Infrastructure Contributions Plan

The subject land is within Greater Sydney to which the Environmental Planning and Assessment (Housing and Productivity Contribution) Order 2024 applies.

(b) The following draft contributions plans apply to the land:-

No draft contributions plans apply to the land

SECTION 4 – Complying Development

1. Is the land, land on which complying development may be carried out under clauses 1.17A(1)(c) to (e),(2),(3) and (4), 1.18 (1)(c3) and 1.19 of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008?

Housing Code (Part 3)

Yes, under the Housing Code complying development may be carried out on the land.

Low Rise Housing Diversity Code (Part 3B)

Yes, under the Low Rise Housing Diversity Code complying development may be carried out on the land.

Housing Alterations Code (Part 4)

Yes, under the Housing Alterations Code complying development may be carried out on the land.

General Development Code (Part 4A)

Yes, under the General Development Code complying development may be carried out on the land.

Industrial and Business Alterations Code (Part 5)

Yes, under the General Commercial and Industrial Code complying development may be carried out on the land.

Industrial and Business Buildings Code (Part 5A)

Yes, under the General Commercial and Industrial (New Buildings and Additions) Code complying development may be carried out on the land.

Container Recycling Facilities Code (Part 5B)

Yes, under the Container Recycling Facilities Code complying development may be carried out on the land.

Subdivisions Code (Part 6)

Yes, under the Subdivisions Code complying development may be carried out on the land.

Demolition Code (Part 7)

Yes, under the Demolition Code complying development may be carried out on the land.

Fire Safety Code (Part 8)

Yes, under the Fire Safety Code complying development may be carried out on the land.

2. Is there a complying development code variation under clause 1.12 of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* that applies to the land?

No, there are no complying development code variations that apply to the land.

SECTION 5 – Exempt Development

1. Is the land, land on which exempt development may be carried out under clauses 1.16(1)(b1) to (d) or 1.16A of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008?

Outstanding Biodiversity Value

Yes, exempt development may be carried out on the land as it is not a declared area of outstanding biodiversity value under the Biodiversity Conservation Act 2016.

Critical Habitat

Yes, exempt development may be carried out on the land as it is not a declared critical habitat under Part 7A of the Fisheries Management Act 1994.

Wilderness Area

Yes, exempt development may be carried out on the land as it is not a wilderness area, or part of a wilderness area within the meaning of the Wilderness Act 1987.

State Heritage

Yes, exempt development may be carried out on the land as it is not land that is, or on which there is, an item that is listed on the State Heritage Register, or that is subject to an interim heritage order under the Heritage Act 1977.

Land Excluded

Yes, exempt development may be carried out on the land as it is not land described or otherwise identified on a map as land that is excluded from the General Exempt Development Code.

Siding Spring Observatory

Yes, exempt development may be carried out on the land as it is not within 18 kilometres of the Siding Spring Observatory.

2. Is there an exempt development code variation under clause 1.12 of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* that applies to the land?

No, there are no exempt development code variations that apply to the land.

SECTION 6 – Affected building notices and building product rectification orders

Is council aware that:

1. An affected building notice is in force in relation to the land?

No

2. A building product rectification order in force is in relation to the land that has not been fully complied with?

No

3. A notice of intention to make a building product rectification order given in relation to the land that is outstanding?

No

SECTION 7 - Land reserved for acquisition

Is there an environmental planning instrument, or proposed environmental planning instrument referred to in Section 1 which makes provision in relation to the acquisition of the land by an authority of the State, as referred to in section 3.15 of the Environmental Planning and Assessment Act 1979?

No

SECTION 8 – Road widening and road realignment

Is the land affected by any road widening or road realignment under:

(a) Division 2 of Part 3 of the Roads Act 1993; or
(b) Any environmental planning instrument; or
(c) Any resolution of the Council?

No

SECTION 9 – Flood related development controls

1. Is the land or part of the land within the flood planning area and subject to flood related development controls.

Unknown, Council has not undertaken a flood study in this location. Please refer to Council's Planning Controls webpage for more information on Flood Planning.

2. Is the land or part of the land between the flood planning area and the probable maximum flood and subject to flood related development controls.

Unknown, Council has not undertaken a flood study in this location. Please refer to Council's Planning Controls webpage for more information on Flood Planning.

SECTION 10 – Council and other public authority policies on hazard risk restrictions

(a) Whether or not any of the land affected by a policy adopted by the Council that restricts the development of the land because of the likelihood of:-

(i)	land slip	No
(ii)	bushfire	No
(iii)	tidal inundation	No
(iv)	subsidence	No
(v)	acid sulphate soils	Yes

The land is identified as being within Class 5 on the Acid Sulfate Soil Map under the Canada Bay LEP 2013. Works prohibited without Council approval (except as provided by subclause 4 of clause 6.1 of the Canada Bay LEP 2013) include:

- Works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land.

(vi)	contamination	Yes

Council has adopted by resolution a policy on contaminated land that applies to all land within the City of Canada Bay. This policy, and the application of provisions under relevant State legislation are to be implemented when zoning or land use changes are proposed on lands which have previously been used for certain purposes. Please note that this statement refers to whether or not Council has a policy regarding contamination and is not a statement on whether the property is affected by contamination or potential contamination. Please refer to Planning Certificate 10.7(2) – Additional Matters and Planning Certificate 10.7(5) for any contamination information that Council is aware of in relation to the land that is the subject of this certificate.

(vii)	aircraft noise	No
(viii)	salinity	No
(ix)	coastal hazards	No
(x)	sea level rise	No

(b) Whether or not any of the land is affected by a policy adopted by any other public authority and notified to the Council that the policy will be included in a planning certificate issued by the Council that restricts the development of the land because of the likelihood of:-

(i)	land slip	No
(ii)	bushfire	No
(iii)	tidal inundation	No
(iv)	subsidence	No
(v)	acid sulphate soils	No
(vi)	land contamination	No
(vii)	aircraft noise	No
(viii)	salinity	No
(ix)	coastal hazards	No
(x)	sea level rise	No

SECTION 11 – Bush fire prone land

(a)	***All of the land is bush fire prone land.***	No
(b)	***Some of the land is bush fire prone land.***	No
(c)	***None of the land is bush fire prone land.***	Yes

SECTION 12 – Loose – fill asbestos insulation

Has Council been notified that the land includes any residential premises (within the meaning of Division 1A of Part 8 of the Home Building Act 1989) that are listed on the register that is required to be maintained under that Division?

No. Contact NSW Fair Trading for more information.

Section 13 – Mine subsidence

Is the land proclaimed to be in a mine subsidence district within the meaning of section 15 of the Mine Subsidence Compensation Act 1961?

No

SECTION 14 – Paper subdivision information

1. Has a development plan been adopted that applies to the land or that is proposed to be subject to a ballot?

No

2. Does a subdivision order apply to the land, and if so what is the date of the order?

No

SECTION 15 – Property vegetation plans

Has Council been notified (by the person or body that approved the plan) of the existence of a property vegetation plan approved under Part 4 of the Native Vegetation Act 2003 (and that continues in force) applying to the land?

No

SECTION 16 – Biodiversity stewardship sites

Has Council been notified by the Biodiversity Conservation Trust that the land is a biodiversity stewardship site under a biodiversity stewardship agreement under Part 5 of the Biodiversity Conservation Act 2016 (including biobanking agreements under Part 7A of the Threatened Species Conservation Act 1995 that are taken to be certified under Part 5 of the Biodiversity Conservation Act 2016)?

No

SECTION 17 - Biodiversity certified land

Is the land biodiversity certified land under Part 8 of the Biodiversity Conservation Act 2016 (including land certified under Part 7AA of the Threatened Species Conservation Act 1995 that is taken to be certified under Part 8 of the Biodiversity Conservation Act 2016)?

No

SECTION 18 – Orders under Trees (Disputes Between Neighbours) Act 2006

Has Council been notified that an order has been made under the Trees (Disputes Between Neighbours) Act 2006 to carry out work in relation to a tree on the land?

No

SECTION 19 – Annual charges under Local Government Act 1993 for coastal protection services that relate to existing coastal protection works

Has the owner (or any previous owner) of the land consented in writing to the land being subject to annual charges under section 496B of the Local Government Act 1993 for coastal protection services that relate to existing coastal protection works (within the meaning of section 553B of that Act)?

No

SECTION 20 – Western Sydney Aerotropolis

Under Chapter 4 of State Environmental Planning Policy (Precincts – Western Parkland City) 2021 is the land:

(a) In an ANEF or ANEC contour of 20 or greater, as referred to in that Chapter, section 4.17, or

No

(b) Shown on the Lighting Intensity and Wind Shear Map, or

No

(c) Shown on the Obstacle Limitation Surface Map, or

No

(d) In the "public safety area" on the Public Safety Area Map, or

No

(e) In the "3 kilometre wildlife buffer zone" or the "13 kilometre wildlife buffer zone" on the Wildlife Buffer Zone Map.

No

SECTION 21 – Development consent conditions for seniors housing

If State Environmental Planning Policy (Housing) 2021, Chapter 3, Part 5 applies to the land, are there any conditions of development consent granted after 11 October 2007 in relation to the land of a kind referred to in clause 88(2)?

No

SECTION 22 – Site compatibility certificates and development consent conditions for affordable rental housing

1. ***Is there a current site compatibility certificate (under State Environmental Planning Policy (Housing) 2021, or a former site compatibility certificate, of which Council is aware, in relation to proposed development on the land, and if there is a certificate, what is the period for which it is current?***

   No

2. ***If State Environmental Planning Policy (Housing) 2021, Chapter 2, Part 2, Division 1 or 5 applies to the land, are there any conditions of development consent in relation to the land of a kind referred to in clause 21(1) or 40(1)?***

   No

3. ***Are there any conditions of a development consent in relation to land that are a kind of referred to in State Environmental Planning Policy (Affordable Rental Housing) 2009, clause 17(1) or 38(1)?***

   No

SECTION 23 – Water or sewerage services

Has Council been notified that water or sewerage services are, or are to be, provided to the land under the Water Industry Competition Act 2006?

No

ADDITIONAL MATTERS

In accordance with the requirements of clause 290(1) of the Environmental Planning and Assessment Regulation 2021, the following additional matters relate to the land at the date of this certificate.

Matters arising under the Contaminated Land Management Act 1997

At the date at when this certificate is issued, under section 59(2) of the Contaminated Land Management Act 1997, is:-

(a) The land (or part of the land) to which this certificate relates significantly contaminated land?

No

(b) The land to which this certificate relates subject to a management order?

No

(c) The land to which this certificate relates the subject of an approved voluntary management proposal?

No

(d) The land to which this certificate relates subject to an ongoing maintenance order?

No

(e) The land to which this certificate relates the subject of a site audit statement and a copy of such a statement has been provided to the Council?

No

SECTION 10.7(5) ADVICE

In accordance with section 10.7(5) of the Act the following advice is given on other relevant matters affecting the land.

---

1. Demolition

Under the local environmental plan applying to the land, development consent is required for the demolition of any building on the land except where the demolition complies with the exempt development requirements specified in State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 and the Canada Bay Local Environmental Plan, 2013.

2. Foreshore Building Line

Is the land affected by a foreshore building line?

No

3. Other Heritage considerations

Is the land adjoining or opposite a heritage item under the provisions of the Local Environmental Plan applying to the land?

No

Has the property been identified as one that is contributory to the heritage values of a conservation area?

No

Is the land adjoining or opposite a heritage conservation area under the provisions of the Local Environmental Plan applying to the land?

No

Does the land contain an item of environmental heritage identified within the State Environmental Planning Policy (Biodiversity and Conservation) 2021?

No

4. Permit Parking Schemes

The City of Canada Bay co-ordinates a Resident Permit Parking Scheme, Visitor Permit Parking Scheme and Business Permit Parking Scheme. This property may be restricted from participating in an existing or future Permit Parking Scheme based on eligibility criteria or via Development Application consent condition. For more information contact Council's call centre on 9911 6555.

5. Other Advice

That the General Manager take the necessary steps, including the necessary consultation to effect a strategy of achieving a service lane from First Avenue to Second Avenue between Waterview Street and Great North Road, Five Dock.

- Removes service vehicles from Waterview Street;
- Provides opportunity for underground car parking for buildings fronting Great North Road where vehicular access from Great North Road is restricted;
- Provides opportunity for service vehicles to safely service businesses on Great North Road;
- Provides opportunity for on-site customer car parking.

Council Resolution: 17 February 2004

A restrictive parking policy applies to land affected by this Planning Certificate. The policy aims to encourage low car ownership and high public transport use by residents and visitors. Off-street parking in new developments is limited. Time-limited parking will apply across most streets in the area. Residents should ensure they do not rely on on-street parking for their vehicles and their visitors.

The land is identified as being in the vicinity of a future underground tunnel for the Sydney Metro West project. Concurrence from the relevant rail authority may be required. For further information please contact Sydney Metro.

GENERAL INFORMATION

Planning Certificate **Certificate No.:** PC2024/3534
Property: 27 Waterview Street FIVE DOCK NSW 2046 **Certificate Date:** 03/12/2024

The absence of any reference to a matter affecting the land shall not imply that the land is not affected by that matter not referred to in this certificate.

Information provided under section 10.7(2) is in accordance with the matters prescribed under schedule 2 of the Environmental Planning and Assessment Regulation 2021 and is provided only to the extent that the Council has been notified by the relevant public authorities.

When advice in accordance with section 10.7(5) is requested the Council is under no obligation to furnish any advice. If advice is provided Council draws your attention to section 10.7(6) and schedule 6 of the Environmental Planning and Assessment Act 1979 which have the effect that Council shall not incur any liability in respect of advice provided in good faith pursuant to section 10.7(5), including the furnishing of advice in respect of contaminated land.

Any enquiries regarding State Environmental Planning Policies should be directed to the NSW Department of Planning and Environment at www.planning.nsw.gov.au

Please contact Council's Strategic Planning section for further information about this Planning Certificate.

John Clark
General Manager

APPLICANT: **City of Canada Bay - Environment & Planning - Strategic Planning**
1a Marlborough Street
DRUMMOYNE NSW 2047

PLANNING CERTIFICATE - under section 10.7
Environmental Planning and Assessment Act 1979

Property: **47 Ramsay Road FIVE DOCK NSW 2046**

Title: **Lot 17 DP 7401**

Certificate No:	PC2024/3537	**Certificate Date:**	03/12/2024
Receipt No:	Online Receipt	**Certificate Fee:**	
Land No:	9005	**Applicant's Ref:**	

IMPORTANT: Please read this certificate carefully.

The information provided in this certificate relates only to the land described above. If you need information about an adjoining property or nearby land, a separate certificate will be required.

All information provided is correct as at the date above. Please note, it is possible for changes to occur within a short time and we recommend you only rely upon a very recent certificate.

Please contact Council's Strategic Planning section for further information about this Planning Certificate.

Canada Bay Civic Centre Drummoyne
1a Marlborough Street Drummoyne NSW 2047
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Tel 9911 6555
council@canadabay.nsw.gov.au
www.canadabay.nsw.gov.au

Planning Certificate **Certificate No.:** PC2024/3537
Property: 47 Ramsay Road FIVE DOCK NSW 2046 **Certificate Date:** 03/12/2024

SECTION 10.7(2)

In accordance with the requirements of section 10.7(2) of the Environmental Planning and Assessment Act (1979) ("the Act"), the following prescribed matters relate to the land at the date of this certificate.

SECTION 1 - Names of relevant planning instruments and development control plans

1. (a) The following environmental planning instruments apply to the carrying out of development on the land:

Canada Bay Local Environmental Plan 2013

State Environmental Planning Policy (Biodiversity and Conservation) 2021
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
State Environmental Planning Policy (Housing) 2021
State Environmental Planning Policy (Industry and Employment) 2021
State Environmental Planning Policy (Planning Systems) 2021
State Environmental Planning Policy (Precincts – Central River City) 2021
State Environmental Planning Policy (Primary Production) 2021
State Environmental Planning Policy (Resilience and Hazards) 2021
State Environmental Planning Policy (Resources and Energy) 2021
State Environmental Planning Policy (Sustainable Buildings) 2022
State Environmental Planning Policy (Transport and Infrastructure) 2021

(b) The following development control plans apply to the carrying out of development on the land:

City of Canada Bay Development Control Plan

2. (a) The following proposed environmental planning instruments apply to the carrying out of development on the land and are, or have been, the subject of community consultation or on public exhibition under the Environmental Planning and Assessment Act 1979:

Explanation of Intended Effect – Changes to create low and mid-rise housing – exhibition 15 December 2023 to 23 February 2024

Explanation of Intended Effect – Improving planning processes to deliver infrastructure faster – exhibition 6 March 2024 to 16 April 2024

(b) The following draft development control plans apply to the carrying out of development on the land and are, or have been, the subject of community consultation or on public exhibition under the Environmental Planning and Assessment Act 1979:

No draft development control plans apply

Note:
1. A proposed environmental planning instrument or draft development control plan is not listed in subsection 2 if:
   a) It has been more than 3 years since the end of the public exhibition period, or
   b) The Planning Secretary has notified council that the making of the proposed instrument has been deferred indefinitely or has not been approved.

2. In this section a proposed environmental planning instrument means a draft environmental planning instrument and includes a planning proposal for a local environmental plan.

SECTION 2 - Zoning and land use under relevant planning instruments

1. (a) Zoning details in the environmental planning instruments identified in Section 1(1(a)) above:

Zone MU1 Mixed Use

1 Objectives of zone

- To encourage a diversity of business, retail, office and light industrial land uses that generate employment opportunities.
- To ensure that new development provides diverse and active street frontages to attract pedestrian traffic and to contribute to vibrant, diverse and functional streets and public spaces.
- To minimise conflict between land uses within this zone and land uses within adjoining zones.
- To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.

2 Permitted without consent

Environmental protection works

3 Permitted with consent

Amusement centres; Boarding houses; Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Commercial premises; Community facilities; Entertainment facilities; Function centres; Information and education facilities; Light industries; Local distribution premises; Medical centres; Oyster aquaculture; Passenger transport facilities; Places of public worship; Recreation areas; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Shop top housing; Tank-based aquaculture; Tourist and visitor accommodation; Vehicle repair stations; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Correctional centres; Crematoria; Depots; Electricity generating works; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial training facilities;

Industries; Jetties; Moorings; Open cut mining; Recreation facilities (major); Recreation facilities (outdoor); Residential accommodation; Resource recovery facilities; Rural industries; Sewage treatment plants; Signage; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Warehouse or distribution centres; Waste disposal facilities; Water recreation structures; Water supply systems

(b) Additional permitted uses:

No additional uses apply

(c) Are there development standards applying to the land, which fix minimum land dimensions for the erection of a dwelling house on the land, and if so, what are the fixed dimensions?

No fixed minimum land dimensions apply to this land

(d) Is the land in an area of outstanding biodiversity value under the Biodiversity Conservation Act 2016?

No, the land is not in an area of outstanding biodiversity value

(e) Is the land within a conservation area?

No, the land is not within a conservation area

(f) Is there an item of environmental heritage located on the land?

No, there are no heritage items located on the land

2. (a) Zoning details in the proposed environmental planning instruments identified in Section 1(2(a)) above:

No proposed zoning applies to the land

(b) Proposed additional permitted uses:

No proposed additional uses apply

(c) Are there proposed development standards applying to the land, which fix minimum land dimensions for the erection of a dwelling house on the land, and if so, what are the fixed minimum dimensions?

No proposed fixed minimum land dimensions apply to the land.

(d) Is the land in a proposed area of outstanding biodiversity value under the Biodiversity Conservation Act 2016?

No, the land is not in a proposed area of outstanding biodiversity value.

(e) Is the land within a proposed heritage conservation area?

No, the land is not within a proposed heritage conservation area

(f) Is there a proposed item of environmental heritage located on the land?

No, there are no proposed heritage items located on the land

SECTION 3 – Contributions plans

1. (a) The following contributions plans apply to the land

City of Canada Bay Local Infrastructure Contributions Plan

The subject land is within Greater Sydney to which the Environmental Planning and Assessment (Housing and Productivity Contribution) Order 2024 applies.

(b) The following draft contributions plans apply to the land:-

No draft contributions plans apply to the land

SECTION 4 – Complying Development

1. Is the land, land on which complying development may be carried out under clauses 1.17A(1)(c) to (e),(2),(3) and (4), 1.18 (1)(c3) and 1.19 of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008?

Housing Code (Part 3)

Yes, under the Housing Code complying development may be carried out on the land.

Low Rise Housing Diversity Code (Part 3B)

Yes, under the Low Rise Housing Diversity Code complying development may be carried out on the land.

Housing Alterations Code (Part 4)

Yes, under the Housing Alterations Code complying development may be carried out on the land.

General Development Code (Part 4A)

Yes, under the General Development Code complying development may be carried out on the land.

Industrial and Business Alterations Code (Part 5)

Yes, under the General Commercial and Industrial Code complying development may be carried out on the land.

Industrial and Business Buildings Code (Part 5A)

Yes, under the General Commercial and Industrial (New Buildings and Additions) Code complying development may be carried out on the land.

Container Recycling Facilities Code (Part 5B)

Yes, under the Container Recycling Facilities Code complying development may be carried out on the land.

Subdivisions Code (Part 6)

Yes, under the Subdivisions Code complying development may be carried out on the land.

Demolition Code (Part 7)

Yes, under the Demolition Code complying development may be carried out on the land.

Fire Safety Code (Part 8)

Yes, under the Fire Safety Code complying development may be carried out on the land.

2. Is there a complying development code variation under clause 1.12 of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* that applies to the land?

No, there are no complying development code variations that apply to the land.

SECTION 5 – Exempt Development

1. Is the land, land on which exempt development may be carried out under clauses 1.16(1)(b1) to (d) or 1.16A of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008?

Outstanding Biodiversity Value

Yes, exempt development may be carried out on the land as it is not a declared area of outstanding biodiversity value under the Biodiversity Conservation Act 2016.

Critical Habitat

Yes, exempt development may be carried out on the land as it is not a declared critical habitat under Part 7A of the Fisheries Management Act 1994.

Wilderness Area

Yes, exempt development may be carried out on the land as it is not a wilderness area, or part of a wilderness area within the meaning of the Wilderness Act 1987.

State Heritage

Yes, exempt development may be carried out on the land as it is not land that is, or on which there is, an item that is listed on the State Heritage Register, or that is subject to an interim heritage order under the Heritage Act 1977.

Land Excluded

Yes, exempt development may be carried out on the land as it is not land described or otherwise identified on a map as land that is excluded from the General Exempt Development Code.

Siding Spring Observatory

Yes, exempt development may be carried out on the land as it is not within 18 kilometres of the Siding Spring Observatory.

2. Is there an exempt development code variation under clause 1.12 of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* that applies to the land?

No, there are no exempt development code variations that apply to the land.

SECTION 6 – Affected building notices and building product rectification orders

Is council aware that:

1. An affected building notice is in force in relation to the land?

No

2. A building product rectification order in force is in relation to the land that has not been fully complied with?

No

3. A notice of intention to make a building product rectification order given in relation to the land that is outstanding?

No

SECTION 7 - Land reserved for acquisition

Is there an environmental planning instrument, or proposed environmental planning instrument referred to in Section 1 which makes provision in relation to the acquisition of the land by an authority of the State, as referred to in section 3.15 of the Environmental Planning and Assessment Act 1979?

No

SECTION 8 – Road widening and road realignment

Is the land affected by any road widening or road realignment under:

(a) Division 2 of Part 3 of the Roads Act 1993; or
(b) Any environmental planning instrument; or
(c) Any resolution of the Council?

No

SECTION 9 – Flood related development controls

1. Is the land or part of the land within the flood planning area and subject to flood related development controls.

Unknown, Council has not undertaken a flood study in this location. Please refer to Council's Planning Controls webpage for more information on Flood Planning.

2. Is the land or part of the land between the flood planning area and the probable maximum flood and subject to flood related development controls.

Unknown, Council has not undertaken a flood study in this location. Please refer to Council's Planning Controls webpage for more information on Flood Planning.

SECTION 10 – Council and other public authority policies on hazard risk restrictions

(a) Whether or not any of the land affected by a policy adopted by the Council that restricts the development of the land because of the likelihood of:-

(i)	land slip	No
(ii)	bushfire	No
(iii)	tidal inundation	No
(iv)	subsidence	No
(v)	acid sulphate soils	Yes

The land is identified as being within Class 5 on the Acid Sulfate Soil Map under the Canada Bay LEP 2013. Works prohibited without Council approval (except as provided by subclause 4 of clause 6.1 of the Canada Bay LEP 2013) include:

- Works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land.

(vi)	contamination	Yes

Council has adopted by resolution a policy on contaminated land that applies to all land within the City of Canada Bay. This policy, and the application of provisions under relevant State legislation are to be implemented when zoning or land use changes are proposed on lands which have previously been used for certain purposes. Please note that this statement refers to whether or not Council has a policy regarding contamination and is not a statement on whether the property is affected by contamination or potential contamination. Please refer to Planning Certificate 10.7(2) – Additional Matters and Planning Certificate 10.7(5) for any contamination information that Council is aware of in relation to the land that is the subject of this certificate.

(vii)	aircraft noise	No
(viii)	salinity	No
(ix)	coastal hazards	No
(x)	sea level rise	No

(b) Whether or not any of the land is affected by a policy adopted by any other public authority and notified to the Council that the policy will be included in a planning certificate issued by the Council that restricts the development of the land because of the likelihood of:-

(i)	land slip	No
(ii)	bushfire	No
(iii)	tidal inundation	No
(iv)	subsidence	No
(v)	acid sulphate soils	No
(vi)	land contamination	No
(vii)	aircraft noise	No
(viii)	salinity	No
(ix)	coastal hazards	No
(x)	sea level rise	No

SECTION 11 – Bush fire prone land

(a)	***All of the land is bush fire prone land.***	No
(b)	***Some of the land is bush fire prone land.***	No
(c)	***None of the land is bush fire prone land.***	Yes

SECTION 12 – Loose – fill asbestos insulation

Has Council been notified that the land includes any residential premises (within the meaning of Division 1A of Part 8 of the Home Building Act 1989) that are listed on the register that is required to be maintained under that Division?

No. Contact NSW Fair Trading for more information.

Section 13 – Mine subsidence

Is the land proclaimed to be in a mine subsidence district within the meaning of section 15 of the Mine Subsidence Compensation Act 1961?

No

SECTION 14 – Paper subdivision information

1. Has a development plan been adopted that applies to the land or that is proposed to be subject to a ballot?

No

2. Does a subdivision order apply to the land, and if so what is the date of the order?

No

SECTION 15 – Property vegetation plans

Has Council been notified (by the person or body that approved the plan) of the existence of a property vegetation plan approved under Part 4 of the Native Vegetation Act 2003 (and that continues in force) applying to the land?

No

SECTION 16 – Biodiversity stewardship sites

Has Council been notified by the Biodiversity Conservation Trust that the land is a biodiversity stewardship site under a biodiversity stewardship agreement under Part 5 of the Biodiversity Conservation Act 2016 (including biobanking agreements under Part 7A of the Threatened Species Conservation Act 1995 that are taken to be certified under Part 5 of the Biodiversity Conservation Act 2016)?

No

SECTION 17 - Biodiversity certified land

Is the land biodiversity certified land under Part 8 of the Biodiversity Conservation Act 2016 (including land certified under Part 7AA of the Threatened Species Conservation Act 1995 that is taken to be certified under Part 8 of the Biodiversity Conservation Act 2016)?

No

SECTION 18 – Orders under Trees (Disputes Between Neighbours) Act 2006

Has Council been notified that an order has been made under the Trees (Disputes Between Neighbours) Act 2006 to carry out work in relation to a tree on the land?

No

SECTION 19 – Annual charges under Local Government Act 1993 for coastal protection services that relate to existing coastal protection works

Has the owner (or any previous owner) of the land consented in writing to the land being subject to annual charges under section 496B of the Local Government Act 1993 for coastal protection services that relate to existing coastal protection works (within the meaning of section 553B of that Act)?

No

SECTION 20 – Western Sydney Aerotropolis

Under Chapter 4 of State Environmental Planning Policy (Precincts – Western Parkland City) 2021 is the land:

(a) In an ANEF or ANEC contour of 20 or greater, as referred to in that Chapter, section 4.17, or

No

(b) Shown on the Lighting Intensity and Wind Shear Map, or

No

(c) Shown on the Obstacle Limitation Surface Map, or

No

(d) In the "public safety area" on the Public Safety Area Map, or

No

(e) In the "3 kilometre wildlife buffer zone" or the "13 kilometre wildlife buffer zone" on the Wildlife Buffer Zone Map.

No

SECTION 21 – Development consent conditions for seniors housing

If State Environmental Planning Policy (Housing) 2021, Chapter 3, Part 5 applies to the land, are there any conditions of development consent granted after 11 October 2007 in relation to the land of a kind referred to in clause 88(2)?

No

SECTION 22 – Site compatibility certificates and development consent conditions for affordable rental housing

1. ***Is there a current site compatibility certificate (under State Environmental Planning Policy (Housing) 2021, or a former site compatibility certificate, of which Council is aware, in relation to proposed development on the land, and if there is a certificate, what is the period for which it is current?***

   No

2. ***If State Environmental Planning Policy (Housing) 2021, Chapter 2, Part 2, Division 1 or 5 applies to the land, are there any conditions of development consent in relation to the land of a kind referred to in clause 21(1) or 40(1)?***

   No

3. ***Are there any conditions of a development consent in relation to land that are a kind of referred to in State Environmental Planning Policy (Affordable Rental Housing) 2009, clause 17(1) or 38(1)?***

   No

SECTION 23 – Water or sewerage services

Has Council been notified that water or sewerage services are, or are to be, provided to the land under the Water Industry Competition Act 2006?

No

ADDITIONAL MATTERS

In accordance with the requirements of clause 290(1) of the Environmental Planning and Assessment Regulation 2021, the following additional matters relate to the land at the date of this certificate.

Matters arising under the Contaminated Land Management Act 1997

At the date at when this certificate is issued, under section 59(2) of the Contaminated Land Management Act 1997, is:-

(a) The land (or part of the land) to which this certificate relates significantly contaminated land?

No

(b) The land to which this certificate relates subject to a management order?

No

(c) The land to which this certificate relates the subject of an approved voluntary management proposal?

No

(d) The land to which this certificate relates subject to an ongoing maintenance order?

No

(e) The land to which this certificate relates the subject of a site audit statement and a copy of such a statement has been provided to the Council?

Council's records indicate that the site is subject to a Remedial Action Plan, titled: Remedial Action Plan - Underground Petroleum Storage System Upgrade Works, Ampol Five Dock (Site ID 22529), 47-49 Ramsay Road Five Dock; Reference: 60665937; Prepared by: AECOM Australia Pty Ltd; Dated: 18 November 2021. To obtain a copy of the report, see section 6.6 of Council's Contaminated Land Policy for Access to Information (Council reference: Docset ID 7551904).

SECTION 10.7(5) ADVICE

In accordance with section 10.7(5) of the Act the following advice is given on other relevant matters affecting the land.

---

1. Demolition

Under the local environmental plan applying to the land, development consent is required for the demolition of any building on the land except where the demolition complies with the exempt development requirements specified in State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 and the Canada Bay Local Environmental Plan, 2013.

2. Foreshore Building Line

Is the land affected by a foreshore building line?

No

3. Other Heritage considerations

Is the land adjoining or opposite a heritage item under the provisions of the Local Environmental Plan applying to the land?

No

Has the property been identified as one that is contributory to the heritage values of a conservation area?

No

Is the land adjoining or opposite a heritage conservation area under the provisions of the Local Environmental Plan applying to the land?

No

Does the land contain an item of environmental heritage identified within the State Environmental Planning Policy (Biodiversity and Conservation) 2021?

No

4. Permit Parking Schemes

The City of Canada Bay co-ordinates a Resident Permit Parking Scheme, Visitor Permit Parking Scheme and Business Permit Parking Scheme. This property may be restricted from participating in an existing or future Permit Parking Scheme based on eligibility criteria or via Development Application consent condition. For more information contact Council's call centre on 9911 6555.

5. Other Advice

An Active Street Frontage is required on this land in accordance with the Canada Bay Local Environmental Plan 2013.

A restrictive parking policy applies to land affected by this Planning Certificate. The policy aims to encourage low car ownership and high public transport use by residents and visitors. Off-street parking in new developments is limited. Time-limited parking will apply across most streets in the area. Residents should ensure they do not rely on on-street parking for their vehicles and their visitors.

GENERAL INFORMATION

The absence of any reference to a matter affecting the land shall not imply that the land is not affected by that matter not referred to in this certificate.

Information provided under section 10.7(2) is in accordance with the matters prescribed under schedule 2 of the Environmental Planning and Assessment Regulation 2021 and is provided only to the extent that the Council has been notified by the relevant public authorities.

Planning Certificate **Certificate No.:** PC2024/3537
Property: 47 Ramsay Road FIVE DOCK NSW 2046 **Certificate Date:** 03/12/2024

When advice in accordance with section 10.7(5) is requested the Council is under no obligation to furnish any advice. If advice is provided Council draws your attention to section 10.7(6) and schedule 6 of the Environmental Planning and Assessment Act 1979 which have the effect that Council shall not incur any liability in respect of advice provided in good faith pursuant to section 10.7(5), including the furnishing of advice in respect of contaminated land.

Any enquiries regarding State Environmental Planning Policies should be directed to the NSW Department of Planning and Environment at www.planning.nsw.gov.au

Please contact Council's Strategic Planning section for further information about this Planning Certificate.

John Clark
General Manager

APPLICANT: **City of Canada Bay - Environment & Planning - Strategic Planning**
1a Marlborough Street
DRUMMOYNE NSW 2047

PLANNING CERTIFICATE - under section 10.7
Environmental Planning and Assessment Act 1979

Property: **155 Great North Road FIVE DOCK NSW 2046**

Title: **Lot B DP 373732**

Certificate No:	PC2024/3539	**Certificate Date:**	03/12/2024
Receipt No:	Online Receipt	**Certificate Fee:**	
Land No:	4572	**Applicant's Ref:**	

IMPORTANT: Please read this certificate carefully.

The information provided in this certificate relates only to the land described above. If you need information about an adjoining property or nearby land, a separate certificate will be required.

All information provided is correct as at the date above. Please note, it is possible for changes to occur within a short time and we recommend you only rely upon a very recent certificate.

Please contact Council's Strategic Planning section for further information about this Planning Certificate.

Canada Bay Civic Centre Drummoyne
1a Marlborough Street Drummoyne NSW 2047
Locked Bag 1470 Drummoyne NSW 1470
ABN 79 130 029 350

Tel 9911 6555
council@canadabay.nsw.gov.au
www.canadabay.nsw.gov.au

Planning Certificate **Certificate No.:** PC2024/3539
Property: 155 Great North Road FIVE DOCK NSW 2046 **Certificate Date:** 03/12/2024

SECTION 10.7(2)

In accordance with the requirements of section 10.7(2) of the Environmental Planning and Assessment Act (1979) ("the Act"), the following prescribed matters relate to the land at the date of this certificate.

SECTION 1 - Names of relevant planning instruments and development control plans

1. (a) The following environmental planning instruments apply to the carrying out of development on the land:

Canada Bay Local Environmental Plan 2013

State Environmental Planning Policy (Biodiversity and Conservation) 2021
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
State Environmental Planning Policy (Housing) 2021
State Environmental Planning Policy (Industry and Employment) 2021
State Environmental Planning Policy (Planning Systems) 2021
State Environmental Planning Policy (Precincts – Central River City) 2021
State Environmental Planning Policy (Primary Production) 2021
State Environmental Planning Policy (Resilience and Hazards) 2021
State Environmental Planning Policy (Resources and Energy) 2021
State Environmental Planning Policy (Sustainable Buildings) 2022
State Environmental Planning Policy (Transport and Infrastructure) 2021

(b) The following development control plans apply to the carrying out of development on the land:

City of Canada Bay Development Control Plan

2. (a) The following proposed environmental planning instruments apply to the carrying out of development on the land and are, or have been, the subject of community consultation or on public exhibition under the Environmental Planning and Assessment Act 1979:

Explanation of Intended Effect – Changes to create low and mid-rise housing – exhibition 15 December 2023 to 23 February 2024

Explanation of Intended Effect – Improving planning processes to deliver infrastructure faster – exhibition 6 March 2024 to 16 April 2024

(b) The following draft development control plans apply to the carrying out of development on the land and are, or have been, the subject of community consultation or on public exhibition under the Environmental Planning and Assessment Act 1979:

No draft development control plans apply

Note:
1. A proposed environmental planning instrument or draft development control plan is not listed in subsection 2 if:
   a) It has been more than 3 years since the end of the public exhibition period, or
   b) The Planning Secretary has notified council that the making of the proposed instrument has been deferred indefinitely or has not been approved.

2. In this section a proposed environmental planning instrument means a draft environmental planning instrument and includes a planning proposal for a local environmental plan.

SECTION 2 - Zoning and land use under relevant planning instruments

1. (a) Zoning details in the environmental planning instruments identified in Section 1(1(a)) above:

Zone RE1 Public Recreation

1 Objectives of zone

- To enable land to be used for public open space or recreational purposes.
- To provide a range of recreational settings and activities and compatible land uses.
- To protect and enhance the natural environment for recreational purposes.
- To facilitate public access to and along the foreshore.
- To conserve public open space that enhances the scenic and environmental quality of Canada Bay.

2 Permitted without consent

Environmental protection works

3 Permitted with consent

Aquaculture; Biosolids treatment facilities; Boat sheds; Business identification signs; Car parks; Centre-based child care facilities; Community facilities; Environmental facilities; Information and education facilities; Jetties; Kiosks; Marinas; Markets; Mooring pens; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Respite day care centres; Restaurants or cafes; Roads; Take away food and drink premises; Water recycling facilities

4 Prohibited

Any development not specified in item 2 or 3

(b) Additional permitted uses:

No additional uses apply

(c) Are there development standards applying to the land, which fix minimum land dimensions for the erection of a dwelling house on the land, and if so, what are the fixed dimensions?

No fixed minimum land dimensions apply to this land

(d) Is the land in an area of outstanding biodiversity value under the Biodiversity Conservation Act 2016?

No, the land is not in an area of outstanding biodiversity value

(e) Is the land within a conservation area?

No, the land is not within a conservation area

(f) Is there an item of environmental heritage located on the land?

No, there are no heritage items located on the land

2. (a) Zoning details in the proposed environmental planning instruments identified in Section 1(2(a)) above:

No proposed zoning applies to the land

(b) Proposed additional permitted uses:

No proposed additional uses apply

(c) Are there proposed development standards applying to the land, which fix minimum land dimensions for the erection of a dwelling house on the land, and if so, what are the fixed minimum dimensions?

No proposed fixed minimum land dimensions apply to the land.

(d) Is the land in a proposed area of outstanding biodiversity value under the Biodiversity Conservation Act 2016?

No, the land is not in a proposed area of outstanding biodiversity value.

(e) Is the land within a proposed heritage conservation area?

No, the land is not within a proposed heritage conservation area

(f) Is there a proposed item of environmental heritage located on the land?

No, there are no proposed heritage items located on the land

SECTION 3 – Contributions plans

1. (a) The following contributions plans apply to the land

City of Canada Bay Local Infrastructure Contributions Plan

The subject land is within Greater Sydney to which the Environmental Planning and Assessment (Housing and Productivity Contribution) Order 2024 applies.

(b) The following draft contributions plans apply to the land:-

No draft contributions plans apply to the land

SECTION 4 – Complying Development

1. Is the land, land on which complying development may be carried out under clauses 1.17A(1)(c) to (e),(2),(3) and (4), 1.18 (1)(c3) and 1.19 of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008?

Housing Code (Part 3)

Yes, under the Housing Code complying development may be carried out on the land.

Low Rise Housing Diversity Code (Part 3B)

Yes, under the Low Rise Housing Diversity Code complying development may be carried out on the land.

Housing Alterations Code (Part 4)

Yes, under the Housing Alterations Code complying development may be carried out on the land.

General Development Code (Part 4A)

Yes, under the General Development Code complying development may be carried out on the land.

Industrial and Business Alterations Code (Part 5)

Yes, under the General Commercial and Industrial Code complying development may be carried out on the land.

Industrial and Business Buildings Code (Part 5A)

Yes, under the General Commercial and Industrial (New Buildings and Additions) Code complying development may be carried out on the land.

Container Recycling Facilities Code (Part 5B)

Yes, under the Container Recycling Facilities Code complying development may be carried out on the land.

Subdivisions Code (Part 6)

Yes, under the Subdivisions Code complying development may be carried out on the land.

Demolition Code (Part 7)

Yes, under the Demolition Code complying development may be carried out on the land.

Fire Safety Code (Part 8)

Yes, under the Fire Safety Code complying development may be carried out on the land.

2. Is there a complying development code variation under clause 1.12 of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* that applies to the land?

No, there are no complying development code variations that apply to the land.

SECTION 5 – Exempt Development

1. Is the land, land on which exempt development may be carried out under clauses 1.16(1)(b1) to (d) or 1.16A of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008?

Outstanding Biodiversity Value

Yes, exempt development may be carried out on the land as it is not a declared area of outstanding biodiversity value under the Biodiversity Conservation Act 2016.

Critical Habitat

Yes, exempt development may be carried out on the land as it is not a declared critical habitat under Part 7A of the Fisheries Management Act 1994.

Wilderness Area

Yes, exempt development may be carried out on the land as it is not a wilderness area, or part of a wilderness area within the meaning of the Wilderness Act 1987.

State Heritage

Yes, exempt development may be carried out on the land as it is not land that is, or on which there is, an item that is listed on the State Heritage Register, or that is subject to an interim heritage order under the Heritage Act 1977.

Land Excluded

Yes, exempt development may be carried out on the land as it is not land described or otherwise identified on a map as land that is excluded from the General Exempt Development Code.

Siding Spring Observatory

Yes, exempt development may be carried out on the land as it is not within 18 kilometres of the Siding Spring Observatory.

2. Is there an exempt development code variation under clause 1.12 of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* that applies to the land?

No, there are no exempt development code variations that apply to the land.

SECTION 6 – Affected building notices and building product rectification orders

Is council aware that:

1. An affected building notice is in force in relation to the land?

No

2. A building product rectification order in force is in relation to the land that has not been fully complied with?

No

3. A notice of intention to make a building product rectification order given in relation to the land that is outstanding?

No

SECTION 7 - Land reserved for acquisition

Is there an environmental planning instrument, or proposed environmental planning instrument referred to in Section 1 which makes provision in relation to the acquisition of the land by an authority of the State, as referred to in section 3.15 of the Environmental Planning and Assessment Act 1979?

Yes

SECTION 8 – Road widening and road realignment

Is the land affected by any road widening or road realignment under:

(a) Division 2 of Part 3 of the Roads Act 1993; or
(b) Any environmental planning instrument; or
(c) Any resolution of the Council?

No

SECTION 9 – Flood related development controls

1. Is the land or part of the land within the flood planning area and subject to flood related development controls.

Unknown, Council has not undertaken a flood study in this location. Please refer to Council's Planning Controls webpage for more information on Flood Planning.

2. Is the land or part of the land between the flood planning area and the probable maximum flood and subject to flood related development controls.

Unknown, Council has not undertaken a flood study in this location. Please refer to Council's Planning Controls webpage for more information on Flood Planning.

SECTION 10 – Council and other public authority policies on hazard risk restrictions

(a) Whether or not any of the land affected by a policy adopted by the Council that restricts the development of the land because of the likelihood of:-

(i)	land slip	No
(ii)	bushfire	No
(iii)	tidal inundation	No
(iv)	subsidence	No
(v)	acid sulphate soils	Yes

The land is identified as being within Class 5 on the Acid Sulfate Soil Map under the Canada Bay LEP 2013. Works prohibited without Council approval (except as provided by subclause 4 of clause 6.1 of the Canada Bay LEP 2013) include:

- Works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land.

(vi)	contamination	Yes

Council has adopted by resolution a policy on contaminated land that applies to all land within the City of Canada Bay. This policy, and the application of provisions under relevant State legislation are to be implemented when zoning or land use changes are proposed on lands which have previously been used for certain purposes. Please note that this statement refers to whether or not Council has a policy regarding contamination and is not a statement on whether the property is affected by contamination or potential contamination. Please refer to Planning Certificate 10.7(2) – Additional Matters and Planning Certificate 10.7(5) for any contamination information that Council is aware of in relation to the land that is the subject of this certificate.

(vii)	aircraft noise	No
(viii)	salinity	No
(ix)	coastal hazards	No
(x)	sea level rise	No

(b) Whether or not any of the land is affected by a policy adopted by any other public authority and notified to the Council that the policy will be included in a planning certificate issued by the Council that restricts the development of the land because of the likelihood of:-

(i)	land slip	No
(ii)	bushfire	No
(iii)	tidal inundation	No
(iv)	subsidence	No
(v)	acid sulphate soils	No
(vi)	land contamination	No
(vii)	aircraft noise	No
(viii)	salinity	No
(ix)	coastal hazards	No
(x)	sea level rise	No

SECTION 11 – Bush fire prone land

(a)	***All of the land is bush fire prone land.***	No
(b)	***Some of the land is bush fire prone land.***	No
(c)	***None of the land is bush fire prone land.***	Yes

SECTION 12 – Loose – fill asbestos insulation

Has Council been notified that the land includes any residential premises (within the meaning of Division 1A of Part 8 of the Home Building Act 1989) that are listed on the register that is required to be maintained under that Division?

No. Contact NSW Fair Trading for more information.

Section 13 – Mine subsidence

Is the land proclaimed to be in a mine subsidence district within the meaning of section 15 of the Mine Subsidence Compensation Act 1961?

No

SECTION 14 – Paper subdivision information

1. Has a development plan been adopted that applies to the land or that is proposed to be subject to a ballot?

No

2. Does a subdivision order apply to the land, and if so what is the date of the order?

No

SECTION 15 – Property vegetation plans

Has Council been notified (by the person or body that approved the plan) of the existence of a property vegetation plan approved under Part 4 of the Native Vegetation Act 2003 (and that continues in force) applying to the land?

No

SECTION 16 – Biodiversity stewardship sites

Has Council been notified by the Biodiversity Conservation Trust that the land is a biodiversity stewardship site under a biodiversity stewardship agreement under Part 5 of the Biodiversity Conservation Act 2016 (including biobanking agreements under Part 7A of the Threatened Species Conservation Act 1995 that are taken to be certified under Part 5 of the Biodiversity Conservation Act 2016)?

No

SECTION 17 - Biodiversity certified land

Is the land biodiversity certified land under Part 8 of the Biodiversity Conservation Act 2016 (including land certified under Part 7AA of the Threatened Species Conservation Act 1995 that is taken to be certified under Part 8 of the Biodiversity Conservation Act 2016)?

No

SECTION 18 – Orders under Trees (Disputes Between Neighbours) Act 2006

Has Council been notified that an order has been made under the Trees (Disputes Between Neighbours) Act 2006 to carry out work in relation to a tree on the land?

No

SECTION 19 – Annual charges under Local Government Act 1993 for coastal protection services that relate to existing coastal protection works

Has the owner (or any previous owner) of the land consented in writing to the land being subject to annual charges under section 496B of the Local Government Act 1993 for coastal protection services that relate to existing coastal protection works (within the meaning of section 553B of that Act)?

No

SECTION 20 – Western Sydney Aerotropolis

Under Chapter 4 of State Environmental Planning Policy (Precincts – Western Parkland City) 2021 is the land:

(a) ***In an ANEF or ANEC contour of 20 or greater, as referred to in that Chapter, section 4.17, or***

No

(b) ***Shown on the Lighting Intensity and Wind Shear Map, or***

No

(c) ***Shown on the Obstacle Limitation Surface Map, or***

No

(d) ***In the "public safety area" on the Public Safety Area Map, or***

No

(e) ***In the "3 kilometre wildlife buffer zone" or the "13 kilometre wildlife buffer zone" on the Wildlife Buffer Zone Map.***

No

SECTION 21 – Development consent conditions for seniors housing

If State Environmental Planning Policy (Housing) 2021, Chapter 3, Part 5 applies to the land, are there any conditions of development consent granted after 11 October 2007 in relation to the land of a kind referred to in clause 88(2)?

No

SECTION 22 – Site compatibility certificates and development consent conditions for affordable rental housing

1. Is there a current site compatibility certificate (under State Environmental Planning Policy (Housing) 2021, or a former site compatibility certificate, of which Council is aware, in relation to proposed development on the land, and if there is a certificate, what is the period for which it is current?

No

2. If State Environmental Planning Policy (Housing) 2021, Chapter 2, Part 2, Division 1 or 5 applies to the land, are there any conditions of development consent in relation to the land of a kind referred to in clause 21(1) or 40(1)?

No

3. Are there any conditions of a development consent in relation to land that are a kind of referred to in State Environmental Planning Policy (Affordable Rental Housing) 2009, clause 17(1) or 38(1)?

No

SECTION 23 – Water or sewerage services

Has Council been notified that water or sewerage services are, or are to be, provided to the land under the Water Industry Competition Act 2006?

No

ADDITIONAL MATTERS

In accordance with the requirements of clause 290(1) of the Environmental Planning and Assessment Regulation 2021, the following additional matters relate to the land at the date of this certificate.

Matters arising under the Contaminated Land Management Act 1997

At the date at when this certificate is issued, under section 59(2) of the Contaminated Land Management Act 1997, is:-

(a) The land (or part of the land) to which this certificate relates significantly contaminated land?

No

(b) The land to which this certificate relates subject to a management order?

No

(c) The land to which this certificate relates the subject of an approved voluntary management proposal?

No

(d) The land to which this certificate relates subject to an ongoing maintenance order?

No

(e) The land to which this certificate relates the subject of a site audit statement and a copy of such a statement has been provided to the Council?

No

SECTION 10.7(5) ADVICE

In accordance with section 10.7(5) of the Act the following advice is given on other relevant matters affecting the land.

---

1. Demolition

Under the local environmental plan applying to the land, development consent is required for the demolition of any building on the land except where the demolition complies with the exempt development requirements specified in State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 and the Canada Bay Local Environmental Plan, 2013.

2. Foreshore Building Line

Is the land affected by a foreshore building line?

No

3. Other Heritage considerations

Is the land adjoining or opposite a heritage item under the provisions of the Local Environmental Plan applying to the land?

No

Has the property been identified as one that is contributory to the heritage values of a conservation area?

No

Is the land adjoining or opposite a heritage conservation area under the provisions of the Local Environmental Plan applying to the land?

No

Does the land contain an item of environmental heritage identified within the State Environmental Planning Policy (Biodiversity and Conservation) 2021?

No

4. Permit Parking Schemes

The City of Canada Bay co-ordinates a Resident Permit Parking Scheme, Visitor Permit Parking Scheme and Business Permit Parking Scheme. This property may be restricted from participating in an existing or future Permit Parking Scheme based on eligibility criteria or via Development Application consent condition. For more information contact Council's call centre on 9911 6555.

5. Other Advice

An Active Street Frontage is required on this land in accordance with the Canada Bay Local Environmental Plan 2013.

The structural adequacy and maintenance of awnings attached to the property and which encroach over Council controlled land are the responsibility of the owner of the land pursuant to Section 142 of the Roads Act 1993 and Council's Safety of Shop Awnings Policy.

The land is identified as being in the vicinity of a future underground tunnel for the Sydney Metro West project. Concurrence from the relevant rail authority may be required. For further information please contact Sydney Metro.

GENERAL INFORMATION

The absence of any reference to a matter affecting the land shall not imply that the land is not affected by that matter not referred to in this certificate.

Information provided under section 10.7(2) is in accordance with the matters prescribed under schedule 2 of the Environmental Planning and Assessment Regulation 2021 and is provided only to the extent that the Council has been notified by the relevant public authorities.

When advice in accordance with section 10.7(5) is requested the Council is under no obligation to furnish any advice. If advice is provided Council draws your attention to section 10.7(6) and schedule 6 of the Environmental Planning and Assessment Act 1979 which have the effect that Council shall not incur any liability in respect of advice provided in good faith pursuant to section 10.7(5), including the furnishing of advice in respect of contaminated land.

Any enquiries regarding State Environmental Planning Policies should be directed to the NSW Department of Planning and Environment at www.planning.nsw.gov.au

Please contact Council's Strategic Planning section for further information about this Planning Certificate.

John Clark

Planning Certificate **Certificate No.:** PC2024/3539
Property: 155 Great North Road FIVE DOCK NSW 2046 **Certificate Date:** 03/12/2024

General Manager

APPLICANT: **City of Canada Bay - Environment & Planning - Strategic Planning**
1a Marlborough Street
DRUMMOYNE NSW 2047

PLANNING CERTIFICATE - under section 10.7
Environmental Planning and Assessment Act 1979

Property: **163 Great North Road FIVE DOCK NSW 2046**

Title: **Lot 2 DP 868504**

Certificate No:	PC2024/3540	**Certificate Date:**	03/12/2024
Receipt No:	Online Receipt	**Certificate Fee:**	
Land No:	4576	**Applicant's Ref:**	

IMPORTANT: Please read this certificate carefully.

The information provided in this certificate relates only to the land described above. If you need information about an adjoining property or nearby land, a separate certificate will be required.

All information provided is correct as at the date above. Please note, it is possible for changes to occur within a short time and we recommend you only rely upon a very recent certificate.

Please contact Council's Strategic Planning section for further information about this Planning Certificate.

Canada Bay Civic Centre Drummoyne
1a Marlborough Street Drummoyne NSW 2047
Locked Bag 1470 Drummoyne NSW 1470
ABN 79 130 029 350

Tel 9911 6555
council@canadabay.nsw.gov.au
www.canadabay.nsw.gov.au

Planning Certificate **Certificate No.:** PC2024/3540
Property: 163 Great North Road FIVE DOCK NSW 2046 **Certificate Date:** 03/12/2024

SECTION 10.7(2)

In accordance with the requirements of section 10.7(2) of the Environmental Planning and Assessment Act (1979) ("the Act"), the following prescribed matters relate to the land at the date of this certificate.

SECTION 1 - Names of relevant planning instruments and development control plans

1. (a) The following environmental planning instruments apply to the carrying out of development on the land:

Canada Bay Local Environmental Plan 2013

State Environmental Planning Policy (Biodiversity and Conservation) 2021
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
State Environmental Planning Policy (Housing) 2021
State Environmental Planning Policy (Industry and Employment) 2021
State Environmental Planning Policy (Planning Systems) 2021
State Environmental Planning Policy (Precincts – Central River City) 2021
State Environmental Planning Policy (Primary Production) 2021
State Environmental Planning Policy (Resilience and Hazards) 2021
State Environmental Planning Policy (Resources and Energy) 2021
State Environmental Planning Policy (Sustainable Buildings) 2022
State Environmental Planning Policy (Transport and Infrastructure) 2021

(b) The following development control plans apply to the carrying out of development on the land:

City of Canada Bay Development Control Plan

2. (a) The following proposed environmental planning instruments apply to the carrying out of development on the land and are, or have been, the subject of community consultation or on public exhibition under the Environmental Planning and Assessment Act 1979:

Explanation of Intended Effect – Changes to create low and mid-rise housing – exhibition 15 December 2023 to 23 February 2024

Explanation of Intended Effect – Improving planning processes to deliver infrastructure faster – exhibition 6 March 2024 to 16 April 2024

(b) The following draft development control plans apply to the carrying out of development on the land and are, or have been, the subject of community consultation or on public exhibition under the Environmental Planning and Assessment Act 1979:

No draft development control plans apply

Note:
1. A proposed environmental planning instrument or draft development control plan is not listed in subsection 2 if:
   a) It has been more than 3 years since the end of the public exhibition period, or
   b) The Planning Secretary has notified council that the making of the proposed instrument has been deferred indefinitely or has not been approved.

2. In this section a proposed environmental planning instrument means a draft environmental planning instrument and includes a planning proposal for a local environmental plan.

SECTION 2 - Zoning and land use under relevant planning instruments

1. (a) Zoning details in the environmental planning instruments identified in Section 1(1(a)) above:

Zone MU1 Mixed Use

1 Objectives of zone

- To encourage a diversity of business, retail, office and light industrial land uses that generate employment opportunities.
- To ensure that new development provides diverse and active street frontages to attract pedestrian traffic and to contribute to vibrant, diverse and functional streets and public spaces.
- To minimise conflict between land uses within this zone and land uses within adjoining zones.
- To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.

2 Permitted without consent

Environmental protection works

3 Permitted with consent

Amusement centres; Boarding houses; Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Commercial premises; Community facilities; Entertainment facilities; Function centres; Information and education facilities; Light industries; Local distribution premises; Medical centres; Oyster aquaculture; Passenger transport facilities; Places of public worship; Recreation areas; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Shop top housing; Tank-based aquaculture; Tourist and visitor accommodation; Vehicle repair stations; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Correctional centres; Crematoria; Depots; Electricity generating works; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial training facilities;

Industries; Jetties; Moorings; Open cut mining; Recreation facilities (major); Recreation facilities (outdoor); Residential accommodation; Resource recovery facilities; Rural industries; Sewage treatment plants; Signage; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Warehouse or distribution centres; Waste disposal facilities; Water recreation structures; Water supply systems

(b) Additional permitted uses:

No additional uses apply

(c) Are there development standards applying to the land, which fix minimum land dimensions for the erection of a dwelling house on the land, and if so, what are the fixed dimensions?

No fixed minimum land dimensions apply to this land

(d) Is the land in an area of outstanding biodiversity value under the Biodiversity Conservation Act 2016?

No, the land is not in an area of outstanding biodiversity value

(e) Is the land within a conservation area?

No, the land is not within a conservation area

(f) Is there an item of environmental heritage located on the land?

No, there are no heritage items located on the land

2. (a) Zoning details in the proposed environmental planning instruments identified in Section 1(2(a)) above:

No proposed zoning applies to the land

(b) Proposed additional permitted uses:

No proposed additional uses apply

(c) Are there proposed development standards applying to the land, which fix minimum land dimensions for the erection of a dwelling house on the land, and if so, what are the fixed minimum dimensions?

No proposed fixed minimum land dimensions apply to the land.

(d) Is the land in a proposed area of outstanding biodiversity value under the Biodiversity Conservation Act 2016?

No, the land is not in a proposed area of outstanding biodiversity value.

(e) Is the land within a proposed heritage conservation area?

No, the land is not within a proposed heritage conservation area

(f) Is there a proposed item of environmental heritage located on the land?

No, there are no proposed heritage items located on the land

SECTION 3 – Contributions plans

1. (a) The following contributions plans apply to the land

City of Canada Bay Local Infrastructure Contributions Plan

The subject land is within Greater Sydney to which the Environmental Planning and Assessment (Housing and Productivity Contribution) Order 2024 applies.

(b) The following draft contributions plans apply to the land:-

No draft contributions plans apply to the land

SECTION 4 – Complying Development

1. Is the land, land on which complying development may be carried out under clauses 1.17A(1)(c) to (e),(2),(3) and (4), 1.18 (1)(c3) and 1.19 of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008?

Housing Code (Part 3)

Yes, under the Housing Code complying development may be carried out on the land.

Low Rise Housing Diversity Code (Part 3B)

Yes, under the Low Rise Housing Diversity Code complying development may be carried out on the land.

Housing Alterations Code (Part 4)

Yes, under the Housing Alterations Code complying development may be carried out on the land.

General Development Code (Part 4A)

Yes, under the General Development Code complying development may be carried out on the land.

Industrial and Business Alterations Code (Part 5)

Yes, under the General Commercial and Industrial Code complying development may be carried out on the land.

Industrial and Business Buildings Code (Part 5A)

Yes, under the General Commercial and Industrial (New Buildings and Additions) Code complying development may be carried out on the land.

Container Recycling Facilities Code (Part 5B)

Yes, under the Container Recycling Facilities Code complying development may be carried out on the land.

Subdivisions Code (Part 6)

Yes, under the Subdivisions Code complying development may be carried out on the land.

Demolition Code (Part 7)

Yes, under the Demolition Code complying development may be carried out on the land.

Fire Safety Code (Part 8)

Yes, under the Fire Safety Code complying development may be carried out on the land.

2. Is there a complying development code variation under clause 1.12 of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* that applies to the land?

No, there are no complying development code variations that apply to the land.

SECTION 5 – Exempt Development

1. Is the land, land on which exempt development may be carried out under clauses 1.16(1)(b1) to (d) or 1.16A of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008?

Outstanding Biodiversity Value

Yes, exempt development may be carried out on the land as it is not a declared area of outstanding biodiversity value under the Biodiversity Conservation Act 2016.

Critical Habitat

Yes, exempt development may be carried out on the land as it is not a declared critical habitat under Part 7A of the Fisheries Management Act 1994.

Wilderness Area

Yes, exempt development may be carried out on the land as it is not a wilderness area, or part of a wilderness area within the meaning of the Wilderness Act 1987.

State Heritage

Yes, exempt development may be carried out on the land as it is not land that is, or on which there is, an item that is listed on the State Heritage Register, or that is subject to an interim heritage order under the Heritage Act 1977.

Land Excluded

Yes, exempt development may be carried out on the land as it is not land described or otherwise identified on a map as land that is excluded from the General Exempt Development Code.

Siding Spring Observatory

Yes, exempt development may be carried out on the land as it is not within 18 kilometres of the Siding Spring Observatory.

2. Is there an exempt development code variation under clause 1.12 of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* that applies to the land?

No, there are no exempt development code variations that apply to the land.

SECTION 6 – Affected building notices and building product rectification orders

Is council aware that:

1. An affected building notice is in force in relation to the land?

No

2. A building product rectification order in force is in relation to the land that has not been fully complied with?

No

3. A notice of intention to make a building product rectification order given in relation to the land that is outstanding?

No

SECTION 7 - Land reserved for acquisition

Is there an environmental planning instrument, or proposed environmental planning instrument referred to in Section 1 which makes provision in relation to the acquisition of the land by an authority of the State, as referred to in section 3.15 of the Environmental Planning and Assessment Act 1979?

No

SECTION 8 – Road widening and road realignment

Is the land affected by any road widening or road realignment under:

(a) Division 2 of Part 3 of the Roads Act 1993; or
(b) Any environmental planning instrument; or
(c) Any resolution of the Council?

No

SECTION 9 – Flood related development controls

1. Is the land or part of the land within the flood planning area and subject to flood related development controls.

Unknown, Council has not undertaken a flood study in this location. Please refer to Council's Planning Controls webpage for more information on Flood Planning.

2. Is the land or part of the land between the flood planning area and the probable maximum flood and subject to flood related development controls.

Unknown, Council has not undertaken a flood study in this location. Please refer to Council's Planning Controls webpage for more information on Flood Planning.

SECTION 10 – Council and other public authority policies on hazard risk restrictions

(a) Whether or not any of the land affected by a policy adopted by the Council that restricts the development of the land because of the likelihood of:-

(i)	land slip	No
(ii)	bushfire	No
(iii)	tidal inundation	No
(iv)	subsidence	No
(v)	acid sulphate soils	Yes

The land is identified as being within Class 5 on the Acid Sulfate Soil Map under the Canada Bay LEP 2013. Works prohibited without Council approval (except as provided by subclause 4 of clause 6.1 of the Canada Bay LEP 2013) include:

- Works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land.

(vi)	contamination	Yes

Council has adopted by resolution a policy on contaminated land that applies to all land within the City of Canada Bay. This policy, and the application of provisions under relevant State legislation are to be implemented when zoning or land use changes are proposed on lands which have previously been used for certain purposes. Please note that this statement refers to whether or not Council has a policy regarding contamination and is not a statement on whether the property is affected by contamination or potential contamination. Please refer to Planning Certificate 10.7(2) – Additional Matters and Planning Certificate 10.7(5) for any contamination information that Council is aware of in relation to the land that is the subject of this certificate.

(vii)	aircraft noise	No
(viii)	salinity	No
(ix)	coastal hazards	No
(x)	sea level rise	No

(b) Whether or not any of the land is affected by a policy adopted by any other public authority and notified to the Council that the policy will be included in a planning certificate issued by the Council that restricts the development of the land because of the likelihood of:-

(i)	land slip	No
(ii)	bushfire	No
(iii)	tidal inundation	No
(iv)	subsidence	No
(v)	acid sulphate soils	No
(vi)	land contamination	No
(vii)	aircraft noise	No
(viii)	salinity	No
(ix)	coastal hazards	No
(x)	sea level rise	No

SECTION 11 – Bush fire prone land

(a)	***All of the land is bush fire prone land.***	No
(b)	***Some of the land is bush fire prone land.***	No
(c)	***None of the land is bush fire prone land.***	Yes

SECTION 12 – Loose – fill asbestos insulation

Has Council been notified that the land includes any residential premises (within the meaning of Division 1A of Part 8 of the Home Building Act 1989) that are listed on the register that is required to be maintained under that Division?

No. Contact NSW Fair Trading for more information.

Section 13 – Mine subsidence

Is the land proclaimed to be in a mine subsidence district within the meaning of section 15 of the Mine Subsidence Compensation Act 1961?

No

SECTION 14 – Paper subdivision information

1. Has a development plan been adopted that applies to the land or that is proposed to be subject to a ballot?

No

2. Does a subdivision order apply to the land, and if so what is the date of the order?

No

SECTION 15 – Property vegetation plans

Has Council been notified (by the person or body that approved the plan) of the existence of a property vegetation plan approved under Part 4 of the Native Vegetation Act 2003 (and that continues in force) applying to the land?

No

SECTION 16 – Biodiversity stewardship sites

Has Council been notified by the Biodiversity Conservation Trust that the land is a biodiversity stewardship site under a biodiversity stewardship agreement under Part 5 of the Biodiversity Conservation Act 2016 (including biobanking agreements under Part 7A of the Threatened Species Conservation Act 1995 that are taken to be certified under Part 5 of the Biodiversity Conservation Act 2016)?

No

SECTION 17 - Biodiversity certified land

Is the land biodiversity certified land under Part 8 of the Biodiversity Conservation Act 2016 (including land certified under Part 7AA of the Threatened Species Conservation Act 1995 that is taken to be certified under Part 8 of the Biodiversity Conservation Act 2016)?

No

SECTION 18 – Orders under Trees (Disputes Between Neighbours) Act 2006

Has Council been notified that an order has been made under the Trees (Disputes Between Neighbours) Act 2006 to carry out work in relation to a tree on the land?

No

SECTION 19 – Annual charges under Local Government Act 1993 for coastal protection services that relate to existing coastal protection works

Has the owner (or any previous owner) of the land consented in writing to the land being subject to annual charges under section 496B of the Local Government Act 1993 for coastal protection services that relate to existing coastal protection works (within the meaning of section 553B of that Act)?

No

SECTION 20 – Western Sydney Aerotropolis

Under Chapter 4 of State Environmental Planning Policy (Precincts – Western Parkland City) 2021 is the land:

(a) In an ANEF or ANEC contour of 20 or greater, as referred to in that Chapter, section 4.17, or

No

(b) Shown on the Lighting Intensity and Wind Shear Map, or

No

(c) Shown on the Obstacle Limitation Surface Map, or

No

(d) In the "public safety area" on the Public Safety Area Map, or

No

(e) In the "3 kilometre wildlife buffer zone" or the "13 kilometre wildlife buffer zone" on the Wildlife Buffer Zone Map.

No

SECTION 21 – Development consent conditions for seniors housing

If State Environmental Planning Policy (Housing) 2021, Chapter 3, Part 5 applies to the land, are there any conditions of development consent granted after 11 October 2007 in relation to the land of a kind referred to in clause 88(2)?

No

SECTION 22 – Site compatibility certificates and development consent conditions for affordable rental housing

1. ***Is there a current site compatibility certificate (under State Environmental Planning Policy (Housing) 2021, or a former site compatibility certificate, of which Council is aware, in relation to proposed development on the land, and if there is a certificate, what is the period for which it is current?***

   No

2. ***If State Environmental Planning Policy (Housing) 2021, Chapter 2, Part 2, Division 1 or 5 applies to the land, are there any conditions of development consent in relation to the land of a kind referred to in clause 21(1) or 40(1)?***

   No

3. ***Are there any conditions of a development consent in relation to land that are a kind of referred to in State Environmental Planning Policy (Affordable Rental Housing) 2009, clause 17(1) or 38(1)?***

   No

SECTION 23 – Water or sewerage services

Has Council been notified that water or sewerage services are, or are to be, provided to the land under the Water Industry Competition Act 2006?

No

ADDITIONAL MATTERS

In accordance with the requirements of clause 290(1) of the Environmental Planning and Assessment Regulation 2021, the following additional matters relate to the land at the date of this certificate.

Matters arising under the Contaminated Land Management Act 1997

At the date at when this certificate is issued, under section 59(2) of the Contaminated Land Management Act 1997, is:-

(a) The land (or part of the land) to which this certificate relates significantly contaminated land?

No

(b) The land to which this certificate relates subject to a management order?

No

(c) The land to which this certificate relates the subject of an approved voluntary management proposal?

No

(d) The land to which this certificate relates subject to an ongoing maintenance order?

No

(e) The land to which this certificate relates the subject of a site audit statement and a copy of such a statement has been provided to the Council?

No

SECTION 10.7(5) ADVICE

In accordance with section 10.7(5) of the Act the following advice is given on other relevant matters affecting the land.

---

1. Demolition

Under the local environmental plan applying to the land, development consent is required for the demolition of any building on the land except where the demolition complies with the exempt development requirements specified in State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 and the Canada Bay Local Environmental Plan, 2013.

2. Foreshore Building Line

Is the land affected by a foreshore building line?

No

3. Other Heritage considerations

Is the land adjoining or opposite a heritage item under the provisions of the Local Environmental Plan applying to the land?

No

Has the property been identified as one that is contributory to the heritage values of a conservation area?

No

Is the land adjoining or opposite a heritage conservation area under the provisions of the Local Environmental Plan applying to the land?

No

Does the land contain an item of environmental heritage identified within the State Environmental Planning Policy (Biodiversity and Conservation) 2021?

No

4. Permit Parking Schemes

The City of Canada Bay co-ordinates a Resident Permit Parking Scheme, Visitor Permit Parking Scheme and Business Permit Parking Scheme. This property may be restricted from participating in an existing or future Permit Parking Scheme based on eligibility criteria or via Development Application consent condition. For more information contact Council's call centre on 9911 6555.

5. Other Advice

An Active Street Frontage is required on this land in accordance with the Canada Bay Local Environmental Plan 2013.

The structural adequacy and maintenance of awnings attached to the property and which encroach over Council controlled land are the responsibility of the owner of the land pursuant to Section 142 of the Roads Act 1993 and Council's Safety of Shop Awnings Policy.

A restrictive parking policy applies to land affected by this Planning Certificate. The policy aims to encourage low car ownership and high public transport use by residents and visitors. Off-street parking in new developments is limited. Time-limited parking will apply across most streets in the area. Residents should ensure they do not rely on on-street parking for their vehicles and their visitors.

The land is identified as being in the vicinity of a future underground tunnel for the Sydney Metro West project. Concurrence from the relevant rail authority may be required. For further information please contact Sydney Metro.

GENERAL INFORMATION

The absence of any reference to a matter affecting the land shall not imply that the land is not affected by that matter not referred to in this certificate.

Information provided under section 10.7(2) is in accordance with the matters prescribed under schedule 2 of the Environmental Planning and Assessment Regulation 2021 and is provided only to the extent that the Council has been notified by the relevant public authorities.

Planning Certificate **Certificate No.:** PC2024/3540
Property: 163 Great North Road FIVE DOCK NSW 2046 **Certificate Date:** 03/12/2024

When advice in accordance with section 10.7(5) is requested the Council is under no obligation to furnish any advice. If advice is provided Council draws your attention to section 10.7(6) and schedule 6 of the Environmental Planning and Assessment Act 1979 which have the effect that Council shall not incur any liability in respect of advice provided in good faith pursuant to section 10.7(5), including the furnishing of advice in respect of contaminated land.

Any enquiries regarding State Environmental Planning Policies should be directed to the NSW Department of Planning and Environment at www.planning.nsw.gov.au

Please contact Council's Strategic Planning section for further information about this Planning Certificate.

John Clark
General Manager

APPLICANT: **City of Canada Bay - Environment & Planning - Strategic Planning**
1a Marlborough Street
DRUMMOYNE NSW 2047

PLANNING CERTIFICATE - under section 10.7
Environmental Planning and Assessment Act 1979

Property: **168 Great North Road FIVE DOCK NSW 2046**

Title: **Lot 1 DP 795743**

Certificate No:	PC2024/3541	**Certificate Date:**	03/12/2024
Receipt No:	Online Receipt	**Certificate Fee:**	
Land No:	4495	**Applicant's Ref:**	

IMPORTANT: Please read this certificate carefully.

The information provided in this certificate relates only to the land described above. If you need information about an adjoining property or nearby land, a separate certificate will be required.

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Tel 9911 6555
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Planning Certificate **Certificate No.:** PC2024/3541
Property: 168 Great North Road FIVE DOCK NSW 2046 **Certificate Date:** 03/12/2024

SECTION 10.7(2)

In accordance with the requirements of section 10.7(2) of the Environmental Planning and Assessment Act (1979) ("the Act"), the following prescribed matters relate to the land at the date of this certificate.

SECTION 1 - Names of relevant planning instruments and development control plans

1. (a) The following environmental planning instruments apply to the carrying out of development on the land:

Canada Bay Local Environmental Plan 2013

State Environmental Planning Policy (Biodiversity and Conservation) 2021
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
State Environmental Planning Policy (Housing) 2021
State Environmental Planning Policy (Industry and Employment) 2021
State Environmental Planning Policy (Planning Systems) 2021
State Environmental Planning Policy (Precincts – Central River City) 2021
State Environmental Planning Policy (Primary Production) 2021
State Environmental Planning Policy (Resilience and Hazards) 2021
State Environmental Planning Policy (Resources and Energy) 2021
State Environmental Planning Policy (Sustainable Buildings) 2022
State Environmental Planning Policy (Transport and Infrastructure) 2021

(b) The following development control plans apply to the carrying out of development on the land:

City of Canada Bay Development Control Plan

2. (a) The following proposed environmental planning instruments apply to the carrying out of development on the land and are, or have been, the subject of community consultation or on public exhibition under the Environmental Planning and Assessment Act 1979:

Explanation of Intended Effect – Changes to create low and mid-rise housing – exhibition 15 December 2023 to 23 February 2024

Explanation of Intended Effect – Improving planning processes to deliver infrastructure faster – exhibition 6 March 2024 to 16 April 2024

(b) The following draft development control plans apply to the carrying out of development on the land and are, or have been, the subject of community consultation or on public exhibition under the Environmental Planning and Assessment Act 1979:

No draft development control plans apply

Note:
1. A proposed environmental planning instrument or draft development control plan is not listed in subsection 2 if:
   a) It has been more than 3 years since the end of the public exhibition period, or
   b) The Planning Secretary has notified council that the making of the proposed instrument has been deferred indefinitely or has not been approved.

2. In this section a proposed environmental planning instrument means a draft environmental planning instrument and includes a planning proposal for a local environmental plan.

SECTION 2 - Zoning and land use under relevant planning instruments

1. (a) Zoning details in the environmental planning instruments identified in Section 1(1(a)) above:

Zone MU1 Mixed Use

1 Objectives of zone

- To encourage a diversity of business, retail, office and light industrial land uses that generate employment opportunities.
- To ensure that new development provides diverse and active street frontages to attract pedestrian traffic and to contribute to vibrant, diverse and functional streets and public spaces.
- To minimise conflict between land uses within this zone and land uses within adjoining zones.
- To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.

2 Permitted without consent

Environmental protection works

3 Permitted with consent

Amusement centres; Boarding houses; Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Commercial premises; Community facilities; Entertainment facilities; Function centres; Information and education facilities; Light industries; Local distribution premises; Medical centres; Oyster aquaculture; Passenger transport facilities; Places of public worship; Recreation areas; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Shop top housing; Tank-based aquaculture; Tourist and visitor accommodation; Vehicle repair stations; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Correctional centres; Crematoria; Depots; Electricity generating works; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial training facilities;

Industries; Jetties; Moorings; Open cut mining; Recreation facilities (major); Recreation facilities (outdoor); Residential accommodation; Resource recovery facilities; Rural industries; Sewage treatment plants; Signage; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Warehouse or distribution centres; Waste disposal facilities; Water recreation structures; Water supply systems

(b) Additional permitted uses:

No additional uses apply

(c) Are there development standards applying to the land, which fix minimum land dimensions for the erection of a dwelling house on the land, and if so, what are the fixed dimensions?

No fixed minimum land dimensions apply to this land

(d) Is the land in an area of outstanding biodiversity value under the Biodiversity Conservation Act 2016?

No, the land is not in an area of outstanding biodiversity value

(e) Is the land within a conservation area?

No, the land is not within a conservation area

(f) Is there an item of environmental heritage located on the land?

No, there are no heritage items located on the land

2. (a) Zoning details in the proposed environmental planning instruments identified in Section 1(2(a)) above:

No proposed zoning applies to the land

(b) Proposed additional permitted uses:

No proposed additional uses apply

(c) Are there proposed development standards applying to the land, which fix minimum land dimensions for the erection of a dwelling house on the land, and if so, what are the fixed minimum dimensions?

No proposed fixed minimum land dimensions apply to the land.

(d) Is the land in a proposed area of outstanding biodiversity value under the Biodiversity Conservation Act 2016?

No, the land is not in a proposed area of outstanding biodiversity value.

(e) Is the land within a proposed heritage conservation area?

No, the land is not within a proposed heritage conservation area

(f) Is there a proposed item of environmental heritage located on the land?

No, there are no proposed heritage items located on the land

SECTION 3 – Contributions plans

1. (a) The following contributions plans apply to the land

City of Canada Bay Local Infrastructure Contributions Plan

The subject land is within Greater Sydney to which the Environmental Planning and Assessment (Housing and Productivity Contribution) Order 2024 applies.

(b) The following draft contributions plans apply to the land:-

No draft contributions plans apply to the land

SECTION 4 – Complying Development

1. Is the land, land on which complying development may be carried out under clauses 1.17A(1)(c) to (e),(2),(3) and (4), 1.18 (1)(c3) and 1.19 of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008?

Housing Code (Part 3)

Yes, under the Housing Code complying development may be carried out on the land.

Low Rise Housing Diversity Code (Part 3B)

Yes, under the Low Rise Housing Diversity Code complying development may be carried out on the land.

Housing Alterations Code (Part 4)

Yes, under the Housing Alterations Code complying development may be carried out on the land.

General Development Code (Part 4A)

Yes, under the General Development Code complying development may be carried out on the land.

Industrial and Business Alterations Code (Part 5)

Yes, under the General Commercial and Industrial Code complying development may be carried out on the land.

Industrial and Business Buildings Code (Part 5A)

Yes, under the General Commercial and Industrial (New Buildings and Additions) Code complying development may be carried out on the land.

Container Recycling Facilities Code (Part 5B)

Yes, under the Container Recycling Facilities Code complying development may be carried out on the land.

Subdivisions Code (Part 6)

Yes, under the Subdivisions Code complying development may be carried out on the land.

Demolition Code (Part 7)

Yes, under the Demolition Code complying development may be carried out on the land.

Fire Safety Code (Part 8)

Yes, under the Fire Safety Code complying development may be carried out on the land.

2. Is there a complying development code variation under clause 1.12 of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* that applies to the land?

No, there are no complying development code variations that apply to the land.

SECTION 5 – Exempt Development

1. Is the land, land on which exempt development may be carried out under clauses 1.16(1)(b1) to (d) or 1.16A of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008?

Outstanding Biodiversity Value

Yes, exempt development may be carried out on the land as it is not a declared area of outstanding biodiversity value under the Biodiversity Conservation Act 2016.

Critical Habitat

Yes, exempt development may be carried out on the land as it is not a declared critical habitat under Part 7A of the Fisheries Management Act 1994.

Wilderness Area

Yes, exempt development may be carried out on the land as it is not a wilderness area, or part of a wilderness area within the meaning of the Wilderness Act 1987.

State Heritage

Yes, exempt development may be carried out on the land as it is not land that is, or on which there is, an item that is listed on the State Heritage Register, or that is subject to an interim heritage order under the Heritage Act 1977.

Land Excluded

Yes, exempt development may be carried out on the land as it is not land described or otherwise identified on a map as land that is excluded from the General Exempt Development Code.

Siding Spring Observatory

Yes, exempt development may be carried out on the land as it is not within 18 kilometres of the Siding Spring Observatory.

2. Is there an exempt development code variation under clause 1.12 of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* that applies to the land?

No, there are no exempt development code variations that apply to the land.

SECTION 6 – Affected building notices and building product rectification orders

Is council aware that:

1. An affected building notice is in force in relation to the land?

No

2. A building product rectification order in force is in relation to the land that has not been fully complied with?

No

3. A notice of intention to make a building product rectification order given in relation to the land that is outstanding?

No

SECTION 7 - Land reserved for acquisition

Is there an environmental planning instrument, or proposed environmental planning instrument referred to in Section 1 which makes provision in relation to the acquisition of the land by an authority of the State, as referred to in section 3.15 of the Environmental Planning and Assessment Act 1979?

No

SECTION 8 – Road widening and road realignment

Is the land affected by any road widening or road realignment under:

(a) Division 2 of Part 3 of the Roads Act 1993; or
(b) Any environmental planning instrument; or
(c) Any resolution of the Council?

No

SECTION 9 – Flood related development controls

1. Is the land or part of the land within the flood planning area and subject to flood related development controls.

Unknown, Council has not undertaken a flood study in this location. Please refer to Council's Planning Controls webpage for more information on Flood Planning.

2. Is the land or part of the land between the flood planning area and the probable maximum flood and subject to flood related development controls.

Unknown, Council has not undertaken a flood study in this location. Please refer to Council's Planning Controls webpage for more information on Flood Planning.

SECTION 10 – Council and other public authority policies on hazard risk restrictions

(a) Whether or not any of the land affected by a policy adopted by the Council that restricts the development of the land because of the likelihood of:-

(i)	land slip	No
(ii)	bushfire	No
(iii)	tidal inundation	No
(iv)	subsidence	No
(v)	acid sulphate soils	Yes

The land is identified as being within Class 5 on the Acid Sulfate Soil Map under the Canada Bay LEP 2013. Works prohibited without Council approval (except as provided by subclause 4 of clause 6.1 of the Canada Bay LEP 2013) include:

- Works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land.

(vi)	contamination	Yes

Council has adopted by resolution a policy on contaminated land that applies to all land within the City of Canada Bay. This policy, and the application of provisions under relevant State legislation are to be implemented when zoning or land use changes are proposed on lands which have previously been used for certain purposes. Please note that this statement refers to whether or not Council has a policy regarding contamination and is not a statement on whether the property is affected by contamination or potential contamination. Please refer to Planning Certificate 10.7(2) – Additional Matters and Planning Certificate 10.7(5) for any contamination information that Council is aware of in relation to the land that is the subject of this certificate.

(vii)	aircraft noise	No
(viii)	salinity	No
(ix)	coastal hazards	No
(x)	sea level rise	No

(b) Whether or not any of the land is affected by a policy adopted by any other public authority and notified to the Council that the policy will be included in a planning certificate issued by the Council that restricts the development of the land because of the likelihood of:-

(i)	land slip	No
(ii)	bushfire	No
(iii)	tidal inundation	No
(iv)	subsidence	No
(v)	acid sulphate soils	No
(vi)	land contamination	No
(vii)	aircraft noise	No
(viii)	salinity	No
(ix)	coastal hazards	No
(x)	sea level rise	No

SECTION 11 – Bush fire prone land

(a)	***All of the land is bush fire prone land.***	No
(b)	***Some of the land is bush fire prone land.***	No
(c)	***None of the land is bush fire prone land.***	Yes

SECTION 12 – Loose – fill asbestos insulation

Has Council been notified that the land includes any residential premises (within the meaning of Division 1A of Part 8 of the Home Building Act 1989) that are listed on the register that is required to be maintained under that Division?

No. Contact NSW Fair Trading for more information.

Section 13 – Mine subsidence

Is the land proclaimed to be in a mine subsidence district within the meaning of section 15 of the Mine Subsidence Compensation Act 1961?

No

SECTION 14 – Paper subdivision information

1. Has a development plan been adopted that applies to the land or that is proposed to be subject to a ballot?

No

2. Does a subdivision order apply to the land, and if so what is the date of the order?

No

SECTION 15 – Property vegetation plans

Has Council been notified (by the person or body that approved the plan) of the existence of a property vegetation plan approved under Part 4 of the Native Vegetation Act 2003 (and that continues in force) applying to the land?

No

SECTION 16 – Biodiversity stewardship sites

Has Council been notified by the Biodiversity Conservation Trust that the land is a biodiversity stewardship site under a biodiversity stewardship agreement under Part 5 of the Biodiversity Conservation Act 2016 (including biobanking agreements under Part 7A of the Threatened Species Conservation Act 1995 that are taken to be certified under Part 5 of the Biodiversity Conservation Act 2016)?

No

SECTION 17 - Biodiversity certified land

Is the land biodiversity certified land under Part 8 of the Biodiversity Conservation Act 2016 (including land certified under Part 7AA of the Threatened Species Conservation Act 1995 that is taken to be certified under Part 8 of the Biodiversity Conservation Act 2016)?

No

SECTION 18 – Orders under Trees (Disputes Between Neighbours) Act 2006

Has Council been notified that an order has been made under the Trees (Disputes Between Neighbours) Act 2006 to carry out work in relation to a tree on the land?

No

SECTION 19 – Annual charges under Local Government Act 1993 for coastal protection services that relate to existing coastal protection works

Has the owner (or any previous owner) of the land consented in writing to the land being subject to annual charges under section 496B of the Local Government Act 1993 for coastal protection services that relate to existing coastal protection works (within the meaning of section 553B of that Act)?

No

SECTION 20 – Western Sydney Aerotropolis

Under Chapter 4 of State Environmental Planning Policy (Precincts – Western Parkland City) 2021 is the land:

(a) In an ANEF or ANEC contour of 20 or greater, as referred to in that Chapter, section 4.17, or

No

(b) Shown on the Lighting Intensity and Wind Shear Map, or

No

(c) Shown on the Obstacle Limitation Surface Map, or

No

(d) In the "public safety area" on the Public Safety Area Map, or

No

(e) In the "3 kilometre wildlife buffer zone" or the "13 kilometre wildlife buffer zone" on the Wildlife Buffer Zone Map.

No

SECTION 21 – Development consent conditions for seniors housing

If State Environmental Planning Policy (Housing) 2021, Chapter 3, Part 5 applies to the land, are there any conditions of development consent granted after 11 October 2007 in relation to the land of a kind referred to in clause 88(2)?

No

SECTION 22 – Site compatibility certificates and development consent conditions for affordable rental housing

1. ***Is there a current site compatibility certificate (under State Environmental Planning Policy (Housing) 2021, or a former site compatibility certificate, of which Council is aware, in relation to proposed development on the land, and if there is a certificate, what is the period for which it is current?***

   No

2. ***If State Environmental Planning Policy (Housing) 2021, Chapter 2, Part 2, Division 1 or 5 applies to the land, are there any conditions of development consent in relation to the land of a kind referred to in clause 21(1) or 40(1)?***

   No

3. ***Are there any conditions of a development consent in relation to land that are a kind of referred to in State Environmental Planning Policy (Affordable Rental Housing) 2009, clause 17(1) or 38(1)?***

   No

SECTION 23 – Water or sewerage services

Has Council been notified that water or sewerage services are, or are to be, provided to the land under the Water Industry Competition Act 2006?

No

ADDITIONAL MATTERS

In accordance with the requirements of clause 290(1) of the Environmental Planning and Assessment Regulation 2021, the following additional matters relate to the land at the date of this certificate.

Matters arising under the Contaminated Land Management Act 1997

At the date at when this certificate is issued, under section 59(2) of the Contaminated Land Management Act 1997, is:-

(a) The land (or part of the land) to which this certificate relates significantly contaminated land?

No

(b) The land to which this certificate relates subject to a management order?

No

(c) The land to which this certificate relates the subject of an approved voluntary management proposal?

No

(d) The land to which this certificate relates subject to an ongoing maintenance order?

No

(e) The land to which this certificate relates the subject of a site audit statement and a copy of such a statement has been provided to the Council?

No

SECTION 10.7(5) ADVICE

In accordance with section 10.7(5) of the Act the following advice is given on other relevant matters affecting the land.

---

1. Demolition

Under the local environmental plan applying to the land, development consent is required for the demolition of any building on the land except where the demolition complies with the exempt development requirements specified in State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 and the Canada Bay Local Environmental Plan, 2013.

2. Foreshore Building Line

Is the land affected by a foreshore building line?

No

3. Other Heritage considerations

Is the land adjoining or opposite a heritage item under the provisions of the Local Environmental Plan applying to the land?

Yes

Has the property been identified as one that is contributory to the heritage values of a conservation area?

No

Is the land adjoining or opposite a heritage conservation area under the provisions of the Local Environmental Plan applying to the land?

No

Does the land contain an item of environmental heritage identified within the State Environmental Planning Policy (Biodiversity and Conservation) 2021?

No

4. Permit Parking Schemes

The City of Canada Bay co-ordinates a Resident Permit Parking Scheme, Visitor Permit Parking Scheme and Business Permit Parking Scheme. This property may be restricted from participating in an existing or future Permit Parking Scheme based on eligibility criteria or via Development Application consent condition. For more information contact Council's call centre on 9911 6555.

5. Other Advice

An Active Street Frontage is required on this land in accordance with the Canada Bay Local Environmental Plan 2013.

A restrictive parking policy applies to land affected by this Planning Certificate. The policy aims to encourage low car ownership and high public transport use by residents and visitors. Off-street parking in new developments is limited. Time-limited parking will apply across most streets in the area. Residents should ensure they do not rely on on-street parking for their vehicles and their visitors.

GENERAL INFORMATION

The absence of any reference to a matter affecting the land shall not imply that the land is not affected by that matter not referred to in this certificate.

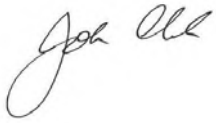
Information provided under section 10.7(2) is in accordance with the matters prescribed under schedule 2 of the Environmental Planning and Assessment Regulation 2021 and is provided only to the extent that the Council has been notified by the relevant public authorities.

When advice in accordance with section 10.7(5) is requested the Council is under no obligation to furnish any advice. If advice is provided Council draws your attention to section 10.7(6) and schedule 6 of the Environmental Planning and Assessment Act 1979 which have the effect that Council shall not incur any liability in respect of advice provided in good faith pursuant to section 10.7(5), including the furnishing of advice in respect of contaminated land.

Planning Certificate **Certificate No.:** PC2024/3541
Property: 168 Great North Road FIVE DOCK NSW 2046 **Certificate Date:** 03/12/2024

Any enquiries regarding State Environmental Planning Policies should be directed to the NSW Department of Planning and Environment at www.planning.nsw.gov.au

Please contact Council's Strategic Planning section for further information about this Planning Certificate.



John Clark
General Manager

APPLICANT: **City of Canada Bay - Environment & Planning - Strategic Planning**
1a Marlborough Street
DRUMMOYNE NSW 2047

PLANNING CERTIFICATE - under section 10.7
Environmental Planning and Assessment Act 1979

Property: **1 Waterview Street FIVE DOCK NSW 2046**

Title: **Lot 7 DP 236750**

Certificate No:	PC2024/3533	**Certificate Date:**	02/12/2024
Receipt No:	Online Receipt	**Certificate Fee:**	
Land No:	12377	**Applicant's Ref:**	

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Planning Certificate **Certificate No.:** PC2024/3533
Property: 1 Waterview Street FIVE DOCK NSW 2046 **Certificate Date:** 02/12/2024

SECTION 10.7(2)

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State Environmental Planning Policy (Planning Systems) 2021
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(b) The following development control plans apply to the carrying out of development on the land:

City of Canada Bay Development Control Plan

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- To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.

2 Permitted without consent

Environmental protection works

3 Permitted with consent

Amusement centres; Boarding houses; Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Commercial premises; Community facilities; Entertainment facilities; Function centres; Information and education facilities; Light industries; Local distribution premises; Medical centres; Oyster aquaculture; Passenger transport facilities; Places of public worship; Recreation areas; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Shop top housing; Tank-based aquaculture; Tourist and visitor accommodation; Vehicle repair stations; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Correctional centres; Crematoria; Depots; Electricity generating works; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial training facilities;

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(b) Additional permitted uses:

No additional uses apply

(c) Are there development standards applying to the land, which fix minimum land dimensions for the erection of a dwelling house on the land, and if so, what are the fixed dimensions?

No fixed minimum land dimensions apply to this land

(d) Is the land in an area of outstanding biodiversity value under the Biodiversity Conservation Act 2016?

No, the land is not in an area of outstanding biodiversity value

(e) Is the land within a conservation area?

No, the land is not within a conservation area

(f) Is there an item of environmental heritage located on the land?

No, there are no heritage items located on the land

2. (a) Zoning details in the proposed environmental planning instruments identified in Section 1(2(a)) above:

No proposed zoning applies to the land

(b) Proposed additional permitted uses:

No proposed additional uses apply

(c) Are there proposed development standards applying to the land, which fix minimum land dimensions for the erection of a dwelling house on the land, and if so, what are the fixed minimum dimensions?

No proposed fixed minimum land dimensions apply to the land.

(d) Is the land in a proposed area of outstanding biodiversity value under the Biodiversity Conservation Act 2016?

No, the land is not in a proposed area of outstanding biodiversity value.

(e) Is the land within a proposed heritage conservation area?

No, the land is not within a proposed heritage conservation area

(f) Is there a proposed item of environmental heritage located on the land?

No, there are no proposed heritage items located on the land

SECTION 3 – Contributions plans

1. (a) The following contributions plans apply to the land

City of Canada Bay Local Infrastructure Contributions Plan

The subject land is within Greater Sydney to which the Environmental Planning and Assessment (Housing and Productivity Contribution) Order 2024 applies.

(b) The following draft contributions plans apply to the land:-

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1. Is the land, land on which complying development may be carried out under clauses 1.17A(1)(c) to (e),(2),(3) and (4), 1.18 (1)(c3) and 1.19 of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008?

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Yes, under the Housing Alterations Code complying development may be carried out on the land.

General Development Code (Part 4A)

Yes, under the General Development Code complying development may be carried out on the land.

Industrial and Business Alterations Code (Part 5)

Yes, under the General Commercial and Industrial Code complying development may be carried out on the land.

Industrial and Business Buildings Code (Part 5A)

Yes, under the General Commercial and Industrial (New Buildings and Additions) Code complying development may be carried out on the land.

Container Recycling Facilities Code (Part 5B)

Yes, under the Container Recycling Facilities Code complying development may be carried out on the land.

Subdivisions Code (Part 6)

Yes, under the Subdivisions Code complying development may be carried out on the land.

Demolition Code (Part 7)

Yes, under the Demolition Code complying development may be carried out on the land.

Fire Safety Code (Part 8)

Yes, under the Fire Safety Code complying development may be carried out on the land.

2. Is there a complying development code variation under clause 1.12 of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* that applies to the land?

No, there are no complying development code variations that apply to the land.

SECTION 5 – Exempt Development

1. Is the land, land on which exempt development may be carried out under clauses 1.16(1)(b1) to (d) or 1.16A of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008?

Outstanding Biodiversity Value

Yes, exempt development may be carried out on the land as it is not a declared area of outstanding biodiversity value under the Biodiversity Conservation Act 2016.

Critical Habitat

Yes, exempt development may be carried out on the land as it is not a declared critical habitat under Part 7A of the Fisheries Management Act 1994.

Wilderness Area

Yes, exempt development may be carried out on the land as it is not a wilderness area, or part of a wilderness area within the meaning of the Wilderness Act 1987.

State Heritage

Yes, exempt development may be carried out on the land as it is not land that is, or on which there is, an item that is listed on the State Heritage Register, or that is subject to an interim heritage order under the Heritage Act 1977.

Land Excluded

Yes, exempt development may be carried out on the land as it is not land described or otherwise identified on a map as land that is excluded from the General Exempt Development Code.

Siding Spring Observatory

Yes, exempt development may be carried out on the land as it is not within 18 kilometres of the Siding Spring Observatory.

2. Is there an exempt development code variation under clause 1.12 of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* that applies to the land?

No, there are no exempt development code variations that apply to the land.

SECTION 6 – Affected building notices and building product rectification orders

Is council aware that:

1. An affected building notice is in force in relation to the land?

No

2. A building product rectification order in force is in relation to the land that has not been fully complied with?

No

3. A notice of intention to make a building product rectification order given in relation to the land that is outstanding?

No

SECTION 7 - Land reserved for acquisition

Is there an environmental planning instrument, or proposed environmental planning instrument referred to in Section 1 which makes provision in relation to the acquisition of the land by an authority of the State, as referred to in section 3.15 of the Environmental Planning and Assessment Act 1979?

No

SECTION 8 – Road widening and road realignment

Is the land affected by any road widening or road realignment under:

(a) Division 2 of Part 3 of the Roads Act 1993; or
(b) Any environmental planning instrument; or
(c) Any resolution of the Council?

No

SECTION 9 – Flood related development controls

1. Is the land or part of the land within the flood planning area and subject to flood related development controls.

Unknown, Council has not undertaken a flood study in this location. Please refer to Council's Planning Controls webpage for more information on Flood Planning.

2. Is the land or part of the land between the flood planning area and the probable maximum flood and subject to flood related development controls.

Unknown, Council has not undertaken a flood study in this location. Please refer to Council's Planning Controls webpage for more information on Flood Planning.

SECTION 10 – Council and other public authority policies on hazard risk restrictions

(a) Whether or not any of the land affected by a policy adopted by the Council that restricts the development of the land because of the likelihood of:-

(i)	land slip	No
(ii)	bushfire	No
(iii)	tidal inundation	No
(iv)	subsidence	No
(v)	acid sulphate soils	Yes

The land is identified as being within Class 5 on the Acid Sulfate Soil Map under the Canada Bay LEP 2013. Works prohibited without Council approval (except as provided by subclause 4 of clause 6.1 of the Canada Bay LEP 2013) include:

- Works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land.

(vi)	contamination	Yes

Council has adopted by resolution a policy on contaminated land that applies to all land within the City of Canada Bay. This policy, and the application of provisions under relevant State legislation are to be implemented when zoning or land use changes are proposed on lands which have previously been used for certain purposes. Please note that this statement refers to whether or not Council has a policy regarding contamination and is not a statement on whether the property is affected by contamination or potential contamination. Please refer to Planning Certificate 10.7(2) – Additional Matters and Planning Certificate 10.7(5) for any contamination information that Council is aware of in relation to the land that is the subject of this certificate.

(vii)	aircraft noise	No
(viii)	salinity	No
(ix)	coastal hazards	No
(x)	sea level rise	No

(b) Whether or not any of the land is affected by a policy adopted by any other public authority and notified to the Council that the policy will be included in a planning certificate issued by the Council that restricts the development of the land because of the likelihood of:-

(i)	land slip	No
(ii)	bushfire	No
(iii)	tidal inundation	No
(iv)	subsidence	No
(v)	acid sulphate soils	No
(vi)	land contamination	No
(vii)	aircraft noise	No
(viii)	salinity	No
(ix)	coastal hazards	No
(x)	sea level rise	No

SECTION 11 – Bush fire prone land

(a)	***All of the land is bush fire prone land.***	No
(b)	***Some of the land is bush fire prone land.***	No
(c)	***None of the land is bush fire prone land.***	Yes

SECTION 12 – Loose – fill asbestos insulation

Has Council been notified that the land includes any residential premises (within the meaning of Division 1A of Part 8 of the Home Building Act 1989) that are listed on the register that is required to be maintained under that Division?

No. Contact NSW Fair Trading for more information.

Section 13 – Mine subsidence

Is the land proclaimed to be in a mine subsidence district within the meaning of section 15 of the Mine Subsidence Compensation Act 1961?

No

SECTION 14 – Paper subdivision information

1. Has a development plan been adopted that applies to the land or that is proposed to be subject to a ballot?

No

2. Does a subdivision order apply to the land, and if so what is the date of the order?

No

SECTION 15 – Property vegetation plans

Has Council been notified (by the person or body that approved the plan) of the existence of a property vegetation plan approved under Part 4 of the Native Vegetation Act 2003 (and that continues in force) applying to the land?

No

SECTION 16 – Biodiversity stewardship sites

Has Council been notified by the Biodiversity Conservation Trust that the land is a biodiversity stewardship site under a biodiversity stewardship agreement under Part 5 of the Biodiversity Conservation Act 2016 (including biobanking agreements under Part 7A of the Threatened Species Conservation Act 1995 that are taken to be certified under Part 5 of the Biodiversity Conservation Act 2016)?

No

SECTION 17 - Biodiversity certified land

Is the land biodiversity certified land under Part 8 of the Biodiversity Conservation Act 2016 (including land certified under Part 7AA of the Threatened Species Conservation Act 1995 that is taken to be certified under Part 8 of the Biodiversity Conservation Act 2016)?

No

SECTION 18 – Orders under Trees (Disputes Between Neighbours) Act 2006

Has Council been notified that an order has been made under the Trees (Disputes Between Neighbours) Act 2006 to carry out work in relation to a tree on the land?

No

SECTION 19 – Annual charges under Local Government Act 1993 for coastal protection services that relate to existing coastal protection works

Has the owner (or any previous owner) of the land consented in writing to the land being subject to annual charges under section 496B of the Local Government Act 1993 for coastal protection services that relate to existing coastal protection works (within the meaning of section 553B of that Act)?

No

SECTION 20 – Western Sydney Aerotropolis

Under Chapter 4 of State Environmental Planning Policy (Precincts – Western Parkland City) 2021 is the land:

(a) In an ANEF or ANEC contour of 20 or greater, as referred to in that Chapter, section 4.17, or

No

(b) Shown on the Lighting Intensity and Wind Shear Map, or

No

(c) Shown on the Obstacle Limitation Surface Map, or

No

(d) In the "public safety area" on the Public Safety Area Map, or

No

(e) In the "3 kilometre wildlife buffer zone" or the "13 kilometre wildlife buffer zone" on the Wildlife Buffer Zone Map.

No

SECTION 21 – Development consent conditions for seniors housing

If State Environmental Planning Policy (Housing) 2021, Chapter 3, Part 5 applies to the land, are there any conditions of development consent granted after 11 October 2007 in relation to the land of a kind referred to in clause 88(2)?

No

SECTION 22 – Site compatibility certificates and development consent conditions for affordable rental housing

1. ***Is there a current site compatibility certificate (under State Environmental Planning Policy (Housing) 2021, or a former site compatibility certificate, of which Council is aware, in relation to proposed development on the land, and if there is a certificate, what is the period for which it is current?***

   No

2. ***If State Environmental Planning Policy (Housing) 2021, Chapter 2, Part 2, Division 1 or 5 applies to the land, are there any conditions of development consent in relation to the land of a kind referred to in clause 21(1) or 40(1)?***

   No

3. ***Are there any conditions of a development consent in relation to land that are a kind of referred to in State Environmental Planning Policy (Affordable Rental Housing) 2009, clause 17(1) or 38(1)?***

   No

SECTION 23 – Water or sewerage services

Has Council been notified that water or sewerage services are, or are to be, provided to the land under the Water Industry Competition Act 2006?

No

ADDITIONAL MATTERS

In accordance with the requirements of clause 290(1) of the Environmental Planning and Assessment Regulation 2021, the following additional matters relate to the land at the date of this certificate.

Matters arising under the Contaminated Land Management Act 1997

At the date at when this certificate is issued, under section 59(2) of the Contaminated Land Management Act 1997, is:-

(a) The land (or part of the land) to which this certificate relates significantly contaminated land?

No

(b) The land to which this certificate relates subject to a management order?

No

(c) The land to which this certificate relates the subject of an approved voluntary management proposal?

No

(d) The land to which this certificate relates subject to an ongoing maintenance order?

No

(e) The land to which this certificate relates the subject of a site audit statement and a copy of such a statement has been provided to the Council?

No

SECTION 10.7(5) ADVICE

In accordance with section 10.7(5) of the Act the following advice is given on other relevant matters affecting the land.

---

1. Demolition

Under the local environmental plan applying to the land, development consent is required for the demolition of any building on the land except where the demolition complies with the exempt development requirements specified in State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 and the Canada Bay Local Environmental Plan, 2013.

2. Foreshore Building Line

Is the land affected by a foreshore building line?

No

3. Other Heritage considerations

Is the land adjoining or opposite a heritage item under the provisions of the Local Environmental Plan applying to the land?

Yes

Has the property been identified as one that is contributory to the heritage values of a conservation area?

No

Is the land adjoining or opposite a heritage conservation area under the provisions of the Local Environmental Plan applying to the land?

No

Does the land contain an item of environmental heritage identified within the State Environmental Planning Policy (Biodiversity and Conservation) 2021?

No

4. Permit Parking Schemes

The City of Canada Bay co-ordinates a Resident Permit Parking Scheme, Visitor Permit Parking Scheme and Business Permit Parking Scheme. This property may be restricted from participating in an existing or future Permit Parking Scheme based on eligibility criteria or via Development Application consent condition. For more information contact Council's call centre on 9911 6555.

5. Other Advice

An Active Street Frontage is required on this land in accordance with the Canada Bay Local Environmental Plan 2013.

That the General Manager take the necessary steps, including the necessary consultation to effect a strategy of achieving a service lane from First Avenue to Second Avenue between Waterview Street and Great North Road, Five Dock.

- Removes service vehicles from Waterview Street;
- Provides opportunity for underground car parking for buildings fronting Great North Road where vehicular access from Great North Road is restricted;
- Provides opportunity for service vehicles to safely service businesses on Great North Road;
- Provides opportunity for on-site customer car parking.

Council Resolution: 17 February 2004

A restrictive parking policy applies to land affected by this Planning Certificate. The policy aims to encourage low car ownership and high public transport use by residents and visitors. Off-street parking in new developments is limited. Time-limited parking will apply across most streets in the area. Residents should ensure they do not rely on on-street parking for their vehicles and their visitors.

GENERAL INFORMATION

Planning Certificate **Certificate No.:** PC2024/3533
Property: 1 Waterview Street FIVE DOCK NSW 2046 **Certificate Date:** 02/12/2024

The absence of any reference to a matter affecting the land shall not imply that the land is not affected by that matter not referred to in this certificate.

Information provided under section 10.7(2) is in accordance with the matters prescribed under schedule 2 of the Environmental Planning and Assessment Regulation 2021 and is provided only to the extent that the Council has been notified by the relevant public authorities.

When advice in accordance with section 10.7(5) is requested the Council is under no obligation to furnish any advice. If advice is provided Council draws your attention to section 10.7(6) and schedule 6 of the Environmental Planning and Assessment Act 1979 which have the effect that Council shall not incur any liability in respect of advice provided in good faith pursuant to section 10.7(5), including the furnishing of advice in respect of contaminated land.

Any enquiries regarding State Environmental Planning Policies should be directed to the NSW Department of Planning and Environment at www.planning.nsw.gov.au

Please contact Council's Strategic Planning section for further information about this Planning Certificate.

John Clark
General Manager

APPLICANT: **City of Canada Bay - Environment & Planning - Strategic Planning**
1a Marlborough Street
DRUMMOYNE NSW 2047

PLANNING CERTIFICATE - under section 10.7
Environmental Planning and Assessment Act 1979

Property: **42 Lancelot Street FIVE DOCK NSW 2046**

Title: **Lot 252 DP 1278361**

Certificate No:	PC2024/3536	**Certificate Date:**	05/12/2024
Receipt No:	Online Receipt	**Certificate Fee:**	
Land No:	51890	**Applicant's Ref:**	

IMPORTANT: Please read this certificate carefully.

The information provided in this certificate relates only to the land described above. If you need information about an adjoining property or nearby land, a separate certificate will be required.

All information provided is correct as at the date above. Please note, it is possible for changes to occur within a short time and we recommend you only rely upon a very recent certificate.

Please contact Council's Strategic Planning section for further information about this Planning Certificate.

Canada Bay Civic Centre Drummoyne
1a Marlborough Street Drummoyne NSW 2047
Locked Bag 1470 Drummoyne NSW 1470
ABN 79 130 029 350

Tel 9911 6555
council@canadabay.nsw.gov.au
www.canadabay.nsw.gov.au

Planning Certificate **Certificate No.:** PC2024/3536
Property: 42 Lancelot Street FIVE DOCK NSW 2046 **Certificate Date:** 05/12/2024

SECTION 10.7(2)

In accordance with the requirements of section 10.7(2) of the Environmental Planning and Assessment Act (1979) ("the Act"), the following prescribed matters relate to the land at the date of this certificate.

SECTION 1 - Names of relevant planning instruments and development control plans

1. (a) The following environmental planning instruments apply to the carrying out of development on the land:

Canada Bay Local Environmental Plan 2013

State Environmental Planning Policy (Biodiversity and Conservation) 2021
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
State Environmental Planning Policy (Housing) 2021
State Environmental Planning Policy (Industry and Employment) 2021
State Environmental Planning Policy (Planning Systems) 2021
State Environmental Planning Policy (Precincts – Central River City) 2021
State Environmental Planning Policy (Primary Production) 2021
State Environmental Planning Policy (Resilience and Hazards) 2021
State Environmental Planning Policy (Resources and Energy) 2021
State Environmental Planning Policy (Sustainable Buildings) 2022
State Environmental Planning Policy (Transport and Infrastructure) 2021

(b) The following development control plans apply to the carrying out of development on the land:

City of Canada Bay Development Control Plan

2. (a) The following proposed environmental planning instruments apply to the carrying out of development on the land and are, or have been, the subject of community consultation or on public exhibition under the Environmental Planning and Assessment Act 1979:

Explanation of Intended Effect – Changes to create low and mid-rise housing – exhibition 15 December 2023 to 23 February 2024

Explanation of Intended Effect – Improving planning processes to deliver infrastructure faster – exhibition 6 March 2024 to 16 April 2024

(b) The following draft development control plans apply to the carrying out of development on the land and are, or have been, the subject of community consultation or on public exhibition under the Environmental Planning and Assessment Act 1979:

No draft development control plans apply

Note:
1. A proposed environmental planning instrument or draft development control plan is not listed in subsection 2 if:
   a) It has been more than 3 years since the end of the public exhibition period, or
   b) The Planning Secretary has notified council that the making of the proposed instrument has been deferred indefinitely or has not been approved.

2. In this section a proposed environmental planning instrument means a draft environmental planning instrument and includes a planning proposal for a local environmental plan.

SECTION 2 - Zoning and land use under relevant planning instruments

1. (a) Zoning details in the environmental planning instruments identified in Section 1(1(a)) above:

Zone R2 Low Density Residential

1 Objectives of zone

- To provide for the housing needs of the community within a low density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.

2 Permitted without consent

Environmental protection works; Home occupations

3 Permitted with consent

Bed and breakfast accommodation; Boat sheds; Building identification signs; Business identification signs; Centre-based child care facilities; Community facilities; Dual occupancies; Dwelling houses; Environmental facilities; Group homes; Health consulting rooms; Jetties; Oyster aquaculture; Places of public worship; Pond-based aquaculture; Recreation areas; Respite day care centres; Roads; Schools; Semi-detached dwellings; Tank-based aquaculture; Water recycling facilities

4 Prohibited

Any development not specified in item 2 or 3

(b) Additional permitted uses:

No additional uses apply

(c) Are there development standards applying to the land, which fix minimum land dimensions for the erection of a dwelling house on the land, and if so, what are the fixed dimensions?

No fixed minimum land dimensions apply to this land

(d) Is the land in an area of outstanding biodiversity value under the Biodiversity Conservation Act 2016?

No, the land is not in an area of outstanding biodiversity value

(e) Is the land within a conservation area?

No, the land is not within a conservation area

(f) Is there an item of environmental heritage located on the land?

No, there are no heritage items located on the land

2. (a) Zoning details in the proposed environmental planning instruments identified in Section 1(2(a)) above:

No proposed zoning applies to the land

(b) Proposed additional permitted uses:

No proposed additional uses apply

(c) Are there proposed development standards applying to the land, which fix minimum land dimensions for the erection of a dwelling house on the land, and if so, what are the fixed minimum dimensions?

No proposed fixed minimum land dimensions apply to the land.

(d) Is the land in a proposed area of outstanding biodiversity value under the Biodiversity Conservation Act 2016?

No, the land is not in a proposed area of outstanding biodiversity value.

(e) Is the land within a proposed heritage conservation area?

No, the land is not within a proposed heritage conservation area

(f) Is there a proposed item of environmental heritage located on the land?

No, there are no proposed heritage items located on the land

SECTION 3 – Contributions plans

1. (a) The following contributions plans apply to the land

City of Canada Bay Local Infrastructure Contributions Plan

The subject land is within Greater Sydney to which the Environmental Planning and Assessment (Housing and Productivity Contribution) Order 2024 applies.

(b) The following draft contributions plans apply to the land:-

No draft contributions plans apply to the land

Planning Certificate **Certificate No.:** PC2024/3536
Property: 42 Lancelot Street FIVE DOCK NSW 2046 **Certificate Date:** 05/12/2024

SECTION 4 – Complying Development

1. Is the land, land on which complying development may be carried out under clauses 1.17A(1)(c) to (e),(2),(3) and (4), 1.18 (1)(c3) and 1.19 of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008?

Housing Code (Part 3)

Yes, under the Housing Code complying development may be carried out on the land.

Low Rise Housing Diversity Code (Part 3B)

Yes, under the Low Rise Housing Diversity Code complying development may be carried out on the land.

Housing Alterations Code (Part 4)

Yes, under the Housing Alterations Code complying development may be carried out on the land.

General Development Code (Part 4A)

Yes, under the General Development Code complying development may be carried out on the land.

Industrial and Business Alterations Code (Part 5)

Yes, under the General Commercial and Industrial Code complying development may be carried out on the land.

Industrial and Business Buildings Code (Part 5A)

Yes, under the General Commercial and Industrial (New Buildings and Additions) Code complying development may be carried out on the land.

Container Recycling Facilities Code (Part 5B)

Yes, under the Container Recycling Facilities Code complying development may be carried out on the land.

Subdivisions Code (Part 6)

Yes, under the Subdivisions Code complying development may be carried out on the land.

Demolition Code (Part 7)

Yes, under the Demolition Code complying development may be carried out on the land.

Fire Safety Code (Part 8)

Yes, under the Fire Safety Code complying development may be carried out on the land.

2. Is there a complying development code variation under clause 1.12 of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* that applies to the land?

No, there are no complying development code variations that apply to the land.

SECTION 5 – Exempt Development

1. Is the land, land on which exempt development may be carried out under clauses 1.16(1)(b1) to (d) or 1.16A of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008?

Outstanding Biodiversity Value

Yes, exempt development may be carried out on the land as it is not a declared area of outstanding biodiversity value under the Biodiversity Conservation Act 2016.

Critical Habitat

Yes, exempt development may be carried out on the land as it is not a declared critical habitat under Part 7A of the Fisheries Management Act 1994.

Wilderness Area

Yes, exempt development may be carried out on the land as it is not a wilderness area, or part of a wilderness area within the meaning of the Wilderness Act 1987.

State Heritage

Yes, exempt development may be carried out on the land as it is not land that is, or on which there is, an item that is listed on the State Heritage Register, or that is subject to an interim heritage order under the Heritage Act 1977.

Land Excluded

Yes, exempt development may be carried out on the land as it is not land described or otherwise identified on a map as land that is excluded from the General Exempt Development Code.

Siding Spring Observatory

Yes, exempt development may be carried out on the land as it is not within 18 kilometres of the Siding Spring Observatory.

2. Is there an exempt development code variation under clause 1.12 of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* that applies to the land?

No, there are no exempt development code variations that apply to the land.

SECTION 6 – Affected building notices and building product rectification orders

Is council aware that:

1. An affected building notice is in force in relation to the land?

No

2. A building product rectification order in force is in relation to the land that has not been fully complied with?

No

3. A notice of intention to make a building product rectification order given in relation to the land that is outstanding?

No

SECTION 7 - Land reserved for acquisition

Is there an environmental planning instrument, or proposed environmental planning instrument referred to in Section 1 which makes provision in relation to the acquisition of the land by an authority of the State, as referred to in section 3.15 of the Environmental Planning and Assessment Act 1979?

No

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Is the land affected by any road widening or road realignment under:

(a) Division 2 of Part 3 of the Roads Act 1993; or
(b) Any environmental planning instrument; or
(c) Any resolution of the Council?

No

SECTION 9 – Flood related development controls

1. Is the land or part of the land within the flood planning area and subject to flood related development controls.

Unknown, Council has not undertaken a flood study in this location. Please refer to Council's Planning Controls webpage for more information on Flood Planning.

2. Is the land or part of the land between the flood planning area and the probable maximum flood and subject to flood related development controls.

Unknown, Council has not undertaken a flood study in this location. Please refer to Council's Planning Controls webpage for more information on Flood Planning.

SECTION 10 – Council and other public authority policies on hazard risk restrictions

(a) Whether or not any of the land affected by a policy adopted by the Council that restricts the development of the land because of the likelihood of:-

(i)	land slip	No
(ii)	bushfire	No
(iii)	tidal inundation	No
(iv)	subsidence	No
(v)	acid sulphate soils	Yes

The land is identified as being within Class 5 on the Acid Sulfate Soil Map under the Canada Bay LEP 2013. Works prohibited without Council approval (except as provided by subclause 4 of clause 6.1 of the Canada Bay LEP 2013) include:

- Works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land.

(vi) contamination Yes

Council has adopted by resolution a policy on contaminated land that applies to all land within the City of Canada Bay. This policy, and the application of provisions under relevant State legislation are to be implemented when zoning or land use changes are proposed on lands which have previously been used for certain purposes. Please note that this statement refers to whether or not Council has a policy regarding contamination and is not a statement on whether the property is affected by contamination or potential contamination. Please refer to Planning Certificate 10.7(2) – Additional Matters and Planning Certificate 10.7(5) for any contamination information that Council is aware of in relation to the land that is the subject of this certificate.

(vii)	aircraft noise	No
(viii)	salinity	No

(ix)	coastal hazards	No
(x)	sea level rise	No

(b) Whether or not any of the land is affected by a policy adopted by any other public authority and notified to the Council that the policy will be included in a planning certificate issued by the Council that restricts the development of the land because of the likelihood of:-

(i)	land slip	No
(ii)	bushfire	No
(iii)	tidal inundation	No
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(vi)	land contamination	No
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(a)	***All of the land is bush fire prone land.***	No
(b)	***Some of the land is bush fire prone land.***	No
(c)	***None of the land is bush fire prone land.***	Yes

SECTION 12 – Loose – fill asbestos insulation

Has Council been notified that the land includes any residential premises (within the meaning of Division 1A of Part 8 of the Home Building Act 1989) that are listed on the register that is required to be maintained under that Division?

No. Contact NSW Fair Trading for more information.

Section 13 – Mine subsidence

Is the land proclaimed to be in a mine subsidence district within the meaning of section 15 of the Mine Subsidence Compensation Act 1961?

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1. Has a development plan been adopted that applies to the land or that is proposed to be subject to a ballot?

No

2. Does a subdivision order apply to the land, and if so what is the date of the order?

No

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Has Council been notified (by the person or body that approved the plan) of the existence of a property vegetation plan approved under Part 4 of the Native Vegetation Act 2003 (and that continues in force) applying to the land?

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Has Council been notified by the Biodiversity Conservation Trust that the land is a biodiversity stewardship site under a biodiversity stewardship agreement under Part 5 of the Biodiversity Conservation Act 2016 (including biobanking agreements under Part 7A of the Threatened Species Conservation Act 1995 that are taken to be certified under Part 5 of the Biodiversity Conservation Act 2016)?

No

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Is the land biodiversity certified land under Part 8 of the Biodiversity Conservation Act 2016 (including land certified under Part 7AA of the Threatened Species Conservation Act 1995 that is taken to be certified under Part 8 of the Biodiversity Conservation Act 2016)?

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Has Council been notified that an order has been made under the Trees (Disputes Between Neighbours) Act 2006 to carry out work in relation to a tree on the land?

No

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Has the owner (or any previous owner) of the land consented in writing to the land being subject to annual charges under section 496B of the Local Government Act 1993 for coastal protection services that relate to existing coastal protection works (within the meaning of section 553B of that Act)?

No

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Under Chapter 4 of State Environmental Planning Policy (Precincts – Western Parkland City) 2021 is the land:

(a) ***In an ANEF or ANEC contour of 20 or greater, as referred to in that Chapter, section 4.17, or***

No

(b) ***Shown on the Lighting Intensity and Wind Shear Map, or***

No

(c) ***Shown on the Obstacle Limitation Surface Map, or***

No

(d) ***In the "public safety area" on the Public Safety Area Map, or***

No

(e) ***In the "3 kilometre wildlife buffer zone" or the "13 kilometre wildlife buffer zone" on the Wildlife Buffer Zone Map.***

No

SECTION 21 – Development consent conditions for seniors housing

If State Environmental Planning Policy (Housing) 2021, Chapter 3, Part 5 applies to the land, are there any conditions of development consent granted after 11 October 2007 in relation to the land of a kind referred to in clause 88(2)?

No

SECTION 22 – Site compatibility certificates and development consent conditions for affordable rental housing

1. ***Is there a current site compatibility certificate (under State Environmental Planning Policy (Housing) 2021, or a former site compatibility certificate, of which Council is***

aware, in relation to proposed development on the land, and if there is a certificate, what is the period for which it is current?

No

2. ***If State Environmental Planning Policy (Housing) 2021, Chapter 2, Part 2, Division 1 or 5 applies to the land, are there any conditions of development consent in relation to the land of a kind referred to in clause 21(1) or 40(1)?***

No

3. ***Are there any conditions of a development consent in relation to land that are a kind of referred to in State Environmental Planning Policy (Affordable Rental Housing) 2009, clause 17(1) or 38(1)?***

No

SECTION 23 – Water or sewerage services

Has Council been notified that water or sewerage services are, or are to be, provided to the land under the Water Industry Competition Act 2006?

No

ADDITIONAL MATTERS

In accordance with the requirements of clause 290(1) of the Environmental Planning and Assessment Regulation 2021, the following additional matters relate to the land at the date of this certificate.

Matters arising under the Contaminated Land Management Act 1997

At the date at when this certificate is issued, under section 59(2) of the Contaminated Land Management Act 1997, is:-

(a) The land (or part of the land) to which this certificate relates significantly contaminated land?

No

(b) The land to which this certificate relates subject to a management order?

No

(c) The land to which this certificate relates the subject of an approved voluntary management proposal?

No

(d) The land to which this certificate relates subject to an ongoing maintenance order?

No

(e) The land to which this certificate relates the subject of a site audit statement and a copy of such a statement has been provided to the Council?

No

SECTION 10.7(5) ADVICE

In accordance with section 10.7(5) of the Act the following advice is given on other relevant matters affecting the land.

---

1. Demolition

Under the local environmental plan applying to the land, development consent is required for the demolition of any building on the land except where the demolition complies with the exempt development requirements specified in State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 and the Canada Bay Local Environmental Plan, 2013.

2. Foreshore Building Line

Is the land affected by a foreshore building line?

No

3. Other Heritage considerations

Is the land adjoining or opposite a heritage item under the provisions of the Local Environmental Plan applying to the land?

No

Has the property been identified as one that is contributory to the heritage values of a conservation area?

No

Is the land adjoining or opposite a heritage conservation area under the provisions of the Local Environmental Plan applying to the land?

No

Does the land contain an item of environmental heritage identified within the State Environmental Planning Policy (Biodiversity and Conservation) 2021?

No

Planning Certificate **Certificate No.:** PC2024/3536
Property: 42 Lancelot Street FIVE DOCK NSW 2046 **Certificate Date:** 05/12/2024

4. Permit Parking Schemes

The City of Canada Bay co-ordinates a Resident Permit Parking Scheme, Visitor Permit Parking Scheme and Business Permit Parking Scheme. This property may be restricted from participating in an existing or future Permit Parking Scheme based on eligibility criteria or via Development Application consent condition. For more information contact Council's call centre on 9911 6555.

5. Other Advice

The land is identified as being in the vicinity of a future underground tunnel for the Sydney Metro West project. Concurrence from the relevant rail authority may be required. For further information please contact Sydney Metro.

GENERAL INFORMATION

The absence of any reference to a matter affecting the land shall not imply that the land is not affected by that matter not referred to in this certificate.

Information provided under section 10.7(2) is in accordance with the matters prescribed under schedule 2 of the Environmental Planning and Assessment Regulation 2021 and is provided only to the extent that the Council has been notified by the relevant public authorities.

When advice in accordance with section 10.7(5) is requested the Council is under no obligation to furnish any advice. If advice is provided Council draws your attention to section 10.7(6) and schedule 6 of the Environmental Planning and Assessment Act 1979 which have the effect that Council shall not incur any liability in respect of advice provided in good faith pursuant to section 10.7(5), including the furnishing of advice in respect of contaminated land.

Any enquiries regarding State Environmental Planning Policies should be directed to the NSW Department of Planning and Environment at www.planning.nsw.gov.au

Please contact Council's Strategic Planning section for further information about this Planning Certificate.

John Clark
General Manager

APPLICANT: **City of Canada Bay - Environment & Planning - Strategic Planning**
1a Marlborough Street
DRUMMOYNE NSW 2047

PLANNING CERTIFICATE - under section 10.7
Environmental Planning and Assessment Act 1979

Property: **146 Great North Road FIVE DOCK NSW 2046**

Title: **Lot 101 DP 1267127**

Certificate No:	PC2024/3538	**Certificate Date:**	06/12/2024
Receipt No:	Online Receipt	**Certificate Fee:**	
Land No:	51507	**Applicant's Ref:**	

IMPORTANT: Please read this certificate carefully.

The information provided in this certificate relates only to the land described above. If you need information about an adjoining property or nearby land, a separate certificate will be required.

All information provided is correct as at the date above. Please note, it is possible for changes to occur within a short time and we recommend you only rely upon a very recent certificate.

Please contact Council's Strategic Planning section for further information about this Planning Certificate.

Canada Bay Civic Centre Drummoyne
1a Marlborough Street Drummoyne NSW 2047
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council@canadabay.nsw.gov.au
www.canadabay.nsw.gov.au

Planning Certificate **Certificate No.:** PC2024/3538
Property: 146 Great North Road FIVE DOCK NSW 2046 **Certificate Date:** 06/12/2024

SECTION 10.7(2)

In accordance with the requirements of section 10.7(2) of the Environmental Planning and Assessment Act (1979) ("the Act"), the following prescribed matters relate to the land at the date of this certificate.

SECTION 1 - Names of relevant planning instruments and development control plans

1. (a) The following environmental planning instruments apply to the carrying out of development on the land:

Canada Bay Local Environmental Plan 2013

State Environmental Planning Policy (Biodiversity and Conservation) 2021
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
State Environmental Planning Policy (Housing) 2021
State Environmental Planning Policy (Industry and Employment) 2021
State Environmental Planning Policy (Planning Systems) 2021
State Environmental Planning Policy (Precincts – Central River City) 2021
State Environmental Planning Policy (Primary Production) 2021
State Environmental Planning Policy (Resilience and Hazards) 2021
State Environmental Planning Policy (Resources and Energy) 2021
State Environmental Planning Policy (Sustainable Buildings) 2022
State Environmental Planning Policy (Transport and Infrastructure) 2021

(b) The following development control plans apply to the carrying out of development on the land:

City of Canada Bay Development Control Plan

2. (a) The following proposed environmental planning instruments apply to the carrying out of development on the land and are, or have been, the subject of community consultation or on public exhibition under the Environmental Planning and Assessment Act 1979:

Explanation of Intended Effect – Changes to create low and mid-rise housing – exhibition 15 December 2023 to 23 February 2024

Explanation of Intended Effect – Improving planning processes to deliver infrastructure faster – exhibition 6 March 2024 to 16 April 2024

(b) The following draft development control plans apply to the carrying out of development on the land and are, or have been, the subject of community consultation or on public exhibition under the Environmental Planning and Assessment Act 1979:

No draft development control plans apply

Note:
1. A proposed environmental planning instrument or draft development control plan is not listed in subsection 2 if:
   a) It has been more than 3 years since the end of the public exhibition period, or
   b) The Planning Secretary has notified council that the making of the proposed instrument has been deferred indefinitely or has not been approved.

2. In this section a proposed environmental planning instrument means a draft environmental planning instrument and includes a planning proposal for a local environmental plan.

SECTION 2 - Zoning and land use under relevant planning instruments

1. (a) Zoning details in the environmental planning instruments identified in Section 1(1(a)) above:

Zone MU1 Mixed Use

1 Objectives of zone

- To encourage a diversity of business, retail, office and light industrial land uses that generate employment opportunities.
- To ensure that new development provides diverse and active street frontages to attract pedestrian traffic and to contribute to vibrant, diverse and functional streets and public spaces.
- To minimise conflict between land uses within this zone and land uses within adjoining zones.
- To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.

2 Permitted without consent

Environmental protection works

3 Permitted with consent

Amusement centres; Boarding houses; Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Commercial premises; Community facilities; Entertainment facilities; Function centres; Information and education facilities; Light industries; Local distribution premises; Medical centres; Oyster aquaculture; Passenger transport facilities; Places of public worship; Recreation areas; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Shop top housing; Tank-based aquaculture; Tourist and visitor accommodation; Vehicle repair stations; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Correctional centres; Crematoria; Depots; Electricity generating works; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial training facilities;

Industries; Jetties; Moorings; Open cut mining; Recreation facilities (major); Recreation facilities (outdoor); Residential accommodation; Resource recovery facilities; Rural industries; Sewage treatment plants; Signage; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Warehouse or distribution centres; Waste disposal facilities; Water recreation structures; Water supply systems

(b) Additional permitted uses:

No additional uses apply

(c) Are there development standards applying to the land, which fix minimum land dimensions for the erection of a dwelling house on the land, and if so, what are the fixed dimensions?

No fixed minimum land dimensions apply to this land

(d) Is the land in an area of outstanding biodiversity value under the Biodiversity Conservation Act 2016?

No, the land is not in an area of outstanding biodiversity value

(e) Is the land within a conservation area?

No, the land is not within a conservation area

(f) Is there an item of environmental heritage located on the land?

No, there are no heritage items located on the land

2. (a) Zoning details in the proposed environmental planning instruments identified in Section 1(2(a)) above:

No proposed zoning applies to the land

(b) Proposed additional permitted uses:

No proposed additional uses apply

(c) Are there proposed development standards applying to the land, which fix minimum land dimensions for the erection of a dwelling house on the land, and if so, what are the fixed minimum dimensions?

No proposed fixed minimum land dimensions apply to the land.

(d) Is the land in a proposed area of outstanding biodiversity value under the Biodiversity Conservation Act 2016?

No, the land is not in a proposed area of outstanding biodiversity value.

(e) Is the land within a proposed heritage conservation area?

No, the land is not within a proposed heritage conservation area

(f) Is there a proposed item of environmental heritage located on the land?

No, there are no proposed heritage items located on the land

SECTION 3 – Contributions plans

1. (a) The following contributions plans apply to the land

City of Canada Bay Local Infrastructure Contributions Plan

The subject land is within Greater Sydney to which the Environmental Planning and Assessment (Housing and Productivity Contribution) Order 2024 applies.

(b) The following draft contributions plans apply to the land:-

No draft contributions plans apply to the land

SECTION 4 – Complying Development

1. Is the land, land on which complying development may be carried out under clauses 1.17A(1)(c) to (e),(2),(3) and (4), 1.18 (1)(c3) and 1.19 of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008?

Housing Code (Part 3)

Yes, under the Housing Code complying development may be carried out on the land.

Low Rise Housing Diversity Code (Part 3B)

Yes, under the Low Rise Housing Diversity Code complying development may be carried out on the land.

Housing Alterations Code (Part 4)

Yes, under the Housing Alterations Code complying development may be carried out on the land.

General Development Code (Part 4A)

Yes, under the General Development Code complying development may be carried out on the land.

Industrial and Business Alterations Code (Part 5)

Yes, under the General Commercial and Industrial Code complying development may be carried out on the land.

Industrial and Business Buildings Code (Part 5A)

Yes, under the General Commercial and Industrial (New Buildings and Additions) Code complying development may be carried out on the land.

Container Recycling Facilities Code (Part 5B)

Yes, under the Container Recycling Facilities Code complying development may be carried out on the land.

Subdivisions Code (Part 6)

Yes, under the Subdivisions Code complying development may be carried out on the land.

Demolition Code (Part 7)

Yes, under the Demolition Code complying development may be carried out on the land.

Fire Safety Code (Part 8)

Yes, under the Fire Safety Code complying development may be carried out on the land.

2. Is there a complying development code variation under clause 1.12 of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* that applies to the land?

No, there are no complying development code variations that apply to the land.

SECTION 5 – Exempt Development

1. Is the land, land on which exempt development may be carried out under clauses 1.16(1)(b1) to (d) or 1.16A of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008?

Outstanding Biodiversity Value

Yes, exempt development may be carried out on the land as it is not a declared area of outstanding biodiversity value under the Biodiversity Conservation Act 2016.

Critical Habitat

Yes, exempt development may be carried out on the land as it is not a declared critical habitat under Part 7A of the Fisheries Management Act 1994.

Wilderness Area

Yes, exempt development may be carried out on the land as it is not a wilderness area, or part of a wilderness area within the meaning of the Wilderness Act 1987.

State Heritage

Yes, exempt development may be carried out on the land as it is not land that is, or on which there is, an item that is listed on the State Heritage Register, or that is subject to an interim heritage order under the Heritage Act 1977.

Land Excluded

Yes, exempt development may be carried out on the land as it is not land described or otherwise identified on a map as land that is excluded from the General Exempt Development Code.

Siding Spring Observatory

Yes, exempt development may be carried out on the land as it is not within 18 kilometres of the Siding Spring Observatory.

2. Is there an exempt development code variation under clause 1.12 of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* that applies to the land?

No, there are no exempt development code variations that apply to the land.

SECTION 6 – Affected building notices and building product rectification orders

Is council aware that:

1. An affected building notice is in force in relation to the land?

No

2. A building product rectification order in force is in relation to the land that has not been fully complied with?

No

3. A notice of intention to make a building product rectification order given in relation to the land that is outstanding?

No

SECTION 7 - Land reserved for acquisition

Is there an environmental planning instrument, or proposed environmental planning instrument referred to in Section 1 which makes provision in relation to the acquisition of the land by an authority of the State, as referred to in section 3.15 of the Environmental Planning and Assessment Act 1979?

No

SECTION 8 – Road widening and road realignment

Is the land affected by any road widening or road realignment under:

(a) Division 2 of Part 3 of the Roads Act 1993; or
(b) Any environmental planning instrument; or
(c) Any resolution of the Council?

No

SECTION 9 – Flood related development controls

1. Is the land or part of the land within the flood planning area and subject to flood related development controls.

Unknown, Council has not undertaken a flood study in this location. Please refer to Council's Planning Controls webpage for more information on Flood Planning.

2. Is the land or part of the land between the flood planning area and the probable maximum flood and subject to flood related development controls.

Unknown, Council has not undertaken a flood study in this location. Please refer to Council's Planning Controls webpage for more information on Flood Planning.

SECTION 10 – Council and other public authority policies on hazard risk restrictions

(a) Whether or not any of the land affected by a policy adopted by the Council that restricts the development of the land because of the likelihood of:-

(i)	land slip	No
(ii)	bushfire	No
(iii)	tidal inundation	No
(iv)	subsidence	No
(v)	acid sulphate soils	Yes

The land is identified as being within Class 5 on the Acid Sulfate Soil Map under the Canada Bay LEP 2013. Works prohibited without Council approval (except as provided by subclause 4 of clause 6.1 of the Canada Bay LEP 2013) include:

- Works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land.

(vi)	contamination	Yes

Council has adopted by resolution a policy on contaminated land that applies to all land within the City of Canada Bay. This policy, and the application of provisions under relevant State legislation are to be implemented when zoning or land use changes are proposed on lands which have previously been used for certain purposes. Please note that this statement refers to whether or not Council has a policy regarding contamination and is not a statement on whether the property is affected by contamination or potential contamination. Please refer to Planning Certificate 10.7(2) – Additional Matters and Planning Certificate 10.7(5) for any contamination information that Council is aware of in relation to the land that is the subject of this certificate.

(vii)	aircraft noise	No
(viii)	salinity	No
(ix)	coastal hazards	No
(x)	sea level rise	No

(b) Whether or not any of the land is affected by a policy adopted by any other public authority and notified to the Council that the policy will be included in a planning certificate issued by the Council that restricts the development of the land because of the likelihood of:-

(i)	land slip	No
(ii)	bushfire	No
(iii)	tidal inundation	No
(iv)	subsidence	No
(v)	acid sulphate soils	No
(vi)	land contamination	No
(vii)	aircraft noise	No
(viii)	salinity	No
(ix)	coastal hazards	No
(x)	sea level rise	No

SECTION 11 – Bush fire prone land

(a)	***All of the land is bush fire prone land.***	No
(b)	***Some of the land is bush fire prone land.***	No
(c)	***None of the land is bush fire prone land.***	Yes

SECTION 12 – Loose – fill asbestos insulation

Has Council been notified that the land includes any residential premises (within the meaning of Division 1A of Part 8 of the Home Building Act 1989) that are listed on the register that is required to be maintained under that Division?

No. Contact NSW Fair Trading for more information.

Section 13 – Mine subsidence

Is the land proclaimed to be in a mine subsidence district within the meaning of section 15 of the Mine Subsidence Compensation Act 1961?

No

SECTION 14 – Paper subdivision information

1. Has a development plan been adopted that applies to the land or that is proposed to be subject to a ballot?

No

2. Does a subdivision order apply to the land, and if so what is the date of the order?

No

SECTION 15 – Property vegetation plans

Has Council been notified (by the person or body that approved the plan) of the existence of a property vegetation plan approved under Part 4 of the Native Vegetation Act 2003 (and that continues in force) applying to the land?

No

SECTION 16 – Biodiversity stewardship sites

Has Council been notified by the Biodiversity Conservation Trust that the land is a biodiversity stewardship site under a biodiversity stewardship agreement under Part 5 of the Biodiversity Conservation Act 2016 (including biobanking agreements under Part 7A of the Threatened Species Conservation Act 1995 that are taken to be certified under Part 5 of the Biodiversity Conservation Act 2016)?

No

SECTION 17 - Biodiversity certified land

Is the land biodiversity certified land under Part 8 of the Biodiversity Conservation Act 2016 (including land certified under Part 7AA of the Threatened Species Conservation Act 1995 that is taken to be certified under Part 8 of the Biodiversity Conservation Act 2016)?

No

SECTION 18 – Orders under Trees (Disputes Between Neighbours) Act 2006

Has Council been notified that an order has been made under the Trees (Disputes Between Neighbours) Act 2006 to carry out work in relation to a tree on the land?

No

SECTION 19 – Annual charges under Local Government Act 1993 for coastal protection services that relate to existing coastal protection works

Has the owner (or any previous owner) of the land consented in writing to the land being subject to annual charges under section 496B of the Local Government Act 1993 for coastal protection services that relate to existing coastal protection works (within the meaning of section 553B of that Act)?

No

SECTION 20 – Western Sydney Aerotropolis

Under Chapter 4 of State Environmental Planning Policy (Precincts – Western Parkland City) 2021 is the land:

(a) In an ANEF or ANEC contour of 20 or greater, as referred to in that Chapter, section 4.17, or

No

(b) Shown on the Lighting Intensity and Wind Shear Map, or

No

(c) Shown on the Obstacle Limitation Surface Map, or

No

(d) In the "public safety area" on the Public Safety Area Map, or

No

(e) In the "3 kilometre wildlife buffer zone" or the "13 kilometre wildlife buffer zone" on the Wildlife Buffer Zone Map.

No

SECTION 21 – Development consent conditions for seniors housing

If State Environmental Planning Policy (Housing) 2021, Chapter 3, Part 5 applies to the land, are there any conditions of development consent granted after 11 October 2007 in relation to the land of a kind referred to in clause 88(2)?

No

SECTION 22 – Site compatibility certificates and development consent conditions for affordable rental housing

1. ***Is there a current site compatibility certificate (under State Environmental Planning Policy (Housing) 2021, or a former site compatibility certificate, of which Council is aware, in relation to proposed development on the land, and if there is a certificate, what is the period for which it is current?***

   No

2. ***If State Environmental Planning Policy (Housing) 2021, Chapter 2, Part 2, Division 1 or 5 applies to the land, are there any conditions of development consent in relation to the land of a kind referred to in clause 21(1) or 40(1)?***

   No

3. ***Are there any conditions of a development consent in relation to land that are a kind of referred to in State Environmental Planning Policy (Affordable Rental Housing) 2009, clause 17(1) or 38(1)?***

   No

SECTION 23 – Water or sewerage services

Has Council been notified that water or sewerage services are, or are to be, provided to the land under the Water Industry Competition Act 2006?

No

ADDITIONAL MATTERS

In accordance with the requirements of clause 290(1) of the Environmental Planning and Assessment Regulation 2021, the following additional matters relate to the land at the date of this certificate.

Matters arising under the Contaminated Land Management Act 1997

At the date at when this certificate is issued, under section 59(2) of the Contaminated Land Management Act 1997, is:-

(a) The land (or part of the land) to which this certificate relates significantly contaminated land?

No

(b) The land to which this certificate relates subject to a management order?

No

(c) The land to which this certificate relates the subject of an approved voluntary management proposal?

No

(d) The land to which this certificate relates subject to an ongoing maintenance order?

No

(e) The land to which this certificate relates the subject of a site audit statement and a copy of such a statement has been provided to the Council?

No

SECTION 10.7(5) ADVICE

In accordance with section 10.7(5) of the Act the following advice is given on other relevant matters affecting the land.

---

1. Demolition

Under the local environmental plan applying to the land, development consent is required for the demolition of any building on the land except where the demolition complies with the exempt development requirements specified in State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 and the Canada Bay Local Environmental Plan, 2013.

2. Foreshore Building Line

Is the land affected by a foreshore building line?

No

3. Other Heritage considerations

Is the land adjoining or opposite a heritage item under the provisions of the Local Environmental Plan applying to the land?

No

Has the property been identified as one that is contributory to the heritage values of a conservation area?

No

Is the land adjoining or opposite a heritage conservation area under the provisions of the Local Environmental Plan applying to the land?

No

Does the land contain an item of environmental heritage identified within the State Environmental Planning Policy (Biodiversity and Conservation) 2021?

No

4. Permit Parking Schemes

The City of Canada Bay co-ordinates a Resident Permit Parking Scheme, Visitor Permit Parking Scheme and Business Permit Parking Scheme. This property may be restricted from participating in an existing or future Permit Parking Scheme based on eligibility criteria or via Development Application consent condition. For more information contact Council's call centre on 9911 6555.

5. Other Advice

An Active Street Frontage is required on this land in accordance with the Canada Bay Local Environmental Plan 2013.

A restrictive parking policy applies to land affected by this Planning Certificate. The policy aims to encourage low car ownership and high public transport use by residents and visitors. Off-street parking in new developments is limited. Time-limited parking will apply across most streets in the area. Residents should ensure they do not rely on on-street parking for their vehicles and their visitors.

GENERAL INFORMATION

The absence of any reference to a matter affecting the land shall not imply that the land is not affected by that matter not referred to in this certificate.

Information provided under section 10.7(2) is in accordance with the matters prescribed under schedule 2 of the Environmental Planning and Assessment Regulation 2021 and is provided only to the extent that the Council has been notified by the relevant public authorities.

When advice in accordance with section 10.7(5) is requested the Council is under no obligation to furnish any advice. If advice is provided Council draws your attention to section 10.7(6) and schedule 6 of the Environmental Planning and Assessment Act 1979 which have the effect that Council shall not incur any liability in respect of advice provided in good faith pursuant to section 10.7(5), including the furnishing of advice in respect of contaminated land.

Planning Certificate **Certificate No.:** PC2024/3538
Property: 146 Great North Road FIVE DOCK NSW 2046 **Certificate Date:** 06/12/2024

Any enquiries regarding State Environmental Planning Policies should be directed to the NSW Department of Planning and Environment at www.planning.nsw.gov.au

Please contact Council's Strategic Planning section for further information about this Planning Certificate.



John Clark
General Manager

APPLICANT: **City of Canada Bay - Environment & Planning - Strategic Planning**
1a Marlborough Street
DRUMMOYNE NSW 2047

PLANNING CERTIFICATE - under section 10.7
Environmental Planning and Assessment Act 1979

Property: **223 Great North Road FIVE DOCK NSW 2046**

Title: **SP 104059**

Certificate No:	PC2024/3542	**Certificate Date:**	05/12/2024
Receipt No:	Online Receipt	**Certificate Fee:**	
Land No:	52029	**Applicant's Ref:**	

IMPORTANT: Please read this certificate carefully.

The information provided in this certificate relates only to the land described above. If you need information about an adjoining property or nearby land, a separate certificate will be required.

All information provided is correct as at the date above. Please note, it is possible for changes to occur within a short time and we recommend you only rely upon a very recent certificate.

Please contact Council's Strategic Planning section for further information about this Planning Certificate.

Canada Bay Civic Centre Drummoyne
1a Marlborough Street Drummoyne NSW 2047
Locked Bag 1470 Drummoyne NSW 1470
ABN 79 130 029 350

Tel 9911 6555
council@canadabay.nsw.gov.au
www.canadabay.nsw.gov.au

Planning Certificate **Certificate No.:** PC2024/3542
Property: 223 Great North Road FIVE DOCK NSW 2046 **Certificate Date:** 05/12/2024

SECTION 10.7(2)

In accordance with the requirements of section 10.7(2) of the Environmental Planning and Assessment Act (1979) ("the Act"), the following prescribed matters relate to the land at the date of this certificate.

SECTION 1 - Names of relevant planning instruments and development control plans

1. (a) The following environmental planning instruments apply to the carrying out of development on the land:

Canada Bay Local Environmental Plan 2013

State Environmental Planning Policy (Biodiversity and Conservation) 2021
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
State Environmental Planning Policy (Housing) 2021
State Environmental Planning Policy (Industry and Employment) 2021
State Environmental Planning Policy (Planning Systems) 2021
State Environmental Planning Policy (Precincts – Central River City) 2021
State Environmental Planning Policy (Primary Production) 2021
State Environmental Planning Policy (Resilience and Hazards) 2021
State Environmental Planning Policy (Resources and Energy) 2021
State Environmental Planning Policy (Sustainable Buildings) 2022
State Environmental Planning Policy (Transport and Infrastructure) 2021

(b) The following development control plans apply to the carrying out of development on the land:

City of Canada Bay Development Control Plan

2. (a) The following proposed environmental planning instruments apply to the carrying out of development on the land and are, or have been, the subject of community consultation or on public exhibition under the Environmental Planning and Assessment Act 1979:

Explanation of Intended Effect – Changes to create low and mid-rise housing – exhibition 15 December 2023 to 23 February 2024

Explanation of Intended Effect – Improving planning processes to deliver infrastructure faster – exhibition 6 March 2024 to 16 April 2024

(b) The following draft development control plans apply to the carrying out of development on the land and are, or have been, the subject of community consultation or on public exhibition under the Environmental Planning and Assessment Act 1979:

No draft development control plans apply

Note:
1. A proposed environmental planning instrument or draft development control plan is not listed in subsection 2 if:
   a) It has been more than 3 years since the end of the public exhibition period, or
   b) The Planning Secretary has notified council that the making of the proposed instrument has been deferred indefinitely or has not been approved.

2. In this section a proposed environmental planning instrument means a draft environmental planning instrument and includes a planning proposal for a local environmental plan.

SECTION 2 - Zoning and land use under relevant planning instruments

1. (a) Zoning details in the environmental planning instruments identified in Section 1(1(a)) above:

Zone MU1 Mixed Use

1 Objectives of zone

- To encourage a diversity of business, retail, office and light industrial land uses that generate employment opportunities.
- To ensure that new development provides diverse and active street frontages to attract pedestrian traffic and to contribute to vibrant, diverse and functional streets and public spaces.
- To minimise conflict between land uses within this zone and land uses within adjoining zones.
- To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.

2 Permitted without consent

Environmental protection works

3 Permitted with consent

Amusement centres; Boarding houses; Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Commercial premises; Community facilities; Entertainment facilities; Function centres; Information and education facilities; Light industries; Local distribution premises; Medical centres; Oyster aquaculture; Passenger transport facilities; Places of public worship; Recreation areas; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Shop top housing; Tank-based aquaculture; Tourist and visitor accommodation; Vehicle repair stations; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Correctional centres; Crematoria; Depots; Electricity generating works; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial training facilities;

Industries; Jetties; Moorings; Open cut mining; Recreation facilities (major); Recreation facilities (outdoor); Residential accommodation; Resource recovery facilities; Rural industries; Sewage treatment plants; Signage; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Warehouse or distribution centres; Waste disposal facilities; Water recreation structures; Water supply systems

(b) Additional permitted uses:

No additional uses apply

(c) Are there development standards applying to the land, which fix minimum land dimensions for the erection of a dwelling house on the land, and if so, what are the fixed dimensions?

No fixed minimum land dimensions apply to this land

(d) Is the land in an area of outstanding biodiversity value under the Biodiversity Conservation Act 2016?

No, the land is not in an area of outstanding biodiversity value

(e) Is the land within a conservation area?

No, the land is not within a conservation area

(f) Is there an item of environmental heritage located on the land?

No, there are no heritage items located on the land

2. (a) Zoning details in the proposed environmental planning instruments identified in Section 1(2(a)) above:

No proposed zoning applies to the land

(b) Proposed additional permitted uses:

No proposed additional uses apply

(c) Are there proposed development standards applying to the land, which fix minimum land dimensions for the erection of a dwelling house on the land, and if so, what are the fixed minimum dimensions?

No proposed fixed minimum land dimensions apply to the land.

(d) Is the land in a proposed area of outstanding biodiversity value under the Biodiversity Conservation Act 2016?

No, the land is not in a proposed area of outstanding biodiversity value.

(e) Is the land within a proposed heritage conservation area?

No, the land is not within a proposed heritage conservation area

(f) Is there a proposed item of environmental heritage located on the land?

No, there are no proposed heritage items located on the land

SECTION 3 – Contributions plans

1. (a) The following contributions plans apply to the land

City of Canada Bay Local Infrastructure Contributions Plan

The subject land is within Greater Sydney to which the Environmental Planning and Assessment (Housing and Productivity Contribution) Order 2024 applies.

(b) The following draft contributions plans apply to the land:-

No draft contributions plans apply to the land

SECTION 4 – Complying Development

1. Is the land, land on which complying development may be carried out under clauses 1.17A(1)(c) to (e),(2),(3) and (4), 1.18 (1)(c3) and 1.19 of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008?

Housing Code (Part 3)

Yes, under the Housing Code complying development may be carried out on the land.

Low Rise Housing Diversity Code (Part 3B)

Yes, under the Low Rise Housing Diversity Code complying development may be carried out on the land.

Housing Alterations Code (Part 4)

Yes, under the Housing Alterations Code complying development may be carried out on the land.

General Development Code (Part 4A)

Yes, under the General Development Code complying development may be carried out on the land.

Industrial and Business Alterations Code (Part 5)

Yes, under the General Commercial and Industrial Code complying development may be carried out on the land.

Industrial and Business Buildings Code (Part 5A)

Yes, under the General Commercial and Industrial (New Buildings and Additions) Code complying development may be carried out on the land.

Container Recycling Facilities Code (Part 5B)

Yes, under the Container Recycling Facilities Code complying development may be carried out on the land.

Subdivisions Code (Part 6)

Yes, under the Subdivisions Code complying development may be carried out on the land.

Demolition Code (Part 7)

Yes, under the Demolition Code complying development may be carried out on the land.

Fire Safety Code (Part 8)

Yes, under the Fire Safety Code complying development may be carried out on the land.

2. Is there a complying development code variation under clause 1.12 of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* that applies to the land?

No, there are no complying development code variations that apply to the land.

SECTION 5 – Exempt Development

1. Is the land, land on which exempt development may be carried out under clauses 1.16(1)(b1) to (d) or 1.16A of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008?

Outstanding Biodiversity Value

Yes, exempt development may be carried out on the land as it is not a declared area of outstanding biodiversity value under the Biodiversity Conservation Act 2016.

Critical Habitat

Yes, exempt development may be carried out on the land as it is not a declared critical habitat under Part 7A of the Fisheries Management Act 1994.

Wilderness Area

Yes, exempt development may be carried out on the land as it is not a wilderness area, or part of a wilderness area within the meaning of the Wilderness Act 1987.

State Heritage

Yes, exempt development may be carried out on the land as it is not land that is, or on which there is, an item that is listed on the State Heritage Register, or that is subject to an interim heritage order under the Heritage Act 1977.

Land Excluded

Yes, exempt development may be carried out on the land as it is not land described or otherwise identified on a map as land that is excluded from the General Exempt Development Code.

Siding Spring Observatory

Yes, exempt development may be carried out on the land as it is not within 18 kilometres of the Siding Spring Observatory.

2. Is there an exempt development code variation under clause 1.12 of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* that applies to the land?

No, there are no exempt development code variations that apply to the land.

SECTION 6 – Affected building notices and building product rectification orders

Is council aware that:

1. An affected building notice is in force in relation to the land?

No

2. A building product rectification order in force is in relation to the land that has not been fully complied with?

No

3. A notice of intention to make a building product rectification order given in relation to the land that is outstanding?

No

SECTION 7 - Land reserved for acquisition

Is there an environmental planning instrument, or proposed environmental planning instrument referred to in Section 1 which makes provision in relation to the acquisition of the land by an authority of the State, as referred to in section 3.15 of the Environmental Planning and Assessment Act 1979?

No

SECTION 8 – Road widening and road realignment

Is the land affected by any road widening or road realignment under:

(a) Division 2 of Part 3 of the Roads Act 1993; or
(b) Any environmental planning instrument; or
(c) Any resolution of the Council?

No

SECTION 9 – Flood related development controls

1. Is the land or part of the land within the flood planning area and subject to flood related development controls.

Unknown, Council has not undertaken a flood study in this location. Please refer to Council's Planning Controls webpage for more information on Flood Planning.

2. Is the land or part of the land between the flood planning area and the probable maximum flood and subject to flood related development controls.

Unknown, Council has not undertaken a flood study in this location. Please refer to Council's Planning Controls webpage for more information on Flood Planning.

SECTION 10 – Council and other public authority policies on hazard risk restrictions

(a) Whether or not any of the land affected by a policy adopted by the Council that restricts the development of the land because of the likelihood of:-

(i)	land slip	No
(ii)	bushfire	No
(iii)	tidal inundation	No
(iv)	subsidence	No
(v)	acid sulphate soils	Yes

The land is identified as being within Class 5 on the Acid Sulfate Soil Map under the Canada Bay LEP 2013. Works prohibited without Council approval (except as provided by subclause 4 of clause 6.1 of the Canada Bay LEP 2013) include:

- Works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land.

(vi)	contamination	Yes

Council has adopted by resolution a policy on contaminated land that applies to all land within the City of Canada Bay. This policy, and the application of provisions under relevant State legislation are to be implemented when zoning or land use changes are proposed on lands which have previously been used for certain purposes. Please note that this statement refers to whether or not Council has a policy regarding contamination and is not a statement on whether the property is affected by contamination or potential contamination. Please refer to Planning Certificate 10.7(2) – Additional Matters and Planning Certificate 10.7(5) for any contamination information that Council is aware of in relation to the land that is the subject of this certificate.

(vii)	aircraft noise	No
(viii)	salinity	No
(ix)	coastal hazards	No
(x)	sea level rise	No

(b) Whether or not any of the land is affected by a policy adopted by any other public authority and notified to the Council that the policy will be included in a planning certificate issued by the Council that restricts the development of the land because of the likelihood of:-

(i)	land slip	No
(ii)	bushfire	No
(iii)	tidal inundation	No
(iv)	subsidence	No
(v)	acid sulphate soils	No
(vi)	land contamination	No
(vii)	aircraft noise	No
(viii)	salinity	No
(ix)	coastal hazards	No
(x)	sea level rise	No

SECTION 11 – Bush fire prone land

(a)	***All of the land is bush fire prone land.***	No
(b)	***Some of the land is bush fire prone land.***	No
(c)	***None of the land is bush fire prone land.***	Yes

SECTION 12 – Loose – fill asbestos insulation

Has Council been notified that the land includes any residential premises (within the meaning of Division 1A of Part 8 of the Home Building Act 1989) that are listed on the register that is required to be maintained under that Division?

No. Contact NSW Fair Trading for more information.

Section 13 – Mine subsidence

Is the land proclaimed to be in a mine subsidence district within the meaning of section 15 of the Mine Subsidence Compensation Act 1961?

No

SECTION 14 – Paper subdivision information

1. Has a development plan been adopted that applies to the land or that is proposed to be subject to a ballot?

No

2. Does a subdivision order apply to the land, and if so what is the date of the order?

No

SECTION 15 – Property vegetation plans

Has Council been notified (by the person or body that approved the plan) of the existence of a property vegetation plan approved under Part 4 of the Native Vegetation Act 2003 (and that continues in force) applying to the land?

No

SECTION 16 – Biodiversity stewardship sites

Has Council been notified by the Biodiversity Conservation Trust that the land is a biodiversity stewardship site under a biodiversity stewardship agreement under Part 5 of the Biodiversity Conservation Act 2016 (including biobanking agreements under Part 7A of the Threatened Species Conservation Act 1995 that are taken to be certified under Part 5 of the Biodiversity Conservation Act 2016)?

No

SECTION 17 - Biodiversity certified land

Is the land biodiversity certified land under Part 8 of the Biodiversity Conservation Act 2016 (including land certified under Part 7AA of the Threatened Species Conservation Act 1995 that is taken to be certified under Part 8 of the Biodiversity Conservation Act 2016)?

No

SECTION 18 – Orders under Trees (Disputes Between Neighbours) Act 2006

Has Council been notified that an order has been made under the Trees (Disputes Between Neighbours) Act 2006 to carry out work in relation to a tree on the land?

No

SECTION 19 – Annual charges under Local Government Act 1993 for coastal protection services that relate to existing coastal protection works

Has the owner (or any previous owner) of the land consented in writing to the land being subject to annual charges under section 496B of the Local Government Act 1993 for coastal protection services that relate to existing coastal protection works (within the meaning of section 553B of that Act)?

No

SECTION 20 – Western Sydney Aerotropolis

Under Chapter 4 of State Environmental Planning Policy (Precincts – Western Parkland City) 2021 is the land:

(a) In an ANEF or ANEC contour of 20 or greater, as referred to in that Chapter, section 4.17, or

No

(b) Shown on the Lighting Intensity and Wind Shear Map, or

No

(c) Shown on the Obstacle Limitation Surface Map, or

No

(d) In the "public safety area" on the Public Safety Area Map, or

No

(e) In the "3 kilometre wildlife buffer zone" or the "13 kilometre wildlife buffer zone" on the Wildlife Buffer Zone Map.

No

SECTION 21 – Development consent conditions for seniors housing

If State Environmental Planning Policy (Housing) 2021, Chapter 3, Part 5 applies to the land, are there any conditions of development consent granted after 11 October 2007 in relation to the land of a kind referred to in clause 88(2)?

No

SECTION 22 – Site compatibility certificates and development consent conditions for affordable rental housing

1. ***Is there a current site compatibility certificate (under State Environmental Planning Policy (Housing) 2021, or a former site compatibility certificate, of which Council is aware, in relation to proposed development on the land, and if there is a certificate, what is the period for which it is current?***

   No

2. ***If State Environmental Planning Policy (Housing) 2021, Chapter 2, Part 2, Division 1 or 5 applies to the land, are there any conditions of development consent in relation to the land of a kind referred to in clause 21(1) or 40(1)?***

   No

3. ***Are there any conditions of a development consent in relation to land that are a kind of referred to in State Environmental Planning Policy (Affordable Rental Housing) 2009, clause 17(1) or 38(1)?***

   No

SECTION 23 – Water or sewerage services

Has Council been notified that water or sewerage services are, or are to be, provided to the land under the Water Industry Competition Act 2006?

No

ADDITIONAL MATTERS

In accordance with the requirements of clause 290(1) of the Environmental Planning and Assessment Regulation 2021, the following additional matters relate to the land at the date of this certificate.

Matters arising under the Contaminated Land Management Act 1997

At the date at when this certificate is issued, under section 59(2) of the Contaminated Land Management Act 1997, is:-

(a) The land (or part of the land) to which this certificate relates significantly contaminated land?

No

(b) The land to which this certificate relates subject to a management order?

No

(c) The land to which this certificate relates the subject of an approved voluntary management proposal?

No

(d) The land to which this certificate relates subject to an ongoing maintenance order?

No

(e) The land to which this certificate relates the subject of a site audit statement and a copy of such a statement has been provided to the Council?

No

SECTION 10.7(5) ADVICE

In accordance with section 10.7(5) of the Act the following advice is given on other relevant matters affecting the land.

---

1. Demolition

Under the local environmental plan applying to the land, development consent is required for the demolition of any building on the land except where the demolition complies with the exempt development requirements specified in State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 and the Canada Bay Local Environmental Plan, 2013.

2. Foreshore Building Line

Is the land affected by a foreshore building line?

No

3. Other Heritage considerations

Is the land adjoining or opposite a heritage item under the provisions of the Local Environmental Plan applying to the land?

No

Has the property been identified as one that is contributory to the heritage values of a conservation area?

No

Is the land adjoining or opposite a heritage conservation area under the provisions of the Local Environmental Plan applying to the land?

No

Does the land contain an item of environmental heritage identified within the State Environmental Planning Policy (Biodiversity and Conservation) 2021?

No

4. Permit Parking Schemes

The City of Canada Bay co-ordinates a Resident Permit Parking Scheme, Visitor Permit Parking Scheme and Business Permit Parking Scheme. This property may be restricted from participating in an existing or future Permit Parking Scheme based on eligibility criteria or via Development Application consent condition. For more information contact Council's call centre on 9911 6555.

5. Other Advice

An Active Street Frontage is required on this land in accordance with the Canada Bay Local Environmental Plan 2013.

The structural adequacy and maintenance of awnings attached to the property and which encroach over Council controlled land are the responsibility of the owner of the land pursuant to Section 142 of the Roads Act 1993 and Council's Safety of Shop Awnings Policy.

A restrictive parking policy applies to land affected by this Planning Certificate. The policy aims to encourage low car ownership and high public transport use by residents and visitors. Off-street parking in new developments is limited. Time-limited parking will apply across most streets in the area. Residents should ensure they do not rely on on-street parking for their vehicles and their visitors.

GENERAL INFORMATION

The absence of any reference to a matter affecting the land shall not imply that the land is not affected by that matter not referred to in this certificate.

Information provided under section 10.7(2) is in accordance with the matters prescribed under schedule 2 of the Environmental Planning and Assessment Regulation 2021 and is provided only to the extent that the Council has been notified by the relevant public authorities.

When advice in accordance with section 10.7(5) is requested the Council is under no obligation to furnish any advice. If advice is provided Council draws your attention to section 10.7(6) and

Planning Certificate **Certificate No.:** PC2024/3542
Property: 223 Great North Road FIVE DOCK NSW 2046 **Certificate Date:** 05/12/2024

schedule 6 of the Environmental Planning and Assessment Act 1979 which have the effect that Council shall not incur any liability in respect of advice provided in good faith pursuant to section 10.7(5), including the furnishing of advice in respect of contaminated land.

Any enquiries regarding State Environmental Planning Policies should be directed to the NSW Department of Planning and Environment at www.planning.nsw.gov.au

Please contact Council's Strategic Planning section for further information about this Planning Certificate.



John Clark
General Manager

APPLICANT: **City of Canada Bay - Environment & Planning - Strategic Planning**
1a Marlborough Street
DRUMMOYNE NSW 2047

PLANNING CERTIFICATE - under section 10.7
Environmental Planning and Assessment Act 1979

Property: **231-235 Great North Road FIVE DOCK NSW 2046**

Title: **Lot 3 DP 14625**

Certificate No:	PC2024/3543	**Certificate Date:**	06/12/2024
Receipt No:	Online Receipt	**Certificate Fee:**	
Land No:	33524	**Applicant's Ref:**	

IMPORTANT: Please read this certificate carefully.

The information provided in this certificate relates only to the land described above. If you need information about an adjoining property or nearby land, a separate certificate will be required.

All information provided is correct as at the date above. Please note, it is possible for changes to occur within a short time and we recommend you only rely upon a very recent certificate.

Please contact Council's Strategic Planning section for further information about this Planning Certificate.

Canada Bay Civic Centre Drummoyne
1a Marlborough Street Drummoyne NSW 2047
Locked Bag 1470 Drummoyne NSW 1470
ABN 79 130 029 350

Tel 9911 6555
council@canadabay.nsw.gov.au
www.canadabay.nsw.gov.au

Planning Certificate **Certificate No.:** PC2024/3543
Property: 231-235 Great North Road FIVE DOCK NSW 2046 **Certificate Date:** 06/12/2024

SECTION 10.7(2)

In accordance with the requirements of section 10.7(2) of the Environmental Planning and Assessment Act (1979) ("the Act"), the following prescribed matters relate to the land at the date of this certificate.

SECTION 1 - Names of relevant planning instruments and development control plans

1. (a) The following environmental planning instruments apply to the carrying out of development on the land:

Canada Bay Local Environmental Plan 2013

State Environmental Planning Policy (Biodiversity and Conservation) 2021
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
State Environmental Planning Policy (Housing) 2021
State Environmental Planning Policy (Industry and Employment) 2021
State Environmental Planning Policy (Planning Systems) 2021
State Environmental Planning Policy (Precincts – Central River City) 2021
State Environmental Planning Policy (Primary Production) 2021
State Environmental Planning Policy (Resilience and Hazards) 2021
State Environmental Planning Policy (Resources and Energy) 2021
State Environmental Planning Policy (Sustainable Buildings) 2022
State Environmental Planning Policy (Transport and Infrastructure) 2021

(b) The following development control plans apply to the carrying out of development on the land:

City of Canada Bay Development Control Plan

2. (a) The following proposed environmental planning instruments apply to the carrying out of development on the land and are, or have been, the subject of community consultation or on public exhibition under the Environmental Planning and Assessment Act 1979:

Explanation of Intended Effect – Changes to create low and mid-rise housing – exhibition 15 December 2023 to 23 February 2024

Explanation of Intended Effect – Improving planning processes to deliver infrastructure faster – exhibition 6 March 2024 to 16 April 2024

(b) The following draft development control plans apply to the carrying out of development on the land and are, or have been, the subject of community consultation or on public exhibition under the Environmental Planning and Assessment Act 1979:

No draft development control plans apply

Note:
1. A proposed environmental planning instrument or draft development control plan is not listed in subsection 2 if:
   a) It has been more than 3 years since the end of the public exhibition period, or
   b) The Planning Secretary has notified council that the making of the proposed instrument has been deferred indefinitely or has not been approved.

2. In this section a proposed environmental planning instrument means a draft environmental planning instrument and includes a planning proposal for a local environmental plan.

SECTION 2 - Zoning and land use under relevant planning instruments

1. (a) Zoning details in the environmental planning instruments identified in Section 1(1(a)) above:

Zone MU1 Mixed Use

1 Objectives of zone

- To encourage a diversity of business, retail, office and light industrial land uses that generate employment opportunities.
- To ensure that new development provides diverse and active street frontages to attract pedestrian traffic and to contribute to vibrant, diverse and functional streets and public spaces.
- To minimise conflict between land uses within this zone and land uses within adjoining zones.
- To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.

2 Permitted without consent

Environmental protection works

3 Permitted with consent

Amusement centres; Boarding houses; Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Commercial premises; Community facilities; Entertainment facilities; Function centres; Information and education facilities; Light industries; Local distribution premises; Medical centres; Oyster aquaculture; Passenger transport facilities; Places of public worship; Recreation areas; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Shop top housing; Tank-based aquaculture; Tourist and visitor accommodation; Vehicle repair stations; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Correctional centres; Crematoria; Depots; Electricity generating works; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial training facilities;

Industries; Jetties; Moorings; Open cut mining; Recreation facilities (major); Recreation facilities (outdoor); Residential accommodation; Resource recovery facilities; Rural industries; Sewage treatment plants; Signage; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Warehouse or distribution centres; Waste disposal facilities; Water recreation structures; Water supply systems

(b) Additional permitted uses:

No additional uses apply

(c) Are there development standards applying to the land, which fix minimum land dimensions for the erection of a dwelling house on the land, and if so, what are the fixed dimensions?

No fixed minimum land dimensions apply to this land

(d) Is the land in an area of outstanding biodiversity value under the Biodiversity Conservation Act 2016?

No, the land is not in an area of outstanding biodiversity value

(e) Is the land within a conservation area?

No, the land is not within a conservation area

(f) Is there an item of environmental heritage located on the land?

No, there are no heritage items located on the land

2. (a) Zoning details in the proposed environmental planning instruments identified in Section 1(2(a)) above:

No proposed zoning applies to the land

(b) Proposed additional permitted uses:

No proposed additional uses apply

(c) Are there proposed development standards applying to the land, which fix minimum land dimensions for the erection of a dwelling house on the land, and if so, what are the fixed minimum dimensions?

No proposed fixed minimum land dimensions apply to the land.

(d) Is the land in a proposed area of outstanding biodiversity value under the Biodiversity Conservation Act 2016?

No, the land is not in a proposed area of outstanding biodiversity value.

(e) Is the land within a proposed heritage conservation area?

No, the land is not within a proposed heritage conservation area

(f) Is there a proposed item of environmental heritage located on the land?

No, there are no proposed heritage items located on the land

SECTION 3 – Contributions plans

1. (a) The following contributions plans apply to the land

City of Canada Bay Local Infrastructure Contributions Plan

The subject land is within Greater Sydney to which the Environmental Planning and Assessment (Housing and Productivity Contribution) Order 2024 applies.

(b) The following draft contributions plans apply to the land:-

No draft contributions plans apply to the land

SECTION 4 – Complying Development

1. Is the land, land on which complying development may be carried out under clauses 1.17A(1)(c) to (e),(2),(3) and (4), 1.18 (1)(c3) and 1.19 of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008?

Housing Code (Part 3)

Yes, under the Housing Code complying development may be carried out on the land.

Low Rise Housing Diversity Code (Part 3B)

Yes, under the Low Rise Housing Diversity Code complying development may be carried out on the land.

Housing Alterations Code (Part 4)

Yes, under the Housing Alterations Code complying development may be carried out on the land.

General Development Code (Part 4A)

Yes, under the General Development Code complying development may be carried out on the land.

Industrial and Business Alterations Code (Part 5)

Yes, under the General Commercial and Industrial Code complying development may be carried out on the land.

Industrial and Business Buildings Code (Part 5A)

Yes, under the General Commercial and Industrial (New Buildings and Additions) Code complying development may be carried out on the land.

Container Recycling Facilities Code (Part 5B)

Yes, under the Container Recycling Facilities Code complying development may be carried out on the land.

Subdivisions Code (Part 6)

Yes, under the Subdivisions Code complying development may be carried out on the land.

Demolition Code (Part 7)

Yes, under the Demolition Code complying development may be carried out on the land.

Fire Safety Code (Part 8)

Yes, under the Fire Safety Code complying development may be carried out on the land.

2. Is there a complying development code variation under clause 1.12 of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* that applies to the land?

No, there are no complying development code variations that apply to the land.

SECTION 5 – Exempt Development

1. Is the land, land on which exempt development may be carried out under clauses 1.16(1)(b1) to (d) or 1.16A of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008?

Outstanding Biodiversity Value

Yes, exempt development may be carried out on the land as it is not a declared area of outstanding biodiversity value under the Biodiversity Conservation Act 2016.

Critical Habitat

Yes, exempt development may be carried out on the land as it is not a declared critical habitat under Part 7A of the Fisheries Management Act 1994.

Wilderness Area

Yes, exempt development may be carried out on the land as it is not a wilderness area, or part of a wilderness area within the meaning of the Wilderness Act 1987.

State Heritage

Yes, exempt development may be carried out on the land as it is not land that is, or on which there is, an item that is listed on the State Heritage Register, or that is subject to an interim heritage order under the Heritage Act 1977.

Land Excluded

Yes, exempt development may be carried out on the land as it is not land described or otherwise identified on a map as land that is excluded from the General Exempt Development Code.

Siding Spring Observatory

Yes, exempt development may be carried out on the land as it is not within 18 kilometres of the Siding Spring Observatory.

2. Is there an exempt development code variation under clause 1.12 of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* that applies to the land?

No, there are no exempt development code variations that apply to the land.

SECTION 6 – Affected building notices and building product rectification orders

Is council aware that:

1. An affected building notice is in force in relation to the land?

No

2. A building product rectification order in force is in relation to the land that has not been fully complied with?

No

3. A notice of intention to make a building product rectification order given in relation to the land that is outstanding?

No

SECTION 7 - Land reserved for acquisition

Is there an environmental planning instrument, or proposed environmental planning instrument referred to in Section 1 which makes provision in relation to the acquisition of the land by an authority of the State, as referred to in section 3.15 of the Environmental Planning and Assessment Act 1979?

No

SECTION 8 – Road widening and road realignment

Is the land affected by any road widening or road realignment under:

(a) Division 2 of Part 3 of the Roads Act 1993; or
(b) Any environmental planning instrument; or
(c) Any resolution of the Council?

No

SECTION 9 – Flood related development controls

1. Is the land or part of the land within the flood planning area and subject to flood related development controls.

Unknown, Council has not undertaken a flood study in this location. Please refer to Council's Planning Controls webpage for more information on Flood Planning.

2. Is the land or part of the land between the flood planning area and the probable maximum flood and subject to flood related development controls.

Unknown, Council has not undertaken a flood study in this location. Please refer to Council's Planning Controls webpage for more information on Flood Planning.

SECTION 10 – Council and other public authority policies on hazard risk restrictions

(a) Whether or not any of the land affected by a policy adopted by the Council that restricts the development of the land because of the likelihood of:-

(i)	land slip	No
(ii)	bushfire	No
(iii)	tidal inundation	No
(iv)	subsidence	No
(v)	acid sulphate soils	Yes

The land is identified as being within Class 5 on the Acid Sulfate Soil Map under the Canada Bay LEP 2013. Works prohibited without Council approval (except as provided by subclause 4 of clause 6.1 of the Canada Bay LEP 2013) include:

- Works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land.

(vi)	contamination	Yes

Council has adopted by resolution a policy on contaminated land that applies to all land within the City of Canada Bay. This policy, and the application of provisions under relevant State legislation are to be implemented when zoning or land use changes are proposed on lands which have previously been used for certain purposes. Please note that this statement refers to whether or not Council has a policy regarding contamination and is not a statement on whether the property is affected by contamination or potential contamination. Please refer to Planning Certificate 10.7(2) – Additional Matters and Planning Certificate 10.7(5) for any contamination information that Council is aware of in relation to the land that is the subject of this certificate.

(vii)	aircraft noise	No
(viii)	salinity	No
(ix)	coastal hazards	No
(x)	sea level rise	No

(b) Whether or not any of the land is affected by a policy adopted by any other public authority and notified to the Council that the policy will be included in a planning certificate issued by the Council that restricts the development of the land because of the likelihood of:-

(i)	land slip	No
(ii)	bushfire	No
(iii)	tidal inundation	No
(iv)	subsidence	No
(v)	acid sulphate soils	No
(vi)	land contamination	No
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(viii)	salinity	No
(ix)	coastal hazards	No
(x)	sea level rise	No

SECTION 11 – Bush fire prone land

(a)	***All of the land is bush fire prone land.***	No
(b)	***Some of the land is bush fire prone land.***	No
(c)	***None of the land is bush fire prone land.***	Yes

SECTION 12 – Loose – fill asbestos insulation

Has Council been notified that the land includes any residential premises (within the meaning of Division 1A of Part 8 of the Home Building Act 1989) that are listed on the register that is required to be maintained under that Division?

No. Contact NSW Fair Trading for more information.

Section 13 – Mine subsidence

Is the land proclaimed to be in a mine subsidence district within the meaning of section 15 of the Mine Subsidence Compensation Act 1961?

No

SECTION 14 – Paper subdivision information

1. Has a development plan been adopted that applies to the land or that is proposed to be subject to a ballot?

No

2. Does a subdivision order apply to the land, and if so what is the date of the order?

No

SECTION 15 – Property vegetation plans

Has Council been notified (by the person or body that approved the plan) of the existence of a property vegetation plan approved under Part 4 of the Native Vegetation Act 2003 (and that continues in force) applying to the land?

No

SECTION 16 – Biodiversity stewardship sites

Has Council been notified by the Biodiversity Conservation Trust that the land is a biodiversity stewardship site under a biodiversity stewardship agreement under Part 5 of the Biodiversity Conservation Act 2016 (including biobanking agreements under Part 7A of the Threatened Species Conservation Act 1995 that are taken to be certified under Part 5 of the Biodiversity Conservation Act 2016)?

No

SECTION 17 - Biodiversity certified land

Is the land biodiversity certified land under Part 8 of the Biodiversity Conservation Act 2016 (including land certified under Part 7AA of the Threatened Species Conservation Act 1995 that is taken to be certified under Part 8 of the Biodiversity Conservation Act 2016)?

No

SECTION 18 – Orders under Trees (Disputes Between Neighbours) Act 2006

Has Council been notified that an order has been made under the Trees (Disputes Between Neighbours) Act 2006 to carry out work in relation to a tree on the land?

No

SECTION 19 – Annual charges under Local Government Act 1993 for coastal protection services that relate to existing coastal protection works

Has the owner (or any previous owner) of the land consented in writing to the land being subject to annual charges under section 496B of the Local Government Act 1993 for coastal protection services that relate to existing coastal protection works (within the meaning of section 553B of that Act)?

No

SECTION 20 – Western Sydney Aerotropolis

Under Chapter 4 of State Environmental Planning Policy (Precincts – Western Parkland City) 2021 is the land:

(a) In an ANEF or ANEC contour of 20 or greater, as referred to in that Chapter, section 4.17, or

No

(b) Shown on the Lighting Intensity and Wind Shear Map, or

No

(c) Shown on the Obstacle Limitation Surface Map, or

No

(d) In the "public safety area" on the Public Safety Area Map, or

No

(e) In the "3 kilometre wildlife buffer zone" or the "13 kilometre wildlife buffer zone" on the Wildlife Buffer Zone Map.

No

Planning Certificate **Certificate No.:** PC2024/3543
Property: 231-235 Great North Road FIVE DOCK NSW 2046 **Certificate Date:** 06/12/2024

SECTION 21 – Development consent conditions for seniors housing

If State Environmental Planning Policy (Housing) 2021, Chapter 3, Part 5 applies to the land, are there any conditions of development consent granted after 11 October 2007 in relation to the land of a kind referred to in clause 88(2)?

No

SECTION 22 – Site compatibility certificates and development consent conditions for affordable rental housing

1. ***Is there a current site compatibility certificate (under State Environmental Planning Policy (Housing) 2021, or a former site compatibility certificate, of which Council is aware, in relation to proposed development on the land, and if there is a certificate, what is the period for which it is current?***

   No

2. ***If State Environmental Planning Policy (Housing) 2021, Chapter 2, Part 2, Division 1 or 5 applies to the land, are there any conditions of development consent in relation to the land of a kind referred to in clause 21(1) or 40(1)?***

   No

3. ***Are there any conditions of a development consent in relation to land that are a kind of referred to in State Environmental Planning Policy (Affordable Rental Housing) 2009, clause 17(1) or 38(1)?***

   No

SECTION 23 – Water or sewerage services

Has Council been notified that water or sewerage services are, or are to be, provided to the land under the Water Industry Competition Act 2006?

No

ADDITIONAL MATTERS

In accordance with the requirements of clause 290(1) of the Environmental Planning and Assessment Regulation 2021, the following additional matters relate to the land at the date of this certificate.

Matters arising under the Contaminated Land Management Act 1997

At the date at when this certificate is issued, under section 59(2) of the Contaminated Land Management Act 1997, is:-

(a) The land (or part of the land) to which this certificate relates significantly contaminated land?

No

(b) The land to which this certificate relates subject to a management order?

No

(c) The land to which this certificate relates the subject of an approved voluntary management proposal?

No

(d) The land to which this certificate relates subject to an ongoing maintenance order?

No

(e) The land to which this certificate relates the subject of a site audit statement and a copy of such a statement has been provided to the Council?

No

SECTION 10.7(5) ADVICE

In accordance with section 10.7(5) of the Act the following advice is given on other relevant matters affecting the land.

---

1. Demolition

Under the local environmental plan applying to the land, development consent is required for the demolition of any building on the land except where the demolition complies with the exempt development requirements specified in State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 and the Canada Bay Local Environmental Plan, 2013.

2. Foreshore Building Line

Is the land affected by a foreshore building line?

No

3. Other Heritage considerations

Is the land adjoining or opposite a heritage item under the provisions of the Local Environmental Plan applying to the land?

No

Has the property been identified as one that is contributory to the heritage values of a conservation area?

No

Is the land adjoining or opposite a heritage conservation area under the provisions of the Local Environmental Plan applying to the land?

No

Does the land contain an item of environmental heritage identified within the State Environmental Planning Policy (Biodiversity and Conservation) 2021?

No

4. Permit Parking Schemes

The City of Canada Bay co-ordinates a Resident Permit Parking Scheme, Visitor Permit Parking Scheme and Business Permit Parking Scheme. This property may be restricted from participating in an existing or future Permit Parking Scheme based on eligibility criteria or via Development Application consent condition. For more information contact Council's call centre on 9911 6555.

5. Other Advice

An Active Street Frontage is required on this land in accordance with the Canada Bay Local Environmental Plan 2013.

A restrictive parking policy applies to land affected by this Planning Certificate. The policy aims to encourage low car ownership and high public transport use by residents and visitors. Off-street parking in new developments is limited. Time-limited parking will apply across most streets in the area. Residents should ensure they do not rely on on-street parking for their vehicles and their visitors.

GENERAL INFORMATION

The absence of any reference to a matter affecting the land shall not imply that the land is not affected by that matter not referred to in this certificate.

Information provided under section 10.7(2) is in accordance with the matters prescribed under schedule 2 of the Environmental Planning and Assessment Regulation 2021 and is provided only to the extent that the Council has been notified by the relevant public authorities.

When advice in accordance with section 10.7(5) is requested the Council is under no obligation to furnish any advice. If advice is provided Council draws your attention to section 10.7(6) and schedule 6 of the Environmental Planning and Assessment Act 1979 which have the effect that Council shall not incur any liability in respect of advice provided in good faith pursuant to section 10.7(5), including the furnishing of advice in respect of contaminated land.

Planning Certificate **Certificate No.:** PC2024/3543
Property: 231-235 Great North Road FIVE DOCK NSW 2046 **Certificate Date:** 06/12/2024

Any enquiries regarding State Environmental Planning Policies should be directed to the NSW Department of Planning and Environment at www.planning.nsw.gov.au

Please contact Council's Strategic Planning section for further information about this Planning Certificate.



John Clark
General Manager

APPLICANT: **City of Canada Bay - Environment & Planning - Strategic Planning,
Agency Strategic Creative Pty Ltd
1a Marlborough Street
DRUMMOYNE NSW 2047**

**PLANNING CERTIFICATE - under section 10.7
Environmental Planning and Assessment Act 1979**

Property: **29 Park Road FIVE DOCK NSW 2046**

Title: **Lot 7 DP 11974**

Certificate No:	PC2024/3634	**Certificate Date:**	17/12/2024
Receipt No:	Online Receipt	**Certificate Fee:**	
Land No:	8385	**Applicant's Ref:**	

IMPORTANT: Please read this certificate carefully.

The information provided in this certificate relates only to the land described above. If you need information about an adjoining property or nearby land, a separate certificate will be required.

All information provided is correct as at the date above. Please note, it is possible for changes to occur within a short time and we recommend you only rely upon a very recent certificate.

Please contact Council's Strategic Planning section for further information about this Planning Certificate.

Canada Bay Civic Centre Drummoyne
1a Marlborough Street Drummoyne NSW 2047
Locked Bag 1470 Drummoyne NSW 1470
ABN 79 130 029 350

Tel 9911 6555
council@canadabay.nsw.gov.au
www.canadabay.nsw.gov.au

Planning Certificate **Certificate No.:** PC2024/3634
Property: 29 Park Road FIVE DOCK NSW 2046 **Certificate Date:** 17/12/2024

SECTION 10.7(2)

In accordance with the requirements of section 10.7(2) of the Environmental Planning and Assessment Act (1979) ("the Act"), the following prescribed matters relate to the land at the date of this certificate.

SECTION 1 - Names of relevant planning instruments and development control plans

1. (a) The following environmental planning instruments apply to the carrying out of development on the land:

Canada Bay Local Environmental Plan 2013

State Environmental Planning Policy (Biodiversity and Conservation) 2021
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
State Environmental Planning Policy (Housing) 2021
State Environmental Planning Policy (Industry and Employment) 2021
State Environmental Planning Policy (Planning Systems) 2021
State Environmental Planning Policy (Precincts – Central River City) 2021
State Environmental Planning Policy (Primary Production) 2021
State Environmental Planning Policy (Resilience and Hazards) 2021
State Environmental Planning Policy (Resources and Energy) 2021
State Environmental Planning Policy (Sustainable Buildings) 2022
State Environmental Planning Policy (Transport and Infrastructure) 2021

(b) The following development control plans apply to the carrying out of development on the land:

City of Canada Bay Development Control Plan

2. (a) The following proposed environmental planning instruments apply to the carrying out of development on the land and are, or have been, the subject of community consultation or on public exhibition under the Environmental Planning and Assessment Act 1979:

Explanation of Intended Effect – Changes to create low and mid-rise housing – exhibition 15 December 2023 to 23 February 2024

Explanation of Intended Effect – Improving planning processes to deliver infrastructure faster – exhibition 6 March 2024 to 16 April 2024

(b) The following draft development control plans apply to the carrying out of development on the land and are, or have been, the subject of community consultation or on public exhibition under the Environmental Planning and Assessment Act 1979:

No draft development control plans apply

Note:
1. A proposed environmental planning instrument or draft development control plan is not listed in subsection 2 if:
   a) It has been more than 3 years since the end of the public exhibition period, or
   b) The Planning Secretary has notified council that the making of the proposed instrument has been deferred indefinitely or has not been approved.

2. In this section a proposed environmental planning instrument means a draft environmental planning instrument and includes a planning proposal for a local environmental plan.

SECTION 2 - Zoning and land use under relevant planning instruments

1. (a) Zoning details in the environmental planning instruments identified in Section 1(1(a)) above:

Zone R3 Medium Density Residential

1 Objectives of zone

- To provide for the housing needs of the community within a medium density residential environment.
- To provide a variety of housing types within a medium density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.

2 Permitted without consent

Environmental protection works

3 Permitted with consent

Attached dwellings; Bed and breakfast accommodation; Boarding houses; Boat sheds; Building identification signs; Business identification signs; Centre-based child care facilities; Community facilities; Environmental facilities; Exhibition homes; Group homes; Jetties; Multi dwelling housing; Neighbourhood shops; Oyster aquaculture; Places of public worship; Public administration buildings; Recreation areas; Residential accommodation; Respite day care centres; Roads; Schools; Seniors housing; Tank-based aquaculture; Water recycling facilities

4 Prohibited

Rural workers' dwellings; Shop top housing; Any other development not specified in item 2 or 3

(b) Additional permitted uses:

No additional uses apply

(c) Are there development standards applying to the land, which fix minimum land dimensions for the erection of a dwelling house on the land, and if so, what are the fixed dimensions?

No fixed minimum land dimensions apply to this land

(d) Is the land in an area of outstanding biodiversity value under the Biodiversity Conservation Act 2016?

No, the land is not in an area of outstanding biodiversity value

(e) Is the land within a conservation area?

No, the land is not within a conservation area

(f) Is there an item of environmental heritage located on the land?

No, there are no heritage items located on the land

2. (a) Zoning details in the proposed environmental planning instruments identified in Section 1(2(a)) above:

No proposed zoning applies to the land

(b) Proposed additional permitted uses:

No proposed additional uses apply

(c) Are there proposed development standards applying to the land, which fix minimum land dimensions for the erection of a dwelling house on the land, and if so, what are the fixed minimum dimensions?

No proposed fixed minimum land dimensions apply to the land.

(d) Is the land in a proposed area of outstanding biodiversity value under the Biodiversity Conservation Act 2016?

No, the land is not in a proposed area of outstanding biodiversity value.

(e) Is the land within a proposed heritage conservation area?

No, the land is not within a proposed heritage conservation area

(f) Is there a proposed item of environmental heritage located on the land?

No, there are no proposed heritage items located on the land

SECTION 3 – Contributions plans

1. (a) The following contributions plans apply to the land

City of Canada Bay Local Infrastructure Contributions Plan

The subject land is within Greater Sydney to which the Environmental Planning and Assessment (Housing and Productivity Contribution) Order 2024 applies.

(b) The following draft contributions plans apply to the land:-

No draft contributions plans apply to the land

SECTION 4 – Complying Development

1. Is the land, land on which complying development may be carried out under clauses 1.17A(1)(c) to (e),(2),(3) and (4), 1.18 (1)(c3) and 1.19 of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008?

Housing Code (Part 3)

Yes, under the Housing Code complying development may be carried out on the land.

Low Rise Housing Diversity Code (Part 3B)

Yes, under the Low Rise Housing Diversity Code complying development may be carried out on the land.

Housing Alterations Code (Part 4)

Yes, under the Housing Alterations Code complying development may be carried out on the land.

General Development Code (Part 4A)

Yes, under the General Development Code complying development may be carried out on the land.

Industrial and Business Alterations Code (Part 5)

Yes, under the General Commercial and Industrial Code complying development may be carried out on the land.

Industrial and Business Buildings Code (Part 5A)

Yes, under the General Commercial and Industrial (New Buildings and Additions) Code complying development may be carried out on the land.

Container Recycling Facilities Code (Part 5B)

Yes, under the Container Recycling Facilities Code complying development may be carried out on the land.

Subdivisions Code (Part 6)

Yes, under the Subdivisions Code complying development may be carried out on the land.

Demolition Code (Part 7)

Yes, under the Demolition Code complying development may be carried out on the land.

Fire Safety Code (Part 8)

Yes, under the Fire Safety Code complying development may be carried out on the land.

2. Is there a complying development code variation under clause 1.12 of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* that applies to the land?

No, there are no complying development code variations that apply to the land.

SECTION 5 – Exempt Development

1. Is the land, land on which exempt development may be carried out under clauses 1.16(1)(b1) to (d) or 1.16A of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008?

Outstanding Biodiversity Value

Yes, exempt development may be carried out on the land as it is not a declared area of outstanding biodiversity value under the Biodiversity Conservation Act 2016.

Critical Habitat

Yes, exempt development may be carried out on the land as it is not a declared critical habitat under Part 7A of the Fisheries Management Act 1994.

Wilderness Area

Yes, exempt development may be carried out on the land as it is not a wilderness area, or part of a wilderness area within the meaning of the Wilderness Act 1987.

State Heritage

Yes, exempt development may be carried out on the land as it is not land that is, or on which there is, an item that is listed on the State Heritage Register, or that is subject to an interim heritage order under the Heritage Act 1977.

Land Excluded

Yes, exempt development may be carried out on the land as it is not land described or otherwise identified on a map as land that is excluded from the General Exempt Development Code.

Siding Spring Observatory

Yes, exempt development may be carried out on the land as it is not within 18 kilometres of the Siding Spring Observatory.

2. Is there an exempt development code variation under clause 1.12 of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* that applies to the land?

No, there are no exempt development code variations that apply to the land.

SECTION 6 – Affected building notices and building product rectification orders

Is council aware that:

1. An affected building notice is in force in relation to the land?

No

2. A building product rectification order in force is in relation to the land that has not been fully complied with?

No

3. A notice of intention to make a building product rectification order given in relation to the land that is outstanding?

No

SECTION 7 - Land reserved for acquisition

Is there an environmental planning instrument, or proposed environmental planning instrument referred to in Section 1 which makes provision in relation to the acquisition of the land by an authority of the State, as referred to in section 3.15 of the Environmental Planning and Assessment Act 1979?

No

SECTION 8 – Road widening and road realignment

Is the land affected by any road widening or road realignment under:

(a) Division 2 of Part 3 of the Roads Act 1993; or
(b) Any environmental planning instrument; or
(c) Any resolution of the Council?

No

SECTION 9 – Flood related development controls

1. Is the land or part of the land within the flood planning area and subject to flood related development controls.

Unknown, Council has not undertaken a flood study in this location. Please refer to Council's Planning Controls webpage for more information on Flood Planning.

2. Is the land or part of the land between the flood planning area and the probable maximum flood and subject to flood related development controls.

Unknown, Council has not undertaken a flood study in this location. Please refer to Council's Planning Controls webpage for more information on Flood Planning.

SECTION 10 – Council and other public authority policies on hazard risk restrictions

(a) Whether or not any of the land affected by a policy adopted by the Council that restricts the development of the land because of the likelihood of:-

(i)	land slip	No
(ii)	bushfire	No
(iii)	tidal inundation	No
(iv)	subsidence	No
(v)	acid sulphate soils	Yes

The land is identified as being within Class 5 on the Acid Sulfate Soil Map under the Canada Bay LEP 2013. Works prohibited without Council approval (except as provided by subclause 4 of clause 6.1 of the Canada Bay LEP 2013) include:

- Works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land.

(vi) contamination Yes

Council has adopted by resolution a policy on contaminated land that applies to all land within the City of Canada Bay. This policy, and the application of provisions under relevant State legislation are to be implemented when zoning or land use changes are proposed on lands which have previously been used for certain purposes. Please note that this statement refers to whether or not Council has a policy regarding contamination and is not a statement on whether the property is affected by contamination or potential contamination. Please refer to Planning Certificate 10.7(2) – Additional Matters and Planning Certificate 10.7(5) for any contamination information that Council is aware of in relation to the land that is the subject of this certificate.

(vii)	aircraft noise	No
(viii)	salinity	No
(ix)	coastal hazards	No
(x)	sea level rise	No

(b) Whether or not any of the land is affected by a policy adopted by any other public authority and notified to the Council that the policy will be included in a planning certificate issued by the Council that restricts the development of the land because of the likelihood of:-

(i)	land slip	No
(ii)	bushfire	No
(iii)	tidal inundation	No
(iv)	subsidence	No
(v)	acid sulphate soils	No
(vi)	land contamination	No
(vii)	aircraft noise	No
(viii)	salinity	No
(ix)	coastal hazards	No
(x)	sea level rise	No

SECTION 11 – Bush fire prone land

(a)	***All of the land is bush fire prone land.***	No
(b)	***Some of the land is bush fire prone land.***	No
(c)	***None of the land is bush fire prone land.***	Yes

SECTION 12 – Loose – fill asbestos insulation

Has Council been notified that the land includes any residential premises (within the meaning of Division 1A of Part 8 of the Home Building Act 1989) that are listed on the register that is required to be maintained under that Division?

No. Contact NSW Fair Trading for more information.

Section 13 – Mine subsidence

Is the land proclaimed to be in a mine subsidence district within the meaning of section 15 of the Mine Subsidence Compensation Act 1961?

No

SECTION 14 – Paper subdivision information

1. Has a development plan been adopted that applies to the land or that is proposed to be subject to a ballot?

No

2. Does a subdivision order apply to the land, and if so what is the date of the order?

No

SECTION 15 – Property vegetation plans

Has Council been notified (by the person or body that approved the plan) of the existence of a property vegetation plan approved under Part 4 of the Native Vegetation Act 2003 (and that continues in force) applying to the land?

No

SECTION 16 – Biodiversity stewardship sites

Has Council been notified by the Biodiversity Conservation Trust that the land is a biodiversity stewardship site under a biodiversity stewardship agreement under Part 5 of the Biodiversity Conservation Act 2016 (including biobanking agreements under Part 7A of the Threatened Species Conservation Act 1995 that are taken to be certified under Part 5 of the Biodiversity Conservation Act 2016)?

No

SECTION 17 - Biodiversity certified land

Is the land biodiversity certified land under Part 8 of the Biodiversity Conservation Act 2016 (including land certified under Part 7AA of the Threatened Species Conservation Act 1995 that is taken to be certified under Part 8 of the Biodiversity Conservation Act 2016)?

No

SECTION 18 – Orders under Trees (Disputes Between Neighbours) Act 2006

Has Council been notified that an order has been made under the Trees (Disputes Between Neighbours) Act 2006 to carry out work in relation to a tree on the land?

No

SECTION 19 – Annual charges under Local Government Act 1993 for coastal protection services that relate to existing coastal protection works

Has the owner (or any previous owner) of the land consented in writing to the land being subject to annual charges under section 496B of the Local Government Act 1993 for coastal protection services that relate to existing coastal protection works (within the meaning of section 553B of that Act)?

No

SECTION 20 – Western Sydney Aerotropolis

Under Chapter 4 of State Environmental Planning Policy (Precincts – Western Parkland City) 2021 is the land:

(a) In an ANEF or ANEC contour of 20 or greater, as referred to in that Chapter, section 4.17, or

No

(b) Shown on the Lighting Intensity and Wind Shear Map, or

No

(c) Shown on the Obstacle Limitation Surface Map, or

No

(d) In the "public safety area" on the Public Safety Area Map, or

No

(e) In the "3 kilometre wildlife buffer zone" or the "13 kilometre wildlife buffer zone" on the Wildlife Buffer Zone Map.

No

SECTION 21 – Development consent conditions for seniors housing

If State Environmental Planning Policy (Housing) 2021, Chapter 3, Part 5 applies to the land, are there any conditions of development consent granted after 11 October 2007 in relation to the land of a kind referred to in clause 88(2)?

No

SECTION 22 – Site compatibility certificates and development consent conditions for affordable rental housing

1. Is there a current site compatibility certificate (under State Environmental Planning Policy (Housing) 2021, or a former site compatibility certificate, of which Council is aware, in relation to proposed development on the land, and if there is a certificate, what is the period for which it is current?

No

2. If State Environmental Planning Policy (Housing) 2021, Chapter 2, Part 2, Division 1 or 5 applies to the land, are there any conditions of development consent in relation to the land of a kind referred to in clause 21(1) or 40(1)?

No

3. Are there any conditions of a development consent in relation to land that are a kind of referred to in State Environmental Planning Policy (Affordable Rental Housing) 2009, clause 17(1) or 38(1)?

No

SECTION 23 – Water or sewerage services

Has Council been notified that water or sewerage services are, or are to be, provided to the land under the Water Industry Competition Act 2006?

No

ADDITIONAL MATTERS

In accordance with the requirements of clause 290(1) of the Environmental Planning and Assessment Regulation 2021, the following additional matters relate to the land at the date of this certificate.

Matters arising under the Contaminated Land Management Act 1997

At the date at when this certificate is issued, under section 59(2) of the Contaminated Land Management Act 1997, is:-

(a) The land (or part of the land) to which this certificate relates significantly contaminated land?

No

(b) The land to which this certificate relates subject to a management order?

No

(c) The land to which this certificate relates the subject of an approved voluntary management proposal?

No

(d) The land to which this certificate relates subject to an ongoing maintenance order?

No

(e) The land to which this certificate relates the subject of a site audit statement and a copy of such a statement has been provided to the Council?

No

SECTION 10.7(5) ADVICE

In accordance with section 10.7(5) of the Act the following advice is given on other relevant matters affecting the land.

---

1. Demolition

Under the local environmental plan applying to the land, development consent is required for the demolition of any building on the land except where the demolition complies with the exempt development requirements specified in State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 and the Canada Bay Local Environmental Plan, 2013.

2. Foreshore Building Line

Is the land affected by a foreshore building line?

No

3. Other Heritage considerations

Is the land adjoining or opposite a heritage item under the provisions of the Local Environmental Plan applying to the land?

Yes

Has the property been identified as one that is contributory to the heritage values of a conservation area?

No

Is the land adjoining or opposite a heritage conservation area under the provisions of the Local Environmental Plan applying to the land?

No

Does the land contain an item of environmental heritage identified within the State Environmental Planning Policy (Biodiversity and Conservation) 2021?

No

4. Permit Parking Schemes

The City of Canada Bay co-ordinates a Resident Permit Parking Scheme, Visitor Permit Parking Scheme and Business Permit Parking Scheme. This property may be restricted from participating in an existing or future Permit Parking Scheme based on eligibility criteria or via Development Application consent condition. For more information contact Council's call centre on 9911 6555.

5. Other Advice

A restrictive parking policy applies to land affected by this Planning Certificate. The policy aims to encourage low car ownership and high public transport use by residents and visitors. Off-street parking in new developments is limited. Time-limited parking will apply across most streets in the area. Residents should ensure they do not rely on on-street parking for their vehicles and their visitors.

GENERAL INFORMATION

The absence of any reference to a matter affecting the land shall not imply that the land is not affected by that matter not referred to in this certificate.

Information provided under section 10.7(2) is in accordance with the matters prescribed under schedule 2 of the Environmental Planning and Assessment Regulation 2021 and is provided only to the extent that the Council has been notified by the relevant public authorities.

When advice in accordance with section 10.7(5) is requested the Council is under no obligation to furnish any advice. If advice is provided Council draws your attention to section 10.7(6) and schedule 6 of the Environmental Planning and Assessment Act 1979 which have the effect that Council shall not incur any liability in respect of advice provided in good faith pursuant to section 10.7(5), including the furnishing of advice in respect of contaminated land.

Any enquiries regarding State Environmental Planning Policies should be directed to the NSW Department of Planning and Environment at www.planning.nsw.gov.au

Please contact Council's Strategic Planning section for further information about this Planning Certificate.

John Clark
General Manager

Appendix E Historical Aerials

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File Name: 68243_FiveDockPrecinctPSI_Aerials
Reference: NSW Government | Copyright © Spatial Services 2024



File Name: 68243_FiveDockPrecinctPSI_Aerials
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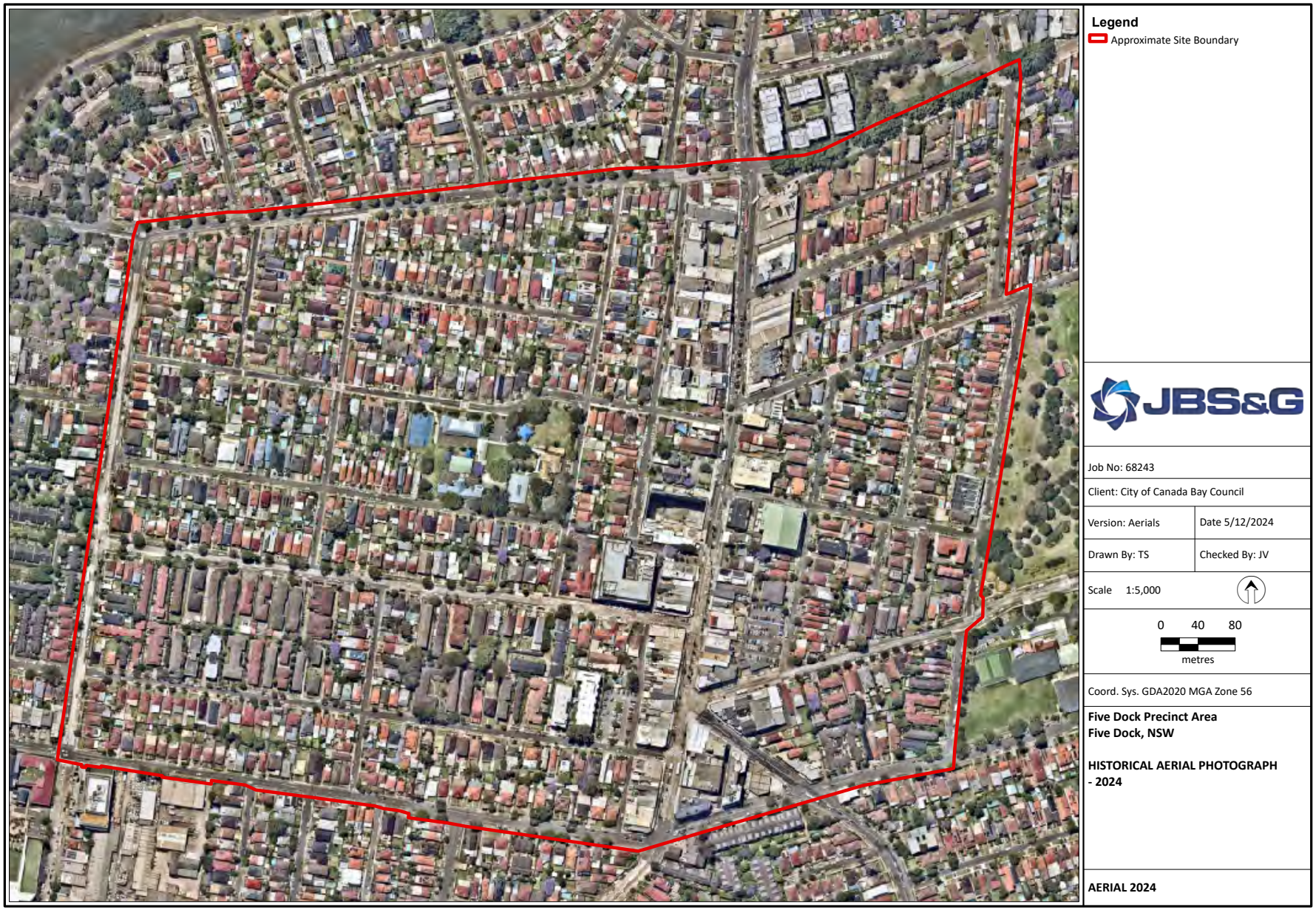
File Name: 68243_FiveDockPrecinctPSI_Aerials
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File Name: 68243_FiveDockPrecinctPSI_Aerials
Reference: NSW Government | Copyright © Spatial Services 2024



File Name: 68243_FiveDockPrecinctPSI_Aerials
Reference: Nearmap - www.nearmap.com (Capture Date: 08/02/2014)



File Name: 68243_FiveDockPrecinctPSI_Aerials
Reference: Nearmap - www.nearmap.com (Capture Date: 30/10/2024)

Appendix F Historical Titles

©JBS&G Australia Pty Ltd

ABN: 36 092 724 251
Ph: 02 9099 7400
(Ph: 0412 199 304)

Level 14, 135 King Street, Sydney
Sydney 2000
GPO Box 4103 Sydney NSW 2001
DX 967 Sydney

Summary of Owners Report

Address: - 1 Waterview Street, Five Dock, NSW 2046

Description: - Lot 7 D.P. 236750

As regards to the part numbered 1 on attached Cadastral Records Enquiry Report: -

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
11.09.1919 (1919 to 1928)	Jessie Isabel Henderson (Spinster)	Volume 2969 Folio 81
22.09.1928 (1928 to 1945)	William Joseph Sewell (Builder) Mary Emma Sewell (Married Woman)	Volume 2969 Folio 81 Now Volume 4207 Folio 91
26.06.1945 (1945 to 1945)	Perpetual Trustee Company (Limited) (Transmission Application not investigated)	Volume 4207 Folio 91
12.06.1945 (1945 to 1959)	Robert Thompson Marshall (Retailer)	Volume 4207 Folio 91
27.04.1959 (1959 to 1968)	Ross Bevan Thomas (Retailer) Gweneth Clare Thomas (Married Woman) Garth McClintock Thomas (Retailer)	Volume 4207 Folio 91 Now Volume 7773 Folios 221 & 222
30.07.1968 (1968 to Date)	# The Council of the Municipality of Drummoyne	Volume 7773 Folios 221 & 222 Then Volume 11619 Folio 158 Now 7/236750

 # Denotes current registered proprietor

ABN: 36 092 724 251
Ph: 02 9099 7400
(Ph: 0412 199 304)

Level 14, 135 King Street, Sydney
Sydney 2000
GPO Box 4103 Sydney NSW 2001
DX 967 Sydney

As regards to the part numbered 2 on attached Cadastral Records Enquiry Report: -

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
11.09.1919 (1919 to 1950)	Jessie Isabel Henderson (Spinster)	Volume 2969 Folio 81 Now Volume 4220 Folio 217
20.12.1950 (1950 to 1955)	Florence Ellen McLeod (Widow) Margaret Elsie Friend (Widow) (Transmission Application not investigated)	Volume 4220 Folio 217
24.05.1955 (1955 to 1955)	Margaret Elsie Friend (Widow) (Notice of Death)	Volume 4220 Folio 217
01.12.1955 (1955 to 1958)	Hugh Maxwell Taylor (Estate Agent) Albert Brian Taylor (Estate Agent)	Volume 4220 Folio 217
02.06.1958 (1958 to 1969)	A.H. Taylor Pty. Limited	Volume 4220 Folio 217
08.01.1969 (1969 to Date)	# The Council of the Municipality of Drummoyne	Volume 4220 Folio 217 Then Volume 11619 Folio 158 Now 7/236750

 # Denotes current registered proprietor

As regards to the part numbered 3 on attached Cadastral Records Enquiry Report: -

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
11.09.1919 (1919 to 1928)	Jessie Isabel Henderson (Spinster)	Volume 2969 Folio 81
15.10.1928 (1928 to 1929)	Adeleane Margaret Henderson (Spinster)	Volume 2969 Folio 81 Now Volume 4220 Folio 225
21.02.1929 (1929 to 1929)	Mary Ann Cooke (Widow)	Volume 4220 Folio 225
22.11.1929 (1929 to 1935)	Francis John Edward Field (Merchant)	Volume 4220 Folio 225
23.09.1935 (1935 to 1937)	Garnet Evans (Milk Vendor) Mary Ellen Evans (Married Woman)	Volume 4220 Folio 225
15.12.1937 (1937 to 1968)	Charles McGowan (Optician)	Volume 4220 Folio 225
05.08.1968 (1968 to Date)	# The Council of the Municipality of Drummoyne	Volume 4220 Folio 225 Then Volume 11619 Folio 158 Now 7/236750

 # Denotes current registered proprietor

ABN: 36 092 724 251
Ph: 02 9099 7400
(Ph: 0412 199 304)

Level 14, 135 King Street, Sydney
Sydney 2000
GPO Box 4103 Sydney NSW 2001
DX 967 Sydney

As regards to the part numbered 4 on attached Cadastral Records Enquiry Report: -

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
11.02.1921 (1921 to 1938)	Harry August Nicholson (Produce Merchant)	Volume 3156 Folio 76
22.08.1938 (1938 to 1938)	Annie Elizabeth Nicholson (Widow) (Transmission Application not investigated)	Volume 3156 Folio 76
18.11.1938 (1938 to 1946)	George William Sawtell (Grazier) Anthon Bailey Bradfield (Solicitor)	Volume 3156 Folio 76
06.02.1946 (1946 to 1952)	Anthony Bailey Bradfield (Solicitor)	Volume 3156 Folio 76
14.06.1952 (1952 to 1966)	Warane Holdings Pty Limited	Volume 3156 Folio 76 Then Volume 10497 Folio 227 Now Volume 10582 Folio 223
10.06.1966 (1966 to 1968)	Edmund Leahy (Produce Merchant)	Volume 10582 Folio 223
25.09.1968 (1968 to Date)	# The Council of the Municipality of Drummoyne	Volume 10582 Folio 223 Then Volume 11619 Folio 158 Now 7/236750

 # Denotes current registered proprietor

As regards to the part numbered 5 on attached Cadastral Records Enquiry Report: -

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
11.02.1921 (1921 to 1938)	Harry August Nicholson (Produce Merchant)	Volume 3156 Folio 76
22.08.1938 (1938 to 1938)	Annie Elizabeth Nicholson (Widow) (Transmission Application not investigated)	Volume 3156 Folio 76
18.11.1938 (1938 to 1946)	Anthon Bailey Bradfield (Solicitor) George William Sawtell (Grazier)	Volume 3156 Folio 76
06.02.1946 (1946 to 1952)	Anthony Bailey Bradfield (Solicitor)	Volume 3156 Folio 76
14.06.1952 (1952 to 1968)	Warane Holdings Pty Limited	Volume 3156 Folio 76 Then Volume 10497 Folios 227 & 228 Now Volume 10582 Folio 224
04.10.1968 (1968 to Date)	# The Council of the Municipality of Drummoyne	Volume 10582 Folio 224 Then Volume 11619 Folio 158 Now 7/236750

 # Denotes current registered proprietor

Email: SpecialisedServices@infotrack.com.au 3

ABN: 36 092 724 251
Ph: 02 9099 7400
(Ph: 0412 199 304)

Level 14, 135 King Street, Sydney
Sydney 2000
GPO Box 4103 Sydney NSW 2001
DX 967 Sydney

As regards to the part numbered 6 on attached Cadastral Records Enquiry Report: -

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
30.11.1920 (1920 to 1923)	Thomas Frederick Thompson (Gentleman) Hary Augustus Nicholson (Produce Merchant) William Crooker (Accountant) Francis Leslie Martin (Merchant) Herbert Augustus Smith (Indentor) Cecilia Blanche Smith (Spinster)	Volume 3133 Folio 117
16.03.1923 (1923 to 1968)	The Commercial Banking Company of Sydney Limited	Volume 3133 Folio 117
02.08.1968 (1968 to Date)	# The Council of the Municipality of Drummoyne	Volume 3133 Folio 117 Then Volume 11619 Folio 158 Now 7/236750

 # Denotes current registered proprietor

As regards to the part numbered 7 on attached Cadastral Records Enquiry Report: -

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
03.05.1923 (1923 to 1968)	Leona Gladys Green (Married Woman)	Volume 1494 Folio 51
12.02.1968 (1968 to Date)	# The Council of the Municipality of Drummoyne	Volume 1494 Folio 51 Then Volume 11619 Folio 158 Now 7/236750

 # Denotes current registered proprietor

Email: SpecialisedServices@infotrack.com.au

ABN: 36 092 724 251
Ph: 02 9099 7400
(Ph: 0412 199 304)

Level 14, 135 King Street, Sydney
Sydney 2000
GPO Box 4103 Sydney NSW 2001
DX 967 Sydney

As regards to the part numbered 8 on attached Cadastral Records Enquiry Report: -

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
19.01.1918 (1918 to 1938)	Harry August Nicholson (Produce Merchant)	Volume 1642 Folio 188
22.08.1938 (1938 to 1938)	Annie Elizabeth Nicholson (Widow) (Transmission Application not investigated)	Volume 1642 Folio 188
18.11.1938 (1938 to 1939)	Anthon Bailey Bradfield (Solicitor) George William Sawtell (Grazier)	Volume 1642 Folio 188
17.07.1939 (1939 to 1941)	George William Sawtell (Grazier)	Volume 1642 Folio 188
23.04.1941 (1941 to 1950)	Jack Wilmot Stabb (Draughtsman) Bethel Rene Stabb (Married Woman)	Volume 1642 Folio 188 Now Volume 6299 Folio 139
1.10.1950 (1950 to 1968)	Cyril Laurence Allen (Salesman) Doris May Allen (Married Woman)	Volume 6299 Folio 139
12.02.1968 (1968 to Date)	# The Council of the Municipality of Drummoyne	Volume 6299 Folio 139 Then Volume 11619 Folio 158 Now 7/236750

 # Denotes current registered proprietor

As regards to the part numbered 9 on attached Cadastral Records Enquiry Report: -

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
16.06.1913 (1913 to 1939)	Bridget Green (Married Woman)	Volume 2112 Folio 162
11.09.1939 (1939 to 1941)	Perpetual Trustee Company (Limited) Hugg James Gallen (Master Carrier) (Transmission Application not investigated)	Volume 2112 Folio 162
08.04.1941 (1941 to 1957)	George Medlin (Clicker) Rose May Medlin (Married Woman)	Volume 2112 Folio 162
28.05.1957 (1957 to 1965)	George Medlin (Clicker) (Notice of Death)	Volume 2112 Folio 162
04.05.1965 (1965 to 1968)	Rene Mary Bennet (Married Woman) (Section 94 Application not investigated)	Volume 2112 Folio 162
12.02.1968 (1968 to Date)	# The Council of the Municipality of Drummoyne	Volume 2112 Folio 162 Then Volume 11619 Folio 158 Now 7/236750

 # Denotes current registered proprietor

Continued Over.

Email: SpecialisedServices@infotrack.com.au 5

ABN: 36 092 724 251
Ph: 02 9099 7400
(Ph: 0412 199 304)

Level 14, 135 King Street, Sydney
Sydney 2000
GPO Box 4103 Sydney NSW 2001
DX 967 Sydney

Leases, as to the whole, excluding premises: -

- 11.12.1933 (C227187): Lease to Walter Budd Hoggath (Pastrycook). Expired by effluxion of time 121.01.1938. (Affecting Part 3 only).
- 03.02.1936 (C414160): Lease to Walter Budd Hoggath (Pastrycook). (Affecting Part 3 only).
-

Easements, as to the whole: -

- 02.08.1968 (L247258): Easement for light and air affecting the part(s) shown so burdened in the title diagram.
- 16.03.1971 (D.P. 236750): Easement for overhanging eaves and guttering affecting the part(s) shown so burdened in the title diagram.
- 16.03.1971 (D.P. 236750): Easement to drain sewage affecting the existing line of pipes shown in D.P. 236750.

Yours Sincerely
Taylor Wilson
23rd December 2024

Email: SpecialisedServices@infotrack.com.au 6

LAND REGISTRY SERVICES

Cadastral Records Enquiry Report : Lot 7 DP 236750

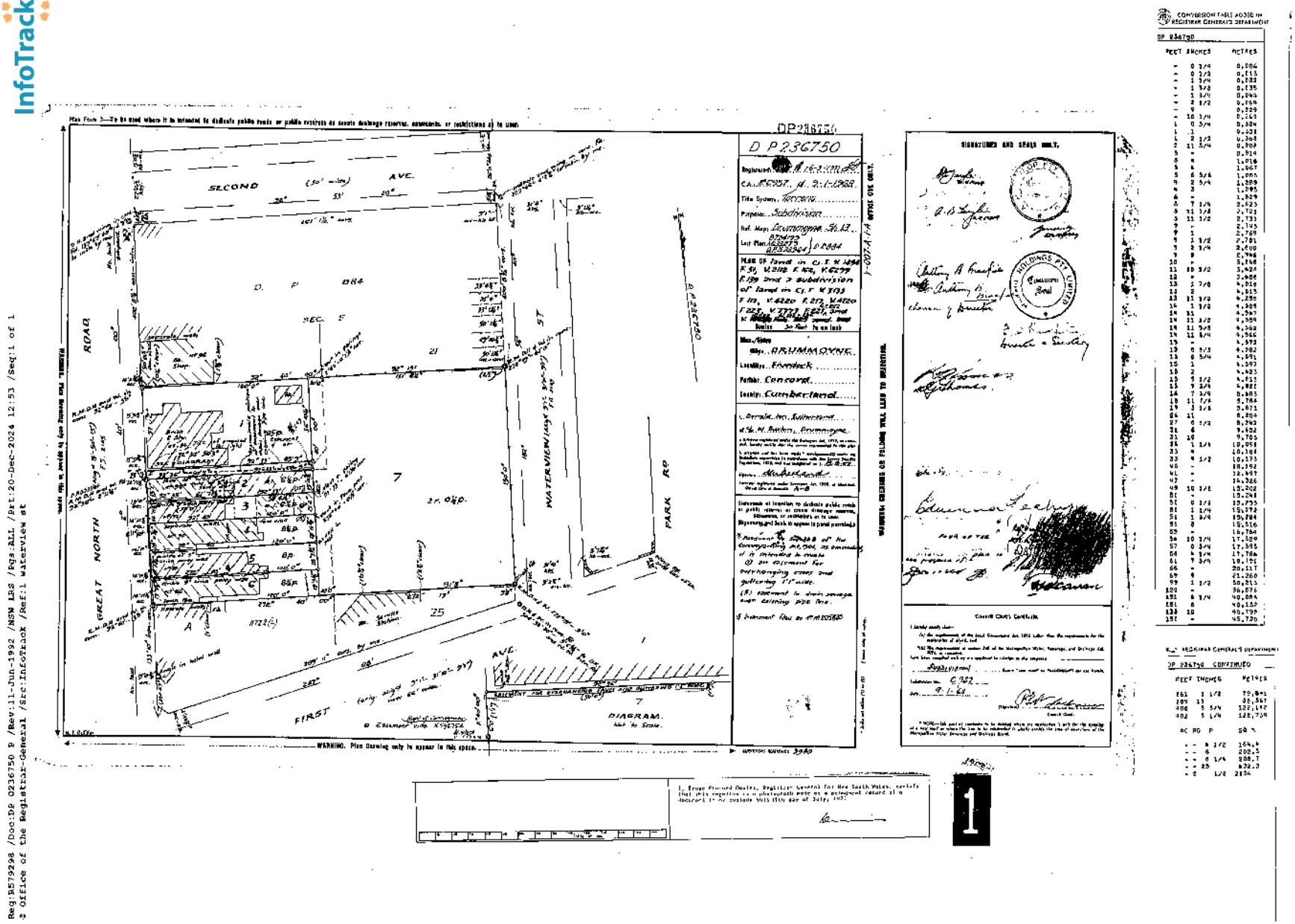
Ref : 1 waterview st

Locality : FIVE DOCK
Parish : CONCORD
LGA : CANADA BAY
County : CUMBERLAND



Report Generated 8:48:56 AM, 19 December, 2024
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This information is provided as a searching aid only.Whilst every endeavour is made to ensure that current map, plan and titling information is accurately reflected, the Registrar General cannot guarantee the information provided. For ALL ACTIVITY PRIOR TO SEPTEMBER 2002 you must refer to the RGs Charting and Reference Maps


DP 236750
SECOND AVE.
FIRST AVE.
GREAT NORTH ROAD
WATERVIEW ST
PARK RD
DIAGRAM
WARNING. Plan Drawing only to appear in this space.
Reg:R579298 /Doc:DP 0236750 P /Rev:11-Jun-1992 /NSW LRS /Pgs:ALL /Prt:20-Dec-2024 12:53 /Seq:1 of 1
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Req:R579373 /Doc:CT 10497-227 CT /Rev:12-Jan-2011 /NSW LRS /Pgs:ALL /Prt:20-Dec-2024 13:05 /Seq:1 of 2
© Office of the Registrar-General /Src:InfoTrack /Ref:1 waterview st

[redacted]

M

NEW SOUTH WALES

[redacted]

Application No. 1404
Prior Title Volume 3156 Folio 76

IFICATE OF TITLE

ERTY ACT, 1900, as amended.

10497227

Vol. 10497 Fol. 227

Edition issued 20-2-1967.

ID

I certify that the person described in the First Schedule is the registered proprietor of the undermentioned estate in the land within described subject nevertheless to such exceptions encumbrances and interests as are shown in the Second Schedule.

Witness J. Gilfillan.

Registrar-General.

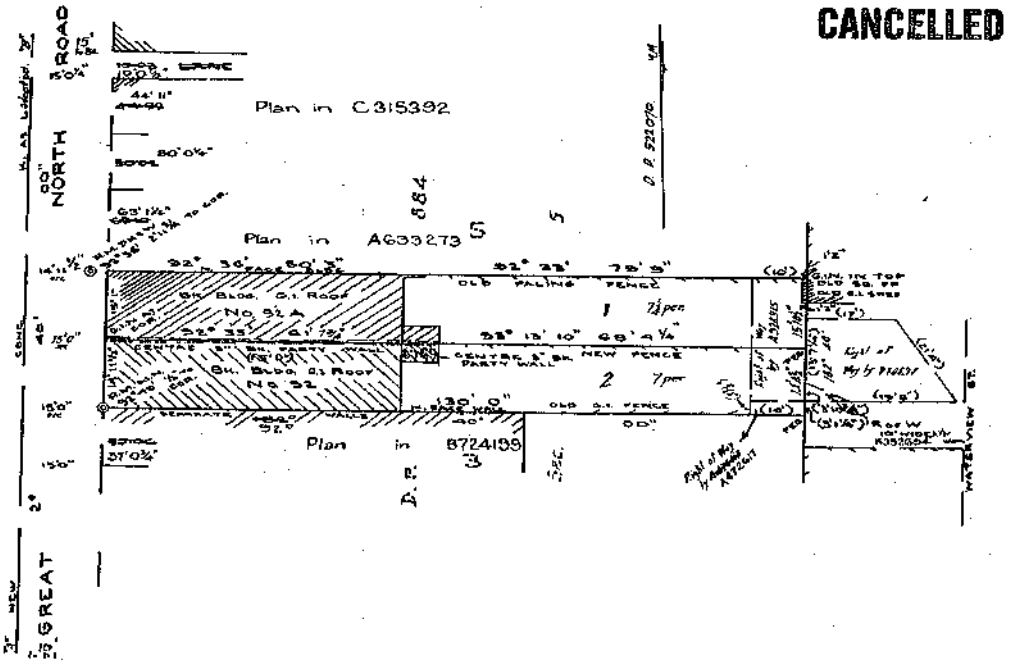
Vol 10497 Fol 227 (Page 1)

PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

WARNING: THIS DOCUMENT MUST NOT BE REMOVED FROM THE LAND TITLES OFFICE.

CANCELLED

PLAN SHOWING LOCATION OF LAND



ESTATE AND LAND REFERRED TO

Estate in Fee Simple in Lot 1 in Deposited Plan 522070 at Fivedock in the Municipality of Drummoyne Parish of Concord and County of Cumberland being part of Portion 256 granted to John Harris on 1-1-1806.

FIRST SCHEDULE (continued overleaf)

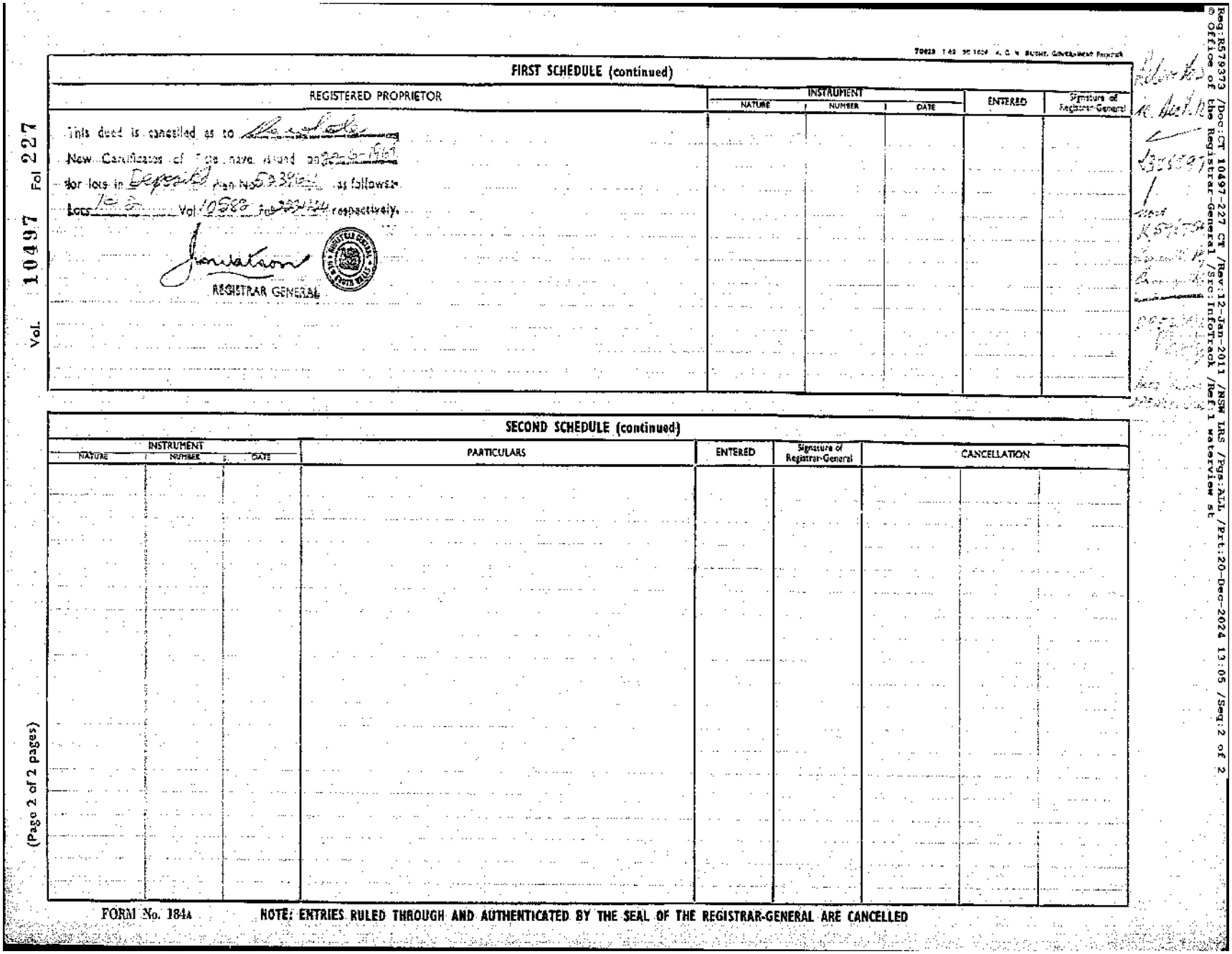
WARANE HOLDINGS PTY. LIMITED.

SECOND SCHEDULE (continued overleaf)

1. Reservations and conditions, if any, contained in the Crown Grant above referred to.
2. Right of Way created by Transfer No.A928315 affecting the piece of land shown as "Right of Way by A928315" in the plan hereon.
3. Right of Way created by Transfer No.D10897 appurtenant to the land above described affecting the piece of land shown as "Right of Way by D10897" in the plan hereon.
4. Right of Way created by Transfer No. K352694 appurtenant to the land above described affecting the piece of land shown as "R. of W. 10' wide & var. width" in the plan hereon.

Registrar General

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR-GENERAL ARE CANCELLED.



Vol. 10497 Fol 227

FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	ENTERED	Signature of Registrar-General
This deed is cancelled as to Lot 1 and 2 New Certificates of Title have issued on 22/6/1961 for lots in Deposited Plan No 533[illegible] as follows: Lots 1 & 2 Vol 10588 Fol 222 respectively. REGISTRAR GENERAL					

SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar-General	CANCELLATION

(Page 2 of 2 pages)

FORM No. 184A NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR-GENERAL ARE CANCELLED

Reg:R578373 /Doc:CT 10497-227 CT /Rev:12-Jan-2011 /NSW LRS /Pgs:ALL /Prt:20-Dec-2024 13:05 /Seq:2 of 2
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Req:R579376 /Doc:CT 10497-228 CT /Rev:12-Jan-2011 /NSW LRS /Pgs:ALL /Prt:20-Dec-2024 13:05 /Seq:1 of 2
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M

[redacted]IFICATE OF TITLE

NEW SOUTH WALES [redacted] ERTY ACT, 1900, as amended.

10497228

Vol. 10497 Fol. 228

Application No. 1404
Prior Title Volume 3156 Folio 76

Edition issued 20-2-1967.

ID

CANCELLED

I certify that the person described in the First Schedule is the registered proprietor of the undermentioned estate in the land within described subject nevertheless to such exceptions encumbrances and interests as are shown in the Second Schedule.

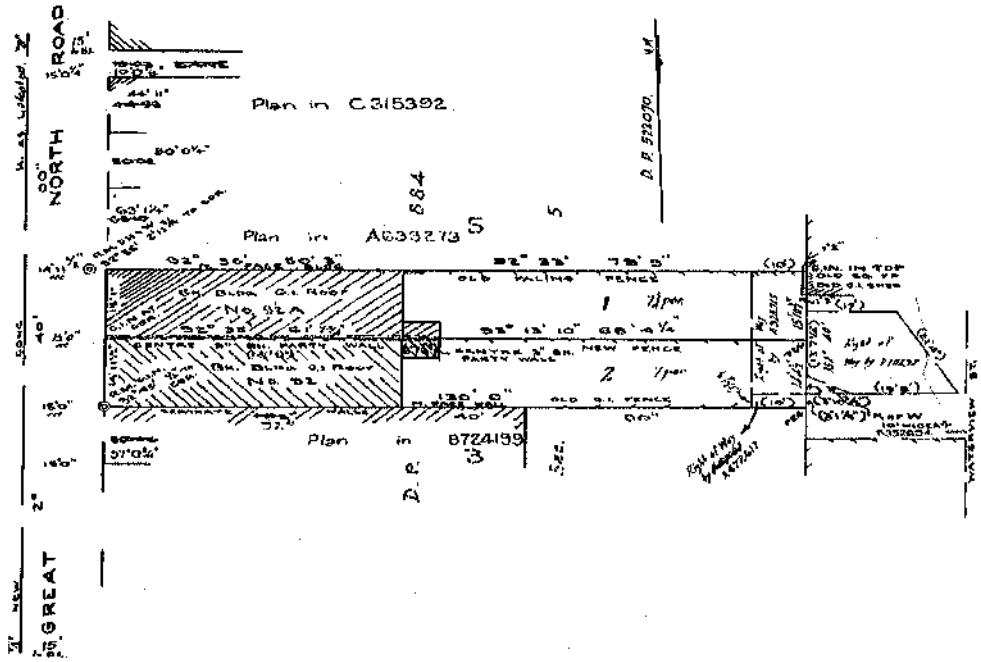
Witness J. Gilfillan

Registrar-General.

Vol. 10497 Fol. 228

(Page 1)

PLAN SHOWING LOCATION OF LAND



ESTATE AND LAND REFERRED TO

Estate in Fee Simple in Lot 2 in Deposited Plan 522070 at Fivedock in the Municipality of Drummoyne Parish of Concord and County of Cumberland being part of Portion 256 granted to John Harris on 1-1-1806.

FIRST SCHEDULE (continued overleaf)

WARANE HOLDINGS PTY. LIMITED.

SECOND SCHEDULE (continued overleaf)

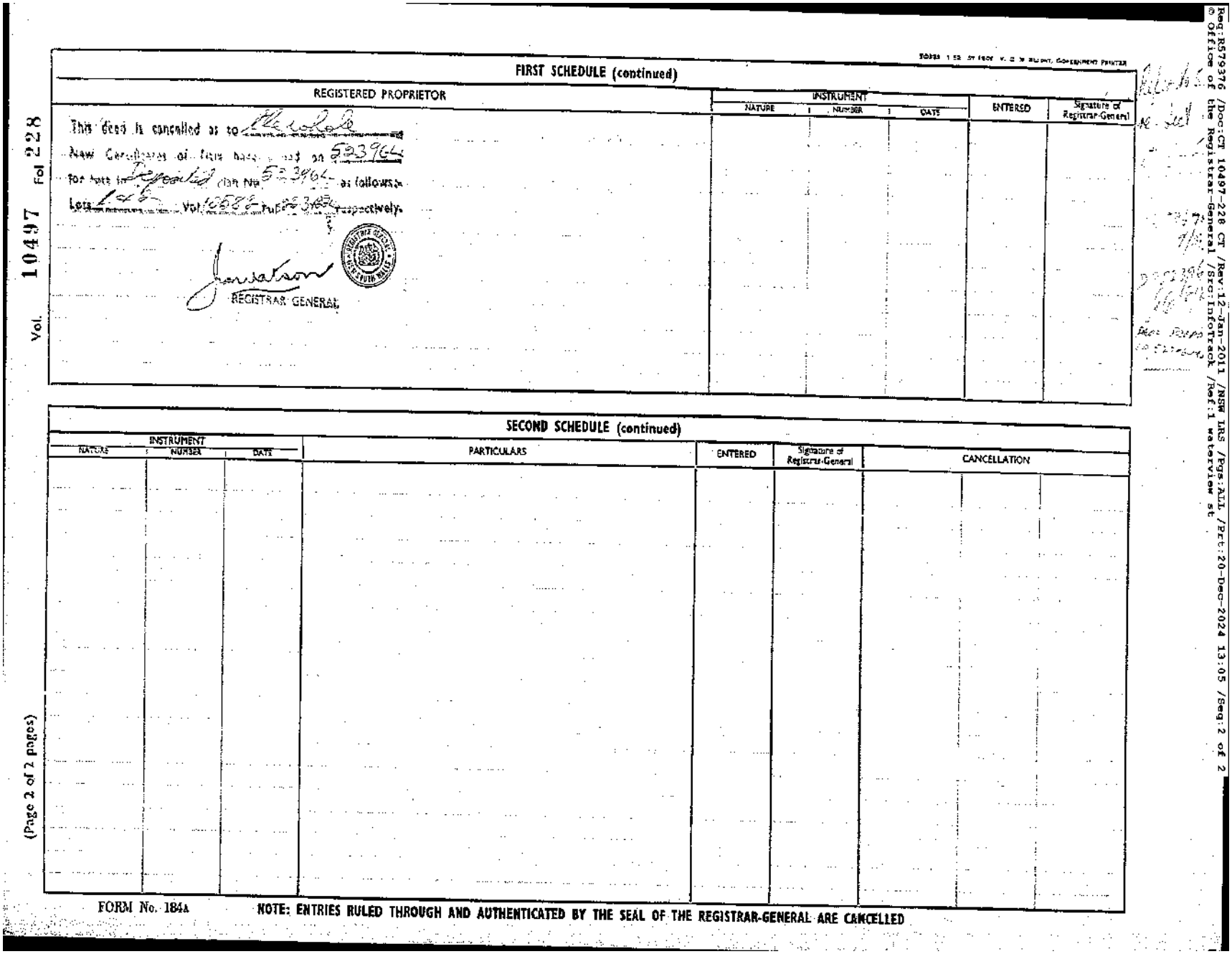
1. Reservations and conditions, if any, contained in the Crown Grant above referred to.
2. Right of Way created by Transfer No.A472617 affecting the piece of land shown as "Right of Way by A472617" in the plan hereon.
3. Right of Way created by Transfer No.A928315 affecting the pieces of land shown as "Right of Way by A472617" and "Right of Way by A928315" in the plan hereon.
4. Right of Way created by Transfer No.D10897 appurtenant to the land above described affecting the piece of land shown as "Right of Way by D10897" in the plan hereon.
5. Lease No.G771434 of the lock-up shop known as 92 Great North Road, Fivedock (together with certain rights) to Herbert Ernest Laing of Rodd Point, Women's Clothing Manufacturer, and Ruth Laing, his wife Entered 11-10-1957.
6. Right of Way created by Transfer No.K352694 appurtenant to the land above described affecting the piece of land shown as "R. of W. 10' wide & var. width" in the plan hereon.

Registrar General

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR-GENERAL ARE CANCELLED.

PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

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FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	ENTERED	Signature of Registrar-General
This deed is cancelled as to Lot 1 only and a New Certificate of Title has issued on 523964 for Lots 1 & 2 Deposited Plan No 523964 as follows: Lot 1 Vol 10886 Fol 228 Lot 2 Vol 10497 Fol 228 respectively. REGISTRAR GENERAL					

Vol. 10497 Fol 228

SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar-General	CANCELLATION

(Page 2 of 2 pages)

FORM No. 184A NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR-GENERAL ARE CANCELLED

Req:R579376 /Doc:CT 10497-228 CT /Rev:12-Jan-2011 /NSW LRS /Pgs:ALL /Prt:20-Dec-2024 13:05 /Seq:2 of 2
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Req:R579367 /Doc:CT 10582-223 CT /Rev:12-Jan-2011 /NSW LRS /Pgs:ALL /Prt:20-Dec-2024 13:04 /Seq:1 of 4
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[redacted]

M

NEW SOUTH WALES

[redacted]

Fol. 223 (Page 1) Vol. 10582

[redacted]IFICATE OF TITLE

[redacted]ERTY ACT, 1900, as amended.

10582223

Vol. 10582 Fol. 223

CANCELLED

Edition issued 20-6-1967

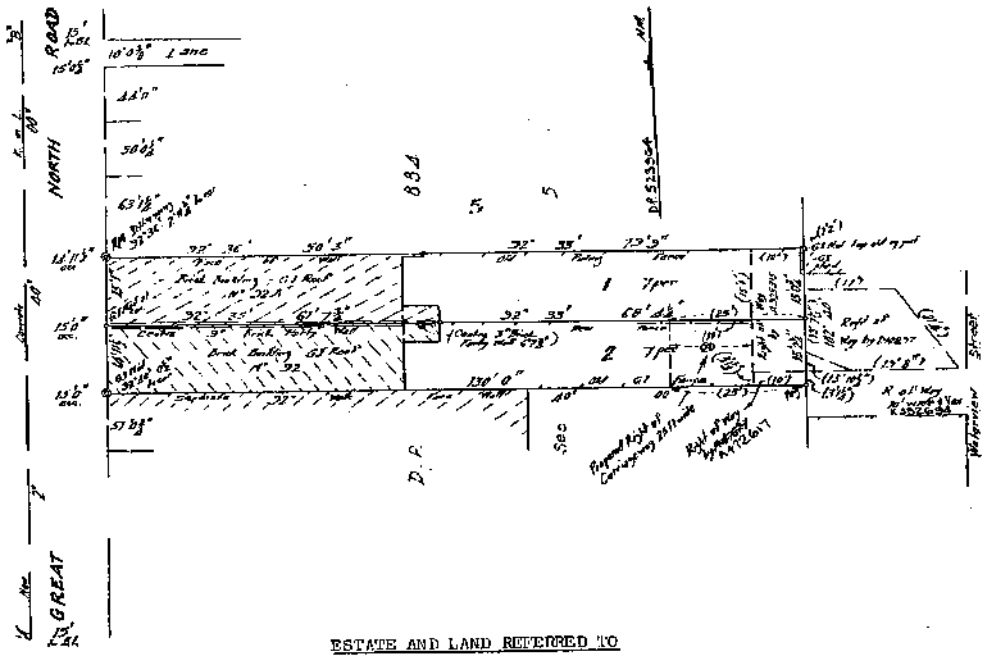
Appln. No. 1404
Prior Title Vol. 10497 Fol. 227

I certify that the person described in the First Schedule is the registered proprietor of the undermentioned estate in the land within described subject nevertheless to such exceptions encumbrances and interests as are shown in the Second Schedule.

Witness J. Afflick

Registrar-General.

PLAN SHOWING LOCATION OF LAND



ESTATE AND LAND REFERRED TO

Estate in Fee Simple in Lot 1 in Deposited Plan 523964 at Fivedock in the Municipality of Drummoyne, Parish of Concord, and County of Cumberland being part of Portion 256 granted to John Harris on the 1-1-1806.

FIRST SCHEDULE (Continued overleaf)

~~MARANE HOLDINGS PTY. LIMITED.~~

SECOND SCHEDULE (Continued overleaf)

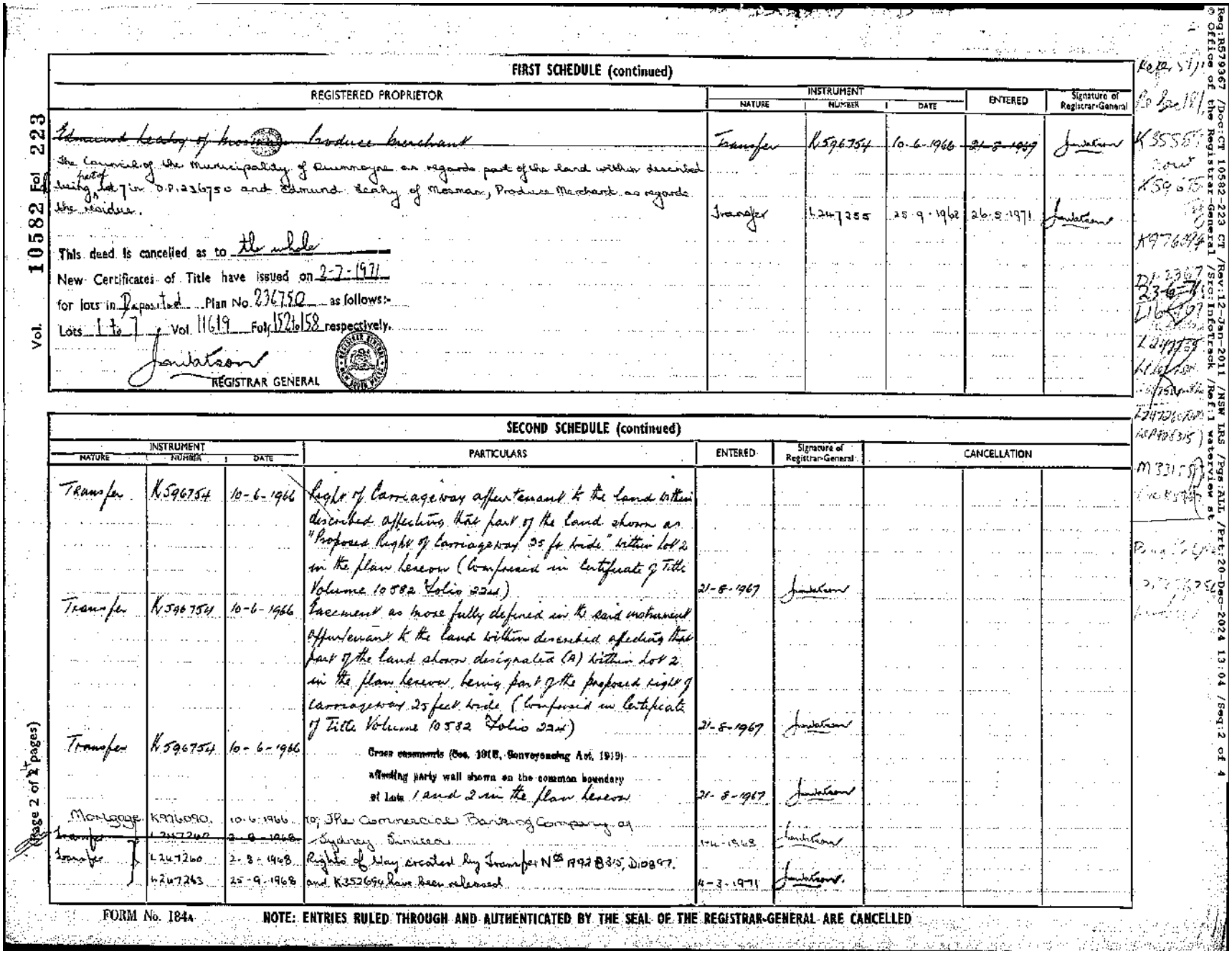
1. Reservations and conditions, if any, contained in the Crown Grant above referred to.
2. ~~Right of Way created by Transfer No.A928315 affecting the piece of the land shown as "Right of Way by A928315" in the plan hereon.~~ Cancelled 247266
3. Right of Way created by Transfer No.D10897 appurtenant to the land above described ~~affecting the piece of land shown as "Right of Way by D10897" in the plan hereon.~~ Cancelled 247263
4. ~~Right of Way created by Transfer No.K352694 appurtenant to the land above described affecting the piece of land shown as "R. of Way 10' wide and Var. K352694" in the plan hereon.~~ Cancelled 247263

Registrar General.

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR-GENERAL ARE CANCELLED.

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Vol. 10582 Fol 223

FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	ENTERED	Signature of Registrar-General
Edmund Leahy of Mosman Produce Merchant as regards the Council of the Municipality of Drummoyne as regards part of the land within described being part Lot 7 in D.P. 236750 and Edmund Leahy of Mosman, Produce Merchant as regards the residue.	Transfer	K596754	10-6-1966	21-8-1967	
	Transfer	L247255	25-9-1968	26-8-1971	

This deed is cancelled as to the whole

New Certificates of Title have issued on 2-7-1971

for lots in Part Lot 7 Plan No. 236750 as follows:-

Lots 1 to 7 Vol. 11619 Fol. 152 to 158 respectively.

REGISTRAR GENERAL

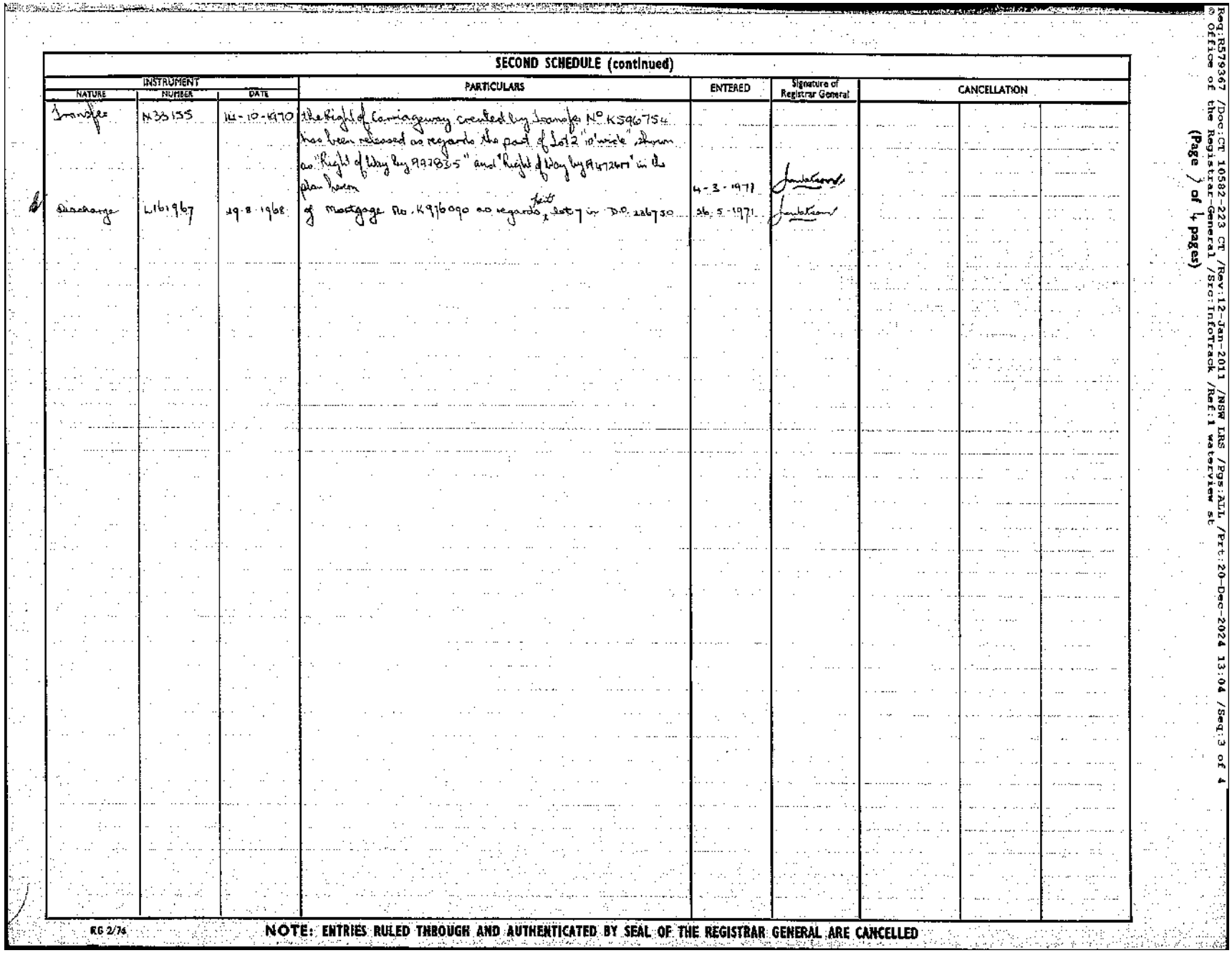
SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar-General	CANCELLATION
Transfer	K596754	10-6-1966	Right of Carriageway appurtenant to the land within described affecting that part of the land shown as "Proposed Right of Carriageway 25 ft wide" within Lot 2 in the plan hereon (comprised in Certificate of Title Volume 10582 Folio 223)	21-8-1967		
Transfer	K596754	10-6-1966	Easement as more fully defined in the said instrument appurtenant to the land within described affecting that part of the land shown designated (A) within Lot 2 in the plan hereon being part of the proposed right of carriageway 25 feet wide (comprised in Certificate of Title Volume 10582 Folio 223)	21-8-1967		
Transfer	K596754	10-6-1966	Cross easements (Sec. 181B, Conveyancing Act, 1919) affecting party wall shown on the common boundary of Lots 1 and 2 in the plan hereon	21-8-1967		
Mortgage	K916090	10-6-1966	to The Commercial Banking Company of Sydney Limited	17-4-1968		
~~Transfer~~ Transfer	~~L247260~~ L247260	~~2-8-1968~~ 2-8-1968	Rights of Way created by Transfer No. 192833, Dio897.	17-4-1968		
Transfer	L247263	25-9-1968	and K352699 have been released	4-3-1971		

(Page 2 of 2 pages)

FORM No. 184A NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR-GENERAL ARE CANCELLED

Reg:R579367 /Doc:CT 10582-223 CT /Rev:12-Jan-2011 /NSW LRS /Pgs:ALL /Prt:20-Dec-2024 13:04 /Seq:2 of 4
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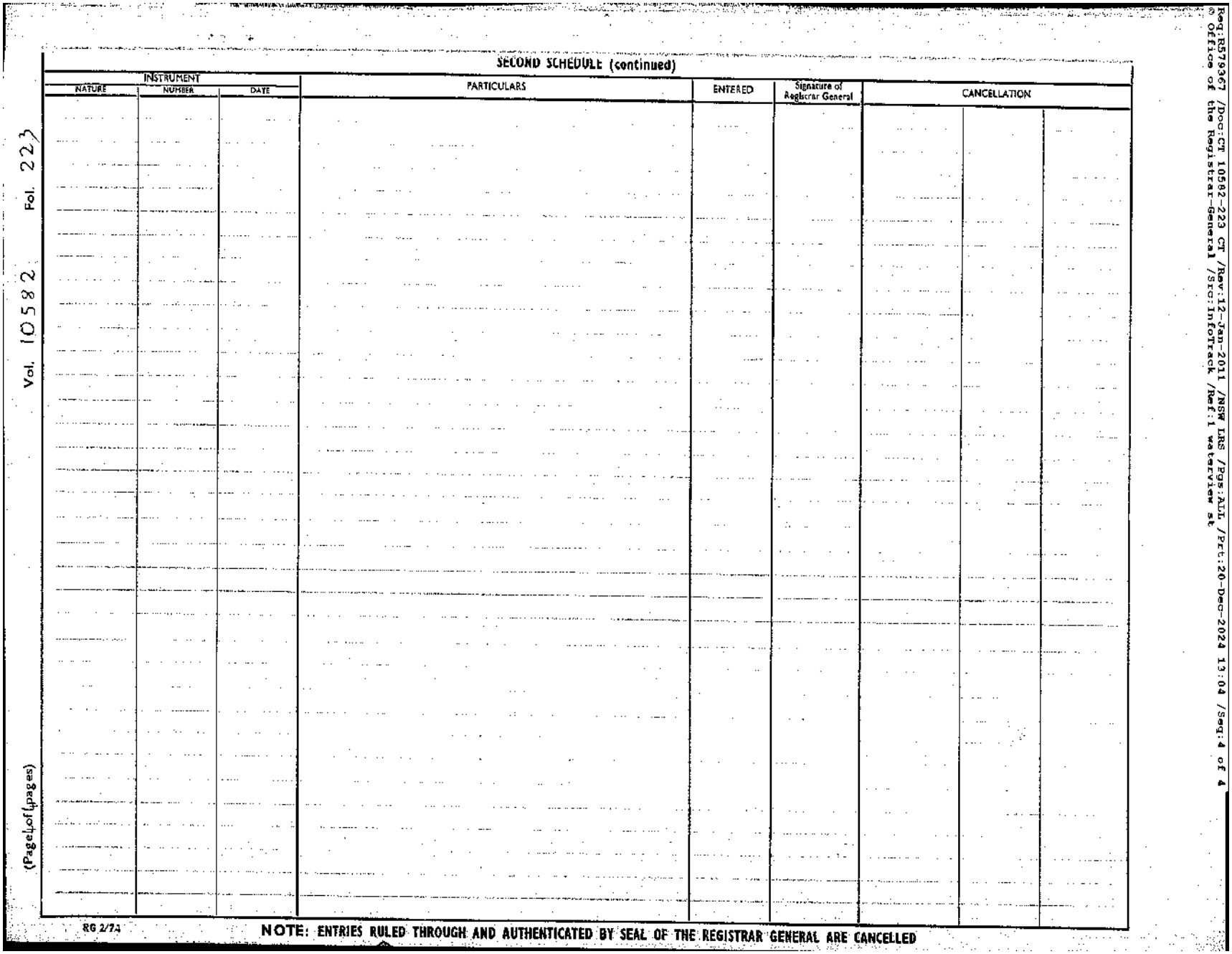
SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION
Transfer	N335155	14-10-1970	the right of carriageway created by Transfer No K596754 has been released as regards the part of Lot 2 "10 wide" shown as "Right of Way by 997835" and "Right of Way by 947241" in the plan hereon	4-3-1971		
Discharge	L161967	29-8-1968	of mortgage No. K976090 as regards that part Lot 7 in D.P. 226730	26-5-1971		

RG 2/74 NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

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(Page 3 of 4 pages)



SECOND SCHEDULE (continued)

INSTRUMENT			PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION		
NATURE	NUMBER	DATE						

Vol. 10582 Fol. 223

(Page 4 of 4 pages)

RG 2/74

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

Req:R579367 /Doc:CT 10582-223 CT /Rev:12-Jan-2011 /NSW LRS /Pgs:ALL /Prt:20-Dec-2024 13:04 /Seq:4 of 4
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Req:R579368 /Doc:CT 10582-224 CT /Rev:12-Jan-2011 /NSW LRS /Pgs:ALL /Prt:20-Dec-2024 13:04 /Seq:1 of 4
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[redacted]

M

NEW SOUTH WALES

[redacted]

Fol. 224

Vol. 10582

(Page 1) Vol. 10582 Fol. 224

[redacted]FICATE OF TITLE

[redacted]RTY ACT, 1900, as amended.

Vol. 10582 Fol. 224

CANCELLED

Edition issued 20-6-1967

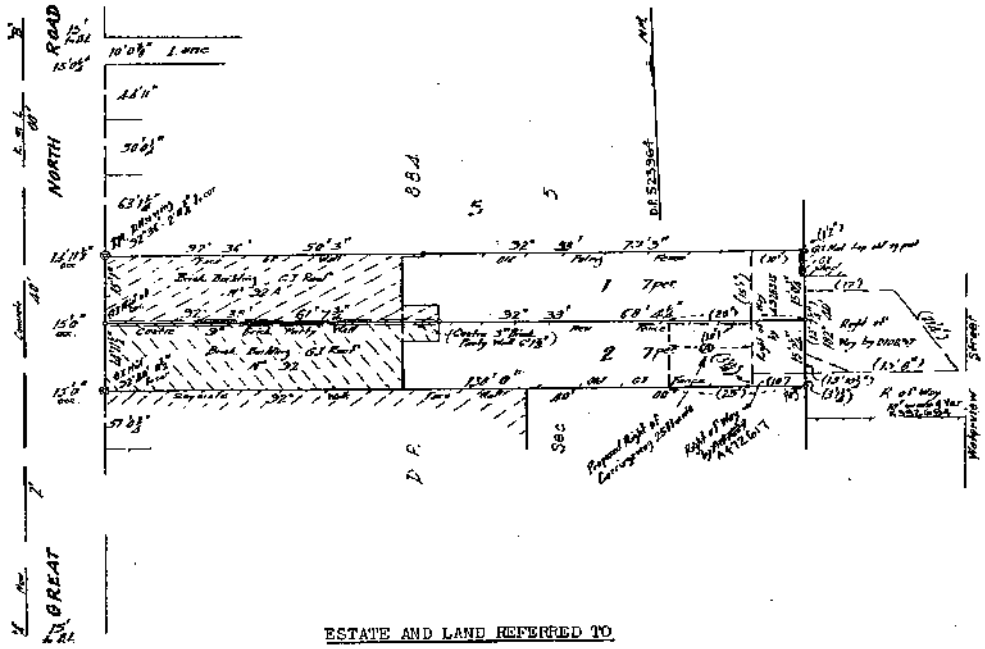
Appln. No. 1404
Prior Titles Vol. 10497
Fols. 227 and 228

I certify that the person described in the First Schedule is the registered proprietor of the undermentioned estate in the land within described subject nevertheless to such exceptions encumbrances and interests as are shown in the Second Schedule.

Witness J. Affleck.

Registrar-General.

PLAN SHOWING LOCATION OF LAND



ESTATE AND LAND REFERRED TO

Estate in Fee Simple in Lot 2 in Deposited Plan 523964 at Fivedock in the Municipality of Drummoyne, Parish of Concord, and County of Cumberland being part of Portion 256 granted to John Harris on the 1-1-1806.

FIRST SCHEDULE (Continued overleaf)

~~WARANE HOLDINGS PTY. LIMITED.~~

SECOND SCHEDULE (Continued overleaf)

1. Reservations and conditions, if any, contained in the Crown Grant above referred to.
2. ~~Right of Way created by Transfer No. A472617 affecting the piece of land shown as "Right of Way by A472617" in the plan hereon.~~
3. ~~Right of Way created by Transfer No.A928315 affecting the piece of land shown as "Right of Way by A472617" and "Right of Way by A928315" in the plan hereon.~~
4. ~~Right of Way created by Transfer No.DL0897 appurtenant to the land above described affecting the piece of land shown as "Right of Way by DL0897" in the plan hereon.~~
5. Lease No.G771434 of the lock-up shop known as 92 Great North Road, Fivedock (together with certain rights) to Herbert Ernest Laing of Rodd Point, Womans Clothing Manufacturer, and Ruth Laing, his wife. Entered 11-10-1957.
6. ~~Right of Way created by Transfer No.K352694 appurtenant to the land above described affecting the piece of land shown as "R. of Way 10' wide & Var. K352694" in the plan hereon.~~

Registrar General.

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR-GENERAL ARE CANCELLED.

PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

WARNING: THIS DOCUMENT MUST NOT BE REMOVED FROM THE LAND TITLES OFFICE.

Req:R579368 /Doc:CT 10582-224 CT /Rev:12-Jan-2011 /NSW LRS /Pgs:ALL /Prt:20-Dec-2024 13:04 /Seq:2 of 4
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ST 1808 V. G. M. RIGHT, GOVERNMENT PRINTER

Vol. 10582 Fol 224

FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	ENTERED	Signature of Registrar-General
the Council of the Municipality of Drummoyne as regards part of the land within described being Lot 7 in D.P. 236750 and Warane Holdings Pty Limited as regards the residue.	Transfer	L247256	4-10-1968	26-5-1971	

This deed is cancelled as to the whole

New Certificates of Title have issued on 2-7-1971

for lots in Deposited Plan No. 236750 as follows:

Lots 1 to 7 Vol. 11619 Fols 152 to 158 respectively.

REGISTRAR GENERAL

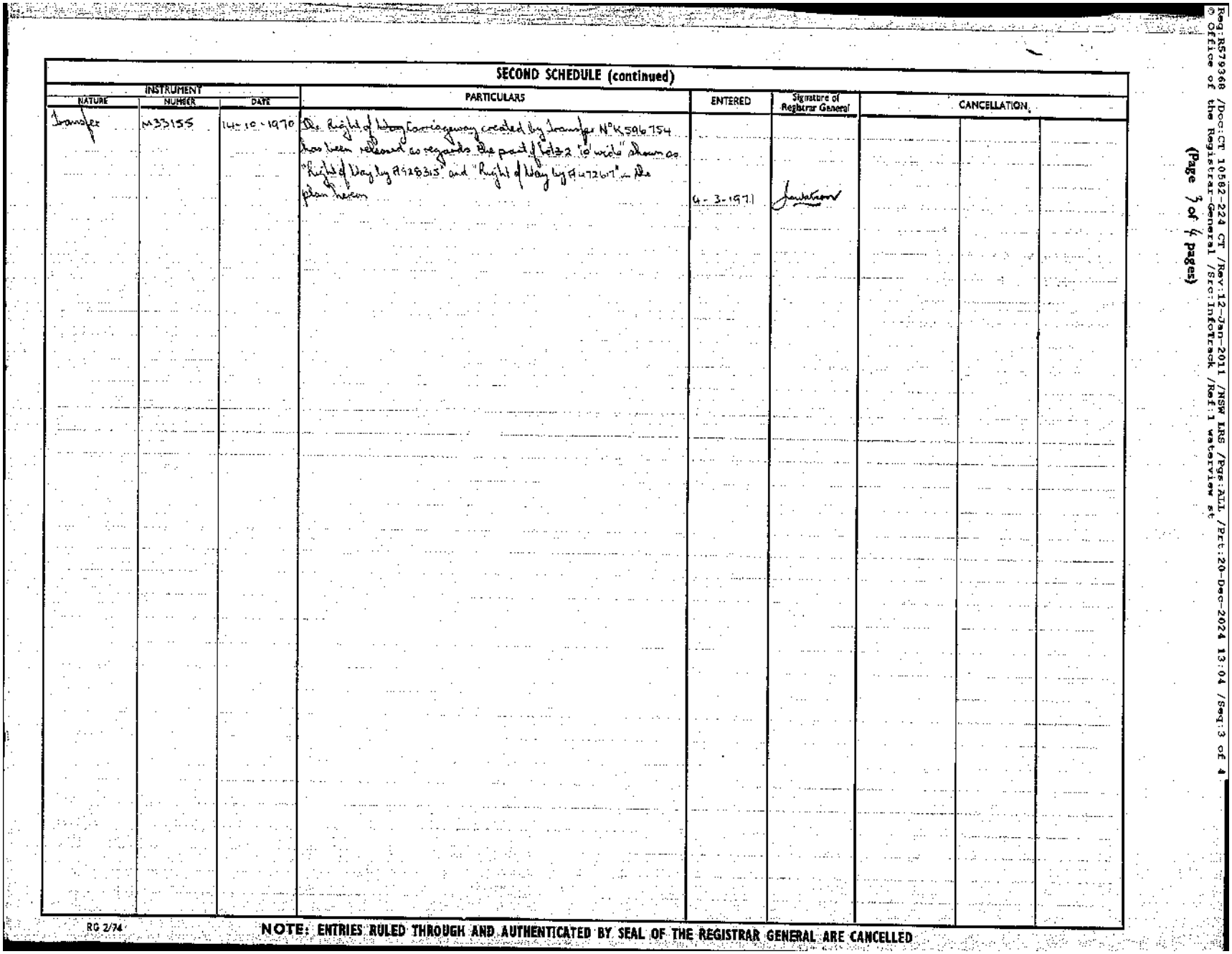
SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar-General	CANCELLATION
Transfer	K596754	10-6-1966	Right of Carriageway affecting that part of the land within described shown on "Proposed Right of Carriageway 25 ft wide" in the plan hereon (as more fully defined in the said instrument)	21-8-1967		
Transfer	K596754	10-6-1966	Easement affecting that part of the land within described shown designated (A) being part of the proposed right of carriageway 25 feet wide in the plan hereon.	21-8-1967		
Transfer	K596754	10-6-1966	Cross easements (Sec. 1918, Conveyancing Act, 1919) affording party wall shown on the common boundary of Lots 1 and 2 in the plan hereon	21-8-1967		
Transfer	L247259	5-8-1968	Rights of Way created by transfer Nos K472617, A929835, D109497 and K552694 have been released	14-3-1971		
	L247260	1-8-1968				
	L247261	25-8-1968				
	L247262	4-10-1968				
	L247263	25-9-1968				
	L247264	30-7-1968				
	L247265	29-9-1968				

(Page 2 of 4 pages)

FORM No. 184A

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR-GENERAL ARE CANCELLED



SECOND SCHEDULE (continued)

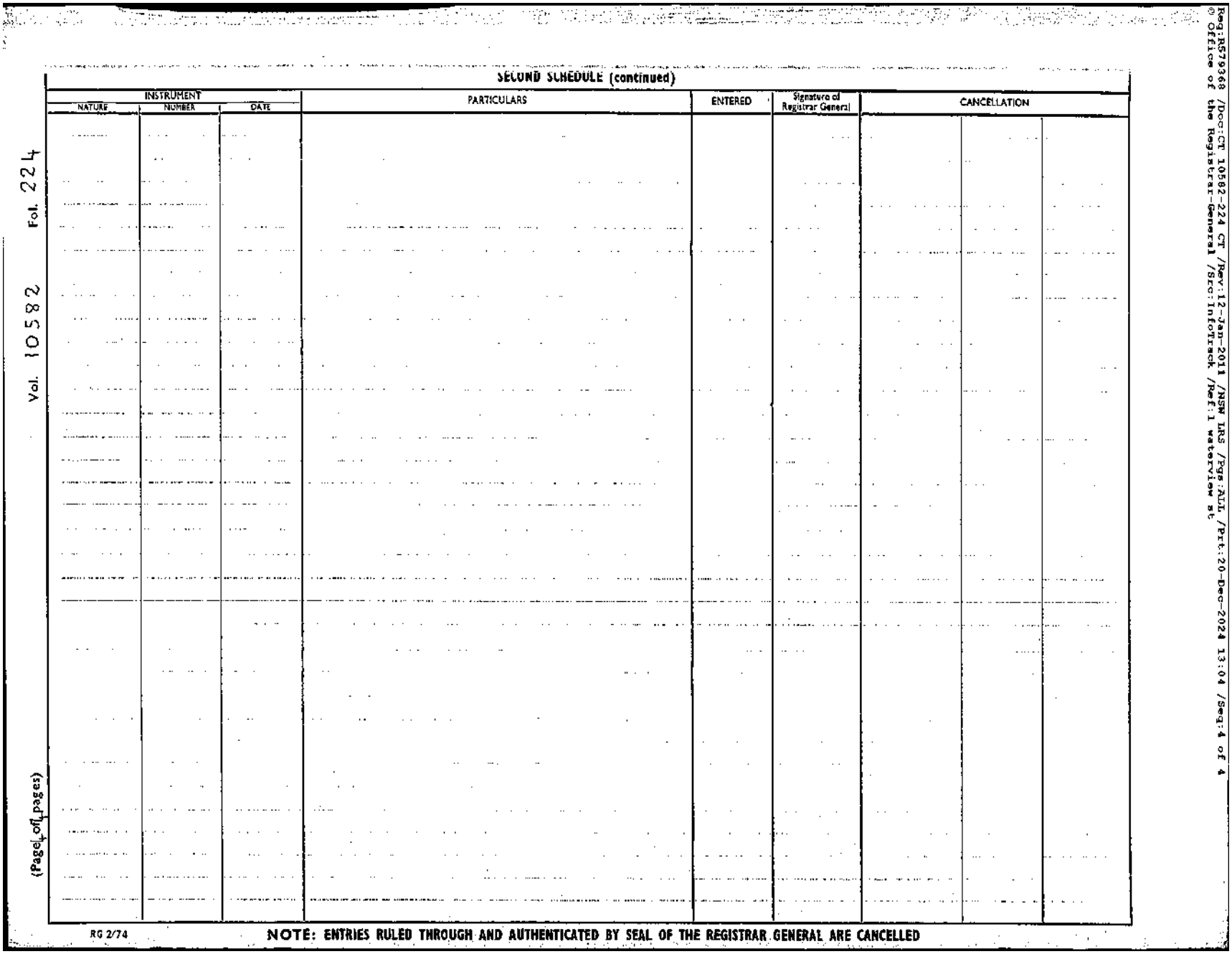
INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION		
Transfer	M335155	14-10-1970	The Right of Way Carriageway created by Transfer N°K596754 has been released as regards the part of 12.2 wide shown as "Right of Way by A428315" and "Right of Way by A472617" in the plan hereon	4-3-1971				

RG 2/74

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

(Page 3 of 4 pages)

Reg:R579368 /Doc:CT 10582-224 CT /Rev:12-Jan-2011 /NSW LRS /Pgs:ALL /Prt:20-Dec-2024 13:04 /Seq:3 of 4
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SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION

Vol. 10582 Fol. 224

(Page 4 of 4 pages)

RG 2/74

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

Req:R579368 /Doc:CT 10582-224 CT /Rev:12-Jan-2011 /NSW LRS /Pgs:ALL /Prt:20-Dec-2024 13:04 /Seq:4 of 4
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Req:R571326 /Doc:CT 11619-158 CT /Rev:17-Feb-2011 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 08:47 /Seq:1 of 2
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[redacted]

CERTIFICATE OF TITLE

NEW SOUTH WALES
Appln. No. 1404
Prior Titles Vol. 1494 Fol. 51
Vol. 2112 Fol.162
Vol. 3133 Fol.117
Vol. 4220 Fols.217 and 225
Vol. 6299 Fol.139
Vol. 7773 Fols.221 and 222
Vol.10852 Fols.223 and 224

REAL PROPERTY ACT, 1900, as amended.

Vol. 11619 Fol. 158

Edition issued 2-7-1971

I certify that the person described in the First Schedule is the registered proprietor of the undermentioned estate in the land within described subject nevertheless to such exceptions encumbrances and interests as are shown in the Second Schedule.

CANCELLED

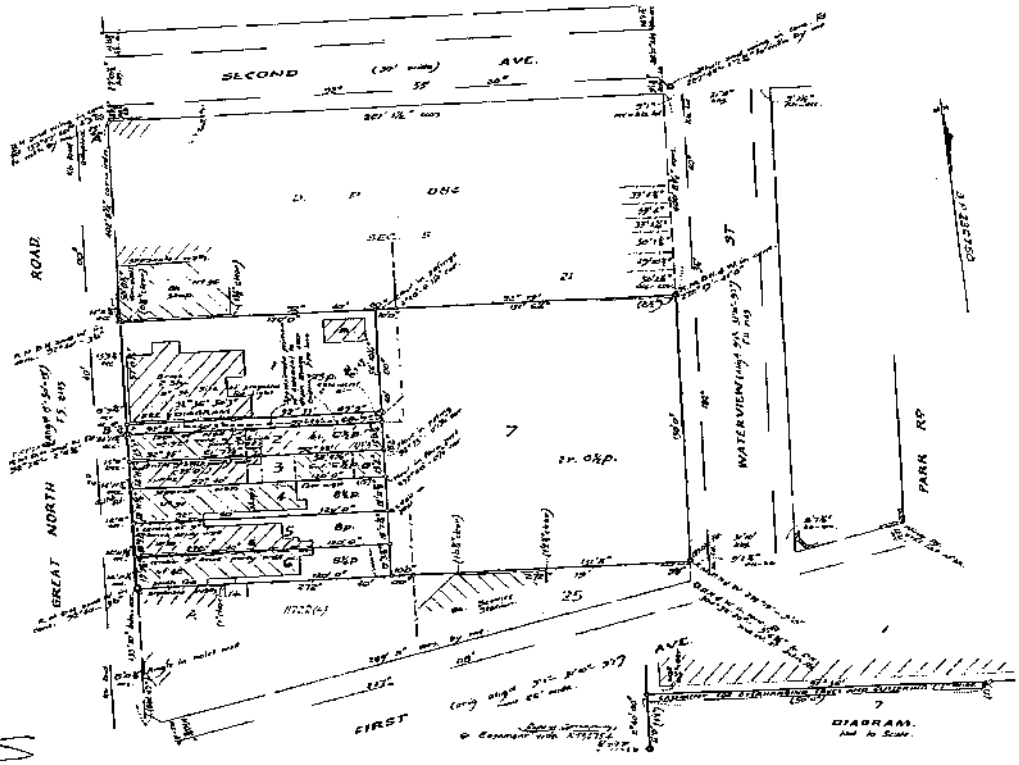
Witness

Registrar General

See AD815701

(Page 1) Vol. 11619 Fol. 158

PLAN SHOWING LOCATION OF LAND



ESTATE AND LAND REFERRED TO

Estate in Fee Simple in Lot 7 in Deposited Plan 236750 at Five Dock in the Municipality of Drummoyne Parish of Concord and County of Cumberland being part of Portion 256 granted to John Harris on 1-1-1806.

FIRST SCHEDULE

THE COUNCIL OF THE MUNICIPALITY OF DRUMMOYNE.

SECOND SCHEDULE

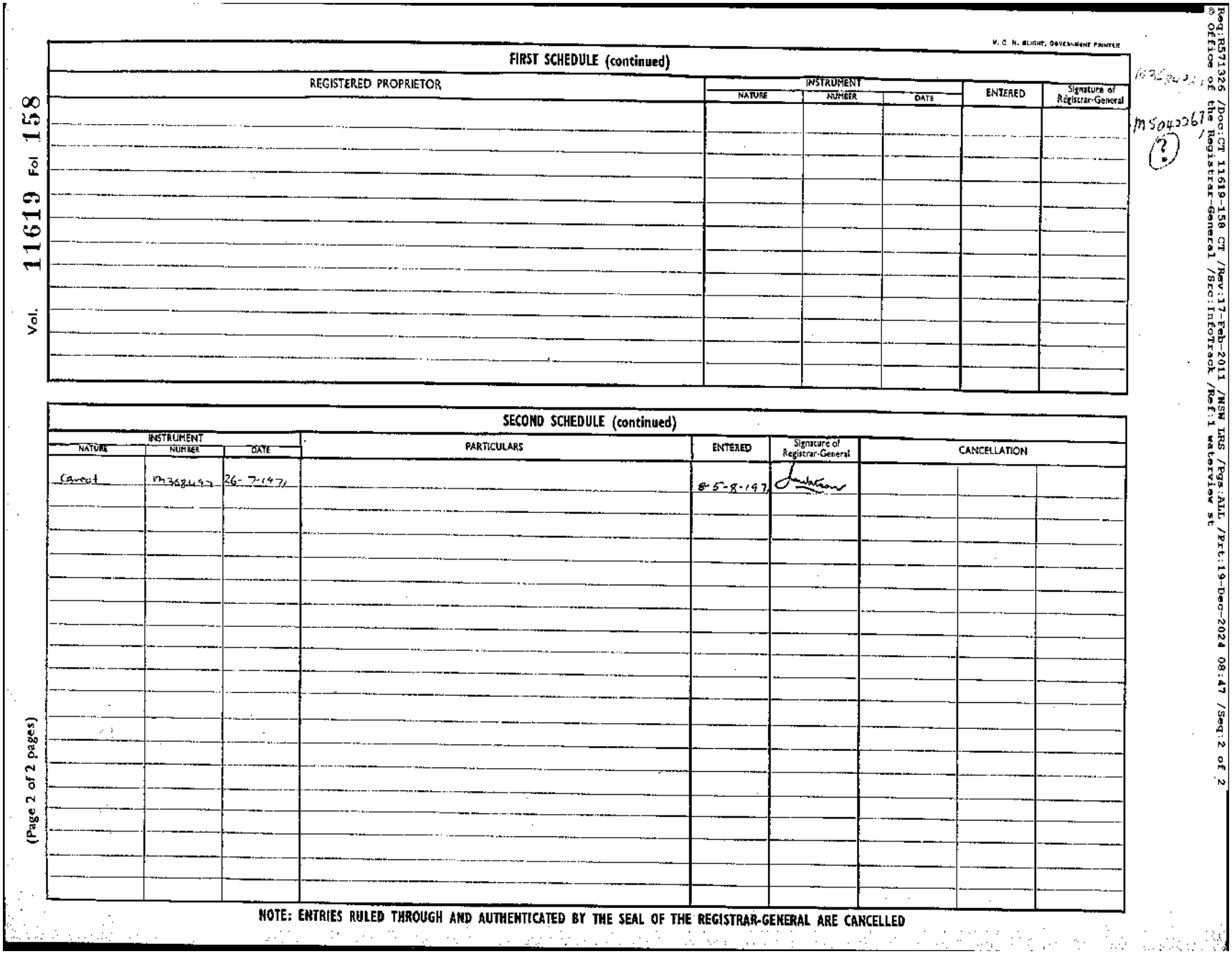
1. Reservations and conditions, if any, contained in the Crown Grant above referred to.
2. (SB) Easement for light and air created by Transfer No.L247258 affecting the piece of land shown as "Site of proposed easement for light & air" in the plan hereon.
3. (SB) Easement for Overhanging Eaves and Guttering affecting the part of the land above described 1 foot 1 inch wide shown in plan hereon created by the registration of Deposited Plan 236750. See M205835.
4. Easement to Drain Sewage affecting the existing line of pipes shown in plan hereon created by the registration of Deposited Plan 236750 See M205835.

Registrar General.

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED.

PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

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M. C. N. BLIGHT, GOVERNMENT PRINTER

Vol. 11619 Fol 158

FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	ENTERED	Signature of Registrar-General

M504226?

SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar-General	CANCELLATION
Caveat	M368492	26-7-1971		8-5-8-1971		

(Page 2 of 2 pages)

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR-GENERAL ARE CANCELLED

Req:R571326 /Doc:CT 11619-158 CT /Rev:17-Feb-2011 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 08:47 /Seq:2 of 2
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LAND REGISTRY SERVICES Historical Search

InfoTrack

NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE
20/12/2024 12:59PM

FOLIO: 7/236750

First Title(s): SEE PRIOR TITLE(S)
Prior Title(s): VOL 11619 FOL 158

Recorded	Number	Type of Instrument	C.T. Issue
5/6/1987		TITLE AUTOMATION PROJECT	LOT RECORDED FOLIO NOT CREATED
2/2/1988		CONVERTED TO COMPUTER FOLIO	FOLIO CREATED CT NOT ISSUED
27/3/2001	7408114	DEPARTMENTAL DEALING	
10/2/2016	AK208390	DEPARTMENTAL DEALING	

*** END OF SEARCH ***

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Received: 20/12/2024 12:59:00

LAND REGISTRY SERVICES

Title Search

InfoTrack

NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: 7/236750

SEARCH DATE	TIME	EDITION NO	DATE
19/12/2024	8:43 AM	-	-

VOL 11619 FOL 158 IS THE CURRENT CERTIFICATE OF TITLE

LAND

LOT 7 IN DEPOSITED PLAN 236750
AT FIVE DOCK
LOCAL GOVERNMENT AREA CANADA BAY
PARISH OF CONCORD COUNTY OF CUMBERLAND
TITLE DIAGRAM DP236750

FIRST SCHEDULE

THE COUNCIL OF THE MUNICIPALITY OF DRUMMOYNE

SECOND SCHEDULE (5 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2 L247258 EASEMENT FOR LIGHT AND AIR AFFECTING THE PART(S) SHOWN SO BURDENED IN THE TITLE DIAGRAM
3 DP236750 EASEMENT FOR OVERHANGING EAVES AND GUTTERING AFFECTING THE PART(S) SHOWN SO BURDENED IN THE TITLE DIAGRAM
4 DP236750 EASEMENT TO DRAIN SEWAGE AFFECTING THE EXISTING LINE OF PIPES SHOWN IN DP236750
* 5 M368492 CAVEAT BY THE COMMERCIAL BANKING COMPANY OF SYDNEY LIMITED

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

1 waterview st... PRINTED ON 19/12/2024

* Any entries preceded by an asterisk do not appear on the current edition of the Certificate of Title. Warning: the information appearing under notations has not been formally recorded in the Register. InfoTrack an approved NSW Information Broker hereby certifies that the information contained in this document has been provided electronically by the Registrar General in accordance with Section 96B(2) of the Real Property Act 1900.

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ABN: 36 092 724 251
Ph: 02 9099 7400
(Ph: 0412 199 304)

Level 14, 135 King Street, Sydney
Sydney 2000
GPO Box 4103 Sydney NSW 2001
DX 967 Sydney

Summary of Owners Report

Address: 27 Waterview Street Five Dock

Description: - Lot 15 Section 5 D.P. 884

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
25.07.1918 (1918 to 1942)	Elizabeth Ann Beynon (Married Woman) Now Elizabeth Ann Punter (Married Woman)	Volume 2862 Folio 204
13.08.1942 (1942 to 1951)	Josephine Elizabeth Kemp (Spinster) Now Josephine Elizabeth Kenny (Married Woman) (Transmission Application not investigated)	Volume 2862 Folio 204
14.08.1951 (1951 to 1957)	James Hampden Kent Craig (Clerk) Barbara Elizabeth Craig (Married Woman)	Volume 2862 Folio 204
20.12.1957 (1957 to 1963)	Vittorio La Cava (Labourer)	Volume 2862 Folio 204
15.11.1963 (1963 to 1980)	Vittorio La Cava (Labourer) Antonio LA Cava (Labourer)	Volume 2862 Folio 204 Noe Volume 9596 Folios 86A & B
13.11.1980 (1980 to 2019)	Antonio LA Cava (Labourer)	Volume 9596 Folios 86A & B Then Volume 9596 Folio 86 Now 15/5/884
02.12.2019 (2019 to 2021)	Fabcot Pty Ltd	15/5/884
18.02.2021 (2021 to date)	# Sydney Metro	15/5/884

# Denotes Current Registered Proprietors

Easement & Leases: - NIL

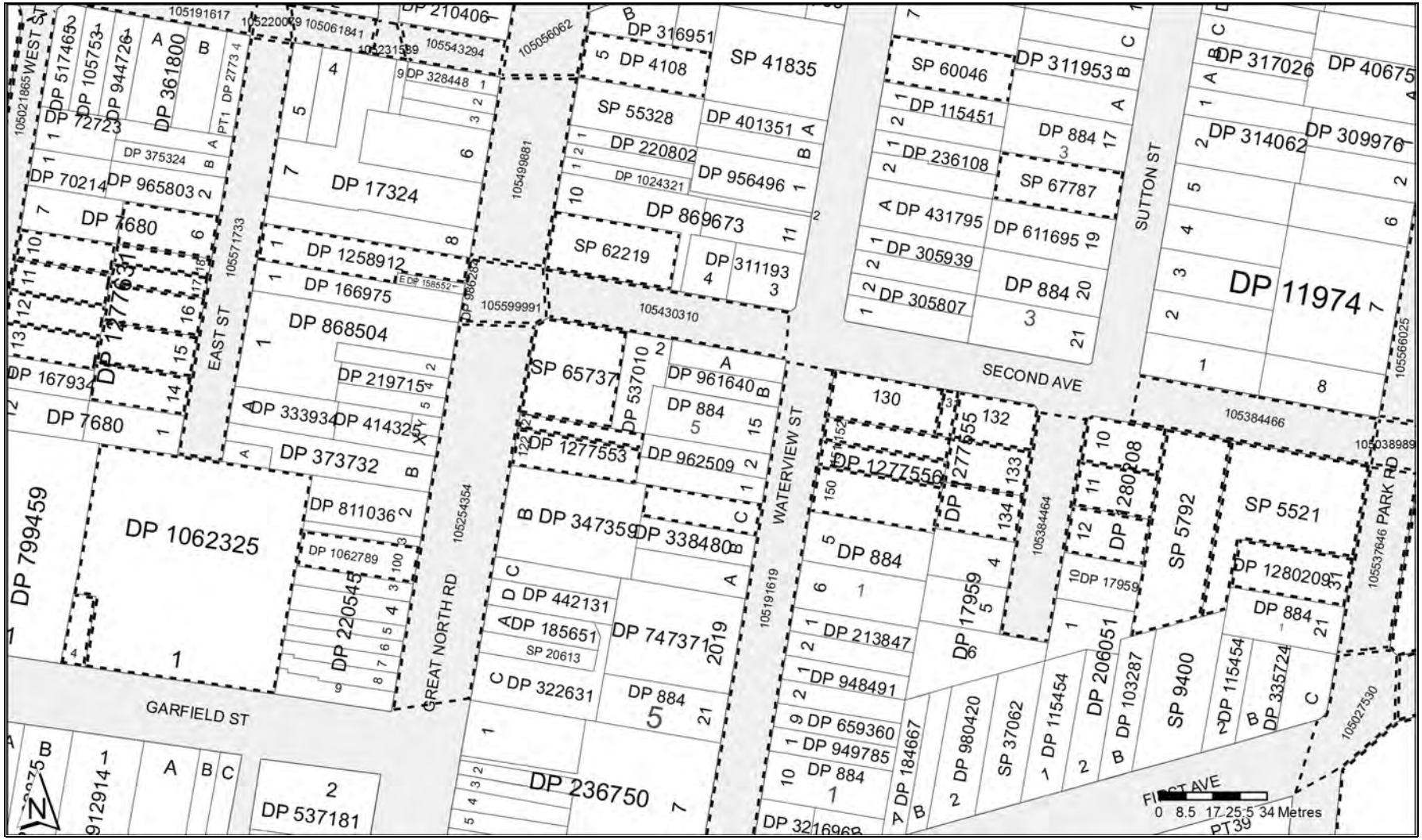
Yours Sincerely
Mark Groll
19 December 2024

LAND REGISTRY SERVICES

Cadastral Records Enquiry Report : Lot 15 Section 5 DP 884

Ref : 27 WATERVIEW ST, FIVE DOCK

Locality : FIVE DOCK
Parish : CONCORD
LGA : CANADA BAY
County : CUMBERLAND



Report Generated 1:45:39 PM, 19 December, 2024
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This information is provided as a searching aid only.Whilst every endeavour is made to ensure that current map, plan and titling information is accurately reflected, the Registrar General cannot guarantee the information provided. For ALL ACTIVITY PRIOR TO SEPTEMBER 2002 you must refer to the RGs Charting and Reference Maps

Req:R574156 /Doc:CT 09596-086 CT /Rev:23-Dec-2010 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:44 /Seq:3 of 6
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G

NEW SOUTH WALES

CERTIFICATE OF TITLE

REAL PROPERTY ACT, 1900, as amended.

CANCELLED (V)

Register Book

For Grant and Title reference prior to first edition see Deposited Plan

Vol. 9596 Fol. 86A

1st Edition issued 19-12-1963

EH J498490 CANCELLED See new edition

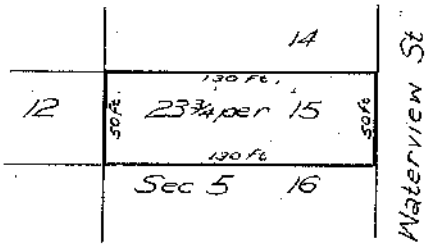
Vol 9596 Fol 86A (Page 1)

I certify that the person described in the First Schedule is the registered proprietor of the undermentioned estate in the land within described subject nevertheless to such exceptions encumbrances and interests as are shown in the Second Schedule.

Witness S Maclennan

Registrar-General.

PLAN SHOWING LOCATION OF LAND



J498490

Scale: 60 feet to one inch

ESTATE AND LAND REFERRED TO

Estate in Fee Simple in an undivided one half share in Lot 15 of Section 5 in Deposited Plan 884 in the Municipality of Drummoyne, Parish of Concord and County of Cumberland.

Registrar General.

FIRST SCHEDULE (Continued overleaf)

~~VITTORIO LA CAVA, of Five Dock, Labourer~~.

Registrar General.

SECOND SCHEDULE (Continued overleaf)

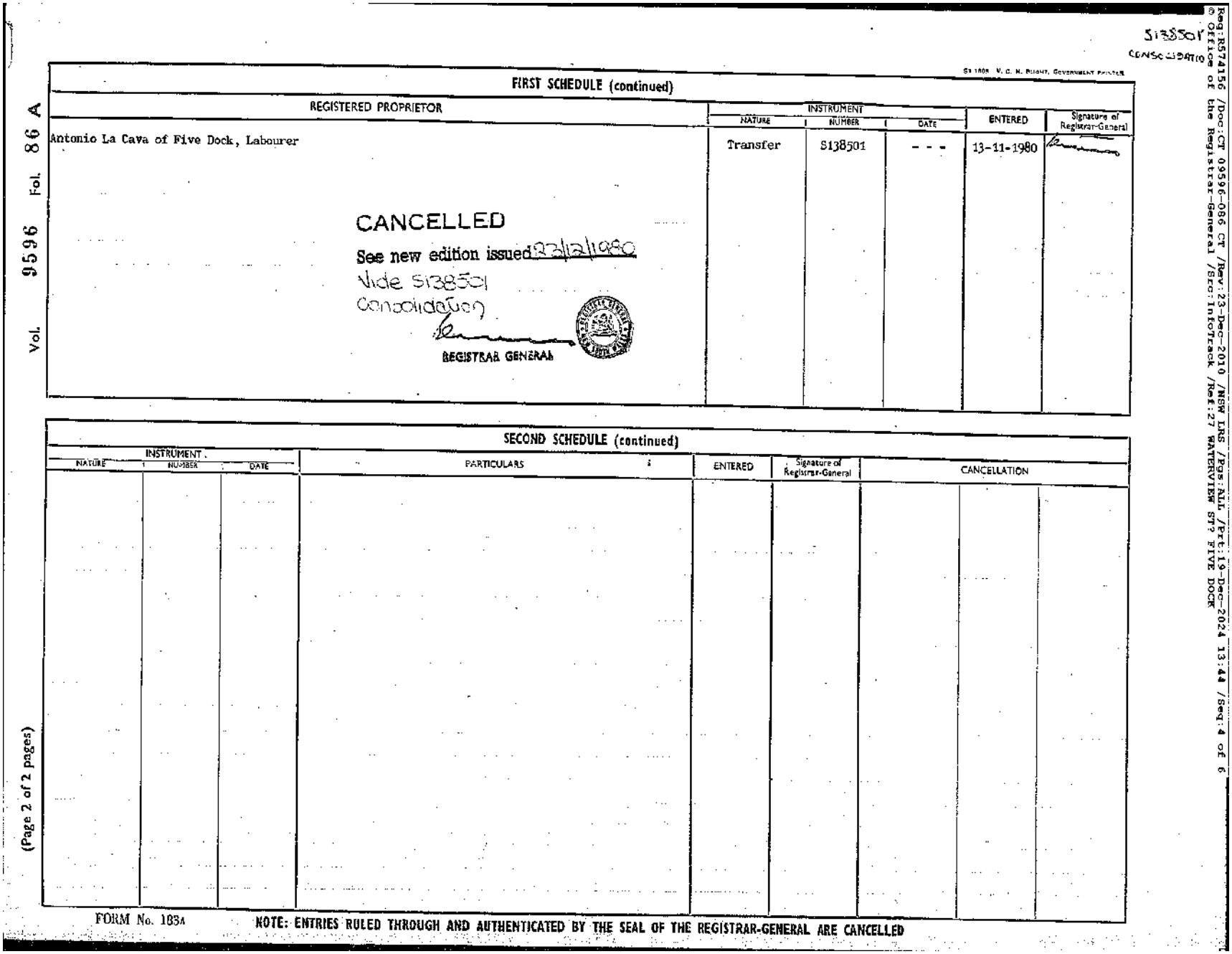
1. Reservations and conditions, if any, contained in the Crown Grant(s) referred to in the said Deposited Plan.

Registrar General.

PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

WARNING: THIS DOCUMENT MUST NOT BE REMOVED FROM THE LAND TITLES OFFICE.

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR-GENERAL ARE CANCELLED.



S138501
CONSOLIDATION

FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	ENTERED	Signature of Registrar-General
Antonio La Cava of Five Dock, Labourer	Transfer	S138501	- - -	13-11-1980	

CANCELLED
See new edition issued 23/12/1980
Vide S138501
Consolidation
REGISTRAR GENERAL

Vol. 9596 Fol. 86 A

SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar-General	CANCELLATION

(Page 2 of 2 pages)

FORM No. 103A NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR-GENERAL ARE CANCELLED

Reg:R574156 /Doc:CT 09596-086 CT /Rev:23-Dec-2010 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:44 /Seq:4 of 6
© Office of the Registrar-General /Src:InfoTrack /Ref:27 WATERVIEW ST? FIVE DOCK

Req:R574156 /Doc:CT 09596-086 CT /Rev:23-Dec-2010 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:44 /Seq:5 of 6
© Office of the Registrar-General /Src:InfoTrack /Ref:27 WATERVIEW ST? FIVE DOCK

G.

NEW SOUTH WALES

For Grant and Title reference prior to first edition see Deposited Plan

CERTIFICATE OF TITLE

REAL PROPERTY ACT, 1900, as amended.

CANCELLED (W)

Register Book

Vol. 9596 Fol. 86B

1st Edition issued 19-12-1963

EH J498490 CANCELLED

See new edition

Fol. 86B

Vol. 9596

(Page 1)

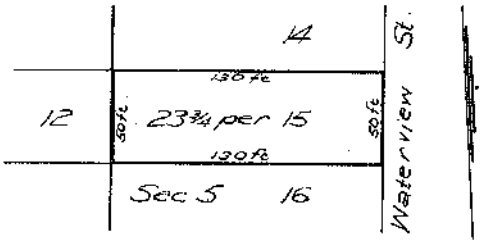
I certify that the person described in the First Schedule is the registered proprietor of the undermentioned estate in the land within described subject nevertheless to such exceptions encumbrances and interests as are shown in the Second Schedule.

Witness J Maclennan

Jonlatson

Registrar-General.

PLAN SHOWING LOCATION OF LAND



J498490 CBS

Scale: 60 feet to one inch

ESTATE AND LAND REFERRED TO

Estate in Fee Simple in an undivided one half share in Lot 15 Section 5 in Deposited Plan 884 in the Municipality of Drummoyne Parish of Concord and County of Cumberland.

Jonlatson

Registrar General.

FIRST SCHEDULE (Continued overleaf)

ANTONIO LA CAVA, of Five Dock, Labourer.

Jonlatson

Registrar General.

SECOND SCHEDULE (Continued overleaf)

1. Reservations and conditions, if any, contained in the Crown Grant(s) referred to in the said Deposited Plan.

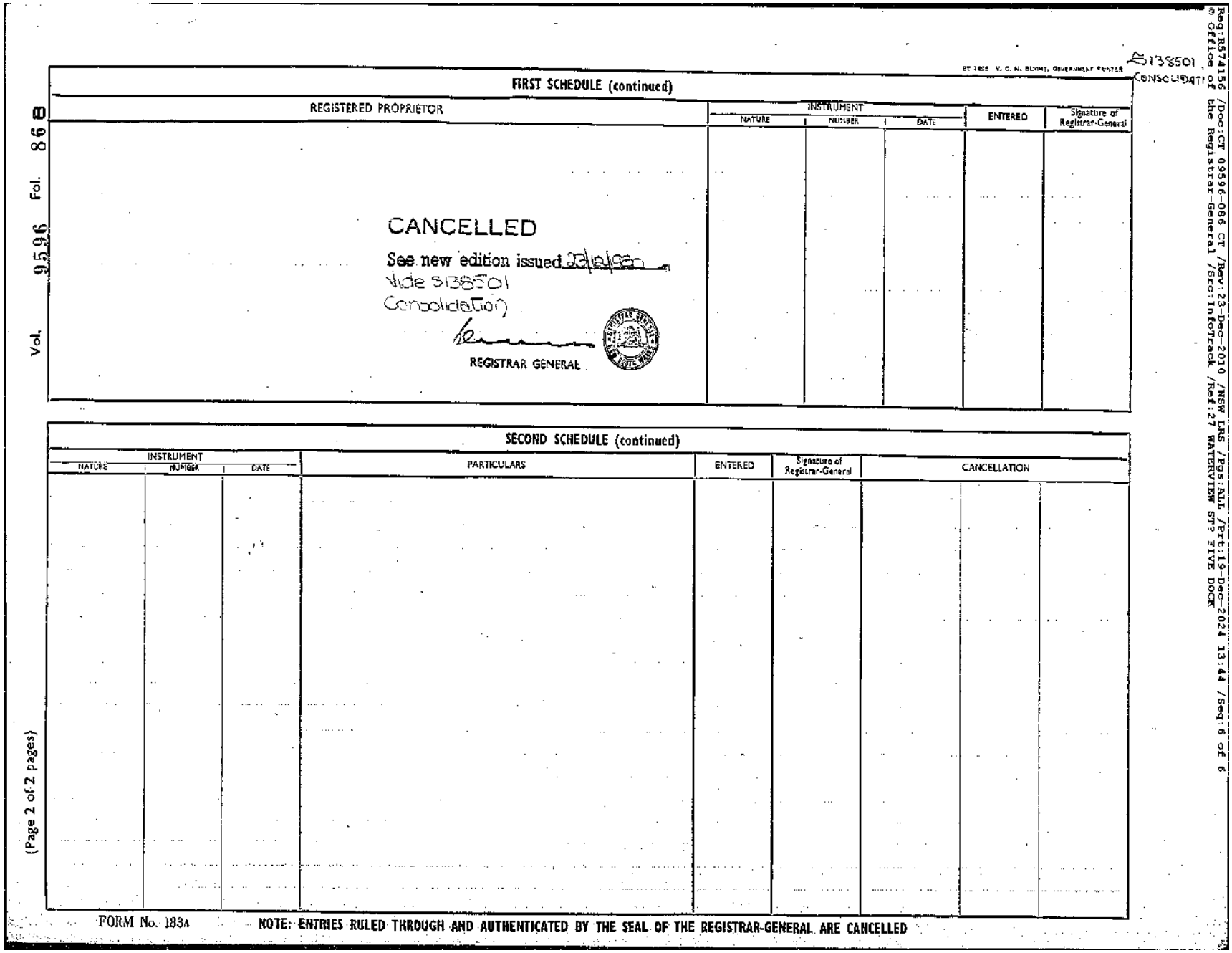
Jonlatson

Registrar General.

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WARNING: THIS DOCUMENT MUST NOT BE REMOVED FROM THE LAND TITLES OFFICE.

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR-GENERAL ARE CANCELLED.



Vol. 9596 Fol. 86B

FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	ENTERED	Signature of Registrar-General
CANCELLED See new edition issued 23/12/2010 Vide S138501 Consolidation REGISTRAR GENERAL					

SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar-General	CANCELLATION

(Page 2 of 2 pages)

FORM No. 183A

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR-GENERAL ARE CANCELLED

S138501
CONSOLIDATI

BY JOSE V. C. N. BLIGHT, GOVERNMENT PRINTER

Req:R574156 /Doc:CT 09596-086 CT /Rev:23-Dec-2010 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:44 /Seq:6 of 6
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Req:R574156 /Doc:CT 09596-086 CT /Rev:23-Dec-2010 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:44 /Seq:1 of 6
© Office of the Registrar-General /Src:InfoTrack /Ref:27 WATERVIEW ST? FIVE DOCK

NEW SOUTH WALES

[redacted] FICATE OF TITLE

REAL PROPERTY ACT, 1900

Vol. 9596 Fol. 86

Appln No 1404

Prior Title Vol. 2862 Fol. 204

CANCELLED W

ISSUE OF NEW FOLIO EDITION 1 5/3/1884

23 12 1980

I certify that the person described in the First Schedule is the registered proprietor of the undermentioned estate in the land within described subject nevertheless to such exceptions encumbrances and interests as are shown in the Second Schedule.

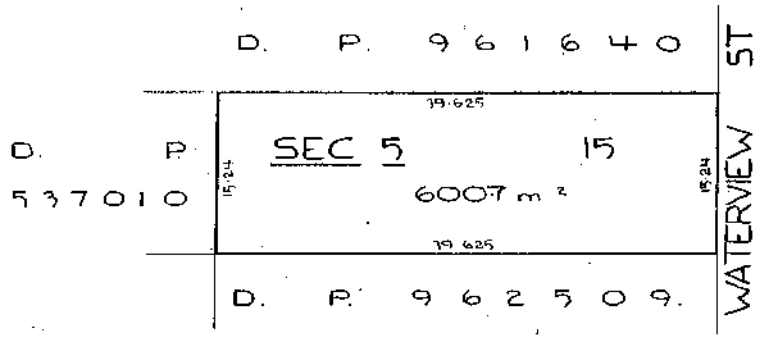
Registrar General.

9596 Fol. 86

(Page 1) Vol.

PLAN SHOWING LOCATION OF LAND

LENGTHS ARE IN METRES



S138501 AM

REDUCTION RATIO 1:400

ESTATE AND LAND REFERRED TO

S Estate in Fee Simple in Lot 15 of Section 5 in Deposited Plan 884 in the Municipality of Drummoyne Parish of Concord County of Cumberland being part of Portion 256 granted to John Harris on 7-1-1806.

FIRST SCHEDULE

ANTONIO DA CAVA of Five Dock, Labourer.

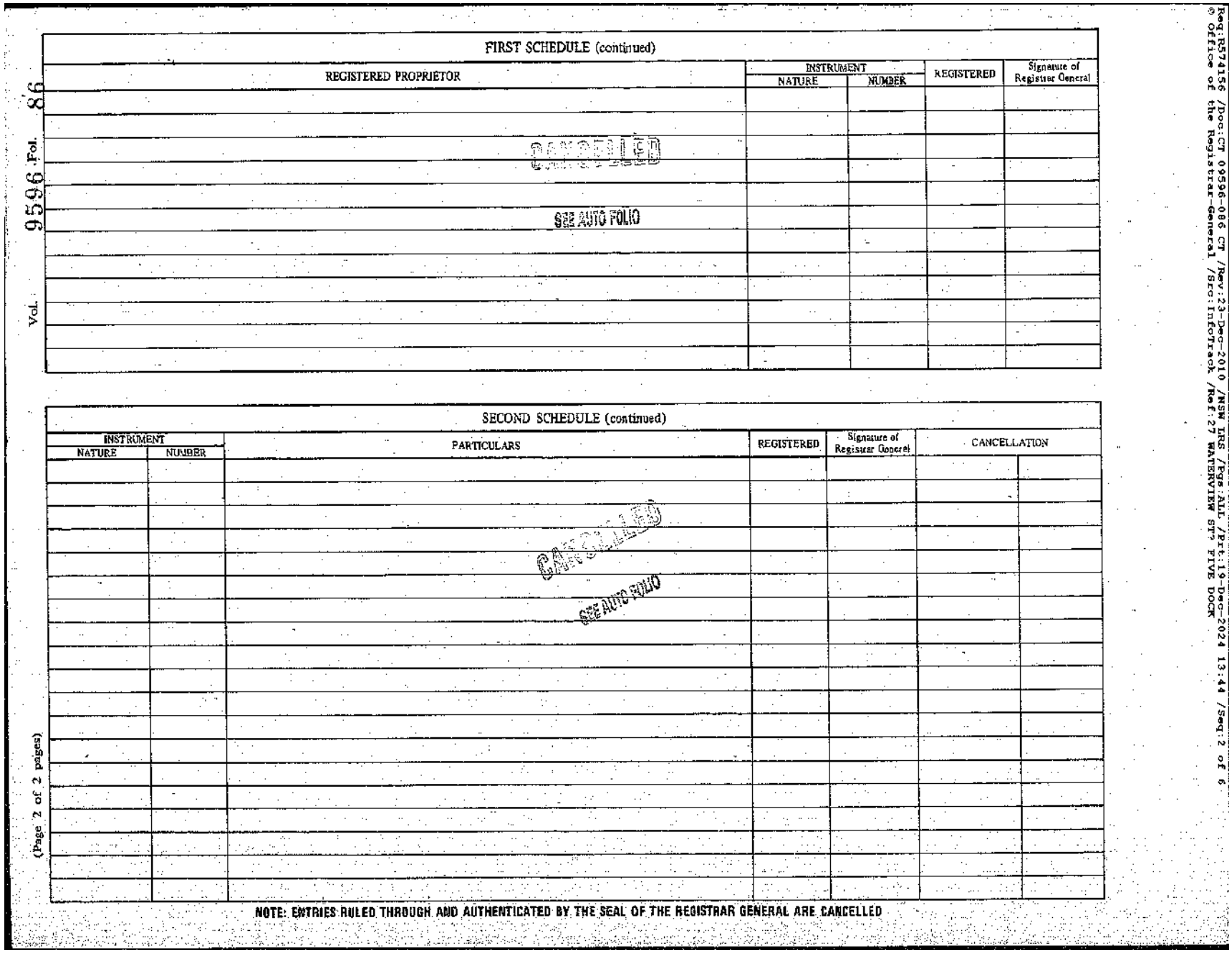
SECOND SCHEDULE

GR 1. Reservations and conditions, if any, contained in the Crown grant above referred to.

PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

WARNING: THIS DOCUMENT MUST NOT BE REMOVED FROM THE REGISTRAR GENERAL'S OFFICE.

RG 2784 5/70 NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED



FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	REGISTERED	Signature of Registrar General
CANCELLED				
SEE AUTO FOLIO				

Vol. 9596 Fol. 86

SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	PARTICULARS	REGISTERED	Signature of Registrar General	CANCELLATION	
		CANCELLED				
		SEE AUTO FOLIO				

(Page 2 of 2 pages)

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

Req:R574156 /Doc:CT 09596-086 CT /Rev:23-Dec-2010 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:44 /Seq:2 of 6
© Office of the Registrar-General /Src:InfoTrack /Ref:27 WATERVIEW ST? FIVE DOCK

LAND REGISTRY SERVICES Historical Search

InfoTrack

NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE
19/12/2024 1:44PM

FOLIO: 15/5/884

First Title(s): SEE PRIOR TITLE(S)
Prior Title(s): VOL 9596 FOL 86

Recorded	Number	Type of Instrument	C.T. Issue
5/8/1989		TITLE AUTOMATION PROJECT	LOT RECORDED FOLIO NOT CREATED
15/8/1989		CONVERTED TO COMPUTER FOLIO	FOLIO CREATED CT NOT ISSUED
27/3/2001	7408114	DEPARTMENTAL DEALING	
10/1/2002	8262998	MORTGAGE	EDITION 1
8/9/2018	AN695391	DEPARTMENTAL DEALING	EDITION 2 CORD ISSUED
2/12/2019	AP729913	DISCHARGE OF MORTGAGE	
2/12/2019	AP729914	TRANSFER	EDITION 3
19/12/2020	AQ609093	REQUEST	
18/2/2021	AQ810127	TRANSFER	EDITION 4

*** END OF SEARCH ***

27 WATERVIEW ST, FIVE DOCK... PRINTED ON 19/12/2024

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Received: 19/12/2024 13:44:40

Req:R574157 /Doc:DL AP729914 /Rev:02-Dec-2019 /NSW LRS /Prt:19-Dec-2024 13:45 /Seq:1 of 2
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System Document Identification

Form Number: 01T-e
Template Number: T_nsw16
ELN Document ID: 547592453
ELN NOS ID: 547592454

TRANSFER

New South Wales
Real Property Act 1900

Land Registry Document Identification

AP729914

Stamp Duty: 9693461-001

PRIVACY NOTE: Section 31B of the Real Property Act 1900 (RP Act) authorises the Registrar General to collect the information required by this form for the establishment and maintenance of the Real Property Act Register. Section 96B RP Act requires that the Register is made available to any person for search upon payment of a fee, if any.

LODGED BY:

Responsible Subscriber:	INFOTRACK PROPERTY SERVICES PTY LIMITED ABN 59619493355
Address:	GPO BOX 4103 Sydney 2001
Telephone:	
PEXA Subscriber Number:	23726
Customer Account Number:	503123C
Document Collection Box:	1W
Client Reference:	ENGUFabcot27

LAND TITLE REFERENCE

15/5/884

TRANSFEROR

ANTONIO LA CAVA

TRANSFEREE

FABCOT PTY LTD ACN 002960983
Registered company

Tenancy: Sole Proprietor

CONSIDERATION

The transferor acknowledges receipt of the consideration of $4,920,000.00

ESTATE TRANSFERRED

FEE SIMPLE

The Transferor transfers to the Transferee the Estate specified in this Instrument and acknowledges receipt of any Consideration shown.

SIGNING FOR TRANSFEROR

I certify that:

1. The Certifier has taken reasonable steps to ensure that this Registry Instrument or Document is correct and compliant with relevant legislation and any Prescribed Requirement.
2. The Certifier has retained the evidence supporting this Registry Instrument or Document.
3. The Certifier holds a properly completed Client Authorisation for the Conveyancing Transaction including this Registry Instrument or Document.
4. The Certifier has taken reasonable steps to verify the identity of the transferor.

Party Represented by Subscriber:

ANTONIO LA CAVA

Signed By: John Kelvin Hannaford
Signer Capacity: Practitioner Certifier
PEXA Signer Number: 55790
Digital Signing Certificate Number: 30405

Signed for Subscriber: JOHN KELVIN HANNAFORD ABN 91163831660

ALLARS MOTTEE HANNAFORD

Req:R574157 /Doc:DL AP729914 /Rev:02-Dec-2019 /NSW LRS /Prt:19-Dec-2024 13:45 /Seq:2 of 2
© Office of the Registrar-General /Src:InfoTrack /Ref:27 WATERVIEW ST, FIVE DOCK

Subscriber Capacity: Representative Subscriber
PEXA Subscriber Number: 23330 **Customer Account Number:** 502895
Date: 02/12/2019

SIGNING FOR TRANSFEREE

I certify that:

1. The Certifier has taken reasonable steps to ensure that this Registry Instrument or Document is correct and compliant with relevant legislation and any Prescribed Requirement.
2. The Certifier has retained the evidence supporting this Registry Instrument or Document.
3. The Certifier holds a properly completed Client Authorisation for the Conveyancing Transaction including this Registry Instrument or Document.
4. The Certifier has taken reasonable steps to verify the identity of the transferee.

Party Represented by Subscriber:

FABCOT PTY LTD

Signed By: John Ronald Ashmore Macmillan **Signer Capacity:** Practitioner Certifier
PEXA Signer Number: 62611 **Digital Signing Certificate Number:** 35918

Signed for Subscriber: INFOTRACK PROPERTY SERVICES PTY LIMITED ABN 59619493355

INFOTRACK PROPERTY SERVICES PTY LIMITED

Subscriber Capacity: Representative Subscriber
PEXA Subscriber Number: 23726 **Customer Account Number:** 503123
Date: 02/12/2019

Req:R574159 /Doc:DL AQ609093 /Rev:21-Dec-2020 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:44 /Seq:1 of 3
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Form: 11R
Licence: 03-11-071
Licensee: Ashurst Australia

REQUEST

New South Wales
Real Property Act 1900

AQ609093T

PRIVACY NOTE: Section 31B of the Real Property Act 1900 (RP Act) author... required by this form for the establishment and maintenance of the Real Property Act Register. Section 96B RP Act requires that the Register is made available to any person for search upon payment of a fee, if any.

(A)	**STAMP DUTY**	If applicable. Office of State Revenue use only
(B)	**TORRENS TITLE**	See Annexure A
(C)	**REGISTERED DEALING**	Number: See Annexure A; Torrens Title: See Annexure A
(D)	**LODGED BY**	Document Collection Box **238N**; Name, Address or DX, Telephone, and Customer Account Number if any: Customer Account Number: 123155F, Ashurst Australia, DX 355 Sydney, Tel: 02 9258 6000, Reference (optional): SLACE 1000-040-673; CODE **R**
(E)	**APPLICANT**	Sydney Metro ABN 12 354 063 515
(F)	**NATURE OF REQUEST**	Notification of proposed acquisition under the *Land Acquisition (Just Terms Compensation) Act 1991* (NSW)
(G)	**TEXT OF REQUEST**	On 18 November 2020, the applicant gave proposed acquisition notices pursuant to section 11 of the *Land Acquisition (Just Terms Compensation) Act 1991* (NSW) to those holders of an interest as set out in Annexure A in respect of their interest in the land as set out in Annexure A. The applicant notifies the Registrar-General of the proposed acquisition notices pursuant to section 17 of the *Land Acquisition (Just Terms Compensation) Act 1991* (NSW).
	DATE	30 / 11 / 2020 dd mm yyyy

(H)

Certified correct for the purposes of the Real Property Act 1900 by the person whose signature appears below.

Signature: LHillhouse

Signatory's name: LAURA HILLHOUSE

Signatory's capacity: SOLICITOR

(I) *This section is to be completed where a notice of sale is required and the relevant data has been forwarded through eNOS.*
The certifies that the eNOS data relevant to this dealing has been submitted and stored under eNOS ID No. N/A Full name: Signature: .....

* *s117 RP Act requires that you must have known the signatory for more than 12 months or have sighted identifying documentation.*

ALL HANDWRITING MUST BE IN BLOCK CAPITALS

AUS\MCARA\664776065.01

Req:R574159 /Doc:DL AQ609093 /Rev:21-Dec-2020 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:44 /Seq:2 of 3
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ANNEXURE A TO REQUEST BY SYDNEY METRO (ABN 12 354 063 515)
DATED 30 NOVEMBER 2020

	Land	Registered Dealing	Interest holder	Interest
1.	A/333934	N/A	Cordaro Pty Ltd ACN 603 150 385	Freehold
		N/A	Porters Corporation Pty Limited ACN 053 688 716	Interest pursuant to deed of agreement for lease
		N/A	Prime Tutoring Australia Pty Ltd ACN 162 659 118	Leasehold
		AM66987	Southern Alliance Valuation Services Pty Ltd ACN 099 913 210	Leasehold
		AP728721	Sandra Graudins	Leasehold
		AP728720	LED US Light Pty Ltd ACN 149 792 647	Leasehold
		AP529149	Macquarie Bank Limited ACN 008 583 542	Mortgagee
2.	1/962509	N/A	Fabcot Pty Ltd ACN 002 960 983	Freehold
3.	2/962509	N/A	Fabcot Pty Ltd ACN 002 960 983	Freehold
4.	15/5/884	N/A	Fabcot Pty Ltd ACN 002 960 983	Freehold
		N/A	Antonio La Cava	Interest arising under right of occupation granted in contract for sale
5.	A/961640	N/A	Fabcot Pty Ltd ACN 002 960 983	Freehold
6.	B/373732 B/373732	N/A	Antonio Paul Geronimo	Freehold
		AK721599	Westpac Banking Corporation ACN 007 457 141	Leasehold
7.	Auto Consol 15182-9	N/A	Geraldina Rizzo	Freehold
		AQ17270	Orlando Australia Pty Ltd ACN 613 138 944	Leasehold
		AP643348	Mathew Domenic Massasso	Leasehold
8.	5/219715	N/A	Bibat Pty Ltd ACN 001 672 313	Freehold
		N/A	Philip Previte	Leasehold
		N/A	Maurice Robert Marshan	Leasehold

Req:R574159 /Doc:DL AQ609093 /Rev:21-Dec-2020 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:44 /Seq:3 of 3
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9.	4/219715	N/A	Dibrik Pty Ltd ACN 002 755 982 and Saljoe Pty Ltd ACN 002 094 877 (as tenants in common in equal shares)	Freehold
		AP61400	La Compania De Humo Pty Limited ACN 616 081 684	Leasehold
		N/A	Donna Lee Syron	Leasehold
		N/A	Chris Johnson	Leasehold
		AA115728	Westpac Banking Corporation ACN 007 457 141	Mortgagee
10.	2/868504	N/A	Philip Previte	Freehold
		AP303868	Filippa Gigliotti	Leasehold
		N/A	Victoria Charlotte Wright	Leasehold
		N/A	Reece Callum McKay and Jessica Alexandra Avellaneda Jimenez	Leasehold
		AP303869	Cosimo Jewellery Pty Ltd ACN 605 961 180	Leasehold
11.	1/868504	N/A	John Whitford Real Estate Pty Ltd ACN 000 185 679	Freehold
		AQ61357	John Whitford Discounts of Five Dock Pty Ltd ACN 001 575 300	Leasehold
		2064458 and 571891	Commonwealth Bank of Australia ACN 123 123 124	Mortgagee
12.	1/986284 E/158552 1/166975	N/A	John Whitford Real Estate Pty Ltd ACN 000 185 679	Freehold
		AH666981	HSBC Bank Australia Limited ACN 006 434 162	Mortgagee
13.	1/166975	AK785048	Anytime Five Dock Pty Ltd ACN 616 516 146	Leasehold

Req:R574160 /Doc:DL AQ810127 /Rev:18-Feb-2021 /NSW LRS /Prt:19-Dec-2024 13:45 /Seq:1 of 2
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System Document Identification

Form Number: 01T-e
Template Number: t_nsw18
ELN Document ID: 555317659
ELN NOS ID: 555317660

TRANSFER

New South Wales
Real Property Act 1900

Land Registry Document Identification

AQ810127

Stamp Duty: 10011207-001

PRIVACY NOTE: Section 31B of the Real Property Act 1900 (RP Act) authorises the Registrar General to collect the information required by this form for the establishment and maintenance of the Real Property Act Register. Section 96B RP Act requires that the Register is made available to any person for search upon payment of a fee, if any.

LODGED BY:

Responsible Subscriber:	ASHURST AUSTRALIA ABN 75304286095
Address:	5 Martin PL Sydney 2000
Email:	david.hanretty@ashurst.com
ELNO Subscriber Number:	7243
Customer Account Number:	501485
Document Collection Box:	238N
Client Reference:	76570347 (DC)

LAND TITLE REFERENCE

1/962509
2/962509
A/961640
15/5/884

TRANSFEROR

FABCOT PTY LTD ACN 002960983
Registered company

TRANSFEREE

SYDNEY METRO
State/Territory government or body

Tenancy: Sole Proprietor

CONSIDERATION

The transferor acknowledges receipt of the consideration of $14,670,990.00

ESTATE TRANSFERRED

FEE SIMPLE

The Transferor transfers to the Transferee the Estate specified in this Instrument and acknowledges receipt of any Consideration shown.

SIGNING FOR TRANSFEROR

I certify that:

1. The Certifier has taken reasonable steps to ensure that this Registry Instrument or Document is correct and compliant with relevant legislation and any Prescribed Requirement.
2. The Certifier has retained the evidence supporting this Registry Instrument or Document.
3. The Certifier holds a properly completed Client Authorisation for the Conveyancing Transaction including this Registry Instrument or Document.
4. The Certifier has taken reasonable steps to verify the identity of the transferor or his, her or its administrator or attorney.

Party Represented by Subscriber:

FABCOT PTY LTD

Signed By: David Johansson
ELNO Signer Number: 62833

Signer Capacity: Practitioner Certifier
Digital Signing Certificate Number:

Req:R574160 /Doc:DL AQ810127 /Rev:18-Feb-2021 /NSW LRS /Prt:19-Dec-2024 13:45 /Seq:2 of 2
© Office of the Registrar-General /Src:InfoTrack /Ref:27 WATERVIEW ST, FIVE DOCK

Signed for Subscriber: INFOTRACK PROPERTY SERVICES PTY LIMITED ABN 59619493355

INFOTRACK PROPERTY SERVICES PTY LIMITED

Subscriber Capacity: Representative Subscriber

ELNO Subscriber Number: 23726 **Customer Account Number:** 503123

Date: 18/02/2021

SIGNING FOR TRANSFEREE

I certify that:

1. The Certifier has taken reasonable steps to ensure that this Registry Instrument or Document is correct and compliant with relevant legislation and any Prescribed Requirement.
2. The Certifier has retained the evidence supporting this Registry Instrument or Document.
3. The Certifier holds a properly completed Client Authorisation for the Conveyancing Transaction including this Registry Instrument or Document.
4. The Certifier has taken reasonable steps to verify the identity of the transferee or his, her or its administrator or attorney.

Party Represented by Subscriber:

SYDNEY METRO

Signed By: Maria Caramanlis **Signer Capacity:** Practitioner Certifier

ELNO Signer Number: 64945 **Digital Signing Certificate Number:**

Signed for Subscriber: PARTNERS OF ASHURST AUSTRALIA ABN 75304286095

ASHURST AUSTRALIA

Subscriber Capacity: Representative Subscriber

ELNO Subscriber Number: 7243 **Customer Account Number:** 501410

Date: 18/02/2021

LAND REGISTRY SERVICES

Title Search

InfoTrack

NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: 15/5/884

SEARCH DATE	TIME	EDITION NO	DATE
19/12/2024	1:43 PM	4	18/2/2021

LAND

LOT 15 OF SECTION 5 IN DEPOSITED PLAN 884
LOCAL GOVERNMENT AREA CANADA BAY
PARISH OF CONCORD COUNTY OF CUMBERLAND
TITLE DIAGRAM DP884

FIRST SCHEDULE

SYDNEY METRO (T AQ810127)

SECOND SCHEDULE (2 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2 AQ609093 PROPOSED ACQUISITION PURSUANT TO SECTION 11 LAND ACQUISITION (JUST TERMS COMPENSATION) ACT, 1991 AFFECTING THE LAND ABOVE DESCRIBED. ISSUED 18/11/2020.

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

27 WATERVIEW ST, FIVE DOCK... PRINTED ON 19/12/2024

* Any entries preceded by an asterisk do not appear on the current edition of the Certificate of Title. Warning: the information appearing under notations has not been formally recorded in the Register. InfoTrack an approved NSW Information Broker hereby certifies that the information contained in this document has been provided electronically by the Registrar General in accordance with Section 96B(2) of the Real Property Act 1900.

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ABN: 36 092 724 251
Ph: 02 9099 7400
(Ph: 0412 199 304)

Level 14, 135 King Street, Sydney
Sydney 2000
GPO Box 4103 Sydney NSW 2001
DX 967 Sydney

Summary of Owners Report

Address: - 29 Park Road, Five Dock

Description: - Lot 7 D.P. 11974

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
4.11.1919 (1919 to 1926)	The Commonwealth of Australia	Volume 2986 Folio 199
22.01.1926 (1926 to 1928)	Thomas McDonald (Inspector of Police)	Volume 2986 Folio 199 Now Volume 3824 Folio 64
29.03.1928 (1928 to 1928)	Public Trustee	Volume 3824 Folio 64
20.07.1928 (1928 to 1950)	Annie McDonald (And her deceased estate)	Volume 3824 Folio 64
08.12.1950 (1950 to 1952)	Marjorie Friendship (Widow) Wesley Cecil Bertram (Civil Servant)	Volume 3824 Folio 64
21.03.1952 (1952 to 1954)	Ernest Rudolph Auhl (Painter) Mabel Elizabeth Auhl (Married Woman)	Volume 3824 Folio 64
11.08.1954 (1954 to 1958)	William Oscar Walter Mahoney (Public Servant) Myrtle Clara Mahoney (Married Woman)	Volume 3824 Folio 64
5.05.1958 (1958 to 1979	Milan Votrubec (Business Proprietor)	Volume 3824 Folio 64 Now Volume 13991 Folio 121
7.12.1979 (1979 to 1982)	Hospital Food and Services Pty. Limited	Volume 13991 Folio 121
15.02.1982 (1982 to 2004)	Milan Votrubec (And his deceased estate)	Volume 13991 Folio 121 Now 7/11974
15.06.2004 (2004 to 2006)	Permanent Trustee Company Limited	7/11974
30.05.2006 (2006 to 2009)	Hakea Holdings Pty Limited	7/11974
5.08.2009 (2009 to 2021)	Yakiba Pty Ltd	7/11974
24.05.2021 (2001 to Date)	#Jelopen Pty Limited #Mariton Pty Ltd #Biliton Pty Limited	7/11974

 # Denotes Current Registered Proprietor(s)

Continued Over

ABN: 36 092 724 251
Ph: 02 9099 7400
(Ph: 0412 199 304)

Level 14, 135 King Street, Sydney
Sydney 2000
GPO Box 4103 Sydney NSW 2001
DX 967 Sydney

Easements: - NIL

Leases: - NIL

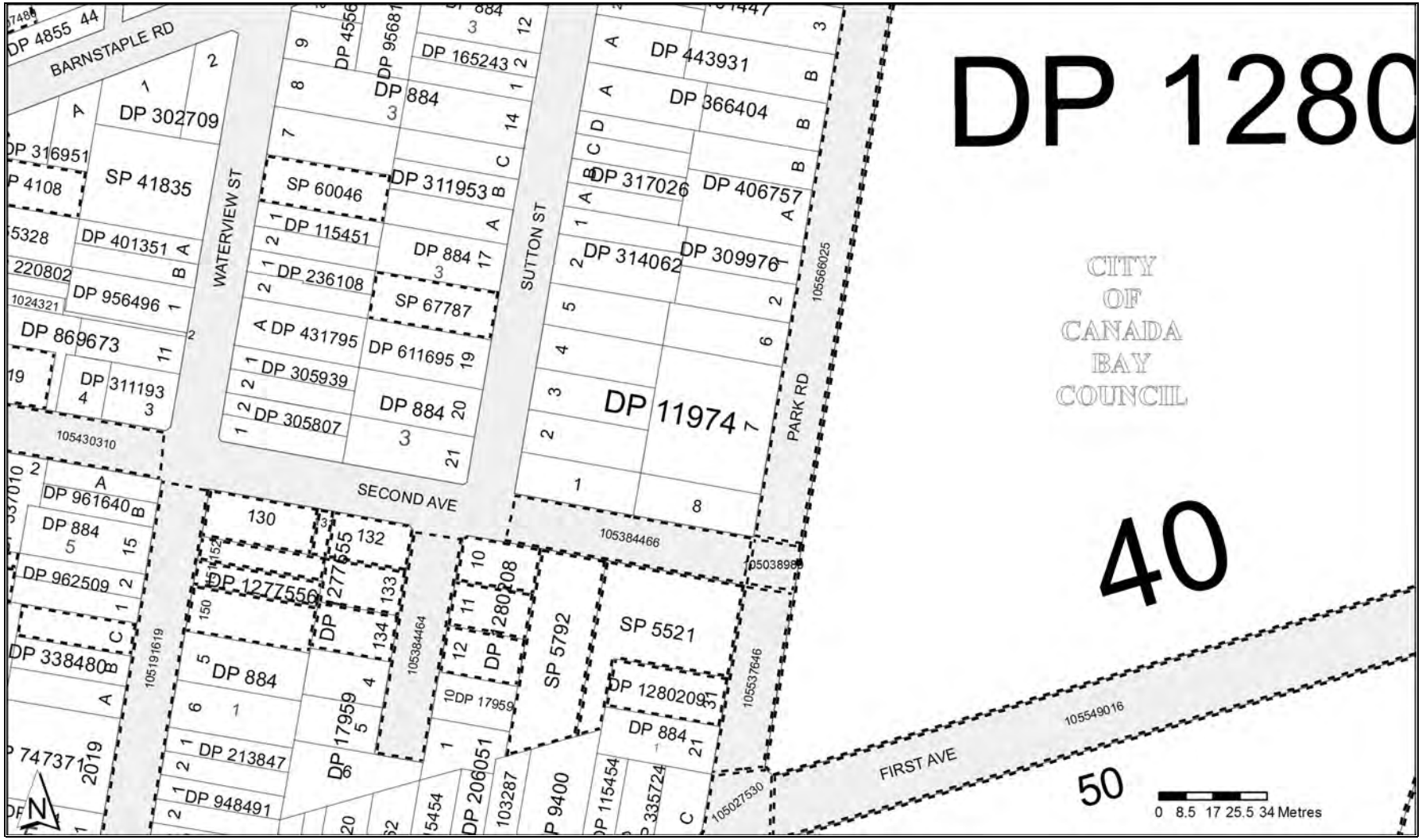
Yours Sincerely
Bronte Moate
(Checked by Emily Shackleton)
18 December 2024

LAND REGISTRY SERVICES

Cadastral Records Enquiry Report : Lot 7 DP 11974

Ref : 29 Park Avenue

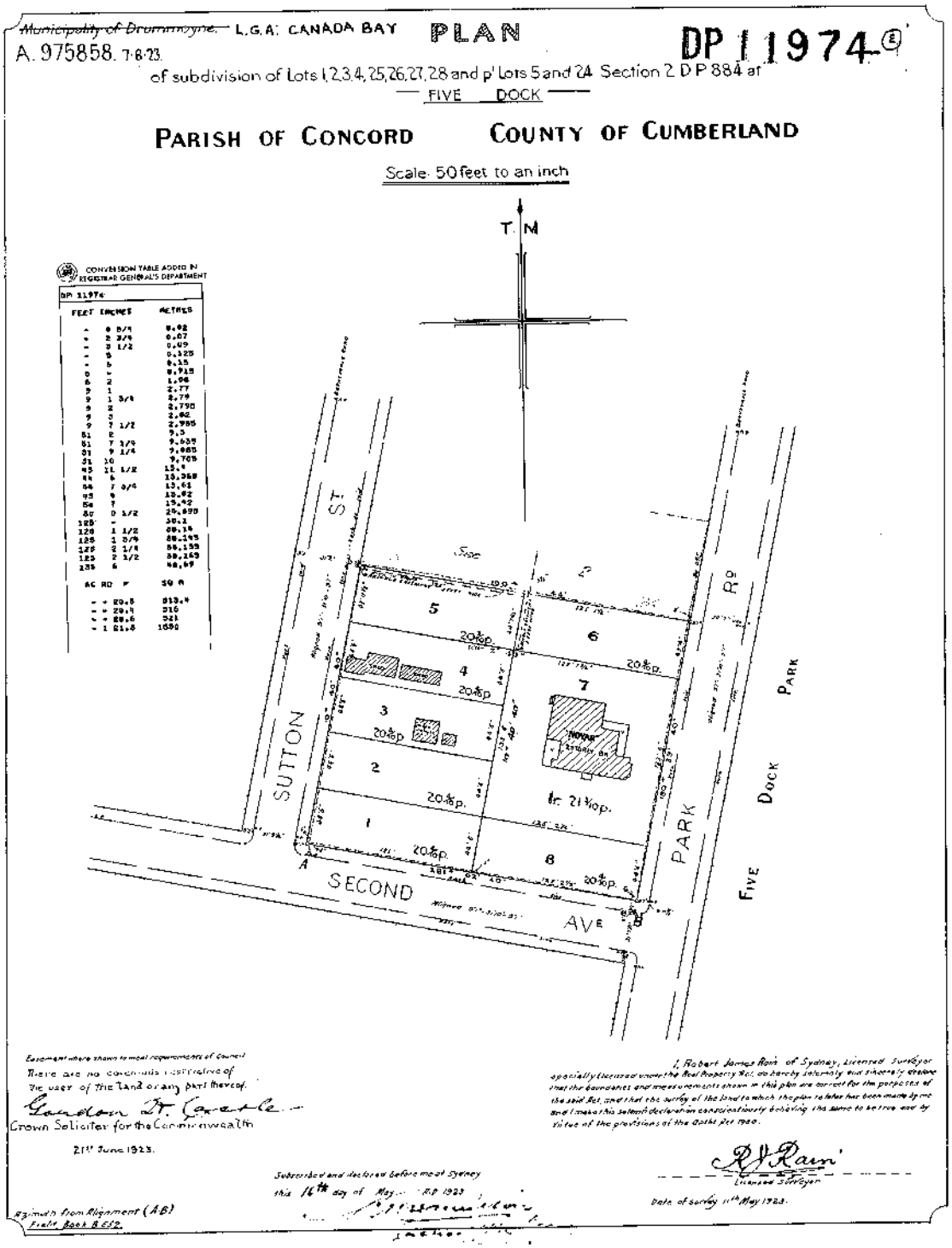
Locality : FIVE DOCK
Parish : CONCORD
LGA : CANADA BAY
County : CUMBERLAND



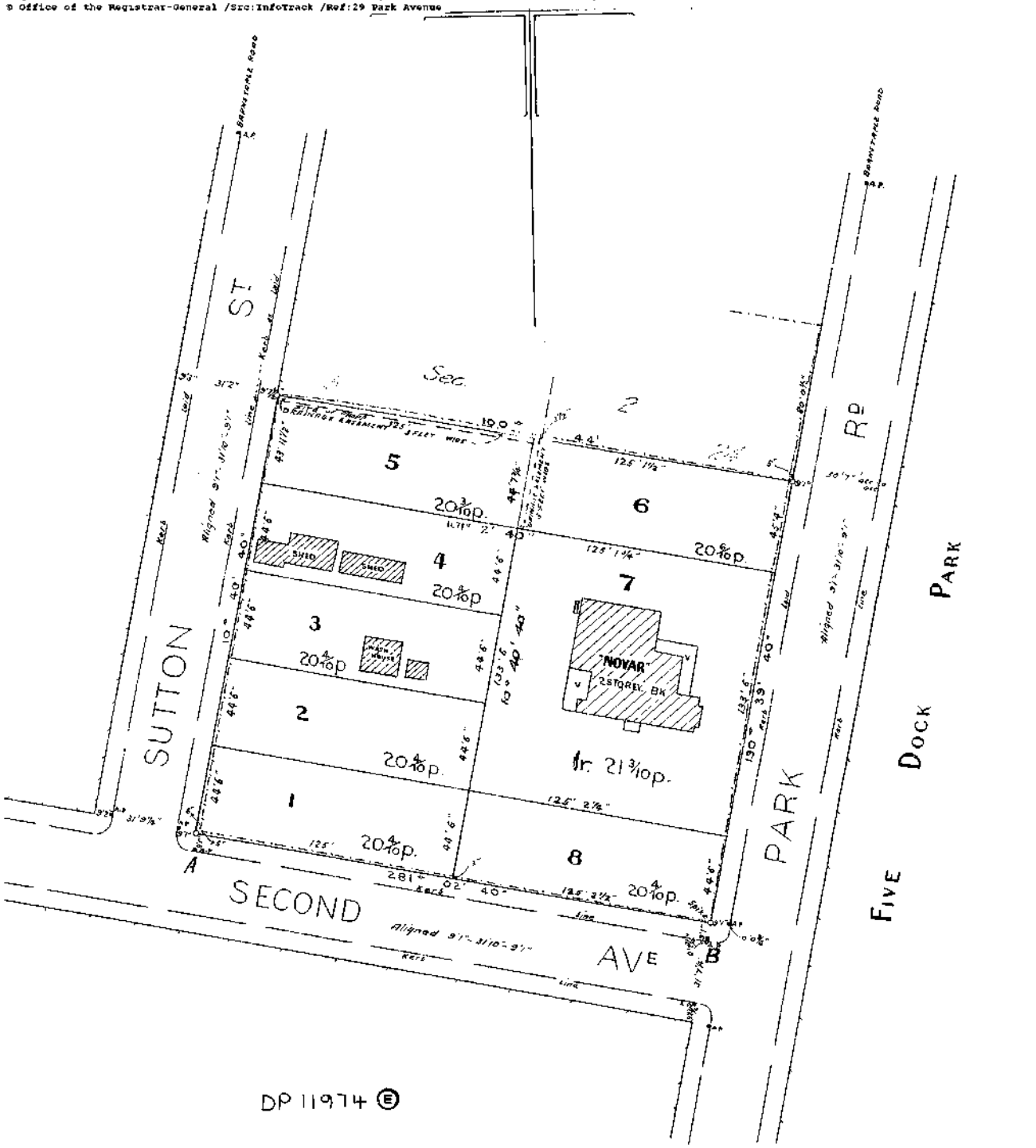
Report Generated 11:40:31 AM, 18 December, 2024
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This information is provided as a searching aid only.Whilst every endeavour is made to ensure that current map, plan and titling information is accurately reflected, the Registrar General cannot guarantee the information provided. For ALL ACTIVITY PRIOR TO SEPTEMBER 2002 you must refer to the RGs Charting and Reference Maps

Req:R566695 /Doc:DP 0011974 P /Rev:12-Mar-2002 /NSW LRS /Pgs:ALL /Prt:10-Dec-2024 11:36 /Seq:1 of 2
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Req:R566695 /Doc:DP 0011974 P /Rev:12-Mar-2002 /NSW LRS /Pgs:ALL /Prt:10-Dec-2024 11:36 /Seq:2 of 2
© Office of the Registrar-General /Src:InfoTrack /Ref:29 Park Avenue



...ents of Council.
...rictive of
part thereof.
...mmonwealth.

I, Robert James Rain of Sydney, specially licensed under the Real Property Act, do hereby solemnly that the boundaries and measurements shown in this plan are correc the said Act, and that the survey of the land to which the plan relates and I make this solemn declaration conscientiously believing the sam virtue of the provisions of the Oaths Act 1900.

R J Rain
Licensed Surveyor

Subscribed and declared before me at Sydney
this 16th day of May A.D. 1925.

Req:R566718 /Doc:CT 13991-121 CT /Rev:24-Jan-2011 /NSW LRS /Pgs:ALL /Prt:18-Dec-2024 11:38 /Seq:1 of 2
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[redacted]ICATE OF TITLE

[redacted] PROPERTY ACT, 1900

13991 121

Vol. [redacted] Fol. [redacted]

Appln No 1404

Prior Title Vol. 3824 Fol. 64

EDITION ISSUED

23 11 1979

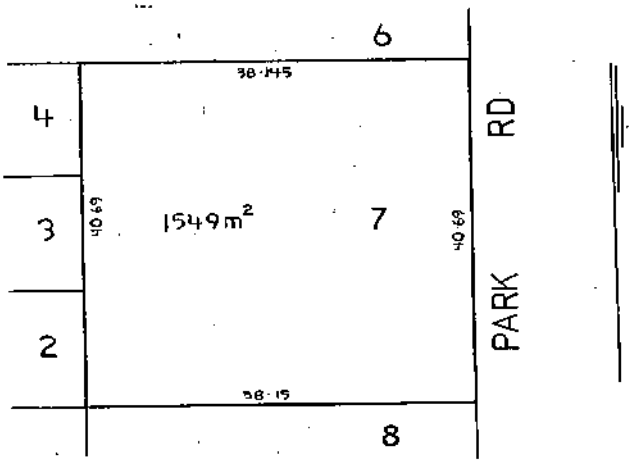
I certify that the person described in the First Schedule is the registered proprietor of the undermentioned estate in the land within described subject nevertheless to such exceptions encumbrances and interests as are shown in the Second Schedule.

~~CANCELLED~~

Registrar General.

PLAN SHOWING LOCATION OF LAND SEE AUTO FOLIO

LENGTHS ARE IN METRES



REDUCTION RATIO 1:500

R 384409

ESTATE AND LAND REFERRED TO

Estate in Fee Simple in Lot 7 in Deposited Plan 11974 in the Municipality of Drummoyne Parish of Concord County of Cumberland being part of Portion 256 granted to John Harris on 1-1-1806.

FIRST SCHEDULE

~~MILAN VOTRUBEC of [redacted], Business Proprietor.~~

SECOND SCHEDULE

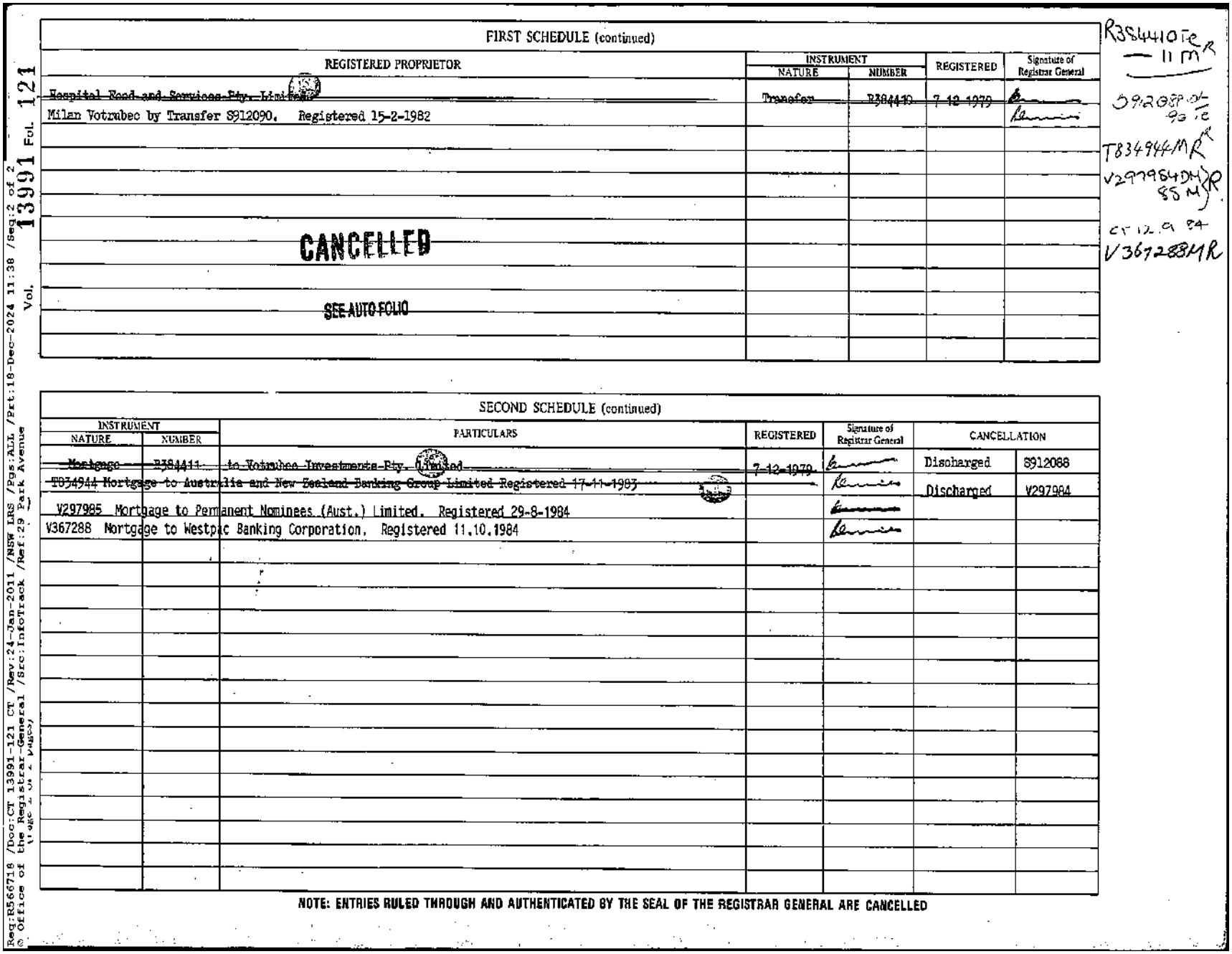
CRY 1. Reservations and conditions, if any, contained in the Crown grant above referred to.
EDZ 2. B2467 Easement for drainage appurtenant to the land above described affecting Lot 4 in Deposited Plan 11974.
EDZ 3. B47530 Easement for drainage appurtenant to the land above described affecting Lot 3 in Deposited Plan 11974.
EDZ 4. B113371 Easement for drainage appurtenant to the land above described affecting Lots 1 and 2 in Deposited Plan 11974.
EDZ 5. B184901 Easement for drainage appurtenant to the land above described affecting Lot 6 in Deposited Plan 11974.
EDZ 6. B203011 Easement for drainage appurtenant to the land above described affecting Lot 8 in Deposited Plan 11974.
EDZ 7. B284908 Easement for drainage appurtenant to the land above described affecting Lot 5 in Deposited Plan 11974.

PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

WARNING: THIS DOCUMENT MUST NOT BE REMOVED FROM THE REGISTRAR GENERAL'S OFFICE.

RG 2/64

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED



FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	REGISTERED	Signature of Registrar General
~~Hospital Food and Services Pty. Limited~~ Milan Votrubec by Transfer S912090. Registered 15-2-1982	~~Transfer~~	~~R384410~~	~~7.12.1979~~	

CANCELLED

SEE AUTO FOLIO

SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	PARTICULARS	REGISTERED	Signature of Registrar General	CANCELLATION	
~~Mortgage~~	~~R384411~~	~~to Votrubec Investments Pty. Limited~~	~~7.12.1979~~		Discharged	S912088
~~T834944 Mortgage to Australia and New Zealand Banking Group Limited Registered 17-11-1983~~					Discharged	V297984
V297985 Mortgage to Permanent Nominees (Aust.) Limited. Registered 29-8-1984						
V367288 Mortgage to Westpac Banking Corporation. Registered 11.10.1984						

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

Vol. 13991 Fol. 121

Req:R566716 /Doc:CT 13991-121 CT /Rev:24-Jan-2011 /NSW LRS /Pgs:ALL /Prt:18-Dec-2024 11:38 /Seq:2 of 2
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Req:R566719 /Doc:DL AA716817 /Rev:21-Jun-2004 /NSW LRS /Pgs:ALL /Prt:18-Dec-2024 11:38 /Seq:1 of 1
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Form: 03TA
Release: 1.1
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TRANSMISSION APPLICATION

New South Wales
Section 93 Real Property Act 1900

AA716817D

PRIVACY NOTE: this information is legally required and will become part of the public record

STAMP DUTY — Office of State Revenue use only

(A) **LAND** — Torrens Title: 7/11974

(B) **REGISTERED DEALING** — Number: | Torrens Title:

(C) **LODGED BY** — Delivery Box: 5991 | Name, Address or DX and Telephone: Minter Ellison Lawyers, DX 117 Sydney, Tel: 9921 4711, Reference: AJCO:GLC:204400778:87473 | CODE: TA

(D) **DECEASED REGISTERED PROPRIETOR** — MILAN VOTRUBEC

(E) **APPLICANT** — PERMANENT TRUSTEE COMPANY LIMITED ACN 000 000 993

(F) The applicant, being entitled as executor of the estate of the deceased registered proprietor (who died on 26 Sep 2003) pursuant to probate No. 105 408/04 granted on 06 Apr 2004 to Permanent Trustee Company Limited ACN 000 000 993 (a certified copy of which is lodged herewith) applies to be registered as proprietor of the estate or interest of the deceased registered proprietor in the abovementioned land

DATE 11 June 2004

(G) Certified for the purposes of the Real Property Act 1900 by the person whose signature appears below.

Signature:

Signatory's name: Amelia Jane Cooper
Signatory's capacity: Applicant's solicitor

(H) **CONSENT OF EXECUTOR, ADMINISTRATOR OR TRUSTEE**

I, ... of the deceased registered proprietor, hereby consent to this application.

Signature of witness: Signature of
Name of witness:
Address of witness:

All handwriting must be in block capitals.
Office use only—
Evidence ~~sighted~~/sighted and returned: Certified Copy Probate 105408/04 DOD 26/09/2003

LAND AND PROPERTY INFORMATION NSW

Req:R566720 /Doc:DL AE881026 /Rev:06-Aug-2009 /NSW LRS /Pgs:ALL /Prt:18-Dec-2024 11:38 /Seq:1 of 1
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Form: 01T
Release: 3.0
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TRANSFER

New South Wales
Real Property Act 1900

AE881026L

PRIVACY NOTE: Section 31B of the Real Property Act 1900 (RP Act) authorises the Re... to collect the information required by this form for the establishment and maintenance of the Real Property Act Register. Section 96B RP Act requires that the Register is made available to any person for search upon payment of a fee, if any.

STAMP DUTY Office of State Revenue use only

NEW SOUTH WALES DUTY
26-06-2009 000540404I-003
SECTION 18(2)
DUTY $ ********10.00

(A) **TORRENS TITLE** 7/11974

(B) **LODGED BY**

Document Collection Box	Name, Address or DX and Telephone	CODES
245	LLPN: 1200[illegible] CTB	T TW (Sheriff)
	Reference: 526 1540 7	

(C) **TRANSFEROR** Hakea Holdings Pty Limited ACN 116 147 436

(D) **CONSIDERATION** The transferor acknowledges receipt of the consideration of $ 3,650,000.00 and as regards

(E) **ESTATE** the land specified above transfers to the transferee an estate in fee simple

(F) **SHARE TRANSFERRED**

(G) Encumbrances (if applicable):

(H) **TRANSFEREE** Yakiba Pty Ltd ACN 135 123 456

(I) **TENANCY:**

DATE 30th June 2009.

(J) Certified correct for the purposes of the Real Property Act 1900 and executed on behalf of the corporation named below by the authorised person(s) whose signature(s) appear(s) below pursuant to the authority specified.
Corporation: HAKEA HOLDINGS PTY LIMITED ACN 116 147 436
Authority: section 127 of the Corporations Act 2001

Signature of authorised person:
Name of authorised person: DONALD KEITH ROSS
Office held: Director

Signature of authorised person:
Name of authorised person: PETER CECIL PARDY
Office held: Director

Certified correct for the purposes of the Real Property Act 1900 by the person whose signature appears below.

Signature:
Signatory's name: Bernard Hayward
Signatory's capacity: Solicitor
34 MacMahon St
Hurstville NSW 2220

ALL HANDWRITING MUST BE IN BLOCK CAPITALS.
0507

Page 1 of 1

DEPARTMENT OF LANDS
LAND AND PROPERTY INFORMATION DIVISION

LAND REGISTRY SERVICES Historical Search

InfoTrack

NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE
18/12/2024 11:37AM

FOLIO: 7/11974

First Title(s): SEE PRIOR TITLE(S)
Prior Title(s): VOL 13991 FOL 121

Recorded	Number	Type of Instrument	C.T. Issue
21/8/1988		TITLE AUTOMATION PROJECT	LOT RECORDED FOLIO NOT CREATED
6/12/1988		CONVERTED TO COMPUTER FOLIO	FOLIO CREATED CT NOT ISSUED
27/3/2001	7408114	DEPARTMENTAL DEALING	
30/7/2003	9834021	DISCHARGE OF MORTGAGE	EDITION 1
15/6/2004	AA716816	DISCHARGE OF MORTGAGE	
15/6/2004	AA716817	TRANSMISSION APPLICATION	EDITION 2
30/5/2006	AC344087	TRANSFER	
30/5/2006	AC344088	MORTGAGE	EDITION 3
5/8/2009	AE881025	DISCHARGE OF MORTGAGE	
5/8/2009	AE881026	TRANSFER	
5/8/2009	AE881027	MORTGAGE	EDITION 4
2/9/2018	AN678864	DEPARTMENTAL DEALING	EDITION 5 CORD ISSUED
15/9/2020	AP912711	DEPARTMENTAL DEALING	
3/3/2021	AQ844328	DISCHARGE OF MORTGAGE	EDITION 6
24/5/2021	AR74724	TRANSFER	EDITION 7
3/5/2023	AT56415	MORTGAGE	EDITION 8

*** END OF SEARCH ***

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Received: 18/12/2024 11:37:21

LAND REGISTRY SERVICES Title Search InfoTrack

NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: 7/11974

SEARCH DATE	TIME	EDITION NO	DATE
18/12/2024	11:35 AM	8	3/5/2023

LAND

LOT 7 IN DEPOSITED PLAN 11974
AT FIVE DOCK
LOCAL GOVERNMENT AREA CANADA BAY
PARISH OF CONCORD COUNTY OF CUMBERLAND
TITLE DIAGRAM DP11974

FIRST SCHEDULE

JELOPEN PTY LIMITED
IN 1/3 SHARE
MARITON PTY LTD
IN 1/3 SHARE
BILITON PTY LIMITED
IN 1/3 SHARE
AS TENANTS IN COMMON (T AR74724)

SECOND SCHEDULE (8 NOTIFICATIONS)

1	RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)	
2	B2467	EASEMENT FOR DRAINAGE APPURTENANT TO THE LAND ABOVE DESCRIBED AFFECTING LOT 4 IN DP11974
3	B47530	EASEMENT FOR DRAINAGE APPURTENANT TO THE LAND ABOVE DESCRIBED AFFECTING LOT 3 IN DP11974
4	B113371	EASEMENT FOR DRAINAGE APPURTENANT TO THE LAND ABOVE DESCRIBED AFFECTING LOTS 1 AND 2 IN DP11974
5	B184901	EASEMENT FOR DRAINAGE APPURTENANT TO THE LAND ABOVE DESCRIBED AFFECTING LOT 6 IN DP11974
6	B203011	EASEMENT FOR DRAINAGE APPURTENANT TO THE LAND ABOVE DESCRIBED AFFECTING LOT 8 IN DP11974
7	B284908	EASEMENT FOR DRAINAGE APPURTENANT TO THE LAND ABOVE DESCRIBED AFFECTING LOT 5 IN DP11974
8	AT56415	MORTGAGE TO WESTPAC BANKING CORPORATION

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

29 Park Avenue... PRINTED ON 18/12/2024

* Any entries preceded by an asterisk do not appear on the current edition of the Certificate of Title. Warning: the information appearing under notations has not been formally recorded in the Register. InfoTrack an approved NSW Information Broker hereby certifies that the information contained in this document has been provided electronically by the Registrar General in accordance with Section 96B(2) of the Real Property Act 1900.

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ABN: 36 092 724 251
Ph: 02 9099 7400
(Ph: 0412 199 304)

Level 14, 135 King Street, Sydney
Sydney 2000
GPO Box 4103 Sydney NSW 2001
DX 967 Sydney

Summary of Owners Report

Address: - 42 Lancelot Street, Five Dock

Description: - Lot 252 D.P. 1278361

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
20.09.1921 (1921 to 1924)	Fred Richard Meredith (Master Baker)	Volume 3228 Folio 152
29.04.1924 (1924 to 1925)	William Exander McLiesh (Baker)	Volume 3228 Folio 152
26.08.1925 (1925 to 1953)	Cecil Walter Rogers (Baker)	Volume 3228 Folio 152
22.10.1953 (1953 to 1965)	Hawkins & Abberton Pty. Limited	Volume 3228 Folio 152
23.09.1965 (1965 to 1979)	M. J. Hawkins Estate Pty. Limited	Volume 3228 Folio 152
11.09.1979 (1979 to 1979)	Domenico Franze (Builder)	Volume 3228 Folio 152
20.11.1979 (1979 to 1980)	Raffaele Moniaci (Labourer) Iolanda Moniaci (Married Woman)	Volume 3228 Folio 152
29.01.1980 (1980 to 2007)	Guiseppe Zumbo (Dock Manager) Rosetta Zumbo (Married Woman)	Volume 3228 Folio 152 Now 1/170059
14.05.2007 (2007 to 2008)	Justin Anthony Langford Alfina Langford	1/170059
09.12.2008 (2008 to 2015)	Flippo Carusi Shirley Carusi	1/170059
05.02.2015 (2015 to 2016)	Shirley Carusi (Notice of Death)	1/170059
30.05.2016 (2016 to 2020)	Norman Dib	1/170059
01.10.2020 (2020 to Date)	# DG Elite Pty Limited	1/170059 Now 252/1278361

 # Denotes Current Registered Proprietor(s)

Easements: - NIL

Leases: - NIL

Yours Sincerely
Emily Shackleton
20 December 2024

LAND REGISTRY SERVICES

Cadastral Records Enquiry Report : Lot 252 DP 1278361

Ref : 42 Lancelot Street, Five Dock

Locality : FIVE DOCK
Parish : CONCORD
LGA : CANADA BAY
County : CUMBERLAND



Req:R580030 /Doc:DP 1278361 P /Rev:22-Oct-2021 /NSW LRS /Prt:20-Dec-2024 14:32 /Seq:1 of 6
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PLAN FORM 2 (A2) WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION SHEET 1 OF 4 SHEETS

LOTS 250 & 253
LOT A/DP322316
C.T. A/322316

LOTS 251 & 254
LOT B/DP322316
C.T. B/322316

LOTS 252 & 255
LOT 1/DP170059
C.T. 1/170059

(E) DENOTES BEARINGS NOT AVAILABLE FROM DP170059
(G) DENOTES AREA CALCULATED FROM ORIGINAL DIMENSIONS SHOWN ON DP322316

GROUND LEVEL VIEW

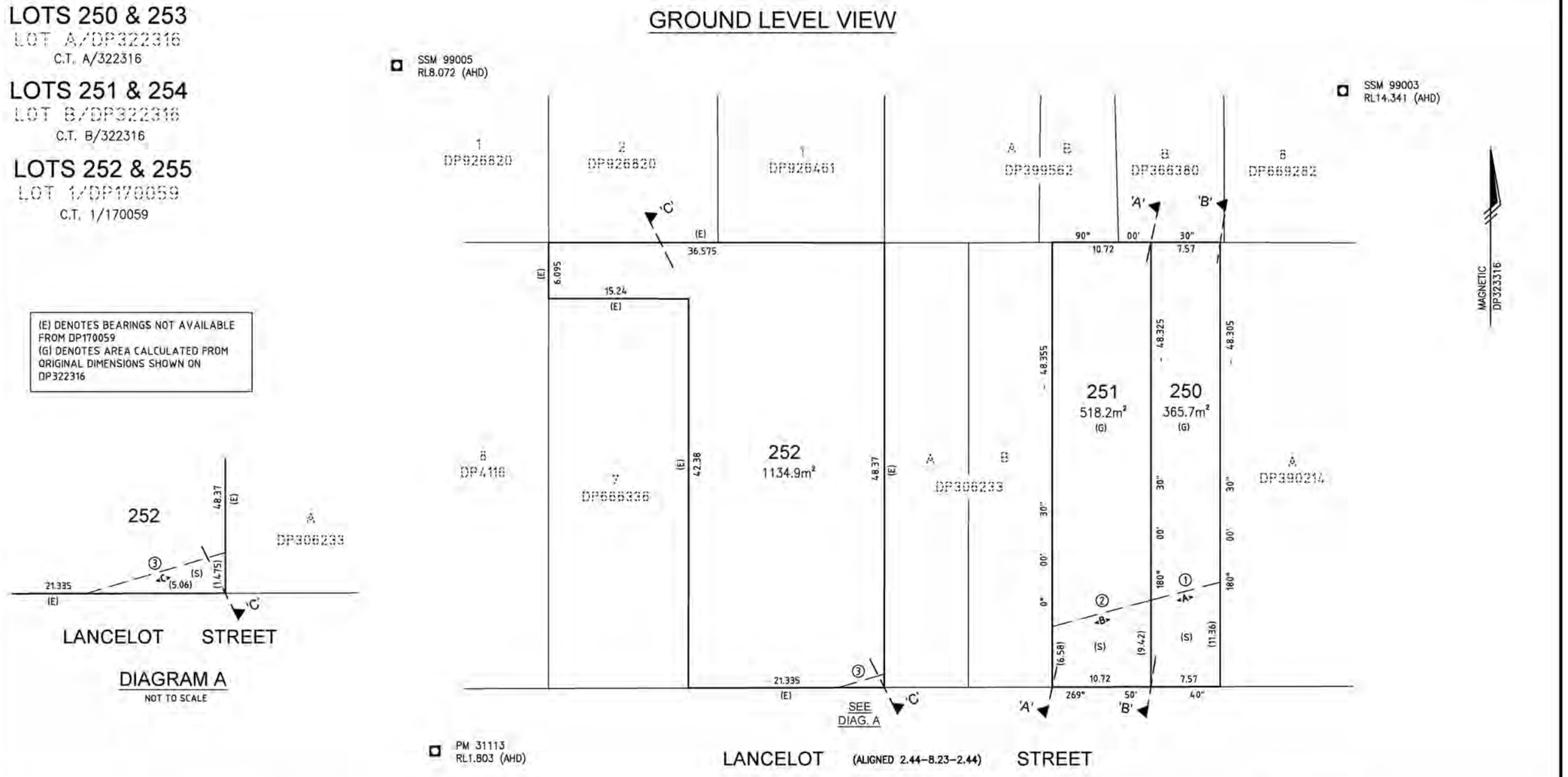


DIAGRAM A
NOT TO SCALE

COORDINATE SCHEDULE						
MARK	MGA CO-ORDINATES EASTING	MGA CO-ORDINATES NORTHING	CLASS	PU	METHOD	STATE
SSM 99005	326 378.622	6 251 139.427	B	0.03	SCIMS	FOUND
SSM 99003	326 789.466	6 251 086.705	B	0.02	SCIMS	FOUND
PM 31113	326 004.789	6 250 755.116	B	N/A	SCIMS	FOUND
ADOPTED FROM SCIMS: 1.10.2021			MGA ZONE: 56			
COMBINED SCALE FACTOR: 0.999967			MGA DATUM: GDA2020			

HEIGHT SCHEDULE					
MARK	AHD VALUE	CLASS	PU	HEIGHT DATUM VALIDATION	STATE
SSM 99005	8.072	B	N/A	SCIMS ADOPTED	FOUND
SSM 99003	14.341	B	N/A	SCIMS - VALIDATION	FOUND
PM 31113	1.803	LB	0.02	SCIMS - VALIDATION	FOUND
DATE OF SCIMS AHD VALUES: 1.10.2021			HEIGHT DATUM: AHD71		

HEIGHT DIFFERENCE SCHEDULE				
FROM	TO	HEIGHT DIFFERENCE	ORIGIN	METHOD
SSM 99005	SSM 99003	6.269 6.282	SCIMS SURVEY	DIFF. LEVELLING
SSM 99003	PM 31113	-12.538 -12.561	SCIMS SURVEY	DIFF. LEVELLING
PM 31113	SSM 99005	6.269 6.279	SCIMS SURVEY	DIFF. LEVELLING
HEIGHT DATUM: AHD71				

SCHEDULE OF CURVED BOUNDARIES

NO.	BEARING	DISTANCE	ARC	RADIUS
1	75°30'	7.82	7.82	1122.205
2	75°01'	11.095	11.095	1122.205
3	73°38'	5.275	5.275	1122.205

(S) DENOTES PART OF LOT LIMITED IN STRATUM

<A> DENOTES BOUNDARY OF LOT 253 BELOW
<B> DENOTES BOUNDARY OF LOT 254 BELOW
<C> DENOTES BOUNDARY OF LOT 255 BELOW

STRATUM NOTES

LOTS 250 & 251 ARE UNLIMITED IN HEIGHT AND DEPTH EXCEPT FOR THOSE PARTS DESIGNATED (S), WHICH ARE EXCLUSIVE OF STRATUM LOTS 253 & 254 (RESPECTIVELY), WHICH EXIST BETWEEN THE HORIZONTAL PLANES OF RL -3.1 AHD AND RL -25.95 AHD, AS SHOWN IN SECTION 'A'-'A' & 'B'-'B' ON SHEET 4.

LOT 252 IS UNLIMITED IN HEIGHT AND DEPTH EXCEPT FOR THAT PART DESIGNATED (S), WHICH IS EXCLUSIVE OF STRATUM LOT 255, WHICH EXISTS BETWEEN THE HORIZONTAL PLANES OF RL -4.7 AHD AND RL -27.3 AHD, AS SHOWN IN SECTION 'C'-'C' ON SHEET 4.

SURVEYOR
Name: DAVID ANDREW ADA
Date: 4.10.2021
Reference: PR142446-223-DP8-16
2020M7100(806)

PLAN OF ACQUISITION FOR
RAILWAY PURPOSES AFFECTING
LOT 1 IN DP170059 AND LOTS A & B IN DP322316

L.G.A. CANADA BAY
Locality: FIVE DOCK
Reduction Ratio: 1: 300
Lengths are in metres

REGISTERED 22/10/2021

DP1278361

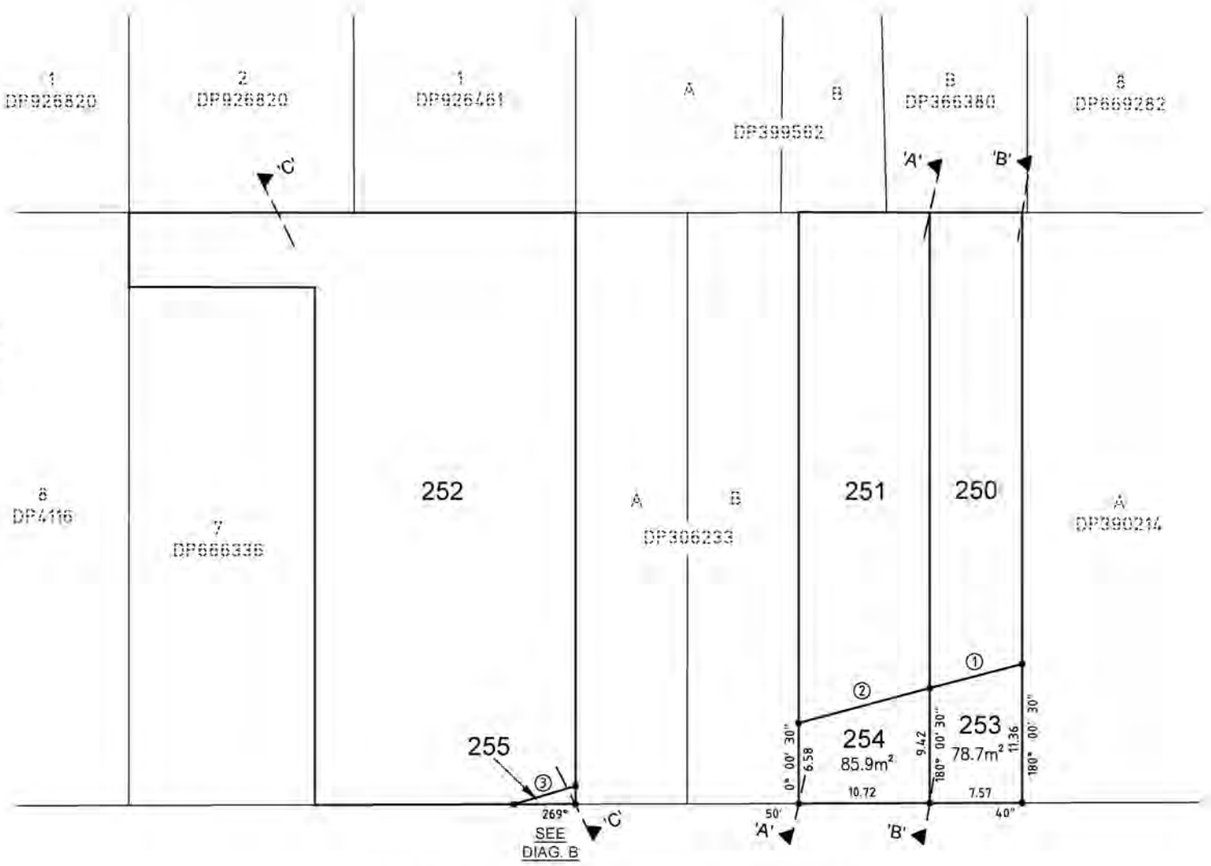
10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | 140 | 150 Table of mm

(Cad Ref: PR142446-223-DP8-16-004_Final.dwg)

Req:R580030 /Doc:DP 1278361 P /Rev:22-Oct-2021 /NSW LRS /Prt:20-Dec-2024 14:32 /Seq:2 of 6
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PLAN FORM 9 (A2) WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION SHEET 2 OF 6 SHEETS

STRATUM VIEW AT RL-4.7 (AHD)



SCHEDULE OF CURVED BOUNDARIES

NO.	BEARING	DISTANCE	ARC	RADIUS
1	75°30'	7.82	7.82	1122.205
2	75°01'	11.095	11.095	1122.205
3	73°38'	5.275	5.275	1122.205

STRATUM NOTES

LOTS 250 & 251 ARE UNLIMITED IN HEIGHT AND DEPTH EXCEPT FOR THOSE PARTS DESIGNATED (S), WHICH ARE EXCLUSIVE OF STRATUM LOTS 253 & 254 (RESPECTIVELY), WHICH EXIST BETWEEN THE HORIZONTAL PLANES OF RL -3.1 AHD AND RL -25.95 AHD, AS SHOWN IN SECTION 'A'-'A' & 'B'-'B' ON SHEET 4.

LOT 252 IS UNLIMITED IN HEIGHT AND DEPTH EXCEPT FOR THAT PART DESIGNATED (S), WHICH IS EXCLUSIVE OF STRATUM LOT 255, WHICH EXISTS BETWEEN THE HORIZONTAL PLANES OF RL -4.7 AHD AND RL -27.3 AHD, AS SHOWN IN SECTION 'C'-'C' ON SHEET 4.

LOTS 253 & 254 ARE STRATUM LOTS LIMITED IN DEPTH TO A HORIZONTAL PLANE OF RL -25.95 AHD, AND LIMITED IN HEIGHT TO A HORIZONTAL PLANE OF RL -3.1 AHD, AS SHOWN IN SECTION 'A'-'A' & 'B'-'B' ON SHEET 4.

LOT 255 IS A STRATUM LOT LIMITED IN DEPTH TO A HORIZONTAL PLANE OF RL -27.3 AHD, AND LIMITED IN HEIGHT TO A HORIZONTAL PLANE OF RL -4.7 AHD, AS SHOWN IN SECTION 'C'-'C' ON SHEET 4.

• DENOTES OBSTRUCTED BOUNDARY (CORNER NOT MARKED)

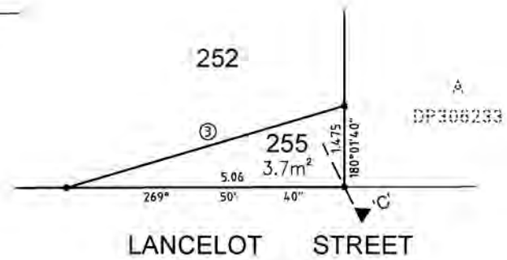


DIAGRAM B
NOT TO SCALE

10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | 140 | 150 Table of mm

(Cad Ref: PR142446-223-DP8-16-004_Final.dwg)

SURVEYOR: Name: DAVID ANDREW ADA; Date: 4.10.2021; Reference: PR142446-223-DP8-16; 2020M7100(806)	PLAN OF ACQUISITION FOR RAILWAY PURPOSES AFFECTING LOT 1 IN DP170059 AND LOTS A & B IN DP322316	L.G.A.: CANADA BAY; Locality: FIVE DOCK; Reduction Ratio: 1: 300; Lengths are in metres	REGISTERED 22/10/2021	DP1278361

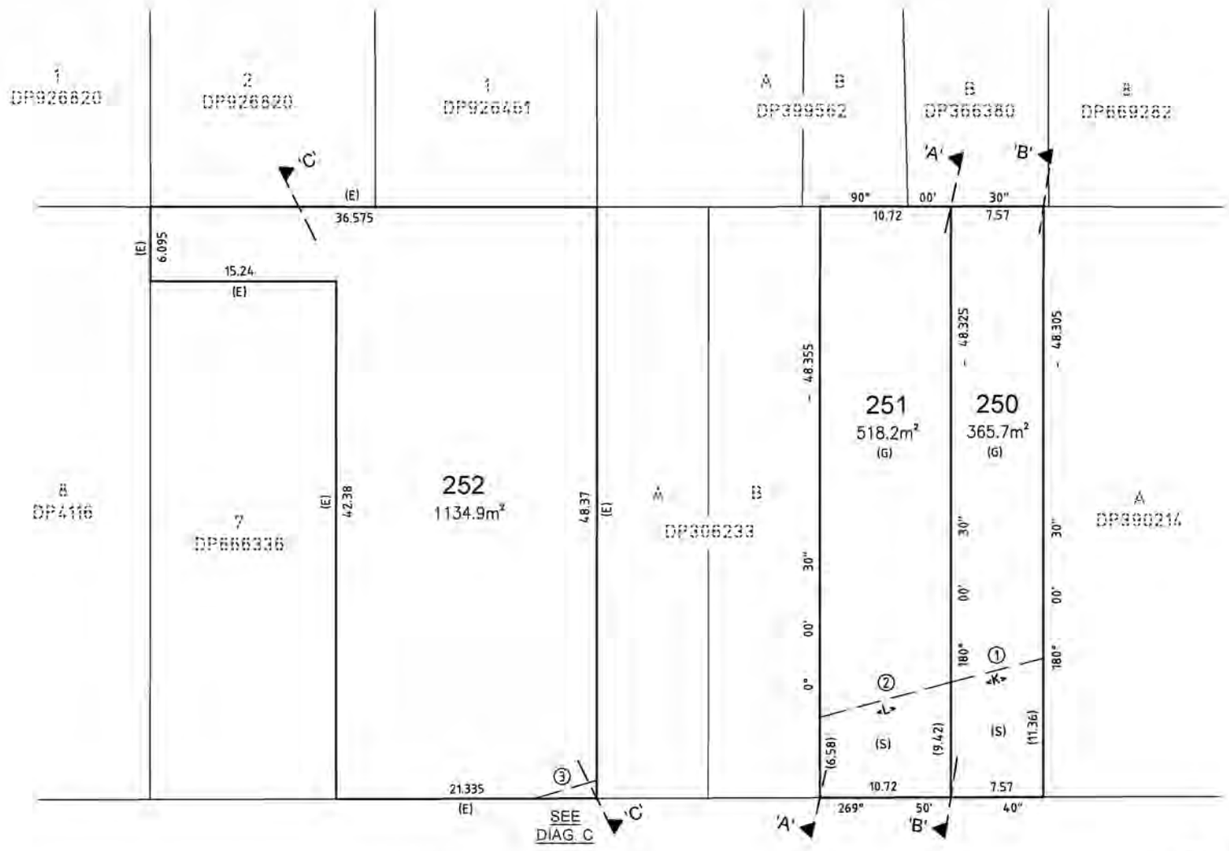
Req:R580030 /Doc:DP 1278361 P /Rev:22-Oct-2021 /NSW LRS /Prt:20-Dec-2024 14:32 /Seq:3 of 6
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PLAN FORM 9 (A2) WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION SHEET 3 OF 6 SHEETS

STRATUM VIEW AT RL-27.3 (AHD)

(E) DENOTES BEARINGS NOT AVAILABLE FROM DP170059
(G) DENOTES AREA CALCULATED FROM ORIGINAL DIMENSIONS SHOWN ON DP322316

(S) DENOTES PART OF LOT LIMITED IN STRATUM



LANCELOT (ALIGNED 2.44–8.23–2.44) STREET

<K> DENOTES BOUNDARY OF LOT 253 ABOVE
<L> DENOTES BOUNDARY OF LOT 254 ABOVE
<M> DENOTES BOUNDARY OF LOT 255 ABOVE



LANCELOT STREET

DIAGRAM C
NOT TO SCALE

SCHEDULE OF CURVED BOUNDARIES

NO.	BEARING	DISTANCE	ARC	RADIUS
1	75°30'	7.82	7.82	1122.205
2	75°01'	11.095	11.095	1122.205
3	73°38'	5.275	5.275	1122.205

STRATUM NOTES

LOTS 250 & 251 ARE UNLIMITED IN HEIGHT AND DEPTH EXCEPT FOR THOSE PARTS DESIGNATED (S), WHICH ARE EXCLUSIVE OF STRATUM LOTS 253 & 254 (RESPECTIVELY), WHICH EXIST BETWEEN THE HORIZONTAL PLANES OF RL -3.1 AHD AND RL -25.95 AHD, AS SHOWN IN SECTION 'A'-'A' & 'B'-'B' ON SHEET 4.

LOT 252 IS UNLIMITED IN HEIGHT AND DEPTH EXCEPT FOR THAT PART DESIGNATED (S), WHICH IS EXCLUSIVE OF STRATUM LOT 255, WHICH EXISTS BETWEEN THE HORIZONTAL PLANES OF RL -4.7 AHD AND RL -27.3 AHD, AS SHOWN IN SECTION 'C'-'C' ON SHEET 4.

SURVEYOR: Name: DAVID ANDREW ADA; Date: 4.10.2021; Reference: PR142446-223-DP8-16 2020M7100(806)	PLAN OF ACQUISITION FOR RAILWAY PURPOSES AFFECTING LOT 1 IN DP170059 AND LOTS A & B IN DP322316	L.G.A.: CANADA BAY; Locality: RIVE DOCK; Reduction Ratio: 1 : 300; Lengths are in metres	REGISTERED: 22/10/2021	DP1278361

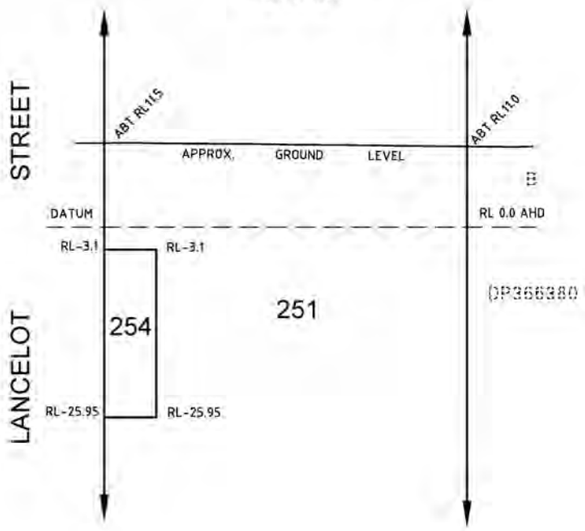
10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 Table of mm (Cad Ref: PR142446-223-DP8-16-004_Final.dwg)

Req:R580030 /Doc:DP 1278361 P /Rev:22-Oct-2021 /NSW LRS /Prt:20-Dec-2024 14:32 /Seq:4 of 6
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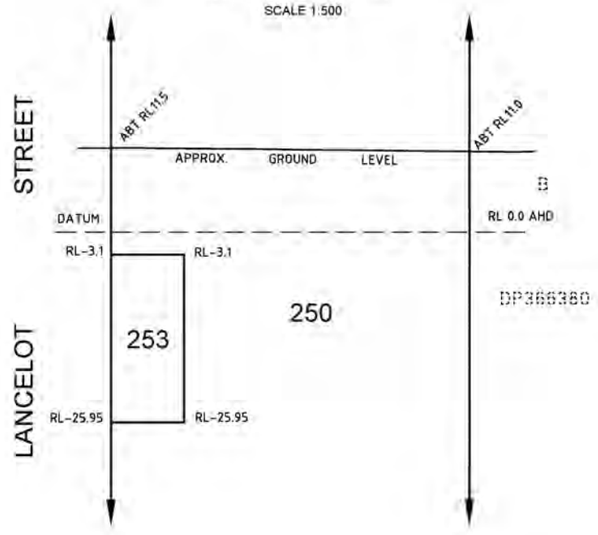
PLAN FORM 3 (A2) WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION SHEET 4 OF 6 SHEETS

NATURAL SURFACE NOT SURVEYED.
INDICATIVE ONLY.
DERIVED FROM TOPOGRAPHIC CONTOURS

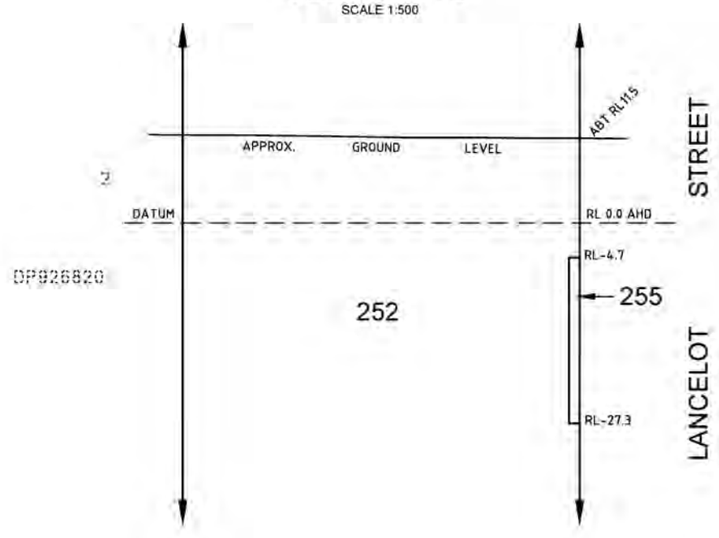
SECTION 'A'-'A'
SCALE 1:500



SECTION 'B'-'B'
SCALE 1:500



SECTION 'C'-'C'
SCALE 1:500



STRATUM NOTES

LOTS 250 & 251 ARE UNLIMITED IN HEIGHT AND DEPTH EXCEPT FOR THOSE PARTS DESIGNATED (S), WHICH ARE EXCLUSIVE OF STRATUM LOTS 253 & 254 (RESPECTIVELY), WHICH EXIST BETWEEN THE HORIZONTAL PLANES OF RL -3.1 AHD AND RL -25.95 AHD, AS SHOWN IN SECTION 'A'-'A' & 'B'-'B' HEREON.

LOT 252 IS UNLIMITED IN HEIGHT AND DEPTH EXCEPT FOR THAT PART DESIGNATED (S), WHICH IS EXCLUSIVE OF STRATUM LOT 255, WHICH EXISTS BETWEEN THE HORIZONTAL PLANES OF RL -4.7 AHD AND RL -27.3 AHD, AS SHOWN IN SECTION 'C'-'C' HEREON.

LOTS 253 & 254 ARE STRATUM LOTS LIMITED IN DEPTH TO A HORIZONTAL PLANE OF RL -25.95 AHD, AND LIMITED IN HEIGHT TO A HORIZONTAL PLANE OF RL -3.1 AHD, AS SHOWN IN SECTION 'A'-'A' & 'B'-'B' HEREON.

LOT 255 IS A STRATUM LOT LIMITED IN DEPTH TO A HORIZONTAL PLANE OF RL -27.3 AHD, AND LIMITED IN HEIGHT TO A HORIZONTAL PLANE OF RL -4.7 AHD, AS SHOWN IN SECTION 'C'-'C' HEREON.

ALL LEVELS RELATE TO AUSTRALIAN HEIGHT DATUM (A.H.D.)

SURVEYOR Name: DAVID ANDREW ADA Date: 4.10.2021 Reference: PR142446-223-DP8-16 2020M7100(806)	PLAN OF ACQUISITION FOR RAILWAY PURPOSES AFFECTING LOT 1 IN DP170059 AND LOTS A & B IN DP322316	L.G.A.: CANADA BAY Locality: RIVERDOCK Reduction Ratio: 1: 500 Lengths are in metres	REGISTERED 22/10/2021	DP1278361

10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | 140 | 150 Table of mm

(Cad Ref: PR142446-223-DP8-16-004_Final.dwg)

Req:R580030 /Doc:DP 1278361 P /Rev:22-Oct-2021 /NSW LRS /Prt:20-Dec-2024 14:3
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PLAN FORM 6 (2020) WARNING: Creasing or folding will lead to rejection

DEPOSITED PLAN ADMINISTRATION SHEET Sheet 1 of 2 sheet(s)

Office Use Only

Registered: 22/10/2021

Title System: TORRENS

Office Use Only

DP1278361

PLAN OF ACQUISITION FOR RAILWAY PURPOSES AFFECTING LOT 1 IN DP170059 AND LOTS A & B IN DP322316

LGA: CANADA BAY
Locality: FIVE DOCK
Parish: CONCORD
County: CUMBERLAND

Survey Certificate

I, DAVID ANDREW ADA

of RPS AUSTRALIA EAST PTY LTD

a surveyor registered under the *Surveying and Spatial Information Act 2002*, certify that:

~~*(a) The land shown in the plan was surveyed in accordance with the *Surveying and Spatial Information Regulation 2017*, is accurate and the survey was completed on ....., or~~

*(b) The part of the land shown in the plan (*being/~~*excluding~~ **THE LEVELLING OF SURVEY CONTROL MARKS) was surveyed in accordance with the *Surveying and Spatial Information Regulation 2017*, the part surveyed is accurate and the survey was completed on 18.12.2020, the part not surveyed was compiled in accordance with that Regulation, or

~~*(c) The land shown in this plan was compiled in accordance with the *Surveying and Spatial Information Regulation 2017*.~~

Datum Line: N/A

Type: *Urban/*~~Rural~~

The terrain is *Level-Undulating / *~~Steep-Mountainous~~.

Signature: ..... Dated: 4.10.2021

Surveyor Identification No: 9131

Surveyor registered under the *Surveying and Spatial Information Act 2002*

*Strike out inappropriate words.

**Specify the land actually surveyed or specify any land shown in the plan that is not the subject of the survey.

Crown Lands NSW/Western Lands Office Approval

I, ... (Authorised Officer) in approving this plan certify that all necessary approvals in regard to the allocation of the land shown herein have been given.

Signature: .....

Date: .....

File Number: .....

Office: .....

Subdivision Certificate

I, ...

*Authorised Person/*General Manager/*Registered Certifier, certify that the provisions of s.6.15 of the *Environmental Planning and Assessment Act 1979* have been satisfied in relation to the proposed subdivision, new road or reserve set out herein.

Signature: .....

Registration number: .....

Consent Authority: .....

Date of endorsement: .....

Subdivision Certificate number: .....

File number: .....

*Strike through if inapplicable.

Plans used in the preparation of ~~survey~~/compilation.

DP170059

DP322316

DP666336

Statements of intention to dedicate public roads, create public reserves and drainage reserves, acquire/resume land.

IT IS INTENDED TO ACQUIRE LOTS 253, 254 AND 255 FOR RAILWAY PURPOSES

Surveyor's Reference: PR142446-223-DP8-16

2020M7100(806)

Signatures, Seals and Section 88B Statements should appear on PLAN FORM 6A

Req:R580030 /Doc:DP 1278361 P /Rev:22-Oct-2021 /NSW LRS /Prt:20-Dec-2024 14:3
© Office of the Registrar-General /Src:InfoTrack /Ref:42 Lancelot Street, Fiv

PLAN FORM 6A (2019) **DEPOSITED PLAN ADMINISTRATION SHEET** Sheet 2 of 2 sheet(s)

Registered: 22/10/2021 Office Use Only

Office Use Only

DP1278361

PLAN OF ACQUISITION FOR RAILWAY PURPOSES AFFECTING LOT 1 IN DP170059 AND LOTS A & B IN DP322316

Subdivision Certificate number: .....

Date of Endorsement: .....

This sheet is for the provision of the following information as required:

- A schedule of lots and addresses - See 60(c) *SSI Regulation 2017*
- Statements of intention to create and release affecting interests in accordance with section 88B *Conveyancing Act 1919*
- Signatures and seals- see 195D *Conveyancing Act 1919*
- Any information which cannot fit in the appropriate panel of sheet 1 of the administration sheets.

STREET ADDRESSES

LOT 250 – 36A LANCELOT STREET, FIVE DOCK
LOT 251 – 36 LANCELOT STREET, FIVE DOCK
LOT 252 – 42 LANCELOT STREET, FIVE DOCK

LOTS 253, 254 AND 255 – N/A

If space is insufficient use additional annexure sheet

Surveyor's Reference: PR142446-223-DP8-16 2020M7100(806)

LAND REGISTRY SERVICES

Historical Title

InfoTrack

NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE
20/12/2024 2:32PM

FOLIO: 1/170059

First Title(s): SEE PRIOR TITLE(S)
Prior Title(s): VOL 3228 FOL 152

Recorded	Number	Type of Instrument	C.T. Issue
29/7/1989		TITLE AUTOMATION PROJECT	LOT RECORDED FOLIO NOT CREATED
21/6/1990		CONVERTED TO COMPUTER FOLIO	FOLIO CREATED CT NOT ISSUED
13/12/1990	Z396751	WRIT	
27/3/2001	7408114	DEPARTMENTAL DEALING	
19/9/2005	AB720471	DISCHARGE OF MORTGAGE	EDITION 1
8/9/2006	AC584171	APPLICATION TO CANCEL RECORDING OF WRIT	
2/11/2006	AC709620	APPLICATION FOR REPLACEMENT CERTIFICATE OF TITLE	EDITION 2
28/11/2006	AC772424	MORTGAGE	EDITION 3
14/5/2007	AD113960	DISCHARGE OF MORTGAGE	
14/5/2007	AD113961	TRANSFER	
14/5/2007	AD113962	MORTGAGE	EDITION 4
9/12/2008	AE375928	DISCHARGE OF MORTGAGE	
9/12/2008	AE375929	TRANSFER	
9/12/2008	AE375930	MORTGAGE	EDITION 5
5/2/2015	AJ230929	NOTICE OF DEATH	EDITION 6
30/5/2016	AK475262	DISCHARGE OF MORTGAGE	
30/5/2016	AK475263	TRANSFER	
30/5/2016	AK475264	MORTGAGE	EDITION 7
2/9/2018	AN678864	DEPARTMENTAL DEALING	EDITION 8 CORD ISSUED
1/10/2020	AQ439636	DISCHARGE OF MORTGAGE	
1/10/2020	AQ439637	TRANSFER	EDITION 9

END OF PAGE 1 - CONTINUED OVER

42 Lancelot Street, Five Dock

PRINTED ON 20/12/2024

NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE
20/12/2024 2:32PM

FOLIO: 1/170059 PAGE 2

Recorded	Number	Type of Instrument	C.T. Issue
22/10/2021	DP1278361	DEPOSITED PLAN	EDITION 10
22/2/2022	AR858629	REQUEST	EDITION 11
6/7/2022	AS190834	RESUMPTION APPLICATION	FOLIO CANCELLED

*** END OF SEARCH ***

42 Lancelot Street, Five Dock PRINTED ON 20/12/2024

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Req:R580039 /Doc:DL AD113961 /Rev:15-May-2007 /NSW LRS /Pgs:ALL /Prt:20-Dec-2024 14:33 /Seq:1 of 1
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Form: 01T
Release: 2
www.lpi.nsw.gov.au

TRANSFER

New South Wales
Real Property Act 1900

AD113961H

PRIVACY NOTE: this information is legally required and will

STAMP DUTY: Office of State Revenue use only

NSW Treasury
Client No: 1405240 1367
Duty: $2 Trans No: 42164466
Asst details:
27/04/07

(A) TORRENS TITLE: 1/170059

(B) LODGED BY

Delivery Box	Name, Address or DX and Telephone	CODES
23L	123835G CSB Reference: 8143180 18	T TW (Sheriff)

(C) TRANSFEROR: Guiseppe Zumbo and Rosetta Zumbo

(D) CONSIDERATION: The transferor acknowledges receipt of the consideration of $ 1,675,000.00 and as regards

(E) ESTATE: the land specified above transfers to the transferee an estate in fee simple

(F) SHARE TRANSFERRED:

(G) Encumbrances (if applicable):

(H) TRANSFEREE: Justin Anthony Langford and Alfina Langford

(I) TENANCY: Joint Tenants

(J) DATE: 27-4-2007

I certify that the person(s) signing opposite, with whom I am personally acquainted or as to whose identity I am otherwise satisfied, signed this instrument in my presence.

Signature of witness: M. Marino

Name of witness: Maria Marino
Address of witness: 30 Cormiston Ave,
Concord NSW 2137.

Certified correct for the purposes of the Real Property Act 1900 by the transferor.

Joc

Signature of transferor:

Rosa Zumbo

Certified for the purposes of the Real Property Act 1900 by the person whose signature appears below.

Signature:

Signatory's name: George Shad
Signatory's capacity: transferee's solicitor

Page 1 of 1 number additional pages sequentially

All handwriting must be in block capitals.

Land and Property Information NSW

Req:R580040 /Doc:DL AE375929 /Rev:10-Dec-2008 /NSW LRS /Pgs:ALL /Prt:20-Dec-2024 14:33 /Seq:1 of 1
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Form: 07T
Licence: 05-11-638
Licensee: Softdocs
Coleman & Greig

TRANSFER
New South Wales
Real Property Act 1900

Leave this space clear. Affix additional

AE375929N

PRIVACY NOTE: Section 31B of the Real Property Act 1900 (RP Act) authorises the R by this form for the establishment and maintenance of the Real Property Act Register. made available to any person for search upon payment of a fee, if any.

STAMP DUTY Office of State Revenue use only

Client No: 1411509 1404
Duty: $2 Trans No: $234793
Asst details:
04/12/08

(A) FOLIO OF THE REGISTER 1/170059

(B) LODGED BY

Document Collection Box	Name, Address or DX, Telephone, and LLPN if any	CODE
49R	LLPN: 126043B ANZ BANK C/-ESPREON DX 885 SYDNEY 02 9210 0953 Reference (optional): ANZ - Carusi	T TW (Sheriff)

(C) TRANSFEROR JUSTIN ANTHONY LANGFORD AND ALFINA LANGFORD

(D) CONSIDERATION The transferor acknowledges receipt of the consideration of $ 1,720,000.00 and as regards the folio

(E) ESTATE of the Register specified above transfers to the transferee an estate in fee simple.

(F) SHARE TRANSFERRED

(G) Encumbrances (if applicable):

(H) TRANSFEREE FILIPPO CARUSI AND SHIRLEY CARUSI

(I) TENANCY: Joint Tenants

DATE ...../...../.....

(J) I certify that the person(s) signing opposite, with whom I am personally acquainted or as to whose identity I am otherwise satisfied, signed this instrument in my presence.

Signature of witness:

Name of witness: CASSANDRA THONG
Address of witness: 4941/3 POINT AVE. CHIswick NSW 2046.

Certified correct for the purposes of the Real Property Act 1900 by the transferor.

Signature of transferor:

X

X Alfina Langford.

Certified correct for the purposes of the Real Property Act 1900 by the person whose signature appears below.

Signature:

Signatory's name: Sandra Van Den Bosch
Capacity: Solicitor for the transferee

All handwriting must be in block capitals. **Page 1 of 1** **Number additional pages sequentially**

Req:R580041 /Doc:DL AK475263 /Rev:03-Jun-2016 /NSW LRS /Pgs:ALL /Prt:20-Dec-2024 14:33 /Seq:1 of 1
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Form: 01T
Release: 6·1

TRANSFER

New South Wales
Real Property Act 1900

AK475263L

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STAMP DUTY Office of State Revenue use only

Office of State Revenue (NSW)
Client No: 1411509 3871
Duty: $10 Trans No: 8692803-001
Asst date: 24/5/16

(A) **TORRENS TITLE** 1/170059

(B) **LODGED BY**

Document Collection Box	Name, Address or DX, Telephone, and Customer Account Number if any	CODES
73L	LLPN: 123035G CSB Reference: 87585300	T TW

(C) **TRANSFEROR** Shirley CARUSI

(D) **CONSIDERATION** The transferor acknowledges receipt of the consideration of $ 2,700,000.00 and as regards

(E) **ESTATE** the abovementioned land transfers to the transferee an estate in fee simple

(F) **SHARE TRANSFERRED**

(G) Encumbrances (if applicable):

(H) **TRANSFEREE** Norman DIB

(I) **TENANCY:**

DATE 24/05/16

(J) I certify I am an eligible witness and that the transferor signed this dealing in my presence. [See note* below]

Signature of witness:

Name of witness: MR PETER CARUSI.
Address of witness: 3-9 LANGFORD SMITH CLOSE, KELLYVILLE 2155 NSW

Certified correct for the purposes of the Real Property Act 1900 by the transferor.

Signature of transferor: X Shirley Carusi

Certified correct for the purposes of the Real Property Act 1900 on behalf of the transferee by the person whose signature appears below.

Signature:

Signatory's name: Ozlem Yag
Signatory's capacity: licensed conveyancer

(K) The transferee's agent certifies that the eNOS data relevant to this dealing has been submitted and stored under eNOS ID No. 1044330 Full name: Ozlem Yag Signature:

* s117 RP Act requires that you must have known the signatory for more than 12 months or have sighted identifying documentation.

ALL HANDWRITING MUST BE IN BLOCK CAPITALS Page 1 of 1 1303

LAND REGISTRY SERVICES Historical Search

NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE
20/12/2024 2:32PM

FOLIO: 252/1278361

First Title(s): OLD SYSTEM
Prior Title(s): 1/170059

Recorded	Number	Type of Instrument	C.T. Issue
22/10/2021	DP1278361	DEPOSITED PLAN	LOT RECORDED FOLIO NOT CREATED
6/7/2022	AS190834	RESUMPTION APPLICATION	FOLIO CREATED EDITION 1

*** END OF SEARCH ***

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Received: 20/12/2024 14:32:51

LAND REGISTRY SERVICES

Title Search

InfoTrack

NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: 252/1278361

SEARCH DATE	TIME	EDITION NO	DATE
20/12/2024	2:32 PM	1	6/7/2022

LAND

LOT 252 IN DEPOSITED PLAN 1278361
AT FIVE DOCK
LOCAL GOVERNMENT AREA CANADA BAY
PARISH OF CONCORD COUNTY OF CUMBERLAND
TITLE DIAGRAM DP1278361

FIRST SCHEDULE

DG ELITE PTY LIMITED

SECOND SCHEDULE (2 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2 THE LAND ABOVE DESCRIBED IS LIMITED IN STRATUM IN THE MANNER DESCRIBED IN DP1278361

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

42 Lancelot Street, Five Dock... PRINTED ON 20/12/2024

* Any entries preceded by an asterisk do not appear on the current edition of the Certificate of Title. Warning: the information appearing under notations has not been formally recorded in the Register. InfoTrack an approved NSW Information Broker hereby certifies that the information contained in this document has been provided electronically by the Registrar General in accordance with Section 96B(2) of the Real Property Act 1900.

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Received: 20/12/2024 14:32:28

ABN: 36 092 724 251
Ph: 02 9099 7400
(Ph: 0412 199 304)

Level 14, 135 King Street, Sydney
Sydney 2000
GPO Box 4103 Sydney NSW 2001
DX 967 Sydney

Summary of Owners Report

Address: - 47 Ramsay Road Five Dock

Description: - Lots 17 & 18 D.P.7401

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition
21.08.1913 (1913 to 1920)	Patrick James Cashman (Gentleman) (& his deceased estate)	Volume 2393 Folio 108
19.08.1920 (1920 to 1947)	Mary Cashman (Widow)	Volume 2393 Folio 108
26.05.1947 (1947 to 1952)	Margaret Maud Cashman (Spinster)	Volume 2393 Folio 108 Now Volume 5787 Folio 200
10.10.1952 (1952 to 1954)	Martin Properties Pty Limited	Volume 5787 Folio 200
08.04.1954 (1954 to 1954)	Ampol Petroleum Limited	Volume 5787 Folio 200
08.04.1954 (1954 to 1961)	Martin Properties Pty Limited	Volume 5787 Folio 200
14.10.1961 (1961 to 1982)	Ampol Petroleum Limited Now Ampol Limited	Volume 5787 Folio 200
25.02.1987 (1987 to 2002)	Solo Rent-A-Car Pty Ltd	Volume 5787 Folio 200 Now Auto Consol 5787-200
10.04.2002 (2002 to 2021)	Caltex Australia Petroleum Pty Ltd Now Ampol Australia Petroleum Pty Ltd	Auto Consol 5787-200
30.08.2021 (2021 to Date)	# One Fund Services Ltd	Auto Consol 5787-200

 # Denotes Current Registered Proprietor(s)

Easements: - NIL

Leases: -

- 25.11.1954 (G198871) Lease to Martin Properties Pty Limited to Ampol Petroleum Limited.
- 29.01.1975 (P137660) Lease to Whalecar Wash International Pty Ltd of premises known as Fairlight Service Station.
- 30.08.2021 (AR92111) Lease to Ampol Australia Management Pty Ltd. Expires: 17.11.2039. Option of Renewal: 10 Years and a further option of 10 Years and a further option of 5 Years.

Yours Sincerely
Emily Shackleton
20 December 2024

Email: specialisedservices@infotrack.com.au

LAND REGISTRY SERVICES

Cadastral Records Enquiry Report : Lot 18 DP 7401

Ref : 47 Ramsay Road, Five Dock

Locality : FIVE DOCK
Parish : CONCORD
LGA : CANADA BAY
County : CUMBERLAND



Report Generated 10:11:02 AM, 18 December, 2024
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This information is provided as a searching aid only.Whilst every endeavour is made to ensure that current map, plan and titling information is accurately reflected, the Registrar General cannot guarantee the information provided. For ALL ACTIVITY PRIOR TO SEPTEMBER 2002 you must refer to the RGs Charting and Reference Maps

Req:R561965 /Doc:DP 0007401 P /Rev:30-Oct-1996 /NSW LRS /Pgs:ALL /Prt:17-Dec-2024 14:56 /Seq:1 of 4
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InfoTrack

DRUMMOYNE

Plan of

DP 7401 (E)

ITH'S PADDOCK

740

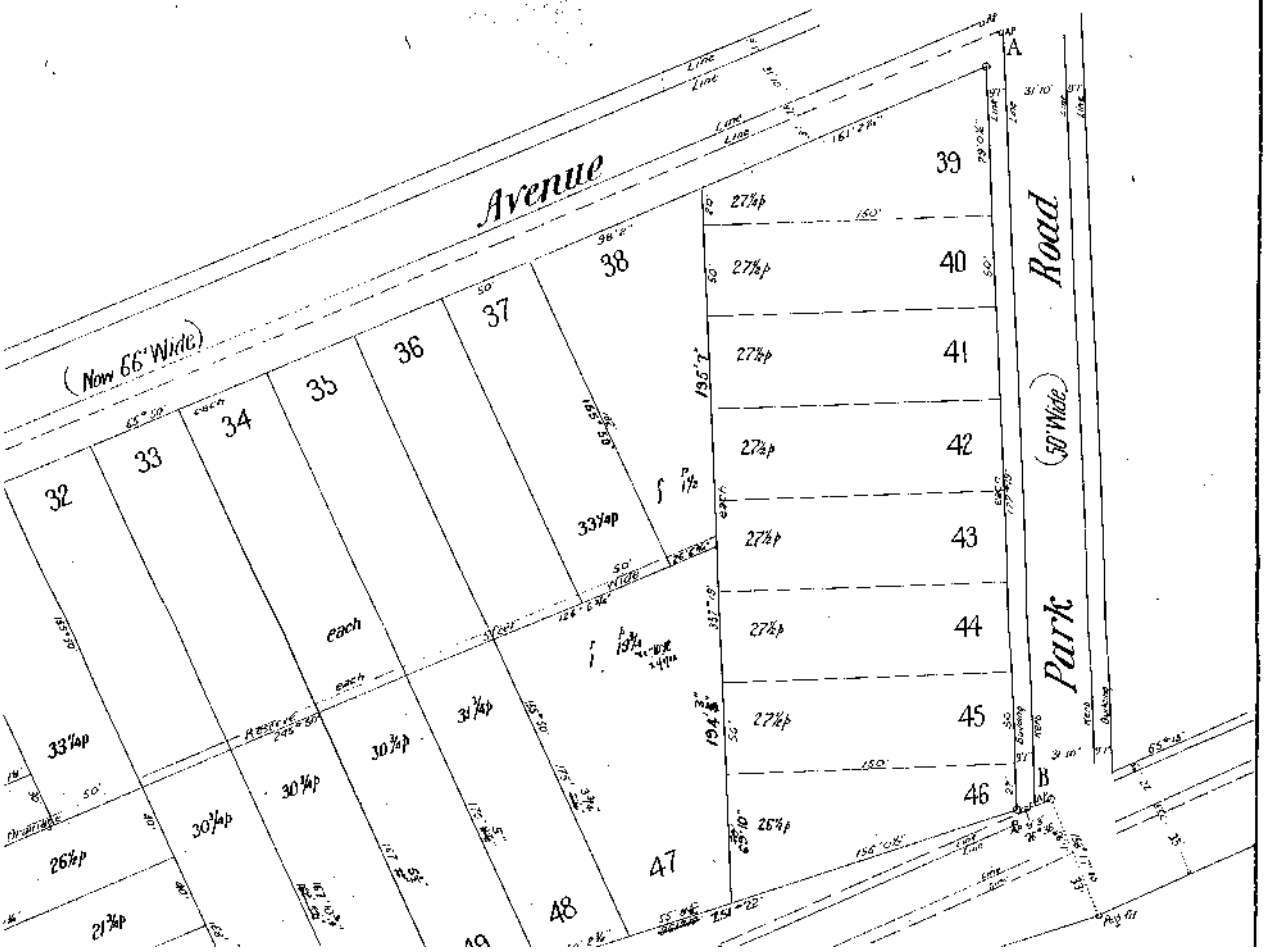
ision of part of Lot 123 Fivedock Estate

ICIPALITY OF DRUMMOYNE

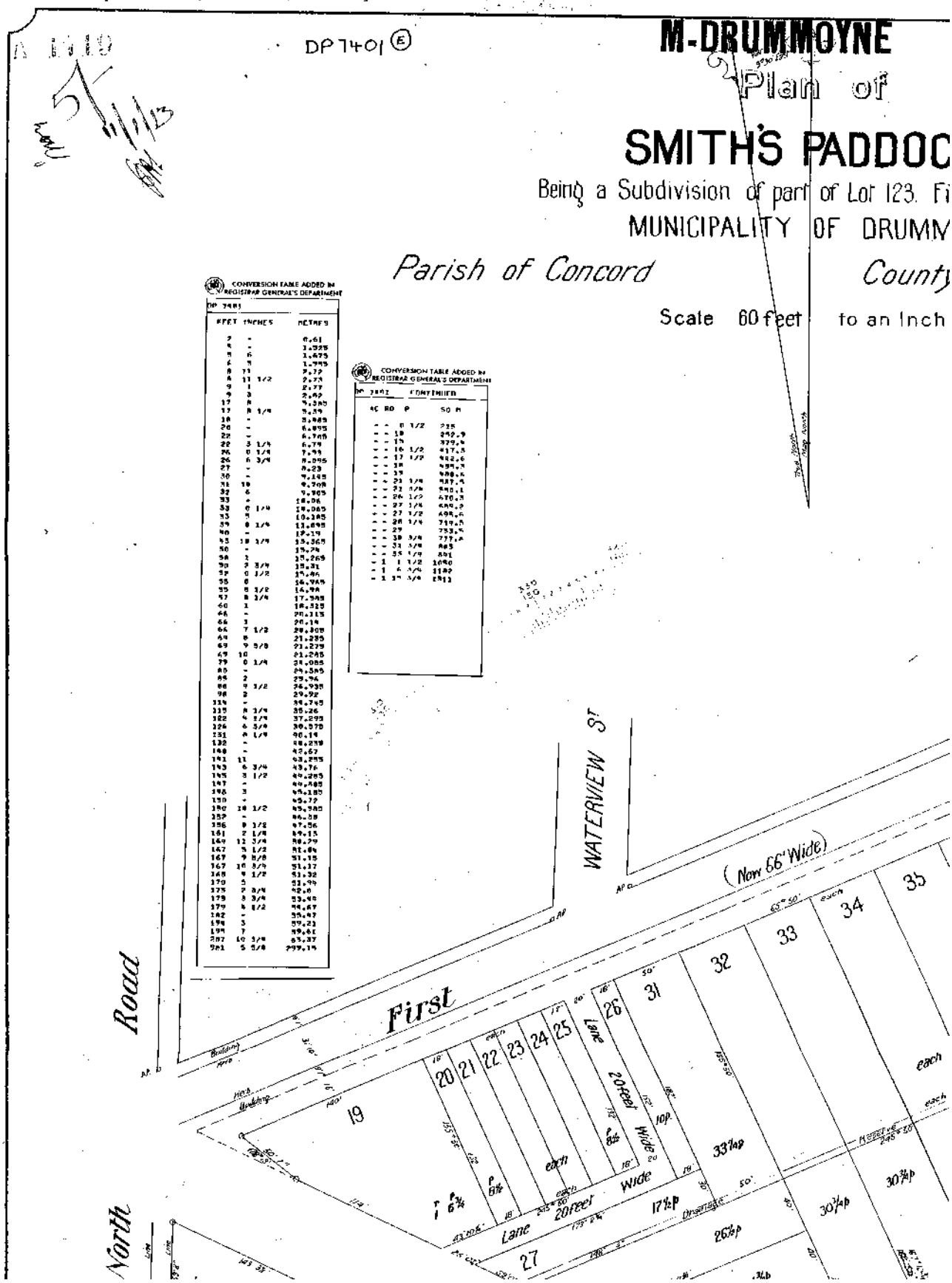
County of Cumberland

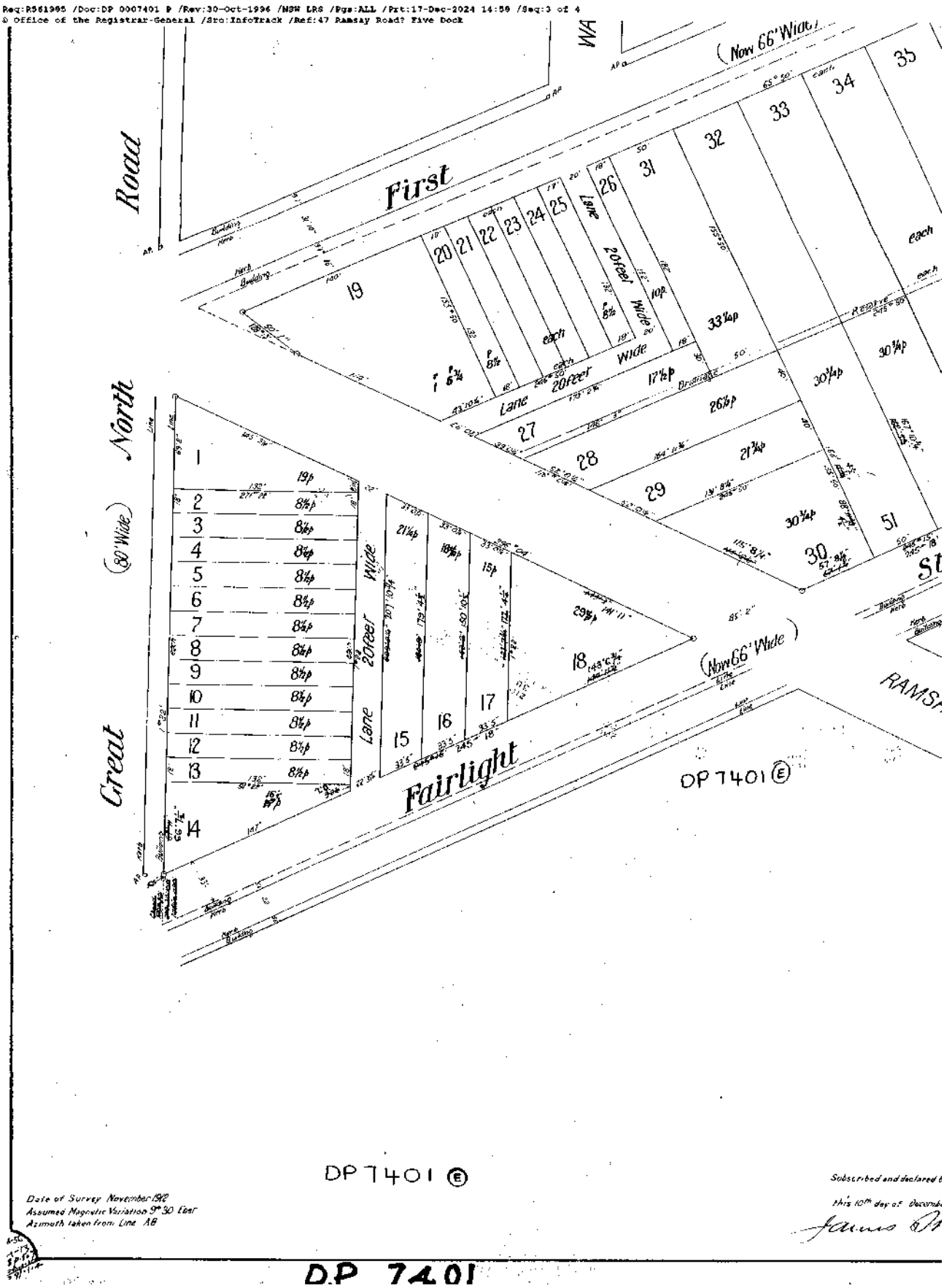
cale 60 feet to an Inch

The alterations in Red of measurements of Lots fronting Fairlight St have been made in accordance with sketch supplied by Lic. Surv. Howard, Sheet 11 of papers Ex. Surv. 14/33

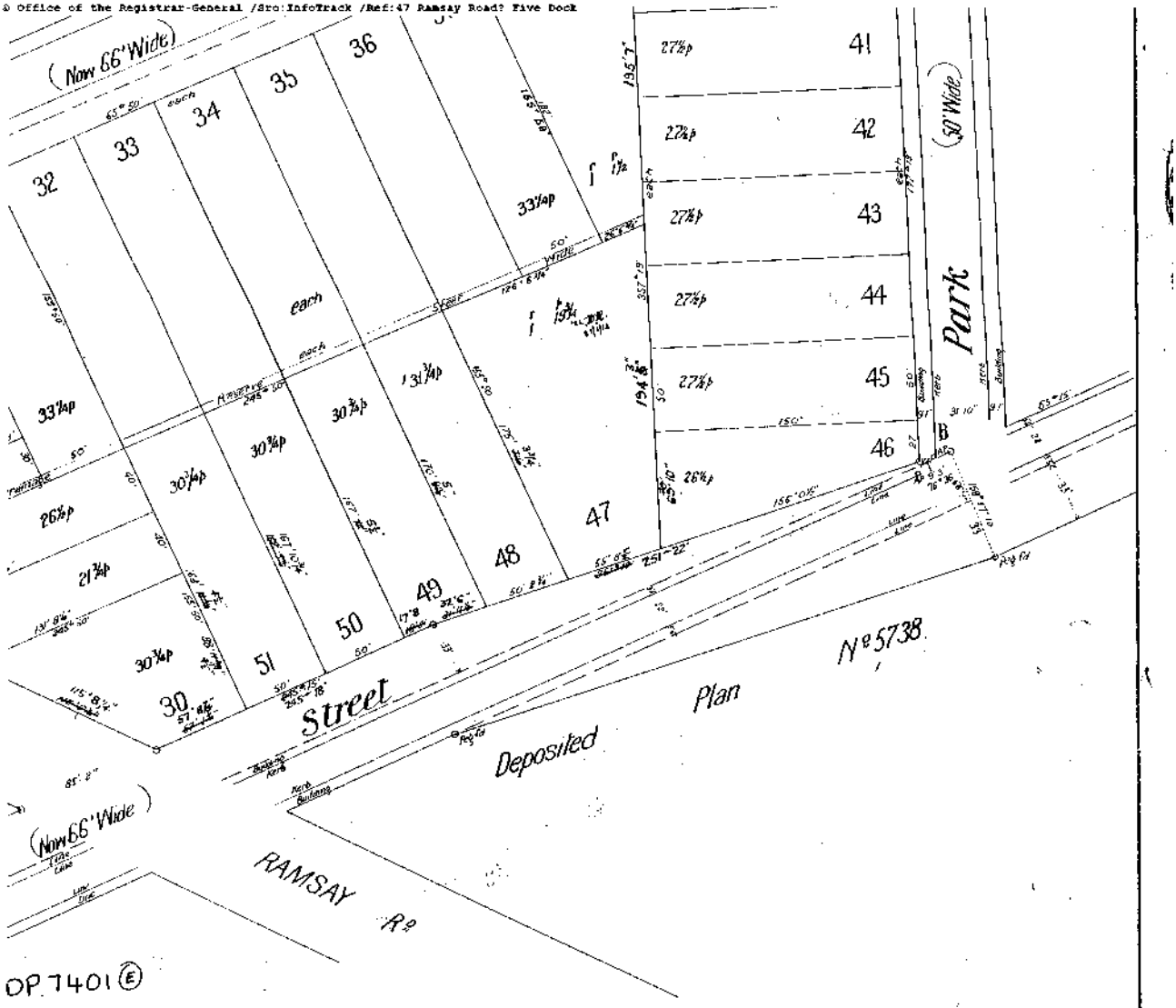


Req:R561965 /Doc:DP 0007401 P /Rev:30-Oct-1996 /NSW LRS /Pgs:ALL /Prt:17-Dec-2024 14:56 /Seq:2 of 4
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Req:R561965 /Doc:DP 0007401 P /Rev:30-Oct-1996 /NSW LRS /Pgs:ALL /Prt:17-Dec-2024 14:56 /Seq:3 of 4
© Office of the Registrar-General /Src:InfoTrack /Ref:47 Ramsay Road? Five Dock
First Road
(Now 66' Wide)
Great North Road
(80' Wide)
Fairlight
(Now 66' Wide)
Lane 20 feet Wide
DP 7401 (E)
Date of Survey November 1912
Assumed Magnetic Variation 9° 30' East
Azimuth taken from Line AB
DP 7401

Req:R561965 /Doc:DP 0007401 P /Rev:30-Oct-1996 /NSW LRS /Pgs:ALL /Prt:17-Dec-2024 14:56 /Seq:4 of 4
© Office of the Registrar-General /Src:InfoTrack /Ref:47 Ramsay Road? Five Dock



MUNICIPALITY OF BURWOOD
Approved
11 - 12 - 12

DP 7401 (E)

I William Henry Howard of Sydney Licensed Surveyor specially licensed under the Real Property Act do hereby solemnly and sincerely declare that the boundaries and measurements shown on this Plan are correct for the purposes of the said Act and that the said Plan and the survey of the land to which the same relates have been prepared and made by me or under my immediate supervision and I make this solemn declaration conscientiously believing the same to be true and by virtue of the provisions of the Oaths Act 1900.

W. H. Howard
Licensed Surveyor

Subscribed and declared before me at Sydney
this 10th day of December A.D. 1912
James Minahan J.P.

LAND REGISTRY SERVICES Historical Search

NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE
17/12/2024 3:08PM

FOLIO: AUTO CONSOL 5787-200

Recorded	Number	Type of Instrument	C.T. Issue
10/6/1993		CONSOL HISTORY RECORD CREATED FOR AUTO CONSOL 5787-200 PARCELS IN CONSOL ARE: 17-18/7401.	
10/4/2002	8496970	TRANSFER	EDITION 1
30/8/2021	AR92102	CHANGE OF NAME	
30/8/2021	AR92111	LEASE	
30/8/2021	AR92120	TRANSFER	EDITION 2

*** END OF SEARCH ***

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Received: 17/12/2024 15:08:35

Req:R562283 /Doc:DL 8496970 /Rev:12-Apr-2002 /NSW LRS /Pgs:ALL /Prt:17-Dec-2024 15:23 /Seq:1 of 2
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Form: 01T
Licence: 01-09-035
Licensee: Minter Ellison

TRANSFER

New South Wales
Real Property Act 1900

8496970Q

PRIVACY NOTE: this information is legally required and wi

STAMP DUTY

Office of State Revenue use only

NEW SOUTH WALES DUTY
19-03-2002 0000923411-004
SECTION 281-ORIGINAL
NO DUTY PAYABLE

(A) **TORRENS TITLE**

If appropriate, specify the part transferred
Folio identifier 4/C/7916, 5/C/7916, 6/C/7916, 1/229494, 1/774308, 1/742871 and auto consol 5787-200

(B) **LODGED BY**

Delivery Box	Name, Address or DX and Telephone	CODES
599D	**MINTER ELLISON** 88 Phillip Street, SYDNEY Telephone (02) 9921 8888 Reference (optional): GMW:20-3554042	**T** **TW** (Sheriff)

(C) **TRANSFEROR**

SOLO RENT-A-CAR PTY LIMITED ACN 005 596 967

(D) **CONSIDERATION** The transferor acknowledges receipt of the consideration of $Nil pursuant to s281 Duties Act 1997 and as

(E) **ESTATE** regards the land specified above transfers to the transferee an estate in fee simple

(F) **SHARE TRANSFERRED**

(G) Encumbrances (if applicable): 1. 2. 3.

(H) **TRANSFEREE**

CALTEX AUSTRALIA PETROLEUM PTY LIMITED ACN 000 032 128

(I) **TENANCY:**

DATE: 07 / 03 / 2002
dd mm yyyy

OFFL V198297
LC

(J) Certified correct for the purposes of the Real Property Act 1900 and executed on behalf of the corporation named below by the authorised person(s) whose signature(s) appear(s) below pursuant to the authority specified.

Corporation **Solo Rent-A-Car Pty Limited ACN 005 596 967**
Authority section 127 of the *Corporations Act 2001* (Cth)

SOLO RENT A CAR PTY. LIMITED A.C.N. 005 596 967 Common Seal

Signature of authorised person
Simon Holworth
Name of authorised person
Director/~~Secretary~~
Office held

Signature of authorised person
Name of authorised person
~~Director~~/Secretary
Office held

ALL HANDWRITING MUST BE IN BLOCK CAPITALS
SYD4_292518_1 (W97)

Page 1 of 2

Req:R562283 /Doc:DL 8496970 /Rev:12-Apr-2002 /NSW LRS /Pgs:ALL /Prt:17-Dec-2024 15:23 /Seq:2 of 2
© Office of the Registrar-General /Src:InfoTrack /Ref:47 Ramsay Road? Five Dock

Certified correct for the purposes of the Real Property Act 1900 by the corporation named below the common seal of which was affixed pursuant to the authority specified and in the presence of the authorised person(s) whose signature(s) appear(s) below.

Corporation **Caltex Australia Petroleum Pty Limited ACN 000 032 128**

Authority section 127 of the *Corporations Act 2001* (Cth)

Signature of authorised person	Signature of authorised person
Name of authorised person	Name of authorised person
Director/Secretary	Director/Secretary
Office held	Office held

CALTEX AUSTRALIA PETROLEUM PTY LTD ACN 000 032 128 Common Seal

SYD4_292518_1 (W97)

Req:R562284 /Doc:DL AR092120 /Rev:31-Aug-2021 /NSW LRS /Pgs:ALL /Prt:17-Dec-2024 15:23 /Seq:1 of 4
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DocuSign Envelope ID: 34FC0518-2F16-4F85-B09D-A9B58BD8695F

Form: 01T
Release: 6.3

TRANSFER

New South Wales
Real Property Act 19

AR92120T

PRIVACY NOTE: Section 31B of the Real Property Act 1900 (RP Act) aut
required by this form for the establishment and maintenance of the Real Property Act Register. Section 96B RP Act requires that the Register is made available to any person for search upon payment of a fee, if any.

STAMP DUTY — Insert Duties Assessment No. as issued by Revenue NSW Office:
Duties Assessment No. 9975710 - 002

(A) TORRENS TITLE — See Annexure A

(B) LODGED BY

Document Collection Box	Name, Address or DX, Telephone, and Customer Account Number if any	CODES
27C	HERBERT SMITH FREEHILLS – LLPN: 124217E ANZ TOWER, 161 CASTLEREAGH STREET, SYDNEY 02 9225 5000 / 82697009 / Transfer 2 Email: Suzanne.Telfer@hsf.com Reference: ~~[illegible] HSF~~ 81774245 HSF	T TW

(C) TRANSFEROR — ~~CALTEX~~ Ampol AUSTRALIA PETROLEUM PTY LTD ACN 000 032 128

(D) CONSIDERATION — The transferor acknowledges receipt of the consideration of $ See eNOS Form and as regards

(E) ESTATE — the abovementioned land transfers to the transferee an estate in fee simple.

(F) SHARE TRANSFERRED — N/A

(G) — Encumbrances (if applicable): 1. N/A 2. 3.

(H) TRANSFEREE — ONE FUND SERVICES LTD ACN 615 523 003

(I) — TENANCY:

DATE — 19 November 2020

(J) Certified correct for the purposes of the *Real Property Act 1900* and executed on behalf of the transferor company named below by the authorised persons whose signatures appear below pursuant to the authority specified:

Company: Ampol ~~CALTEX~~ AUSTRALIA PETROLEUM PTY LTD ACN 000 032 128

Authority: Section 127 of the *Corporations Act 2001*

Electronic signature of me, Joanne Taylor, affixed by me on 13 October 2020 | 7:33:38 AM AEDT	Electronic signature of me, Virginia Papaluca, affixed by me on 09 November 2020 | 3:43:19 PM AEDT
Signature: DocuSigned by: 98457 12C58B542E...	**Signature:** DocuSigned by: Virginia Papaluca 6D70506921634FD...
Name: Joanne Taylor	**Name:** Virginia Papaluca
Position: Director	**Position:** Company Secretary

ALL HANDWRITING MUST BE IN BLOCK CAPITALS.
87700599.1

Page 1 of 4

Req:R562284 /Doc:DL AR092120 /Rev:31-Aug-2021 /NSW LRS /Pgs:ALL /Prt:17-Dec-2024 15:23 /Seq:2 of 4
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DocuSign Envelope ID: 34FC0518-2F16-4F85-B09D-A9B58BD8695F

(J) Certified correct for the purposes of the *Real Property Act 1900* by the transferee's attorneys who each signed this dealing pursuant to the power of attorney specified:

I certify that I am an eligible witness and that the attorney for the transferee signed this dealing in my presence.

[See note* below].

Signature of witness: [signature]
Name of witness: Peter Howe
Address of witness: Level 16 Governor Macquarie Tower 1 Farrer Place Sydney NSW 2000

Signature of attorney: David Lom
Attorney's name: Managing Director Trustee Operations
Signing on behalf of: ONE FUND SERVICES LTD ACN 615 523 003
Power of attorney Book: 4761
-No.: 657

I certify that I am an eligible witness and that the attorney for the transferee signed this dealing in my presence.

[See note* below].

Signature of witness: [signature]
Name of witness: Peter Howe
Address of witness: Level 16 Governor Macquarie Tower 1 Farrer Place Sydney NSW 2000

Signature of attorney: [signature]
Attorney's name: SHANE RITCHIE
MANAGING DIRECTOR, CUSTODY
Signing on behalf of: ONE FUND SERVICES LTD ACN 615 523 003
Power of attorney Book: 4761
-No.: 657

** s117 RP Act requires that you must have known the signatory for more than 12 months or have sighted identifying documentation.*

(K) The transferee's agent certifies that the eNOS data relevant to this dealing has been submitted and stored under eNOS ID No. 2239699 Full name: Suzanne Nadine Telfer Signature: [signature]

ALL HANDWRITING MUST BE IN BLOCK CAPITALS.
87700598

Page 2 of 4

Req:R562284 /Doc:DL AR092120 /Rev:31-Aug-2021 /NSW LRS /Pgs:ALL /Prt:17-Dec-2024 15:23 /Seq:3 of 4
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DocuSign Envelope ID: 34FC0518-2F16-4F85-B09D-A9B58BDB695F

Annexure A to Transfer Form

Transferor: ~~Caltex~~ Ampol Australia Petroleum Pty Ltd ACN 000 032 128

Transferee: One Fund Services Ltd ACN 615 523 003

Site	Marginal Note (A) – Torrens Title
Albion Park Rail	Folio 1/1056414
Barrack Heights	Auto Consol 8429 - 212
Bomaderry	100/1196228
Brunswick Heads	Auto Consol 8211-130
Casino Centre St	Folio B/342061 Folio C/342061
Coolongolook	Folio 1/1225837
Dubbo	Folio 21/546045
Eastern Creek Diesel Stop	Folio 1548/1162668
Five Dock	Auto Consol 5787-200
Forster	Auto Consol 7050-165
Glenbrook	Folio 10/1224681

Transferor:

Electronic signature of me, Joanne Taylor, affixed by me, or at my direction, on
13 October 2020 | 7:33:38 AM AEDT

Electronic signature of me, Virginia Papaluca, affixed by me, or at my direction, on
09 November 2020 | 3:43:19 PM AEDT

Signature: DocuSigned by: 88457126C58B542E...

Signature: DocuSigned by: Virginia Papaluca 8D7050692163AFD...

Transferee:

Attorney Signature: SHANE RITCHIE
MANAGING DIRECTOR, CUSTODY

Witness Signature: David Lom

Peter Howe
Managing Director
Trustee Operations

Attorney Signature:

Witness Signature:

Peter Howe

88445208.1

Page 3 of 4

Req:R562284 /Doc:DL AR092120 /Rev:31-Aug-2021 /NSW LRS /Pgs:ALL /Prt:17-Dec-2024 15:23 /Seq:4 of 4
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DocuSign Envelope ID: 34FC0518-2F16-4F85-B09D-A9B58BD8695F

Site	Marginal Note (A) – Torrens Title
Gosford West	Folio 342/801473
Goulburn	Folio 1/59237 Folio 1/91409 Folio 11/1107652
Grafton	Folio 4/318182
Greenacre	Folio 2/835847
Heathcote	Folio 81/558873
Holbrook	Folio 1/260516

Transferor:

Electronic signature of me, Joanne Taylor, affixed by me, or at my direction, on
13 October 2020 | 7:33:38 AM AEDT

Signature: DocuSigned by: [signature] 9E457F12C588542E...

Electronic signature of me, Virginia Papaluca, affixed by me, or at my direction, on
09 November 2020 | 3:43:19 PM AEDT

Signature: DocuSigned by: Virginia Papaluca 8D7050692183AFD...

Transferee:

Attorney Signature: [signature]
SHANE RITCHIE
MANAGING DIRECTOR, CUSTODY

Witness Signature: Peter Howe

Attorney Signature: [signature]
David Lom
Managing Director
Trustee Operations

Witness Signature: Peter Howe

88445208

Page 4 of 4

LAND REGISTRY SERVICES

Title Search

InfoTrack

NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: AUTO CONSOL 5787-200

SEARCH DATE	TIME	EDITION NO	DATE
17/12/2024	2:54 PM	2	30/8/2021

LAND

LAND DESCRIBED IN SCHEDULE OF PARCELS
LOCAL GOVERNMENT AREA CANADA BAY
PARISH OF CONCORD COUNTY OF CUMBERLAND
TITLE DIAGRAM DP7401

FIRST SCHEDULE

ONE FUND SERVICES LTD (T AR92120)

SECOND SCHEDULE (3 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2 F775860 RIGHT OF CARRIAGEWAY AFFECTING THE PART OF THE LAND ABOVE DESCRIBED SHOWN SO BURDENED IN VOL 5787 FOL 200
3 AR92111 LEASE TO AMPOL AUSTRALIA MANAGEMENT PTY LTD EXPIRES: 17/11/2039. OPTION OF RENEWAL: 10 YEARS AND A FURTHER OPTION OF 10 YEARS AND 6 FURTHER OPTIONS OF 5 YEARS.

NOTATIONS

UNREGISTERED DEALINGS: NIL

SCHEDULE OF PARCELS

LOTS 17-18 IN DP7401.

*** END OF SEARCH ***

47 Ramsay Road, Five Dock... PRINTED ON 17/12/2024

* Any entries preceded by an asterisk do not appear on the current edition of the Certificate of Title. Warning: the information appearing under notations has not been formally recorded in the Register. InfoTrack an approved NSW Information Broker hereby certifies that the information contained in this document has been provided electronically by the Registrar General in accordance with Section 96B(2) of the Real Property Act 1900.

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Received: 17/12/2024 14:54:00

ABN: 36 092 724 251
Ph: 02 9099 7400
(Ph: 0412 199 304)

Level 14, 135 King Street, Sydney
Sydney 2000
GPO Box 4103 Sydney NSW 2001
DX 967 Sydney

Summary of Owners Report

Address: - 146 Great North Road, Five Dock, NSW 2046

Description: - Lot 101 D.P. 1267127

As regards to the parts numbered 1 on attached Cadastral Records Enquiry Report: -

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
27.01.1920 (1920 to 1922)	Frank Oswald Rose (Motor Mechanic)	Volume 2657 Folio 153
10.01.1922 (1922 to 1922)	George Bennett (Fitters Laborer)	Volume 2657 Folio 153
24.04.1922 (1922 to 1929)	Mary Ann Lewis (Married Woman)	Volume 2657 Folio 153
22.02.1929 (1929 to 1954)	Minnie Deane (Married Woman) May Florence Cowdery (Woman)	Volume 2657 Folio 153 Now Volume 4266 Folios 20 & 21
20.07.1954 (1954 to 1959)	Henry Cureton Deane (Solicitor) (Transmission Application not investigated)	Volume 4266 Folios 20 & 21
20.01.1959 (1959 to 1966)	Walter Geoffrey Roper (Medical Practitioner) Cecily Mary Allare (Married Woman)	Volume 4266 Folios 20 & 21
14.05.1966 (1966 to 1981)	Cecily Mary Allare (Married Woman)	Volume 4266 Folios 20 & 21 Now Volume 10374 Folio 87
19.11.1981 (1981 to 1982)	Robert Hugh Roper Olaf Oscar Moen	Volume 10374 Folio 87
11.05.1982 (1982 to 1995)	George Christoper Peponis Carlo Teresio Penna (Transmission Application not investigated)	Volume 10374 Folio 87 Now 7/4855
04.07.1995 (1995 to 1997)	Perry Ellis Dean Ellis	7/4855
16.07.1997 (1997 to 2006)	Dean Ellis	7/4855
17.10.2006 (2006 to 2017)	Jads Corporation Pty Ltd	7/4855
05.07.2017 (2017 to Date)	# HPPS Group Holdings Pty Ltd	7/4855 Then 2308/1255885 Now 101/1267127

 # Denotes current registered proprietor

Email: SpecialisedServices@infotrack.com.au

ABN: 36 092 724 251
Ph: 02 9099 7400
(Ph: 0412 199 304)

Level 14, 135 King Street, Sydney
Sydney 2000
GPO Box 4103 Sydney NSW 2001
DX 967 Sydney

As regards to the part numbered 2 on attached Cadastral Records Enquiry Report: -

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
13.10.1921 (1921 to 1922)	Ernest Monteith Maurice (Electrician)	Volume 3237 Folio 44
22.07.1922 (1922 to 1924)	Christian Samuel Wilhellam (Carpenter)	Volume 3237 Folio 44
22.09.1924 (1924 to 1946)	Ernest Percival Stubbs (Builder) Robert Lindsay Childerhus Stubbs (Builder) Leonard Arthur Stubbs (Builder)	Volume 3237 Folio 44
19.08.1946 (1946 to 1956)	Sydney Joseph Beard (Garage Proprietor) Lilian Elizabeth Beard (Married Woman now Widow)	Volume 3237 Folio 44
22.03.1956 (1956 to 1969)	Lilian Elizabeth Beard (Widow) (Notice of Death)	Volume 3237 Folio 44
26.03.1969 (1969 to 1969)	May Usher (Married Woman) (Section 94 Application not investigated)	Volume 3237 Folio 44
26.03.1969 (1969 to 1997)	Edward Armando Licciardo (Panelbeater) Felice Antonio Licciardo (Entertainer)	Volume 3237 Folio 44 Then Volume 11500 Folio 66 Now 8/4855
11.09.1997 (1997 to 2013)	Joseph Cautela Antonella Cautela Domenico Tringali Santina Tringali	8/4855
05.10.2013 (2013 to 2017)	Joseph Cautela (Now Joseph Anthony Cautela) Antonella Cautela	8/4855
04.07.2017 (2017 to Date)	# HPPS Group Holdings Pty Ltd	8/4855 Then 2308/1255885 Now 101/1267127

 # Denotes current registered proprietor

Leases, as to the whole, excluding premises: -

- 26.03.1925 (B206496): Lease to Alfred Henry Holmes (Motor Mechanic). Expired by effluxion of time 29.05.1930. (Affecting Part 2 Only).
- 24.03.1930 (B974811): Lease to Carleton Fletcher Moore (Garage Proprietor) and Hubert Edward Waddle (Garage Proprietor). Expired by effluxion of time 09.12.1946. (Affecting Part 2 Only).
- Various leases were found from 11.09.1990 that have since been surrendered or expired by effluxion of time – not investigated.

Continued Over.

ABN: 36 092 724 251
Ph: 02 9099 7400
(Ph: 0412 199 304)

Level 14, 135 King Street, Sydney
Sydney 2000
GPO Box 4103 Sydney NSW 2001
DX 967 Sydney

Easements, as to the whole: -

- 08.02.2021 (D.P. 1267127): Easement for support & shelter affecting the whole of the land above described.
- 08.02.2021 (D.P. 1267127): Easement for services referred to and numbered (2) in the S.88B instrument affecting the whole of the land above described.
- 08.02.2021 (D.P. 1267127): Easement for services (access) referred to and numbered (3) in the S.88B instrument affecting the whole of the land above described.
- 08.02.2021 (D.P. 1267127): Easement for services (provisional) referred to and numbered (4) in the S.88B instrument affecting the whole of the land above described.
- 08.02.2021 (D.P. 1267127): Easement for emergency egress affecting the whole of the land above described.
- 08.02.2021 (D.P. 1267127): Easement for emergency egress affecting the whole of the land above described.
- 08.02.2021 (D.P. 1267127): Easement for permit encroaching structure to remain affecting the whole of the land above described.
- 08.02.2021 (D.P. 1267127): Easement for kitchen exhaust affecting the whole of the land above described.
- 08.02.2021 (D.P. 1267127): Easement for grease arrestor affecting the whole of the land above described.
- 08.02.2021 (D.P. 1267127): Easement for pedestrian access variable width (limited in stratum) referred to and numbered (12) in the S.88B instrument affecting the part(s) of the land above described.
- (D.P. 1267127): Easement for vehicular access variable width (limited in stratum) referred to and numbered (15) in the S.88B instrument affecting the part(s) of the land above described.
- 08.02.2021 (D.P. 1267127): Easement to clean garbage bins variable width (limited in stratum) affecting the part(s) of the land above described.
- 08.02.2021 (D.P. 1267127): Easement for movement of garbage bins variable width (limited in stratum) affecting the part(s) of the land above described.
- 08.02.2021 (D.P. 1267127): Easement for movement of garbage bins variable width (limited in stratum) affecting the part(s) of the land above described.
- 11.02.2021 (S.P. 102267): Easement for subjacent and lateral support and easement for shelter implied by Section 106 Strata Schemes Development Act 2015.

Yours Sincerely
Taylor Wilson
20th December 2024

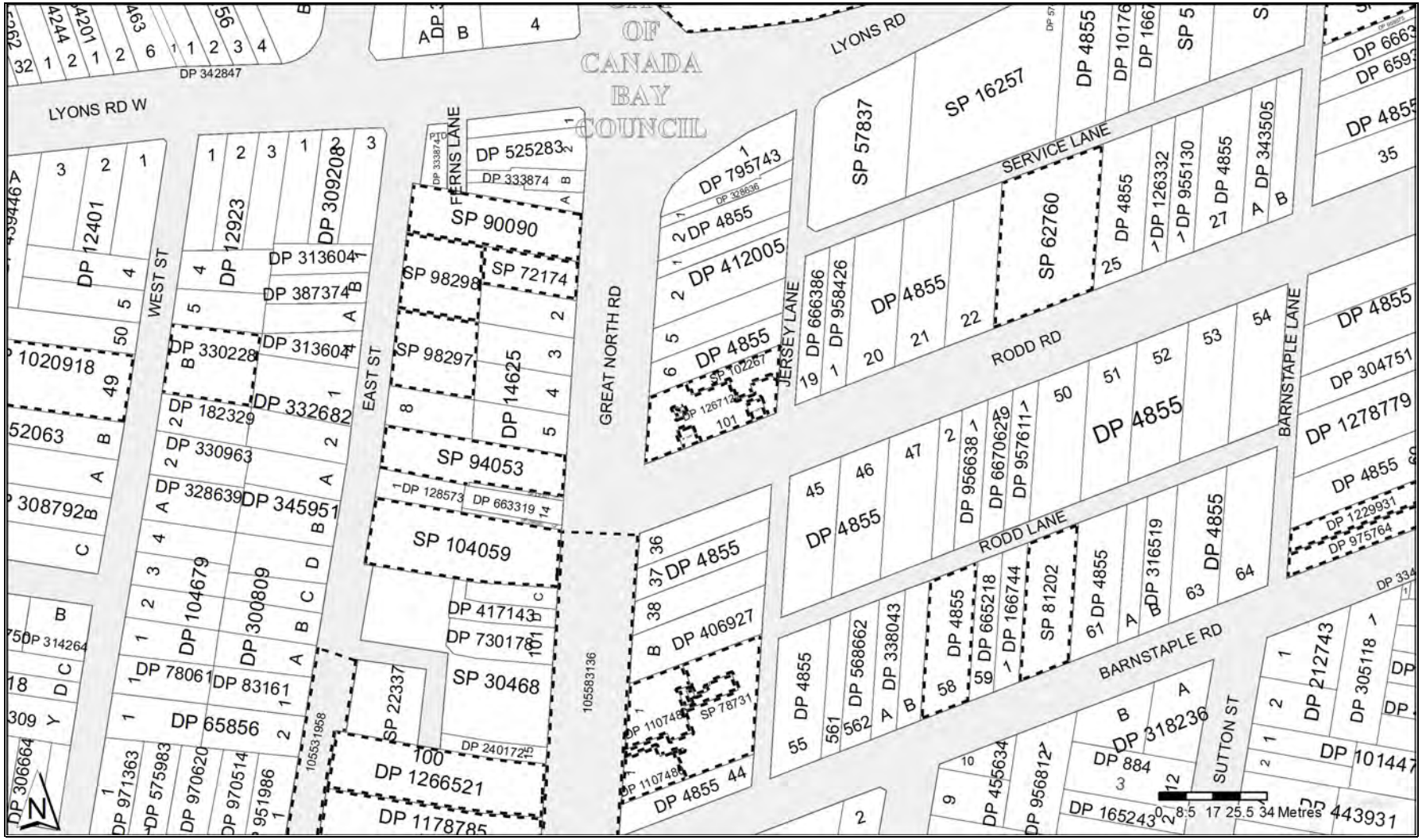
Email: SpecialisedServices@infotrack.com.au 3

LAND REGISTRY SERVICES

Cadastral Records Enquiry Report : Lot 101 DP 1267127

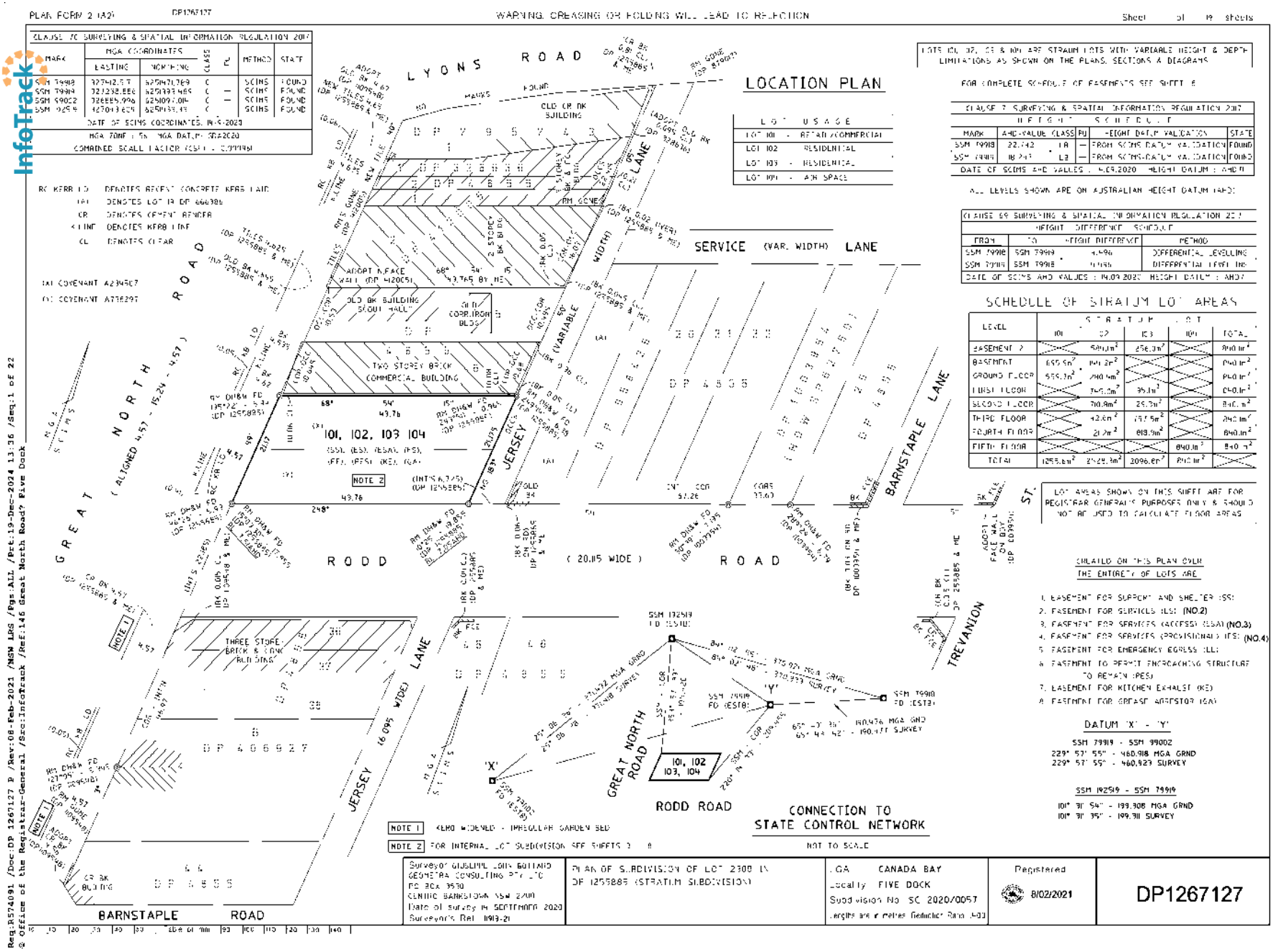
Ref : 146 Great North Road, Five Dock

Locality : FIVE DOCK
Parish : CONCORD
LGA : CANADA BAY
County : CUMBERLAND



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This information is provided as a searching aid only.Whilst every endeavour is made to ensure that current map, plan and titling information is accurately reflected, the Registrar General cannot guarantee the information provided. For ALL ACTIVITY PRIOR TO SEPTEMBER 2002 you must refer to the RGs Charting and Reference Maps

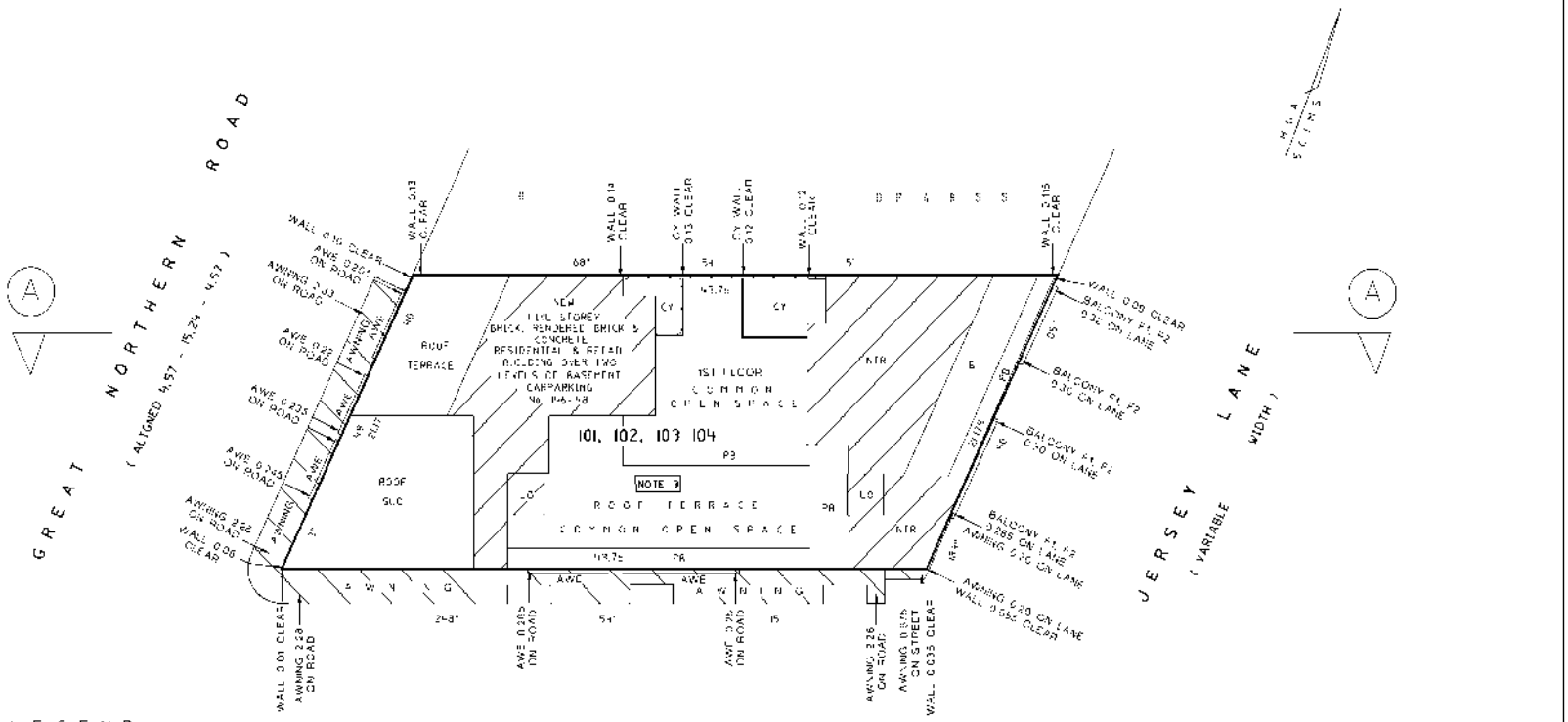

PLAN FORM 2 (A2)
DP1267127
WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION
Sheet 1 of 2 sheets
CLAUSE 7C SURVEYING & SPATIAL INFORMATION REGULATION 2017
MGA COORDINATES
MARK
EASTING
NORTHING
CLASS
PU
METHOD
STATE
SSM 79918
SSM 79919
SSM 99002
SSM 92549
DATE OF SCIMS COORDINATES: 14-9-2020
MGA ZONE : 56 MGA DATUM: GDA2020
COMBINED SCALE FACTOR (CSF) : 0.999961
LOTS 101, 102, 103 & 104 ARE STRATUM LOTS WITH VARIABLE HEIGHT & DEPTH LIMITATIONS AS SHOWN ON THE PLANS, SECTIONS & DIAGRAMS
FOR COMPLETE SCHEDULE OF EASEMENTS SEE SHEET 2
LOCATION PLAN
LOT USAGE
LOT 101 - RETAIL/COMMERCIAL
LOT 102 RESIDENTIAL
LOT 103 - RESIDENTIAL
LOT 104 - AIR SPACE
CLAUSE 7 SURVEYING & SPATIAL INFORMATION REGULATION 2017
HEIGHT SCHEDULE
MARK
AHD-VALUE (CLASS)
PU
HEIGHT DATUM VALIDATION
STATE
SSM 79918
SSM 79919
DATE OF SCIMS AHD VALUES : 14.09.2020 HEIGHT DATUM : AHD71
ALL LEVELS SHOWN ARE ON AUSTRALIAN HEIGHT DATUM (AHD)
CLAUSE 69 SURVEYING & SPATIAL INFORMATION REGULATION 2017
HEIGHT DIFFERENCE SCHEDULE
FROM
TO
HEIGHT DIFFERENCE
METHOD
SSM 79918
SSM 79919
4.496
DIFFERENTIAL LEVELLING
SSM 79919
SSM 79918
-4.496
DIFFERENTIAL LEVELLING
DATE OF SCIMS AHD VALUES : 14.09.2020 HEIGHT DATUM : AHD71
SCHEDULE OF STRATUM LOT AREAS
LEVEL
STRATUM LOT
101
102
103
104
TOTAL
BASEMENT 2
BASEMENT
GROUND FLOOR
FIRST FLOOR
SECOND FLOOR
THIRD FLOOR
FOURTH FLOOR
FIFTH FLOOR
TOTAL
LOT AREAS SHOWN ON THIS SHEET ARE FOR REGISTRAR GENERAL PURPOSES ONLY & SHOULD NOT BE USED TO CALCULATE FLOOR AREAS
CREATED ON THIS PLAN ONLY IN THE ENTIRETY OF LOTS ARE
1. EASEMENT FOR SUPPORT AND SHELTER (SS)
2. EASEMENT FOR SERVICES (ES) (NO.2)
3. EASEMENT FOR SERVICES (ACCESS) (ESA) (NO.3)
4. EASEMENT FOR SERVICES (PROVISIONAL) (ES) (NO.4)
5. EASEMENT FOR EMERGENCY EGRESS (EE)
6. EASEMENT TO PERMIT ENCROACHING STRUCTURE TO REMAIN (PES)
7. EASEMENT FOR KITCHEN EXHAUST (KE)
8. EASEMENT FOR GREASE ARRESTOR (GA)
DATUM 'X' - 'Y'
SSM 79919 - SSM 99002
229° 57' 55" - 460.918 MGA GRND
229° 57' 55" - 460.923 SURVEY
SSM 92549 - SSM 79919
101° 31' 54" - 199.908 MGA GRND
101° 31' 35" - 199.911 SURVEY
CONNECTION TO STATE CONTROL NETWORK
NOT TO SCALE
NOTE 1 KERB WIDENED - IRREGULAR GARDEN BED
NOTE 2 FOR INTERNAL LOT SUBDIVISION SEE SHEETS 3 & 4
LYONS ROAD
GREAT NORTH ROAD
SERVICE (VAR. WIDTH) LANE
BARNSTAPLE LANE
RODD ROAD
JERSEY LANE
TREVANION ST.
BARNSTAPLE ROAD
TWO STOREY BRICK COMMERCIAL BUILDING
THREE STOREY BRICK & CONC BUILDING
OLD BK BUILDING "SCOUT HALL"
101, 102, 103 104
Surveyor GUILLAME JOHN BOTTARO
GEOMETRA CONSULTING PTY LTD
PO BOX 3530
CENTRAL BANKSTOWN NSW 2200
Date of survey 14 SEPTEMBER 2020
Surveyor's Ref 1919-21
PLAN OF SUBDIVISION OF LOT 2300 IN DP 1255885 (STRATUM SUBDIVISION)
LGA CANADA BAY
Locality FIVE DOCK
Subdivision No SC 2020/0057
Registered 8/02/2021
DP1267127
Reg:R574091 /Doc:DP 1267127 B /Rev:08-Feb-2021 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:36 /Seq:1 of 22
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PLAN FORM 2 (A2) DP1267127 WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION Sheet 2 of 19 sheets

SEE SHEET 19 FOR SURVEY INFORMATION & SURVEY PEGGING MARKS

LOTS 101, 102, 103 & 104 ARE STRATUM LOTS WITH VARIABLE HEIGHT & DEPTH LIMITATIONS AS SHOWN ON THE PLANS, SECTIONS & DIAGRAMS

SITE LOCATION PLAN



LEGEND

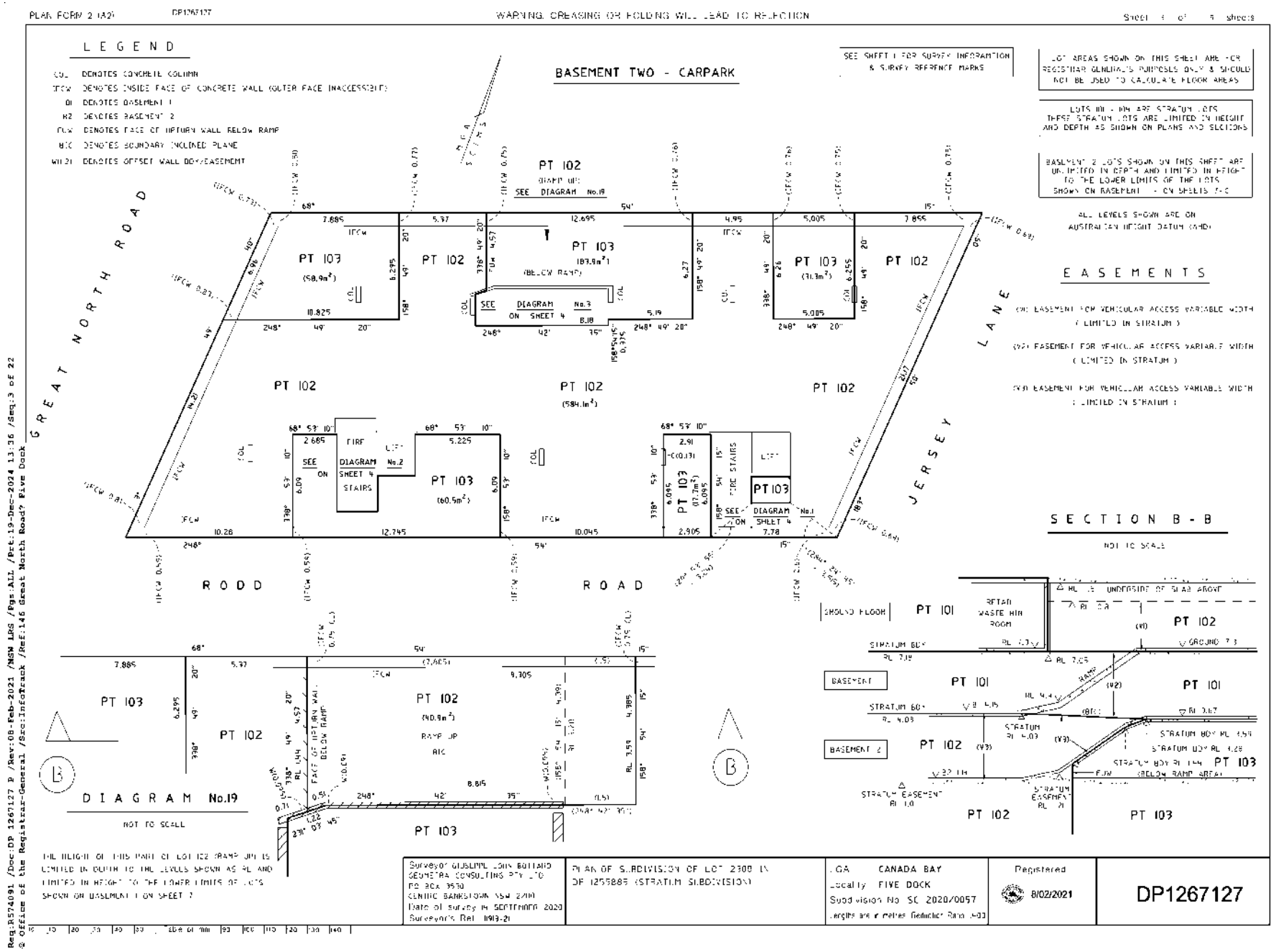
NTR DENOTES NON TRAFFICABLE ROOF
LO DENOTES LIFT OVERRUN
F1 F2 DENOTES FIRST FLOOR, SECOND FLOOR
PB DENOTES WINDOW PLANTER BOX
CY DENOTES COURTYARD
B DENOTES BALCONY
SLC DENOTES SERVICE USE ONLY (COMMON PROPERTY)
AWE DENOTES ALUMINIUM WINDOW EXTRUSION (ARCHITECTURAL EMBELLISHMENT) ON F1 (FIRST FLOOR) F2 (SECOND FLOOR) & F3 (THIRD FLOOR)

SEE SHEET 18 FOR SECTION A-A

NOTE 7 FOR INTERNAL LOT SUBDIVISION SEE SHEETS 7 - 19

Surveyor GUSTAVE JOHN BOTTARO GEOMETRA CONSULTING PTY LTD PO Box 3570 CENTRE BANKSTOWN NSW 2200 Date of survey 14 SEPTEMBER 2020 Surveyor's Ref 1913-21	PLAN OF SUBDIVISION OF LOT 2300 IN DP 1255885 (STRATUM SUBDIVISION)	LGA CANADA BAY Locality FIVE DOCK Subdivision No SC 2020/0057 Lengths are in metres (Reduction Ratio 1:00)	Registered 8/02/2021	DP1267127

Reg:R574091 /Doc:DP 1267127 B /Rev:08-Feb-2021 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:36 /Seq:2 of 22
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PLAN FORM 2 (A2)
DP1267127
WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION
Sheet 4 of 6 sheets
LEGEND
COL DENOTES CONCRETE COLUMN
IFCW DENOTES INSIDE FACE OF CONCRETE WALL (OUTER FACE INACCESSIBLE)
B1 DENOTES BASEMENT 1
B2 DENOTES BASEMENT 2
RCW DENOTES FACE OF RETURN WALL BELOW RAMP
BIC DENOTES BOUNDARY INCLINED PLANE
W(B2) DENOTES OFFSET WALL BOX/EASEMENT
BASEMENT TWO - CARPARK
SEE SHEET 1 FOR SURVEY INFORMATION & SURVEY REFERENCE MARKS
LOT AREAS SHOWN ON THIS SHEET ARE FOR REGISTRAR GENERAL'S PURPOSES ONLY & SHOULD NOT BE USED TO CALCULATE FLOOR AREAS
LOTS 101 - 104 ARE STRATUM LOTS THESE STRATUM LOTS ARE LIMITED IN HEIGHT AND DEPTH AS SHOWN ON PLANS AND SECTIONS
BASEMENT 2 LOTS SHOWN ON THIS SHEET ARE UNLIMITED IN DEPTH AND LIMITED IN HEIGHT TO THE LOWER LIMITS OF THE LOTS SHOWN ON BASEMENT 1 ON SHEETS 3 & 5
ALL LEVELS SHOWN ARE ON AUSTRALIAN HEIGHT DATUM (AHD)
EASEMENTS
(A) EASEMENT FOR VEHICULAR ACCESS VARIABLE WIDTH (LIMITED IN STRATUM)
(W2) EASEMENT FOR VEHICULAR ACCESS VARIABLE WIDTH (LIMITED IN STRATUM)
(W3) EASEMENT FOR VEHICULAR ACCESS VARIABLE WIDTH (LIMITED IN STRATUM)
GREAT NORTH ROAD
JERSEY LANE
ROAD
ROAD
PT 102
RAMP UP SEE DIAGRAM No.18
PT 103
(187.9m²)
(BELOW RAMP)
PT 103
(58.9m²)
PT 103
(31.3m²)
PT 102
(584.1m²)
PT 103
(60.5m²)
PT 103
(37.7m²)
SEE DIAGRAM No.3 ON SHEET 4
SEE DIAGRAM No.2 ON SHEET 4 STAIRS
SEE DIAGRAM No.1 ON SHEET 4
FIRE STAIRS
LIFT
DIAGRAM No.19
NOT TO SCALE
PT 102
(40.9m²)
RAMP UP
BIC
FACE OF RETURN WALL BELOW RAMP
THE HEIGHT OF THIS PART OF LOT 102 (RAMP UP) IS LIMITED IN DEPTH TO THE LEVELS SHOWN AS RL AND LIMITED IN HEIGHT TO THE LOWER LIMITS OF LOTS SHOWN ON BASEMENT 1 ON SHEET 3
SECTION B - B
NOT TO SCALE
GROUND FLOOR
PT 101
RETAIL WASTE BIN ROOM
UNDERSIDE OF SLAB ABOVE
STRATUM BDY RL 7.19
GROUND 7.3
BASEMENT 1
PT 101
STRATUM BDY RL 4.03
STRATUM BDY RL 4.58
STRATUM BDY RL 4.28
STRATUM BDY RL 1.44
BASEMENT 2
PT 102
PT 103
STRATUM EASEMENT RL 1.0
STRATUM EASEMENT RL 0
PT 102
PT 103
Surveyor GIUSEPPE JOHN BOTTARO
GEOMETRA CONSULTING PTY LTD
PO BOX 3550
CENTRE BANKSTOWN NSW 2200
Date of survey 14 SEPTEMBER 2020
Surveyor's Ref 1919-21
PLAN OF SUBDIVISION OF LOT 2300 IN DP 1255885 (STRATUM SUBDIVISION)
LGA CANADA BAY
Locality FIVE DOCK
Subdivision No SC 2020/0057
Registered 8/02/2021
DP1267127
Reg:R574091 /Doc:DP 1267127 B /Rev:08-Feb-2021 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:36 /Seq:3 of 22
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PLAN FORM 2 (A2) DP1267127 WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION Sheet 4 of 15 sheets

BASEMENT TWO - CARPARK EASEMENTS

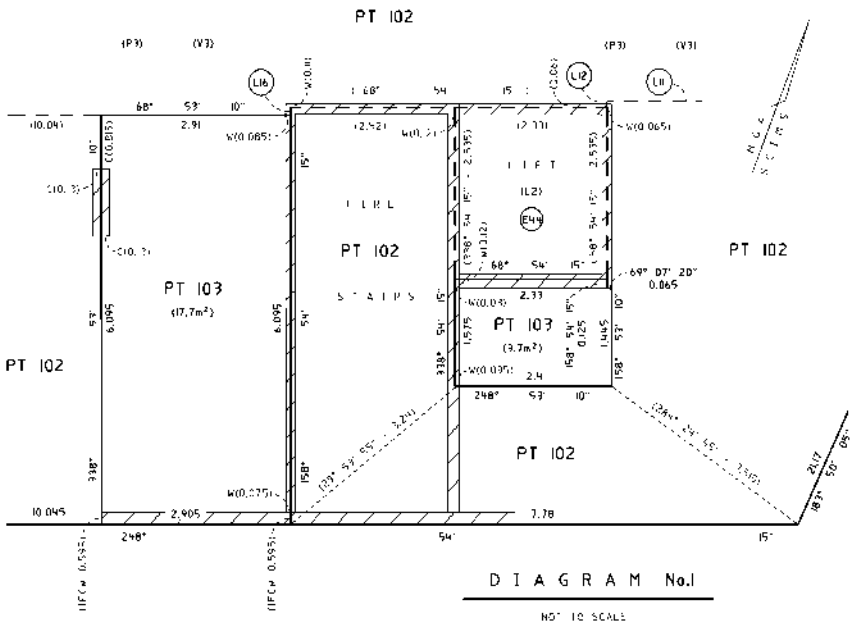


DIAGRAM No.1

NOT TO SCALE

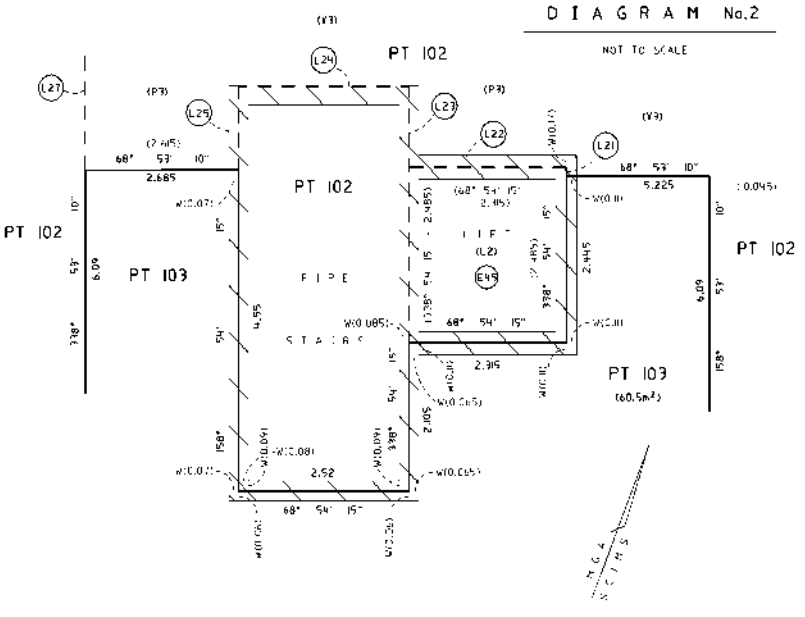


DIAGRAM No.2

NOT TO SCALE

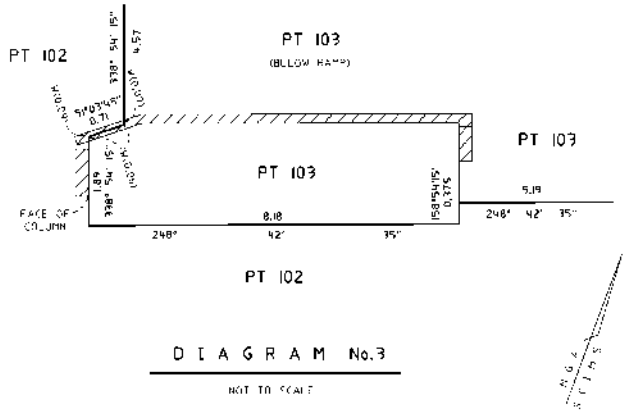


DIAGRAM No.3

NOT TO SCALE

EASEMENTS

(L2) DENOTES EASEMENT FOR THE USE OF LIFT VARIABLE WIDTH - LIMITED IN STRATUM

(V3) DENOTES EASEMENT FOR VEHICULAR ACCESS VARIABLE WIDTH - LIMITED IN STRATUM

(P3) DENOTES EASEMENT FOR PEDESTRIAN ACCESS VARIABLE WIDTH - LIMITED IN STRATUM

LEGEND

IFCW DENOTES INSIDE FACE OF CONCRETE WALL (OUTER FACE INACCESSIBLE)

W(0.0) DENOTES OFFSET WALL - EDY/EASEMENT

C(0.2) DENOTES OFFSET COLUMN-EDY/EASEMENT

(L15) DENOTES EASEMENT TYPE

LOT AREAS SHOWN ON THIS SHEET ARE FOR REGISTRAR GENERAL'S PURPOSES ONLY & SHOULD NOT BE USED TO CALCULATE FLOOR AREAS

BASEMENT 2 LOTS SHOWN ON THIS SHEET ARE UNLIMITED IN DEPTH AND LIMITED IN HEIGHT TO THE LOWER LIMITS OF THE LOTS SHOWN ON BASEMENT 1 - ON SHEETS 7-10

SCHEDULE OF EASEMENT LINES (P3)

No.	BEARING	DISTANCE
L1	248° 53' 10"	2.065
L12	158° 54' 15"	0.06
L16	158° 54' 15"	0.059
L2	338° 54' 15"	0.24
L22	248° 54' 15"	2.35
L23	338° 54' 15"	1.015
L24	248° 54' 15"	2.62
L25	158° 54' 15"	.06
L27	338° 53' 10"	1.2

SCHEDULE OF EASEMENT LIMITS

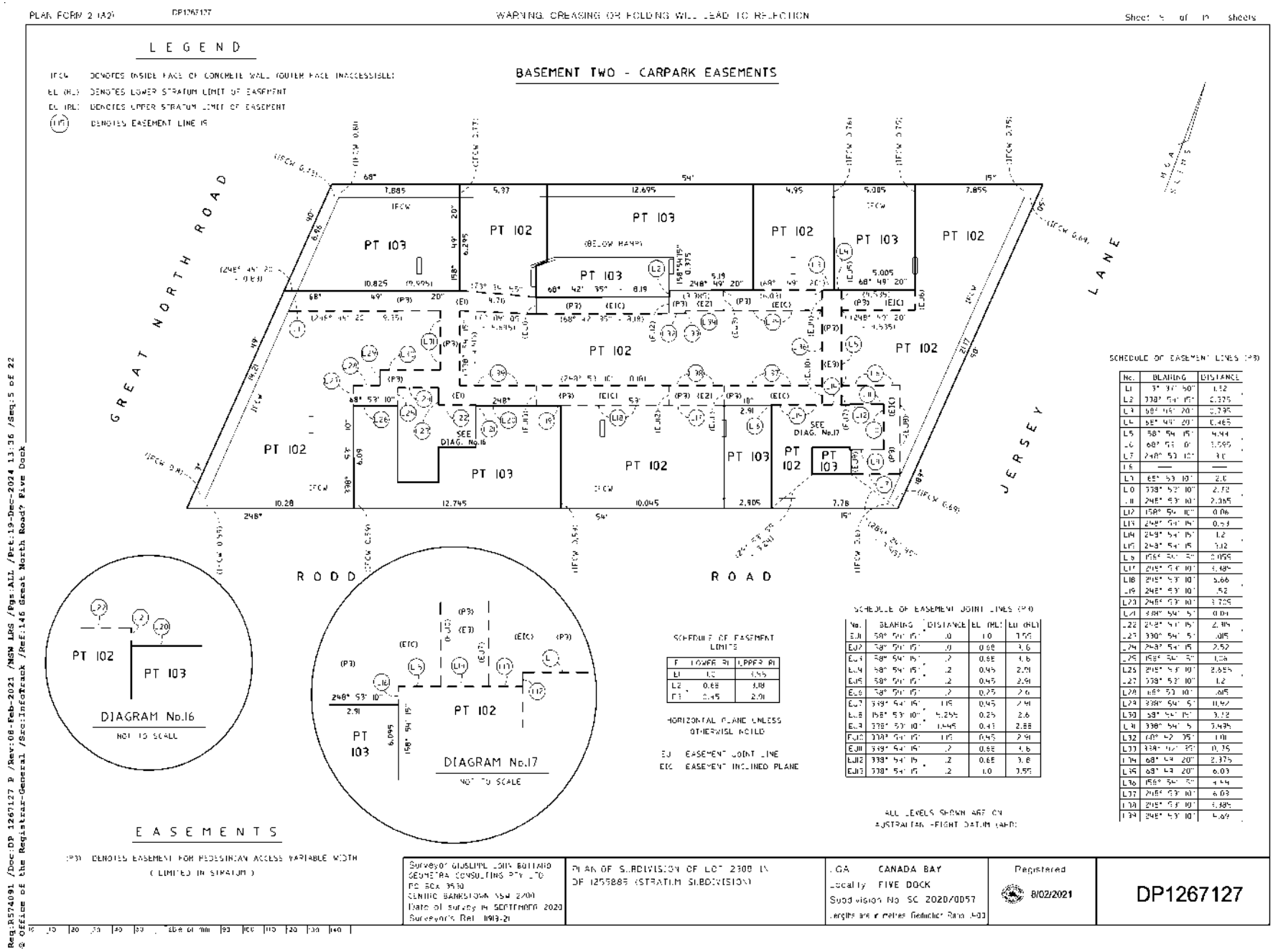
E	LOWER RL	UPPER RL
E49	0.5	5.67
E45	0.5	4.39

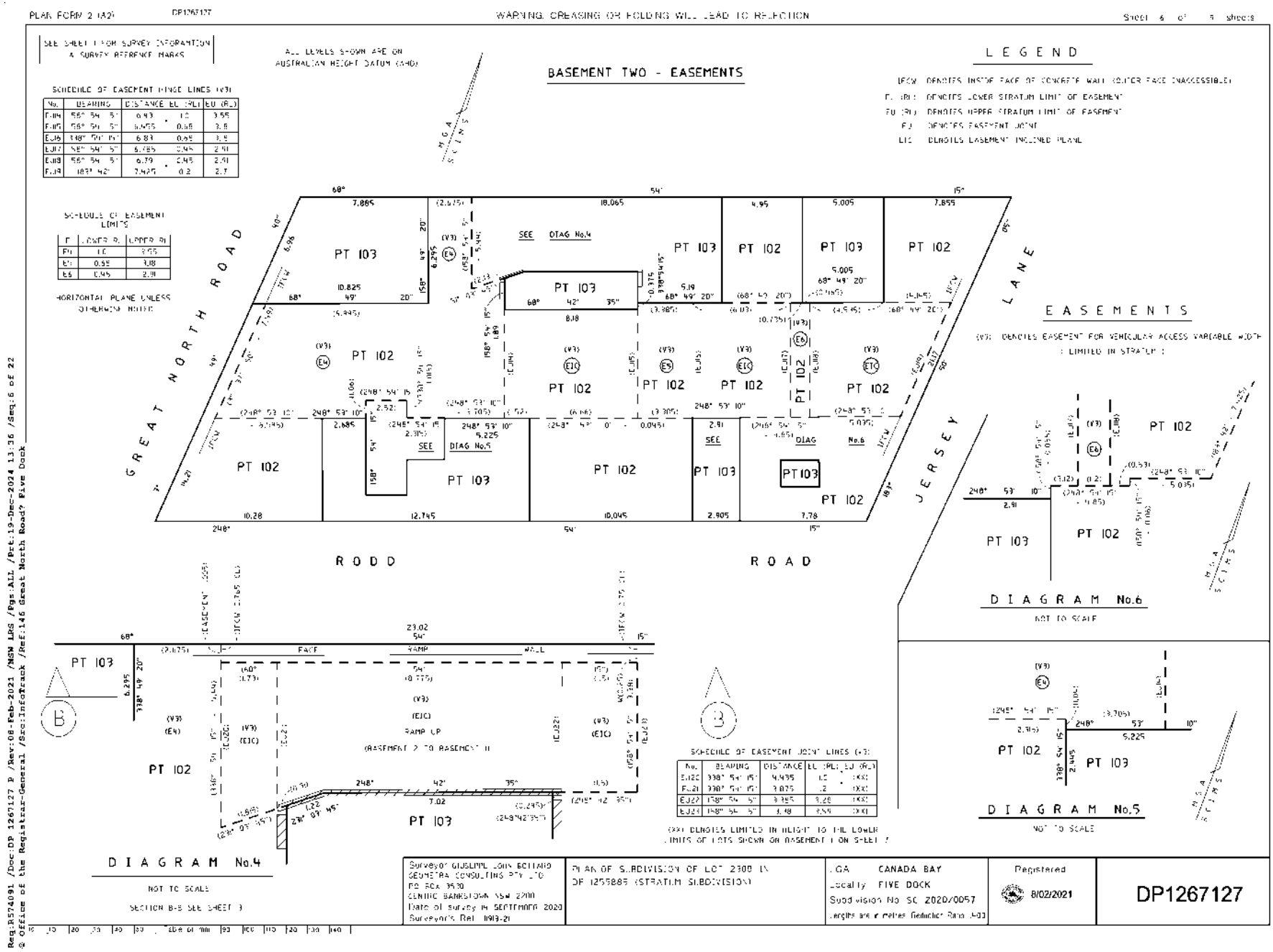
HORIZONTAL PLANE UNLESS OTHERWISE NOTED

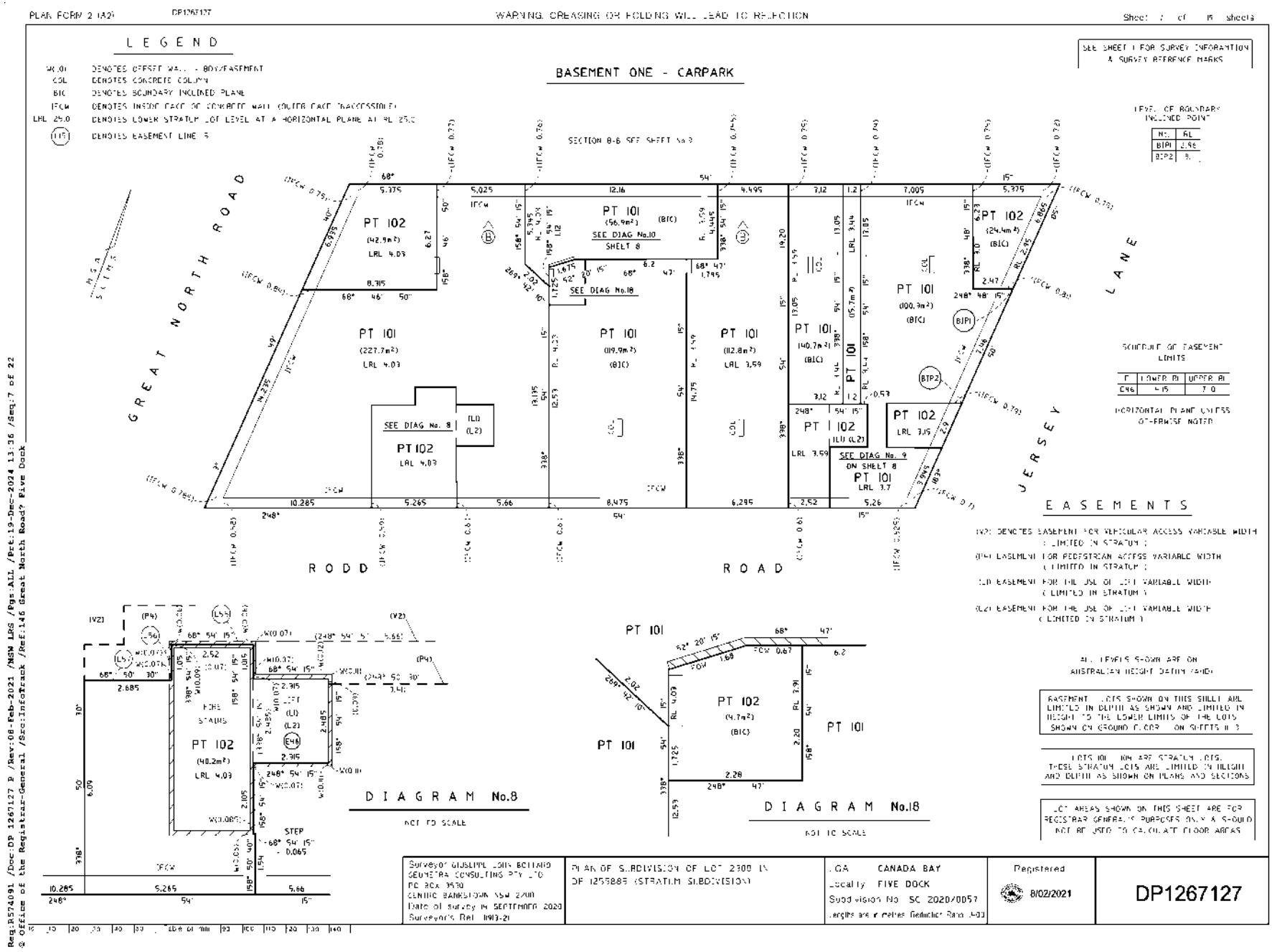
ALL LEVELS SHOWN ARE ON AUSTRALIAN HEIGHT DATUM (AHD)

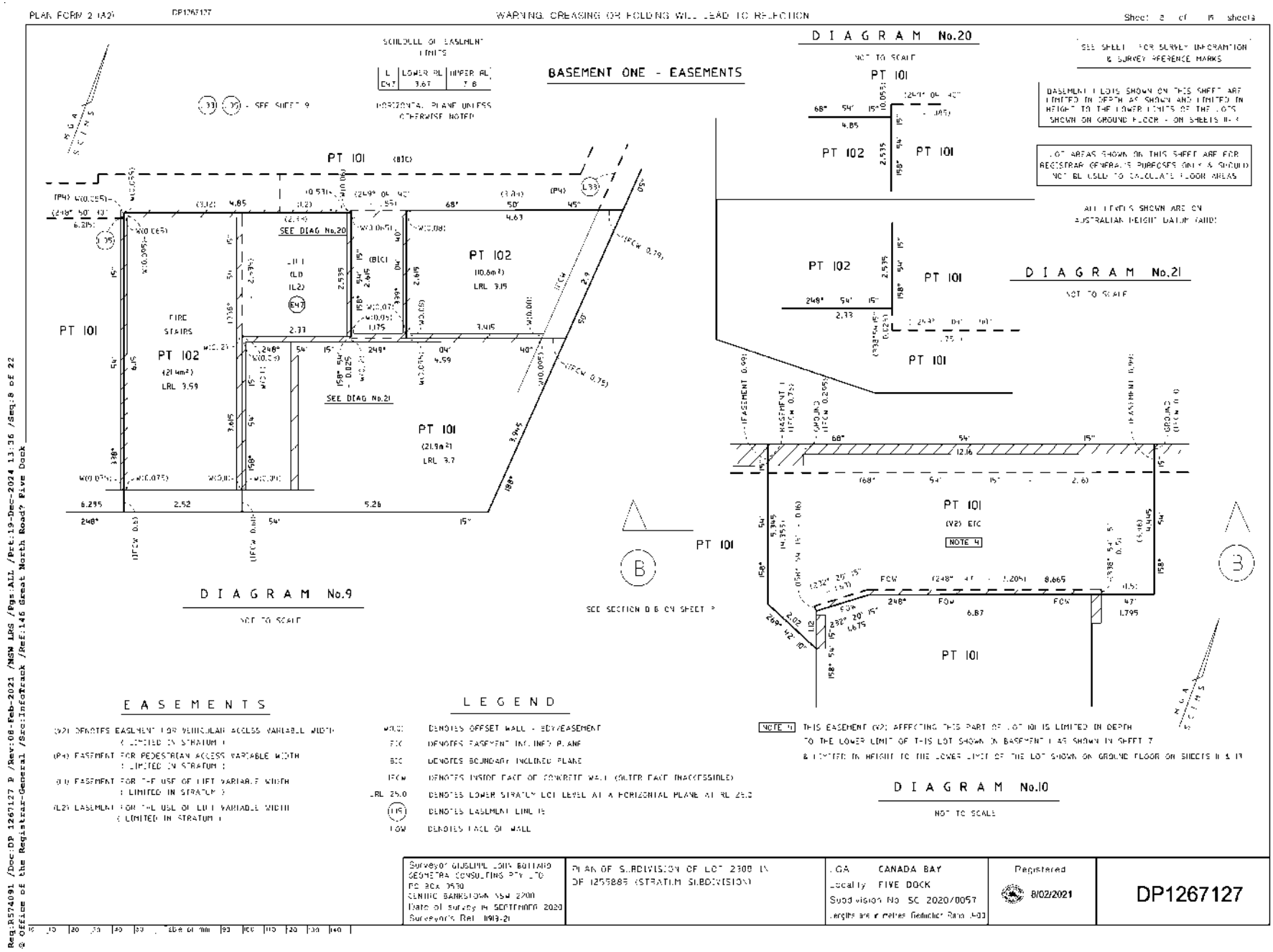
Surveyor GIUSEPPE JOHN BOTTARO SEQUENTIA CONSULTING PTY LTD PO BOX 3530 CENTRE BANKSTOWN NSW 2200 Date of survey 14 SEPTEMBER 2020 Surveyor's Ref 1913-21	PLAN OF SUBDIVISION OF LOT 2300 IN DP 1255885 (STRATUM SUBDIVISION)	LGA CANADA BAY Locality FIVE DOCK Subdivision No SC 2020/0057 Origins are Metres Reduction Ratio 1:100	Registered 8/02/2021	DP1267127

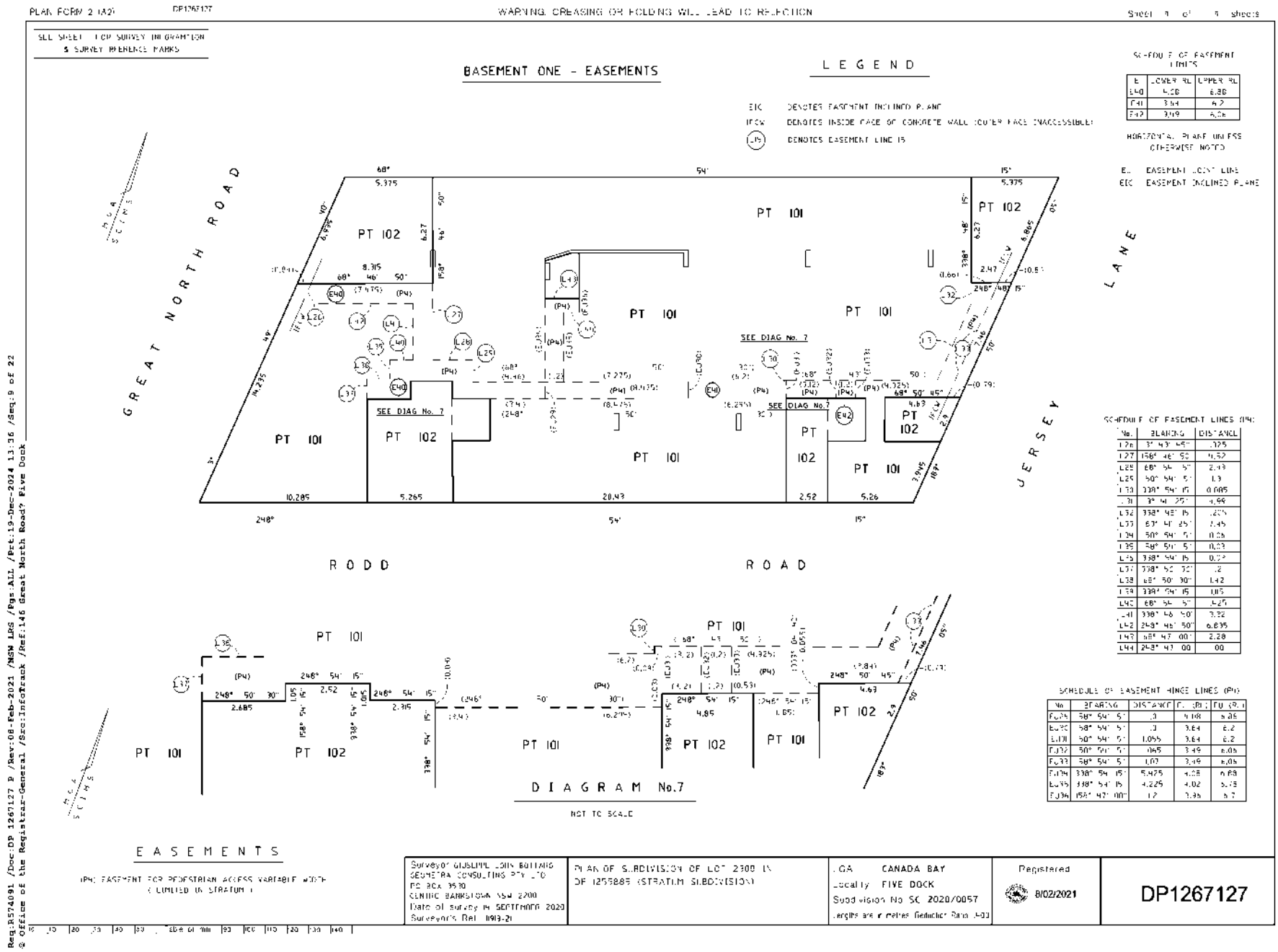
Reg:DP1267127 /Doc:DP 1267127 B /Rev:08-Feb-2021 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:36 /Seq:4 of 22
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PLAN FORM 2 (A2)
DP1267127
WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION
Sheet 5 of 10 sheets
LEGEND
(IFCW DENOTES INSIDE FACE OF CONCRETE WALL (OUTER FACE INACCESSIBLE)
(LL (RL) DENOTES LOWER STRATUM LIMIT OF EASEMENT
(UL (RL) DENOTES UPPER STRATUM LIMIT OF EASEMENT
(115) DENOTES EASEMENT LINE ID
BASEMENT TWO - CARPARK EASEMENTS
GREAT NORTH ROAD
JERSEY LANE
ROAD
PT 102
PT 103
(BELOW RAMP)
SEE DIAG. No.16
SEE DIAG. No.17
DIAGRAM No.16
NOT TO SCALE
DIAGRAM No.17
NOT TO SCALE
EASEMENTS
(P3) DENOTES EASEMENT FOR PEDESTRIAN ACCESS VARIABLE WIDTH (LIMITED IN STRATUM)
SCHEDULE OF EASEMENT LINES (P3)
SCHEDULE OF EASEMENT JOINT LINES (P3)
SCHEDULE OF EASEMENT LIMITS
HORIZONTAL PLANE UNLESS OTHERWISE NOTED
EJ EASEMENT JOINT LINE
EIC EASEMENT INCLINED PLANE
ALL LEVELS SHOWN ARE ON AUSTRALIAN HEIGHT DATUM (AHD)
Surveyor GIUSEPPE JOHN BOTTARO
GEOMETRA CONSULTING PTY LTD
PO BOX 3510
CENTRE BANKSTOWN NSW 2200
Date of survey 14 SEPTEMBER 2020
Surveyor's Ref 1919-21
PLAN OF SUBDIVISION OF LOT 2300 IN DP 1255885 (STRATUM SUBDIVISION)
LGA CANADA BAY
Locality FIVE DOCK
Subdivision No SC 2020/0057
Origin are metres Reduction Ratio 1:00
Registered 8/02/2021
DP1267127
Reg:R574091 /Doc:DP 1267127 P /Rev:08-Feb-2021 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:36 /Seq:5 of 22
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PLAN FORM 2 (A2)
DP1267127
WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION
Sheet 6 of 6 sheets
SEE SHEET 1 FOR SURVEY INFORMATION & SURVEY REFERENCE MARKS
ALL LEVELS SHOWN ARE ON AUSTRALIAN HEIGHT DATUM (AHD)
BASEMENT TWO - EASEMENTS
LEGEND
(FCW) DENOTES INSIDE FACE OF CONCRETE WALL (OUTER FACE INACCESSIBLE)
(LS) DENOTES LOWER STRATUM LIMIT OF EASEMENT
(US) DENOTES UPPER STRATUM LIMIT OF EASEMENT
EJ DENOTES EASEMENT JOINT
(IC) DENOTES EASEMENT INCLINED PLANE
SCHEDULE OF EASEMENT JOINT LINES (EJ)
SCHEDULE OF EASEMENT LIMITS
HORIZONTAL PLANE UNLESS OTHERWISE NOTED
GREAT NORTH ROAD
JERSEY LANE
ROAD
PT 102
PT 103
EASEMENTS
(V3) DENOTES EASEMENT FOR VEHICULAR ACCESS VARIABLE WIDTH (LIMITED IN STRATUM)
DIAGRAM No.4
NOT TO SCALE
SECTION B-B SEE SHEET 3
DIAGRAM No.6
NOT TO SCALE
DIAGRAM No.5
NOT TO SCALE
Surveyor GIUSEPPE JOHN BOTTARO
GEOMETRA CONSULTING PTY LTD
PO BOX 3530
CENTRAL BANKSTOWN NSW 2200
Date of survey 14 SEPTEMBER 2020
Surveyor's Ref 1919-21
PLAN OF SUBDIVISION OF LOT 2300 IN DP 1255885 (STRATUM SUBDIVISION)
LGA CANADA BAY
Locality FIVE DOCK
Subdivision No SC 2020/0057
Registered 8/02/2021
DP1267127
Reg:R574091 /Doc:DP 1267127 B /Rev:08-Feb-2021 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:36 /Seq:6 of 22
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PLAN FORM 2 (A2)
DP1267127
WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION
Sheet 7 of 15 sheets
LEGEND
W(.0) DENOTES OFFSET WALL - BOX/EASEMENT
COL DENOTES CONCRETE COLUMN
BIC DENOTES BOUNDARY INCLINED PLANE
IFCW DENOTES INSIDE FACE OF CONCRETE WALL (OUTER FACE INACCESSIBLE)
LRL 25.0 DENOTES LOWER STRATUM LOT LEVEL AT A HORIZONTAL PLANE AT RL 25.0
(115) DENOTES EASEMENT LINE 5
BASEMENT ONE - CARPARK
SEE SHEET 1 FOR SURVEY INFORMATION & SURVEY REFERENCE MARKS
SECTION B-B SEE SHEET No 9
GREAT NORTH ROAD
RODD ROAD
JERSEY LANE
PT 102 (42.9m²) LRL 4.03
PT 101 (56.9m²) (BIC)
SEE DIAG No.10 SHEET 8
SEE DIAG No.18
PT 101 (227.7m²) LRL 4.03
PT 101 (119.9m²) (BIC)
PT 101 (112.8m²) LRL 3.59
PT 101 (100.9m²) (BIC)
PT 101 (140.7m²) (BIC)
PT 102 (24.4m²) (BIC)
PT 102 LRL 3.45
SEE DIAG No. 8
PT 102 LRL 4.03
SEE DIAG No. 9 ON SHEET 8
PT 101 LRL 3.7
LEVEL OF BOUNDARY INCLINED POINT
NO. RL
BIP1 2.95
BIP2 3.
SCHEDULE OF EASEMENT LIMITS
E LOWER RL UPPER RL
E46 4.15 7.0
HORIZONTAL PLANE UNLESS OTHERWISE NOTED
EASEMENTS
(W2) DENOTES EASEMENT FOR VEHICULAR ACCESS VARIABLE WIDTH (LIMITED IN STRATUM)
(P4) EASEMENT FOR PEDESTRIAN ACCESS VARIABLE WIDTH (LIMITED IN STRATUM)
(LD) EASEMENT FOR THE USE OF LIFT VARIABLE WIDTH (LIMITED IN STRATUM)
(L2) EASEMENT FOR THE USE OF LIFT VARIABLE WIDTH (LIMITED IN STRATUM)
ALL LEVELS SHOWN ARE ON AUSTRALIAN HEIGHT DATUM (AHD)
BASEMENT LOTS SHOWN ON THIS SHEET ARE LIMITED IN DEPTH AS SHOWN AND LIMITED IN HEIGHT TO THE LOWER LIMITS OF THE LOTS SHOWN ON GROUND FLOOR ON SHEETS 8 9
LOTS 101 104 ARE STRATUM LOTS. THESE STRATUM LOTS ARE LIMITED IN HEIGHT AND DEPTH AS SHOWN ON PLANS AND SECTIONS
LOT AREAS SHOWN ON THIS SHEET ARE FOR REGISTRAR GENERAL'S PURPOSES ONLY & SHOULD NOT BE USED TO CALCULATE FLOOR AREAS
DIAGRAM No.8
NOT TO SCALE
DIAGRAM No.18
NOT TO SCALE
PT 101
PT 102 (4.7m²) (BIC)
Surveyor GIUSEPPE LUIS BOTTARO
SEQUENTIA CONSULTING PTY LTD
PO BOX 3530
CENTRE BANKSTOWN NSW 2200
Date of survey 14 SEPTEMBER 2020
Surveyor's Ref 1913-21
PLAN OF SUBDIVISION OF LOT 2300 IN DP 1255885 (STRATUM SUBDIVISION)
LGA CANADA BAY
Locality FIVE DOCK
Subdivision No SC 2020/0057
Registered 8/02/2021
DP1267127
Reg:R574091 /Doc:DP 1267127 B /Rev:08-Feb-2021 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:36 /Seq:7 of 22
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PLAN FORM 2 (A2)
DP1267127
WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION
Sheet 8 of 15 sheets
BASEMENT ONE - EASEMENTS
SCHEDULE OF EASEMENT LIMITS
L | LOWER RL | UPPER RL
E47 | 3.67 | 7.8
HORIZONTAL PLANE UNLESS OTHERWISE NOTED
SEE SHEET 9 FOR SURVEY INFORMATION & SURVEY REFERENCE MARKS
BASEMENT 1 LOTS SHOWN ON THIS SHEET ARE LIMITED IN DEPTH AS SHOWN AND LIMITED IN HEIGHT TO THE LOWER LIMITS OF THE LOTS SHOWN ON GROUND FLOOR - ON SHEETS 11-13
LOT AREAS SHOWN ON THIS SHEET ARE FOR REGISTRAR GENERALS PURPOSES ONLY & SHOULD NOT BE USED TO CALCULATE FLOOR AREAS
ALL LEVELS SHOWN ARE IN AUSTRALIAN HEIGHT DATUM (AHD)
PT 101
PT 102
(21.9m²)
LRL 3.59
(10.6m²)
LRL 3.15
(21.9m²)
LRL 3.7
FIRE STAIRS
SEE DIAG No.20
SEE DIAG No.21
DIAGRAM No.9
NOT TO SCALE
DIAGRAM No.20
DIAGRAM No.21
DIAGRAM No.10
SEE SECTION B B ON SHEET 9
(V2) ETC
NOTE 4
EASEMENTS
(V2) DENOTES EASEMENT FOR VEHICULAR ACCESS VARIABLE WIDTH (LIMITED IN STRATUM)
(P4) EASEMENT FOR PEDESTRIAN ACCESS VARIABLE WIDTH (LIMITED IN STRATUM)
(E1) EASEMENT FOR THE USE OF LIFT VARIABLE WIDTH (LIMITED IN STRATUM)
(L2) EASEMENT FOR THE USE OF LIFT VARIABLE WIDTH (LIMITED IN STRATUM)
LEGEND
WALLS DENOTES OFFSET WALL - BDY/EASEMENT
FIC DENOTES EASEMENT (INCLINED) PLANE
BIC DENOTES BOUNDARY INCLINED PLANE
IFCW DENOTES INSIDE FACE OF CONCRETE WALL (OUTER FACE INACCESSIBLE)
LRL 25.0 DENOTES LOWER STRATUM LOT LEVEL AT A HORIZONTAL PLANE AT RL 25.0
(115) DENOTES EASEMENT LINE ID
FOW DENOTES FACE OF WALL
NOTE 4 THIS EASEMENT (V2) AFFECTING THIS PART OF LOT 101 IS LIMITED IN DEPTH TO THE LOWER LIMIT OF THIS LOT SHOWN IN BASEMENT 1 AS SHOWN IN SHEET 7 & LIMITED IN HEIGHT TO THE LOWER LIMIT OF THE LOT SHOWN ON GROUND FLOOR ON SHEETS 11 & 13
Surveyor GUILLAUME LOUIS BOTTARO
GEOMETRA CONSULTING PTY LTD
PO BOX 3530
CENTRAL BANKSTOWN NSW 2200
Date of survey 14 SEPTEMBER 2020
Surveyor's Ref 1919-21
PLAN OF SUBDIVISION OF LOT 2300 IN DP 1255885 (STRATUM SUBDIVISION)
LGA CANADA BAY
Locality FIVE DOCK
Subdivision No SC 2020/0057
Lengths are in metres (Reduction Ratio 1:1)
Registered 8/02/2021
DP1267127
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PLAN FORM 2 (A2)
DP1267127
WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION
Sheet 1 of 1 sheets
SEE SHEET 1 FOR SURVEY INFORMATION & SURVEY REFERENCE MARKS
BASEMENT ONE - EASEMENTS
LEGEND
EIC DENOTES EASEMENT INCLINED PLANE
IFCW DENOTES INSIDE FACE OF CONCRETE WALL (OUTER FACE INACCESSIBLE)
(L15) DENOTES EASEMENT LINE 15
SCHEDULE OF EASEMENT LIMITS
E | LOWER RL | UPPER RL
E40 | 4.08 | 6.88
E41 | 3.64 | 6.2
E42 | 3.49 | 6.05
HORIZONTAL PLANE UNLESS OTHERWISE NOTED
E... EASEMENT (CNT LINE
EIC EASEMENT INCLINED PLANE
GREAT NORTH ROAD
JERSEY LANE
ROAD
PT 101
PT 102
SEE DIAG No. 7
SCHEDULE OF EASEMENT LINES (P4)
No. | BEARING | DISTANCE
L26 | 3° 43' 45" | 1.125
L27 | 156° 46' 50" | 11.52
L28 | 68° 54' 5" | 2.48
L29 | 50° 54' 5" | 1.3
L30 | 338° 54' 15" | 0.005
L31 | 3° 46' 25" | 4.66
L32 | 338° 46' 15" | .225
L33 | 83° 47' 25" | 2.45
L34 | 50° 54' 5" | 0.05
L35 | 58° 54' 5" | 0.03
L36 | 338° 54' 15" | 0.03
L37 | 338° 52' 30" | .2
L38 | 68° 50' 30" | 1.42
L39 | 338° 54' 15" | 0.15
L40 | 68° 54' 5" | 4.25
L41 | 338° 46' 50" | 3.32
L42 | 248° 46' 50" | 6.895
L43 | 68° 47' 00" | 2.28
L44 | 248° 47' 00" | 00
SCHEDULE OF EASEMENT HINGE LINES (P4)
No. | BEARING | DISTANCE | D... (R) | TO (R...)
EL36 | 58° 54' 5" | .3 | 4.08 | 6.38
EL37 | 58° 54' 5" | .3 | 3.64 | 6.2
EL38 | 50° 54' 5" | 1.055 | 3.64 | 6.2
EL39 | 50° 54' 5" | .065 | 3.49 | 6.05
EL40 | 58° 54' 5" | 1.07 | 3.49 | 6.05
EL41 | 338° 54' 15" | 5.475 | 4.08 | 6.88
EL42 | 338° 54' 15" | 4.225 | 4.02 | 6.78
EL43 | 158° 47' 00" | 1.2 | 3.96 | 6.7
DIAGRAM No.7
NOT TO SCALE
EASEMENTS
(P4) EASEMENT FOR PEDESTRIAN ACCESS VARIABLE WIDTH LIMITED IN STRATUM
Surveyor GUSUMPL JOHN BOTTARO GEOMETRA CONSULTING PTY LTD PO BOX 3530 CENTRIC BANKSTOWN NSW 2200 Date of survey 14 SEPTEMBER 2020 Surveyor's Ref 1919-21
PLAN OF SUBDIVISION OF LOT 2300 IN DP 1255885 (STRATUM SUBDIVISION)
LGA CANADA BAY
Locality FIVE DOCK
Subdivision No SC 2020/0057
Origins are Metres Reduction Ratio 1:00
Registered 8/02/2021
DP1267127
Reg:R574091 /Doc:DP 1267127 B /Rev:08-Feb-2021 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:36 /Seq:9 of 22
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PLAN FORM 2 (A2) DP1267127 WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION Sheet 10 of 15 sheets

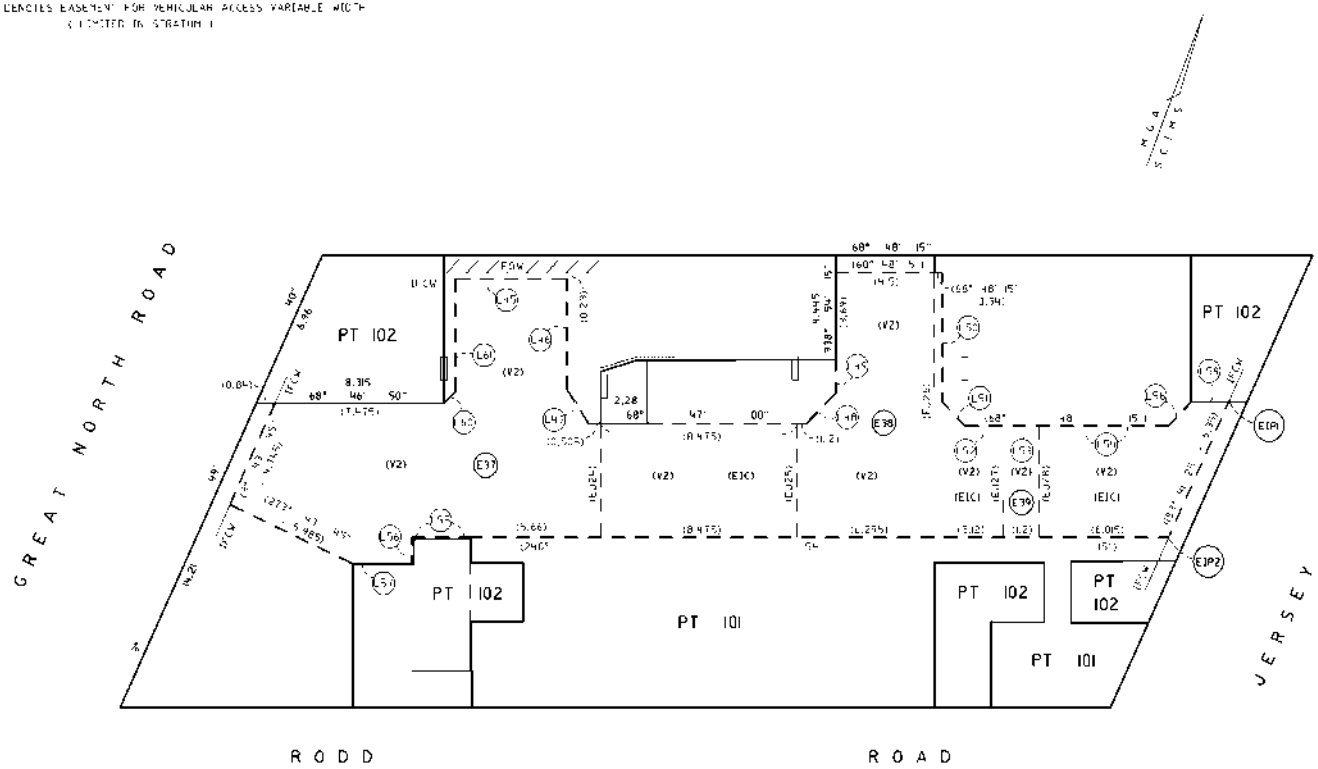
SEE SHEET 1 FOR SURVEY INFORMATION & SURVEY REFERENCE MARKS

ALL LEVELS SHOWN ARE ON AUSTRALIAN HEIGHT DATUM (AHD)

EASEMENTS

(V2) DENOTES EASEMENT FOR VEHICULAR ACCESS VARIABLE WIDTH LIMITED IN STRATUM

BASEMENT ONE - EASEMENTS



LEVEL OF EASEMENT INCLINED POINT

No.	RL
EIP1	3.0
EIP2	3.04

SCHEDULE OF EASEMENT LIMITS

E	LOWER RL	UPPER RL
E37	4.03	5.88
E38	3.56	6.2
E39	3.49	6.06

HORIZONTAL PLANES UNLESS OTHERWISE NOTED

LEGEND

W0.00	DENOTES OFFSET WALL - BOX/EASEMENT
EIC	DENOTES EASEMENT INCLINED PLANE
BIC	DENOTES BOUNDARY INCLINED PLANE
IFOW	DENOTES INSIDE FACE OF CONCRETE WALL (OUTER FACE INACCESSIBLE)
LR 25.0	DENOTES LOWER STRATUM LOT LEVEL AT A HORIZONTAL PLANE AT RL 25.0
(L15)	DENOTES EASEMENT LINE 15
FOW	DENOTES FACE OF WALL
EL (R)	DENOTES LOWER STRATUM LIMIT OF EASEMENT
EU (R)	DENOTES UPPER LIMIT OF EASEMENT
E..	DENOTES EASEMENT JOINT LINE
EIC	EASEMENT INCLINED PLANE

SCHEDULE OF EASEMENT LINES (V2)

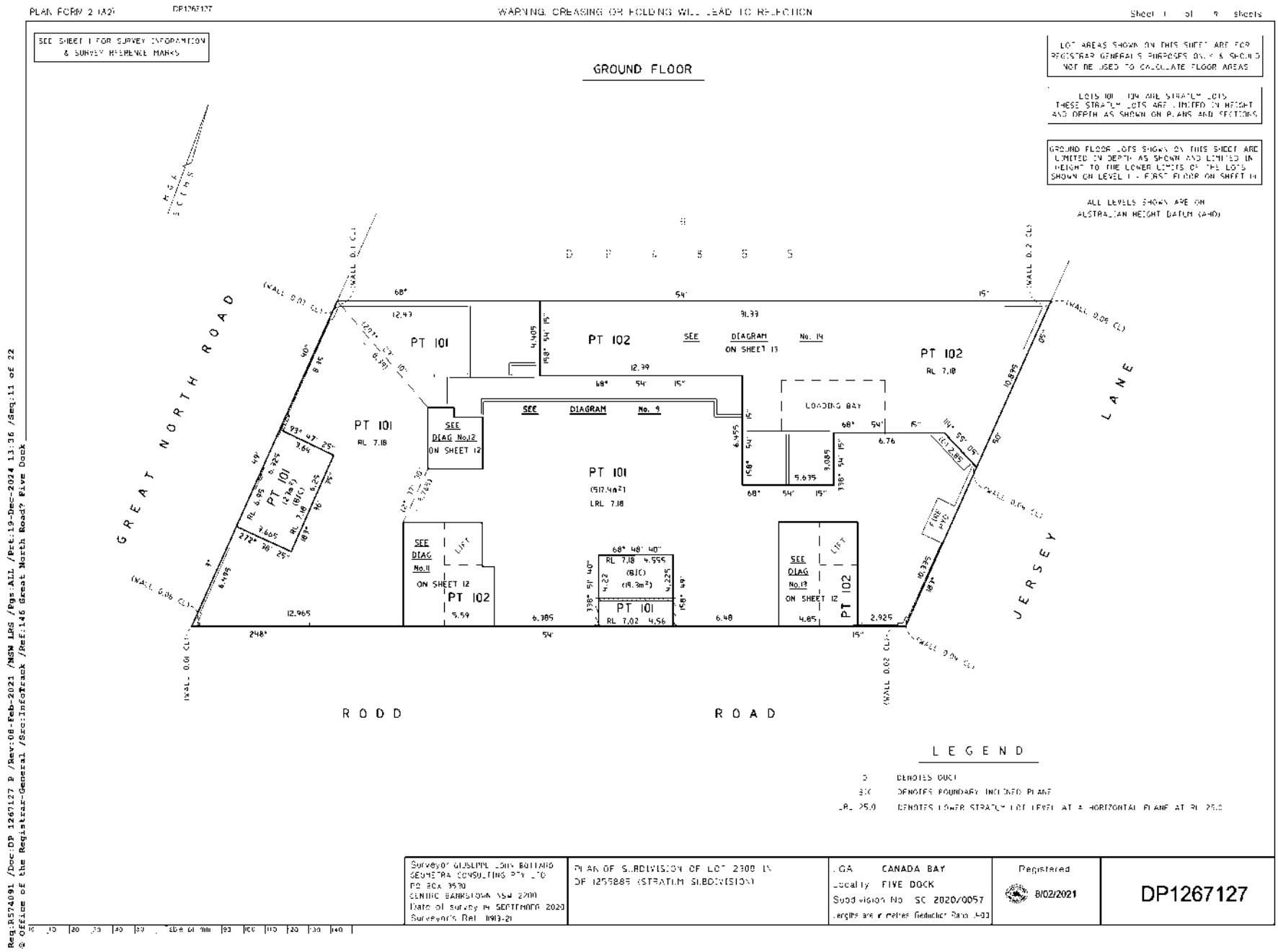
No	BEARING	DISTANCE	COMMENTS
L45	68° 54' 15"	4.52	
L46	158° 54' 15"	4.355	
L47	112° 33' 00"	1.92	
L48	23° 54' 15"	0.845	
L49	338° 54' 5"	1.53	
L50	158° 46' 15"	5.5	
L5	13° 46' 5"	1.145	
L52	68° 46' 15"	1.77	
L53	68° 46' 15"	1.2	
L54	68° 46' 15"	6.675	
L55	248° 54' 15"	2.655	
L56	158° 54' 15"	1.15	FACE OF WALL
L57	248° 50' 30"	2.615	
L58	23° 46' 15"	1.145	
L59	68° 46' 15"	.46	
L60	23° 46' 50"	0.705	
L6	338° 46' 50"	0.78	

SCHEDULE OF EASEMENT HINGE LINES (V2)

No	BEARING	DISTANCE	EL (R1)	EL (R2)
EJ24	158° 54' 5"	5.32	4.03	4.88
EJ25	158° 54' 5"	5.34	4.49	6.2
EJ26	158° 54' 5"	1.24	3.53	6.2
EJ27	158° 54' 5"	4.745	3.49	5.06
EJ28	158° 54' 5"	4.75	3.49	5.06

Surveyor GUSTAVE JOHN BOTTARO GEOMETRA CONSULTING PTY LTD PO BOX 3530 CENTRE BANKSTOWN NSW 2200 Date of survey 14 SEPTEMBER 2020 Surveyor's Ref 1919-21	PLAN OF SUBDIVISION OF LOT 2300 IN DP 1255885 (STRATUM SUBDIVISION)	LGA CANADA BAY Locality FIVE DOCK Subdivision No SC 2020/0057 Lengths are in metres (Reduction Ratio 1:00)	Registered 8/02/2021	DP1267127

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PLAN FORM 2 (A2)
DP1267127
WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION
Sheet 1 of 9 sheets
SEE SHEET 1 FOR SURVEY INFORMATION & SURVEY REFERENCE MARKS
GROUND FLOOR
LOT AREAS SHOWN ON THIS SHEET ARE FOR REGISTRAR GENERAL'S PURPOSES ONLY & SHOULD NOT BE USED TO CALCULATE FLOOR AREAS
LOTS 101 - 104 ARE STRATUM LOTS THESE STRATUM LOTS ARE LIMITED IN HEIGHT AND DEPTH AS SHOWN ON PLANS AND SECTIONS
GROUND FLOOR LOTS SHOWN ON THIS SHEET ARE LIMITED IN DEPTH AS SHOWN AND LIMITED IN HEIGHT TO THE LOWER LIMITS OF THE LOTS SHOWN ON LEVEL 1 - FIRST FLOOR ON SHEET 14
ALL LEVELS SHOWN ARE ON AUSTRALIAN HEIGHT DATUM (AHD)
GREAT NORTH ROAD
PT 101
PT 102
SEE DIAGRAM No. 14 ON SHEET 13
SEE DIAGRAM No. 9
SEE DIAG No.12 ON SHEET 12
SEE DIAG No.11 ON SHEET 12
SEE DIAG No.13 ON SHEET 12
LOADING BAY
LIFT
FIRE HYD
JERSEY LANE
ROAD
LEGEND
D DENOTES DUCT
BJC DENOTES BOUNDARY INCLINED PLANE
RL 25.0 DENOTES LOWER STRATUM LOT LEVEL AT A HORIZONTAL PLANE AT RL 25.0
Surveyor GIUSEPPE JOHN BUTLANS
GEOMETRA CONSULTING PTY LTD
PO BOX 3530
CENTRAL BANKSTOWN NSW 2200
Date of survey 14 SEPTEMBER 2020
Surveyor's Ref 1913-21
PLAN OF SUBDIVISION OF LOT 2300 IN DP 1255885 (STRATUM SUBDIVISION)
LGA CANADA BAY
Locality FIVE DOCK
Subdivision No SC 2020/0057
Registered 8/02/2021
DP1267127
Reg:DP1267127 /Doc:DP 1267127 P /Rev:08-Feb-2021 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:36 /Seq:11 of 22
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PLAN FORM 2 (A2) DP1267127 WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION Sheet 12 of 14 sheets

SEE SHEET - FOR SURVEY INFORMATION & SURVEY REFERENCE MARKS

GROUND FLOOR - EASEMENTS

LOT AREAS SHOWN ON THIS SHEET ARE FOR REGISTRAR GENERAL'S PURPOSES ONLY & SHOULD NOT BE USED TO CALCULATE FLOOR AREAS

GROUND FLOOR LOTS SHOWN ON THIS SHEET ARE LIMITED IN DEPTH AS SHOWN AND LIMITED IN HEIGHT TO THE LOWER LIMITS OF THE LOTS SHOWN ON LEVEL - FIRST FLOOR ON SHEET 14

ALL LEVELS SHOWN ARE ON AUSTRALIAN HEIGHT DATUM (AHD)

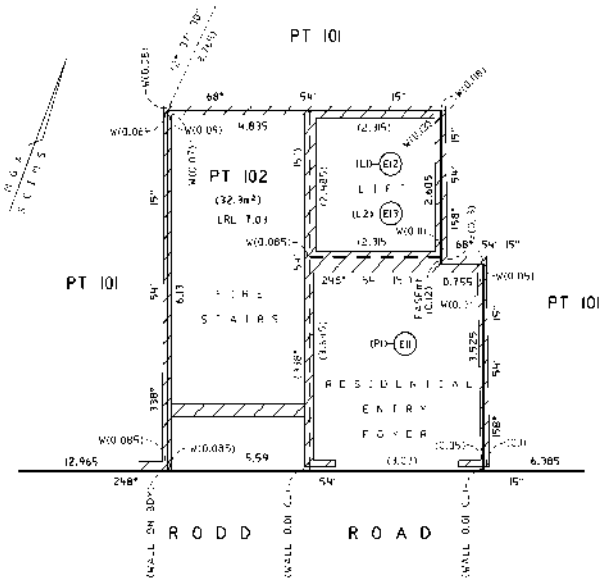


DIAGRAM No. 11

NOT TO SCALE

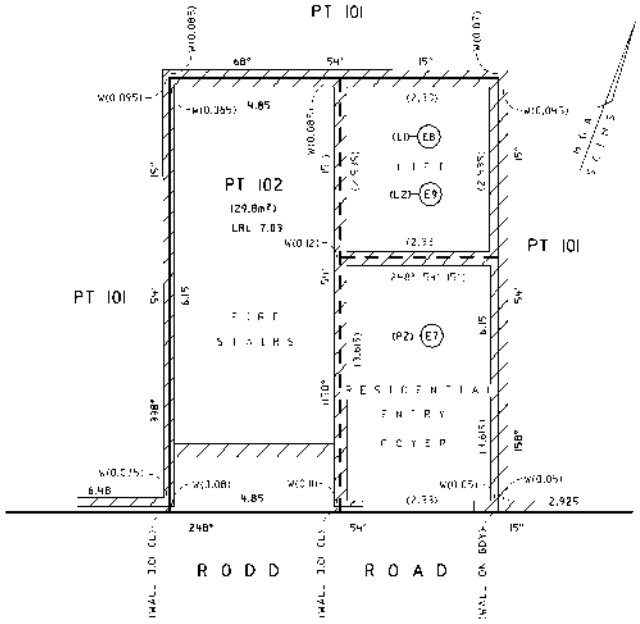


DIAGRAM No. 13

NOT TO SCALE

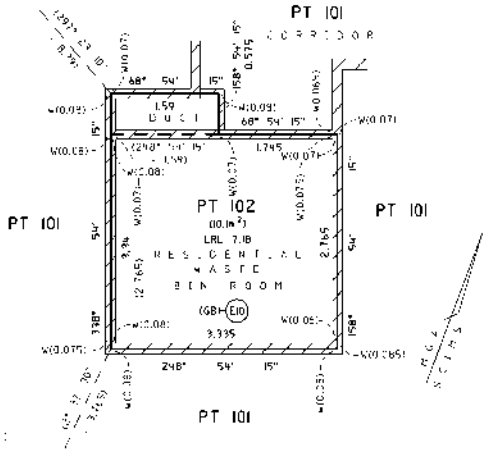


DIAGRAM No. 12

NOT TO SCALE

EASEMENTS

(LD) DENOTES EASEMENT FOR THE USE OF LIFT VARIABLE WIDTH (LIMITED IN STRATUM)
(LZ) DENOTES EASEMENT FOR THE USE OF LIFT VARIABLE WIDTH (LIMITED IN STRATUM)
(P) DENOTES EASEMENT FOR PEDESTRIAN ACCESS VARIABLE WIDTH (LIMITED IN STRATUM)
(PZ) DENOTES EASEMENT FOR PEDESTRIAN ACCESS VARIABLE WIDTH (LIMITED IN STRATUM)
(GB) DENOTES EASEMENT FOR STORAGE OF GARBAGE BINS VARIABLE WIDTH (LIMITED IN STRATUM)

SCHEDULE OF EASEMENT LIMITS

E	LOWER RL	UPPER RL
E7	7.	9.45
E8	7.0	11.79
E9	7.0	11.79
E10	7.2	9.8
E11	7.1	9.35
E12	7.18	11.79
E13	7.18	11.79

HORIZONTAL PLANE UNLESS OTHERWISE NOTED

LEGEND

W(.9) DENOTES OFFSET WALL-BDY/EASEMENT
BIC DENOTES BOUNDARY INCLINED PLANE
LRL 25.0 DENOTES LOWER STRATUM LOT LEVEL AT A HORIZONTAL PLANE AT RL 25.0

Surveyor GIUSEPPE JOHN BOTTARO GEOMETRA CONSULTING PTY LTD PO BOX 3530 SENTRY BANKSTOWN NSW 2200 Date of survey 14 SEPTEMBER 2020 Surveyor's Ref 1913-21	PLAN OF SUBDIVISION OF LOT 2300 IN DP 1255885 (STRATUM SUBDIVISION)	LGA CANADA BAY Locality FIVE DOCK Subdivision No SC 2020/0057 Lengths are in metres Reduction Ratio 1:100	Registered 8/02/2021	DP1267127

Reg:DP1267127 /Doc:DP 1267127 B /Rev:08-Feb-2021 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:36 /Seq:12 of 22
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PLAN FORM 2 (A2) DP1267127 WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION Sheet 1 of 5 sheets

EASEMENTS

(E1) DENOTES EASEMENT TO CLEAN GARBAGE BINS VARIABLE WIDTH (LIMITED IN STRATUM)
(E2) DENOTES EASEMENT FOR VEHICULAR ACCESS VARIABLE WIDTH (LIMITED IN STRATUM)
(E4) DENOTES EASEMENT FOR MOVEMENT OF GARBAGE BINS VARIABLE WIDTH (LIMITED IN STRATUM)
(E7) DENOTES EASEMENT FOR VEHICULAR ACCESS (GARBAGE TRUCK) VARIABLE WIDTH (LIMITED IN STRATUM)
(E8) DENOTES EASEMENT FOR THE USE OF LOADING DOCK VARIABLE WIDTH (LIMITED IN STRATUM)
(E9) DENOTES EASEMENT FOR STORAGE OF GARBAGE BINS VARIABLE WIDTH (LIMITED IN STRATUM)

GROUND FLOOR - EASEMENTS

SEE SHEET 1 FOR SURVEY INFORMATION & SURVEY REFERENCE MARKS

ALL LEVELS SHOWN ARE ON AUSTRALIAN HEIGHT DATUM (AHD)

SEE SHEET 3 FOR SECTION B - B

LOT AREAS SHOWN ON THIS SHEET ARE FOR REGISTRAR GENERAL'S PURPOSES ONLY & SHOULD NOT BE USED TO CALCULATE FLOOR AREAS

GROUND FLOOR LOTS SHOWN ON THIS SHEET ARE LIMITED IN DEPTH AS SHOWN AND LIMITED IN HEIGHT TO THE LOWER LIMITS OF THE LOTS SHOWN ON LEVEL 1 - FIRST FLOOR ON SHEET 4

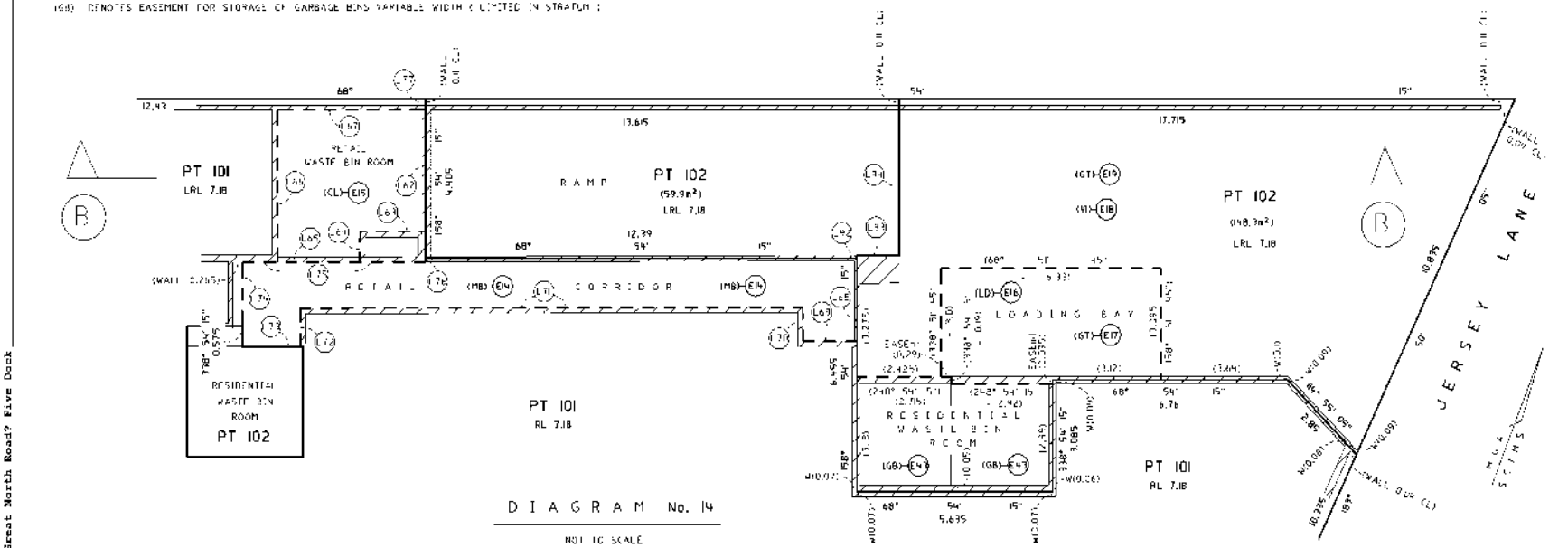


DIAGRAM No. 14

NOT TO SCALE

SCHEDULE OF EASEMENT LIMITS

E	LOWER RL	UPPER RL
E1	7.2	9.8
E2	7.2	10.79
E3	7.2	10.8
E4	7.2	10.8
E5	7.2	10.8
E7	7.2	10.8
E8	7.2	7.9

HORIZONTAL PLANE UNLESS OTHERWISE NOTED

SCHEDULE OF EASEMENT LINES (GT)

No.	BEARING	DISTANCE	COMMENTS
L92	138° 54' 15"	0.08	
L93	68° 54' 15"	1.225	FACE OF WALL
L94	138° 54' 15"	4.425	

SCHEDULE OF EASEMENT LINES (E1)

No.	BEARING	DISTANCE	COMMENTS
L77	158° 54' 15"	0.3	
L63	158° 54' 15"	3.37	
L64	248° 54' 15"	.89	FACE OF WALL
L65	158° 55' 55"	0.84	FACE OF WALL
L85	248° 49' 20"	2.355	FACE OF MASONRY BRICK WALL
L66	338° 49' 55"	4.2	FACE OF MASONRY BRICK WALL
L67	68° 45' 25"	4.259	FACE OF MASONRY BRICK WALL

SCHEDULE OF EASEMENT LINES (E8)

No.	BEARING	DISTANCE	COMMENTS
L68	158° 54' 15"	2.29	
L69	248° 37' 20"	1.44	FACE OF MASONRY BRICK WALL
L70	337° 11' 05"	0.45	FACE OF MASONRY BRICK WALL
L7	248° 46' 40"	14.64	FACE OF MASONRY BRICK WALL
L72	58° 44' 50"	1.065	FACE OF MASONRY BRICK WALL
L73	248° 54' 15"	.68	
L74	338° 54' 5"	1.155	
L75	68° 45' 20"	5.28	FACE OF MASONRY BRICK WALL
L76	338° 54' 5"	.01	

LEGEND

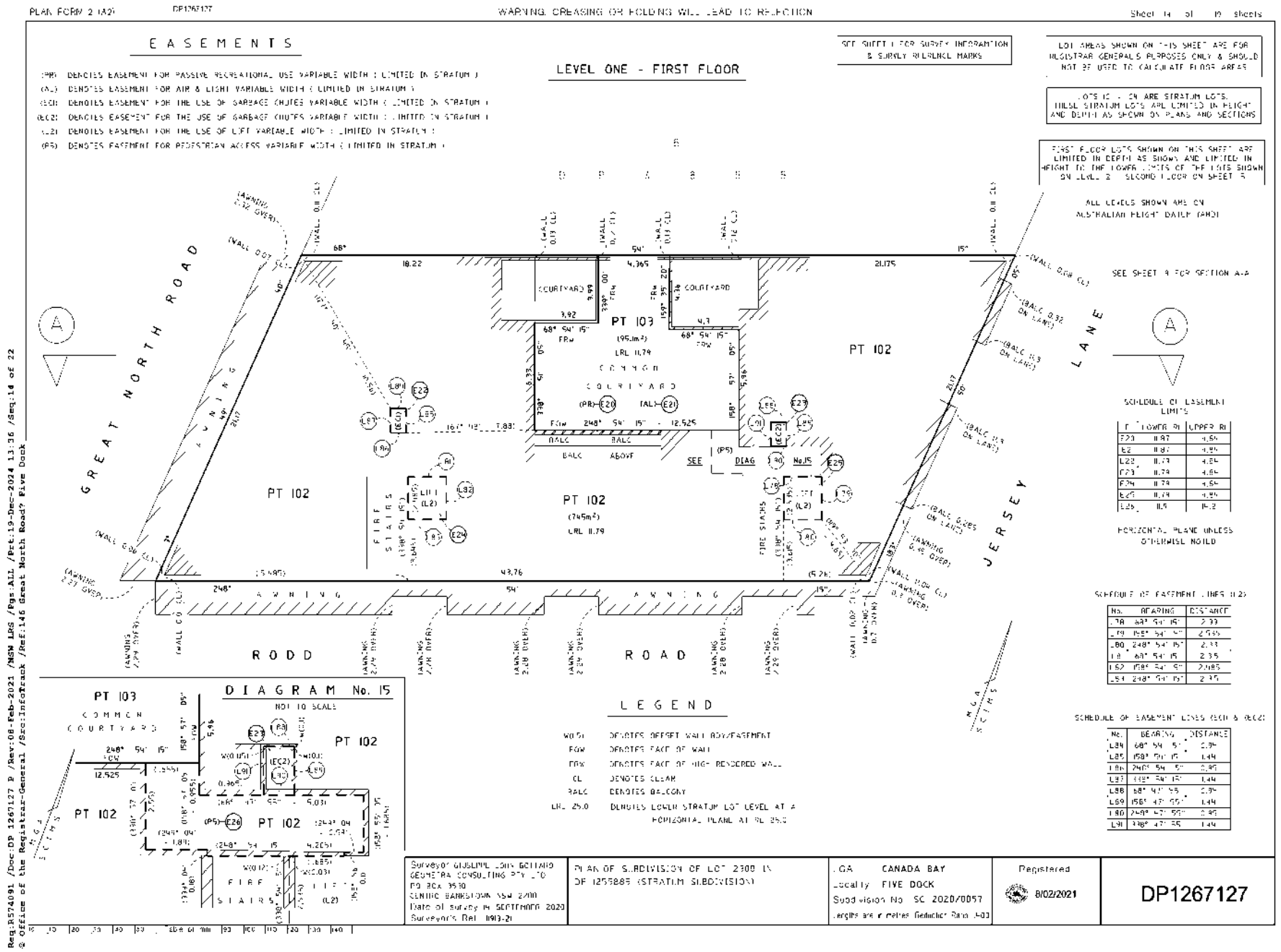
W(E5) DENOTES OFFSET WALL-BOX/EASEMENT

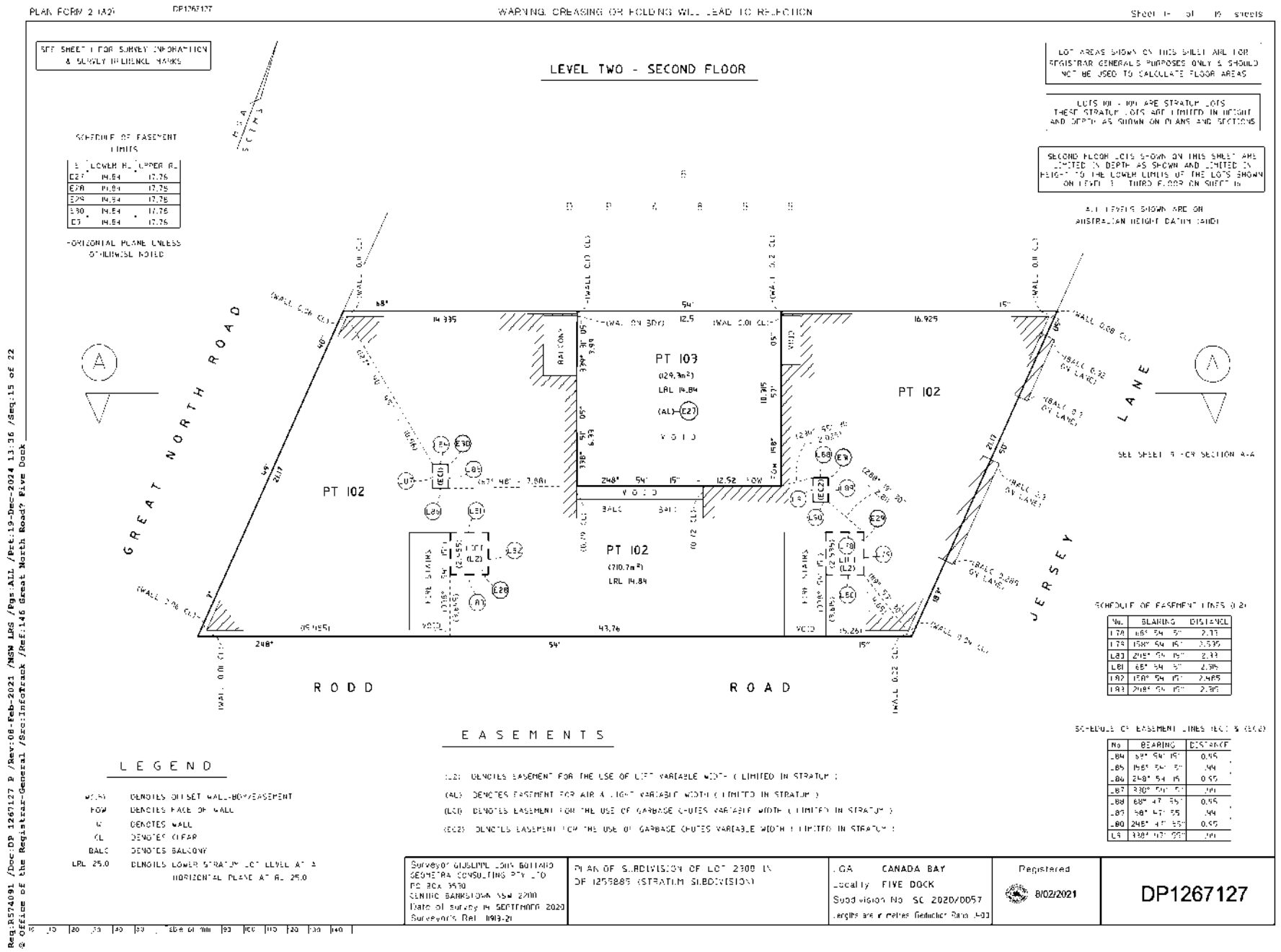
LRL 25.0 DENOTES LOWER STRATUM LOT LEVEL AT A HORIZONTAL PLANE AT R.L. 25.0

W(E5) DENOTES OFFSET WALL-BOX/EASEMENT

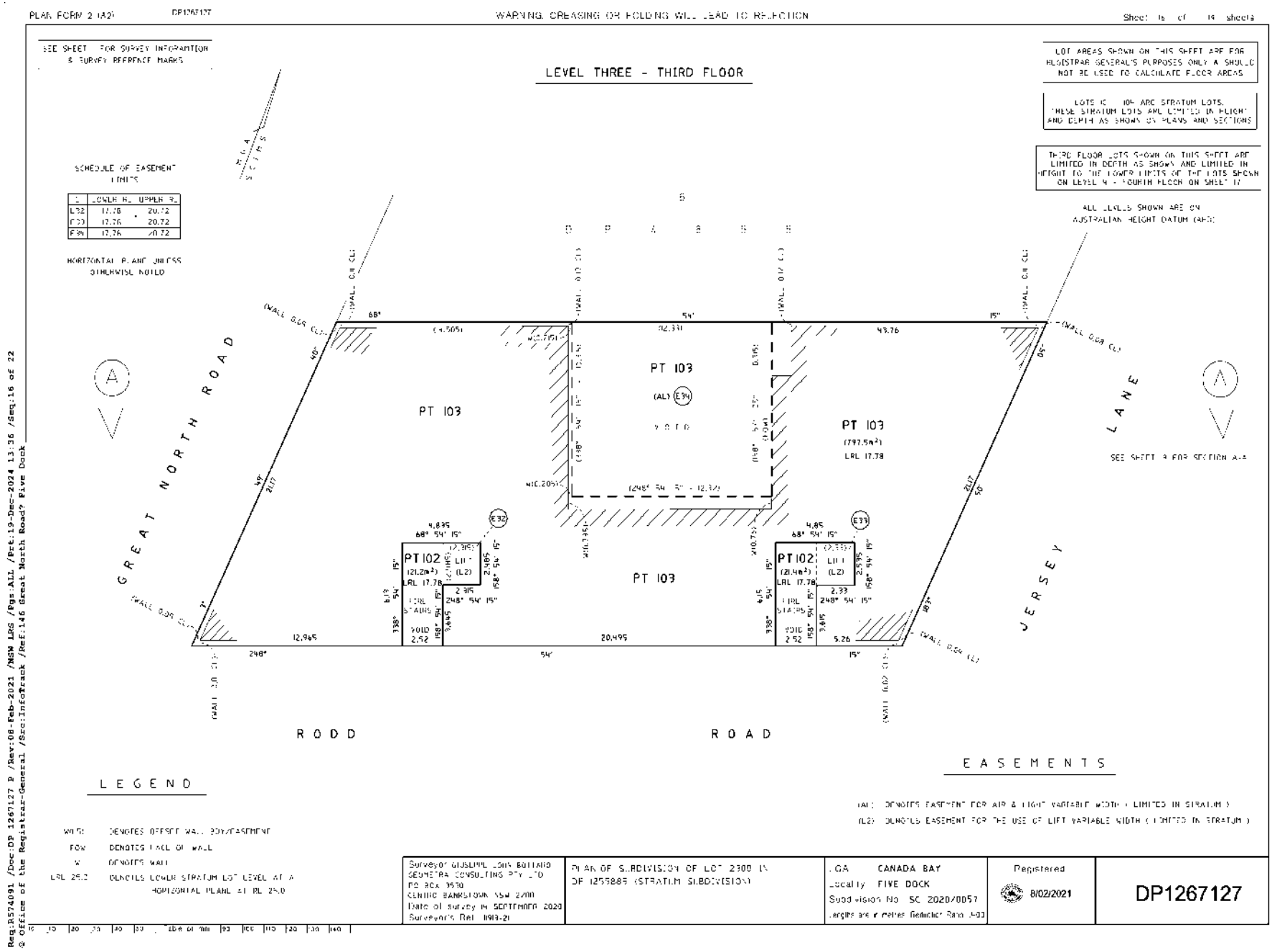
Surveyor GIUSEPPE JOHN BOTTARO GEOMETRA CONSULTING PTY LTD PO BOX 3530 CENTRE BANKSTOWN NSW 2200 Date of survey 14 SEPTEMBER 2020 Surveyor's Ref 1913-21	PLAN OF SUBDIVISION OF LOT 2300 IN DP 1255885 (STRATUM SUBDIVISION)	LGA CANADA BAY Locality FIVE DOCK Subdivision No SC 2020/0057 Origins are Perimeter Reduction Plan 4403	Registered 8/02/2021	DP1267127

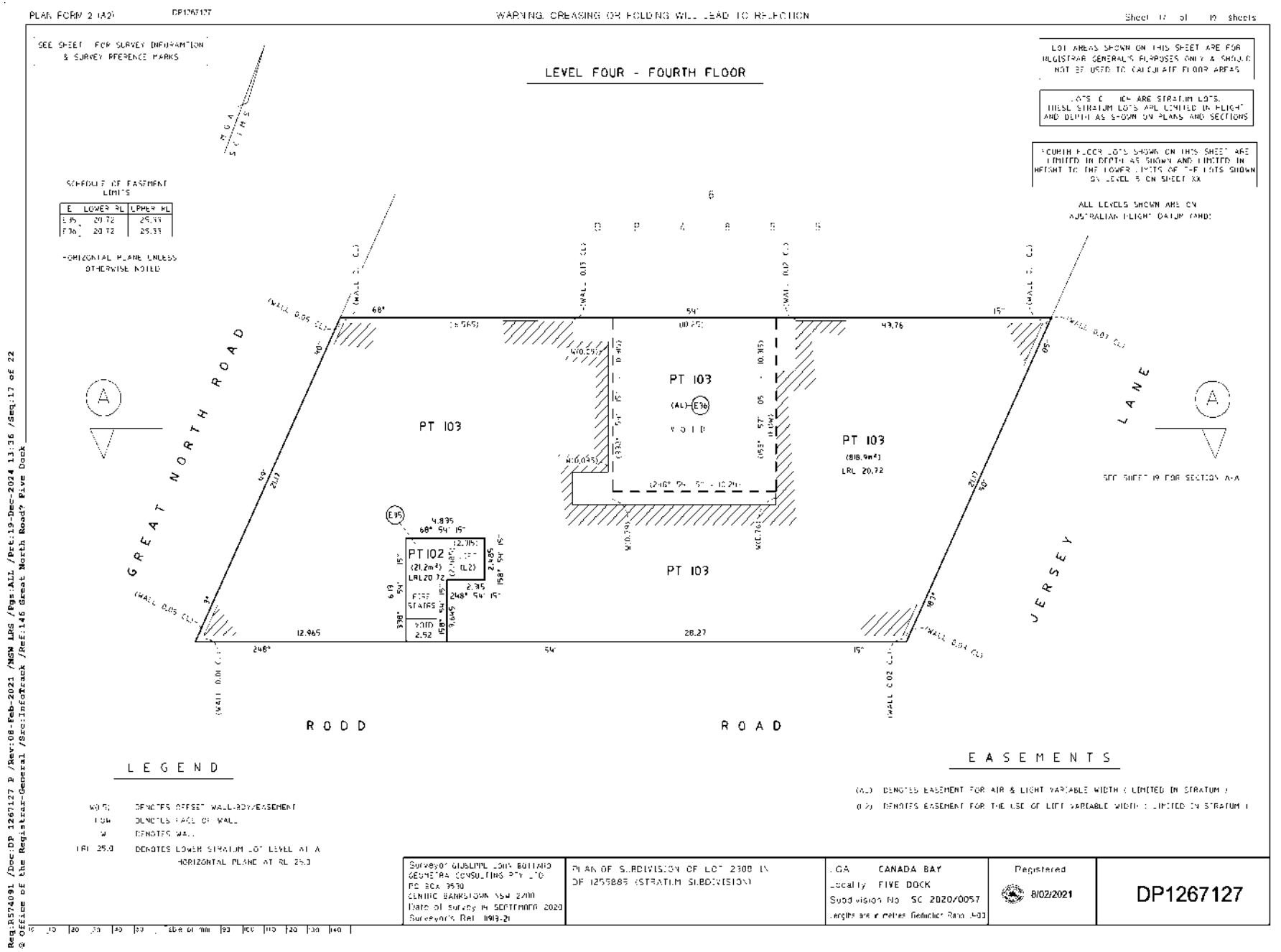
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PLAN FORM 2 (A2)
DP1267127
WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION
Sheet 14 of 19 sheets
EASEMENTS
(PR) DENOTES EASEMENT FOR PASSIVE RECREATIONAL USE VARIABLE WIDTH : LIMITED IN STRATUM
(AL) DENOTES EASEMENT FOR AIR & LIGHT VARIABLE WIDTH : LIMITED IN STRATUM
(EC1) DENOTES EASEMENT FOR THE USE OF GARBAGE CHUTES VARIABLE WIDTH : LIMITED IN STRATUM
(EC2) DENOTES EASEMENT FOR THE USE OF GARBAGE CHUTES VARIABLE WIDTH : LIMITED IN STRATUM
(L2) DENOTES EASEMENT FOR THE USE OF LIFT VARIABLE WIDTH : LIMITED IN STRATUM
(P5) DENOTES EASEMENT FOR PEDESTRIAN ACCESS VARIABLE WIDTH : LIMITED IN STRATUM
LEVEL ONE - FIRST FLOOR
SEE SHEET 1 FOR SURVEY INFORMATION & SURVEY REFERENCE MARKS
LOT AREAS SHOWN ON THIS SHEET ARE FOR REGISTRAR GENERALS PURPOSES ONLY & SHOULD NOT BE USED TO CALCULATE FLOOR AREAS
LOTS 10 - 24 ARE STRATUM LOTS. THESE STRATUM LOTS ARE LIMITED IN HEIGHT AND DEPTH AS SHOWN ON PLANS AND SECTIONS
FIRST FLOOR LOTS SHOWN ON THIS SHEET ARE LIMITED IN DEPTH AS SHOWN AND LIMITED IN HEIGHT TO THE LOWER LIMITS OF THE LOTS SHOWN ON LEVEL 2 - SECOND FLOOR ON SHEET 15
ALL LEVELS SHOWN ARE ON AUSTRALIAN HEIGHT DATUM (AHD)
SEE SHEET 9 FOR SECTION A-A
GREAT NORTH ROAD
JERSEY LANE
ROAD
PT 102
PT 103
COMMON COURTYARD
AWNING
FIRE STAIRS
LIFT (L2)
SCHEDULE OF EASEMENT LIMITS
SCHEDULE OF EASEMENT LINES (L2)
SCHEDULE OF EASEMENT LINES (EC1 & EC2)
DIAGRAM No. 15
NOT TO SCALE
LEGEND
WD(S) DENOTES OFFSET WALL BOX/EASEMENT
FOW DENOTES FACE OF WALL
FRW DENOTES FACE OF HIGH RENDERED WALL
CL DENOTES CLEAR
BALC DENOTES BALCONY
LRL 25.0 DENOTES LOWER STRATUM LOT LEVEL AT A HORIZONTAL PLANE AT RL 25.0
Surveyor GIUSEPPE JOHN BOTTARO
GEOMETRA CONSULTING PTY LTD
PO BOX 3510
SENTRE BANKSTOWN NSW 2200
Date of survey 14 SEPTEMBER 2020
Surveyor's Ref 1913-21
PLAN OF SUBDIVISION OF LOT 2300 IN DP 1255885 (STRATUM SUBDIVISION)
LGA CANADA BAY
Locality FIVE DOCK
Subdivision No SC 2020/0057
Registered 8/02/2021
DP1267127
Reg:R574091 /Doc:DP 1267127 B /Rev:08-Feb-2021 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:36 /Seq:14 of 22
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PLAN FORM 2 (A2)
DP1267127
WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION
Sheet 15 of 19 sheets
SEE SHEET FOR SURVEY INFORMATION & SURVEY REFERENCE MARKS
LEVEL THREE - THIRD FLOOR
LOT AREAS SHOWN ON THIS SHEET ARE FOR REGISTRAR GENERAL'S PURPOSES ONLY & SHOULD NOT BE USED TO CALCULATE FLOOR AREAS
LOTS 1C ... 10A ARE STRATUM LOTS. THESE STRATUM LOTS ARE LIMITED IN HEIGHT AND DEPTH AS SHOWN ON PLANS AND SECTIONS
THIRD FLOOR LOTS SHOWN ON THIS SHEET ARE LIMITED IN DEPTH AS SHOWN AND LIMITED IN HEIGHT TO THE LOWER LIMITS OF THE LOTS SHOWN ON LEVEL 4 - FOURTH FLOOR ON SHEET 17
ALL LEVELS SHOWN ARE ON AUSTRALIAN HEIGHT DATUM (AHD)
SCHEDULE OF EASEMENT LIMITS
HORIZONTAL PLANE UNLESS OTHERWISE NOTED
PT 103
PT 102
PT 103
(AL) (E34)
PT 103
(797.5m²)
LRL 17.78
PT 102
(121.2m²)
LRL 17.78
PT 102
(21.4m²)
LRL 17.78
LIFT (L2)
VOID
FIRE STAIRS
SEE SHEET 8 FOR SECTION A-A
GREAT NORTH ROAD
JERSEY LANE
RODD ROAD
LEGEND
EASEMENTS
(AL) DENOTES EASEMENT FOR AIR & LIGHT VARIABLE WIDTH (LIMITED IN STRATUM)
(L2) DENOTES EASEMENT FOR THE USE OF LIFT VARIABLE WIDTH (LIMITED IN STRATUM)
WOS DENOTES OFFSET WALL BOX/EASEMENT
FOW DENOTES FACE OF WALL
W DENOTES WALL
LRL 25.2 DENOTES LOWER STRATUM LOT LEVEL AT A HORIZONTAL PLANE AT RL 25.0
Surveyor GUSSUPPE JOHN BOTTARO
GEOMETRA CONSULTING PTY LTD
PO BOX 3530
CENTRAL BANKSTOWN NSW 2200
Date of survey 14 SEPTEMBER 2020
Surveyor's Ref 1919-21
PLAN OF SUBDIVISION OF LOT 2300 IN DP 1255885 (STRATUM SUBDIVISION)
LGA CANADA BAY
Locality FIVE DOCK
Subdivision No SC 2020/0057
Registered
8/02/2021
DP1267127
Reg:R574091 /Doc:DP 1267127 P /Rev:08-Feb-2021 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:36 /Seq:16 of 22
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PLAN FORM 2 (A2)
DP1267127
WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION
Sheet 17 of 19 sheets
SEE SHEET ... FOR SURVEY INFORMATION & SURVEY REFERENCE MARKS
LEVEL FOUR - FOURTH FLOOR
LOT AREAS SHOWN ON THIS SHEET ARE FOR REGISTRAR GENERAL'S PURPOSES ONLY & SHOULD NOT BE USED TO CALCULATE FLOOR AREAS
LOTS E35 & E36 ARE STRATUM LOTS. THESE STRATUM LOTS ARE LIMITED IN HEIGHT AND DEPTH AS SHOWN ON PLANS AND SECTIONS
FOURTH FLOOR LOTS SHOWN ON THIS SHEET ARE LIMITED IN DEPTH AS SHOWN AND LIMITED IN HEIGHT TO THE LOWER LIMITS OF THE LOTS SHOWN ON LEVEL 5 ON SHEET XX
ALL LEVELS SHOWN ARE ON AUSTRALIAN HEIGHT DATUM (AHD)
SCHEDULE OF EASEMENT LIMITS
E | LOWER RL | UPPER RL
E35 | 20.72 | 25.33
E36 | 20.72 | 25.33
-HORIZONTAL PLANE UNLESS OTHERWISE NOTED
GREAT NORTH ROAD
PT 103
PT 102 (21.2m²) LRL 20.72 (L2)
PT 103 (AL)-(E36) VOID
PT 103 (818.9m²) LRL 20.72
PT 103
LANE
JERSEY
ROAD
ROAD
SEE SHEET 19 FOR SECTION A-A
LEGEND
W(FS) DENOTES OFFSET WALL-BDY/EASEMENT
FSW DENOTES FACE OF WALL
W DENOTES WALL
LRL 25.0 DENOTES LOWER STRATUM LOT LEVEL AT A HORIZONTAL PLANE AT RL 25.0
EASEMENTS
(AL) DENOTES EASEMENT FOR AIR & LIGHT VARIABLE WIDTH (LIMITED IN STRATUM)
(L2) DENOTES EASEMENT FOR THE USE OF LIFT VARIABLE WIDTH (LIMITED IN STRATUM)
Surveyor GIUSEPPE LUIS BOTTARO GEOMETRA CONSULTING PTY LTD PO BOX 3530 CENTRE BANKSTOWN NSW 2200 Date of survey 14 SEPTEMBER 2020 Surveyor's Ref 1919-21
PLAN OF SUBDIVISION OF LOT 2300 IN DP 1255885 (STRATUM SUBDIVISION)
LGA CANADA BAY
Locality FIVE DOCK
Subdivision No SC 2020/0057
Registered 8/02/2021
DP1267127
Reg:R574091 /Doc:DP 1267127 P /Rev:08-Feb-2021 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:36 /Seq:17 of 22
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PLAN FORM 2 (A2) DP1267127 WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION Sheet 15 of 19 sheets

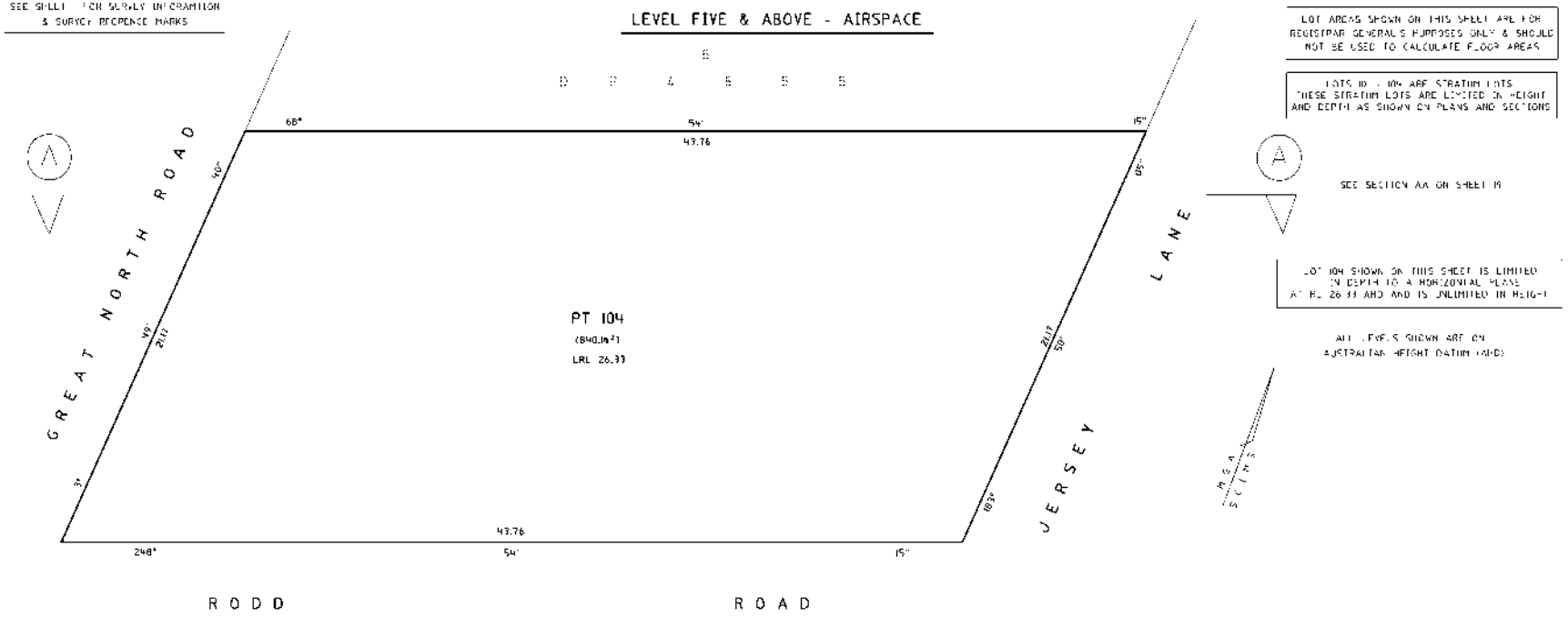
SEE SHEET 1 FOR SURVEY INFORMATION & SURVEY REFERENCE MARKS

LEVEL FIVE & ABOVE - AIRSPACE

D P 4 5 5 5

LOT AREAS SHOWN ON THIS SHEET ARE FOR REGISTRAR GENERAL'S PURPOSES ONLY & SHOULD NOT BE USED TO CALCULATE FLOOR AREAS

LOTS 10 - 104 ARE STRATUM LOTS THESE STRATUM LOTS ARE LIMITED IN HEIGHT AND DEPTH AS SHOWN ON PLANS AND SECTIONS



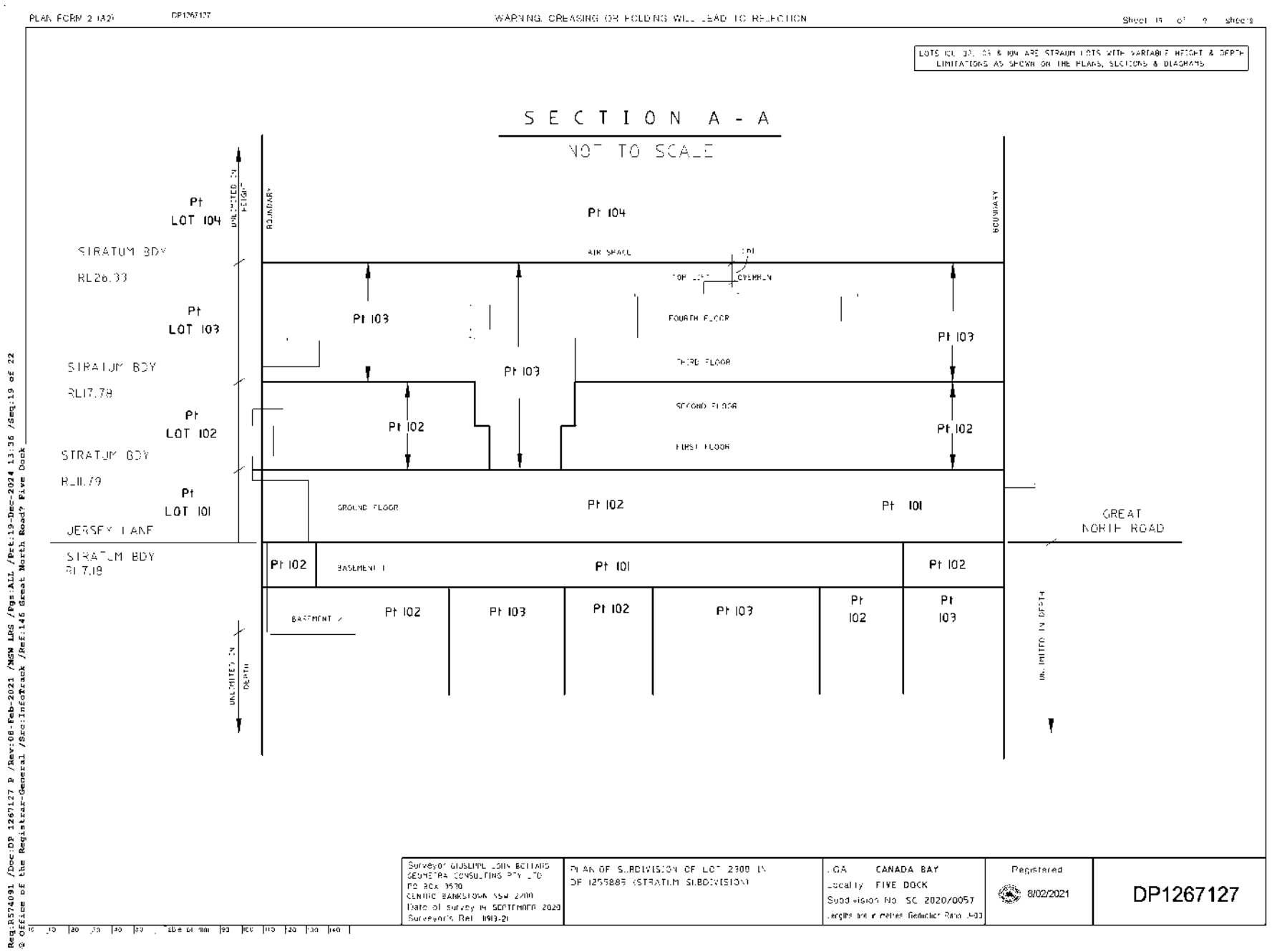
SCHEDULE OF EASEMENTS CREATED

	EASEMENT	SEE SHEET
1	(SS) EASEMENT FOR SUPPORT AND SHELTER (WHOLE OF THE LOT)	1
2	(SR) EASEMENT FOR SERVICES (WHOLE OF THE LOT)	
3	(ESA) EASEMENT FOR SERVICES (ACCESS) (WHOLE OF THE LOT)	1
4	(ES) EASEMENT FOR SERVICES (PROVISIONAL) (WHOLE OF THE LOT)	
5	(EE) EASEMENT FOR EMERGENCY EGRESS (WHOLE OF THE LOT)	
6	(EES) EASEMENT TO PERMIT ENCROACHING STRUCTURE TO REMAIN (WHOLE OF THE LOT)	
7	(KE) EASEMENT FOR KITCHEN EXHAUST (WHOLE OF THE LOT)	
8	(GA) EASEMENT FOR GREASE ARRESTOR (WHOLE OF THE LOT)	1
9	(PA) EASEMENT FOR PEDESTRIAN ACCESS VARIABLE WIDTH (LIMITED IN STRATUM)	12
10	(PA) EASEMENT FOR PEDESTRIAN ACCESS VARIABLE WIDTH (LIMITED IN STRATUM)	2
11	(PA) EASEMENT FOR PEDESTRIAN ACCESS VARIABLE WIDTH (LIMITED IN STRATUM)	4, 5
12	(PA) EASEMENT FOR PEDESTRIAN ACCESS VARIABLE WIDTH (LIMITED IN STRATUM)	5, 9
13	(PA) EASEMENT FOR PEDESTRIAN ACCESS VARIABLE WIDTH (LIMITED IN STRATUM)	14
14	(VA) EASEMENT FOR VEHICULAR ACCESS VARIABLE WIDTH (LIMITED IN STRATUM)	3, 13

	EASEMENT	SEE SHEET
15	(VA) EASEMENT FOR VEHICULAR ACCESS VARIABLE WIDTH (LIMITED IN STRATUM)	5, 8, 10
16	(VA) EASEMENT FOR VEHICULAR ACCESS VARIABLE WIDTH (LIMITED IN STRATUM)	9, 11, 6
17	(LU) EASEMENT FOR THE USE OF LIFT VARIABLE WIDTH (LIMITED IN STRATUM)	7, 6, 2
18	(LU) EASEMENT FOR THE USE OF LIFT VARIABLE WIDTH (LIMITED IN STRATUM)	10, 7, 8, 2, 14, 15, 16, 18
19	(LDU) EASEMENT FOR THE USE OF LOADING DOCK VARIABLE WIDTH (LIMITED IN STRATUM)	3
20	(GCU) EASEMENT FOR THE USE OF GARBAGE CHUTES VARIABLE WIDTH (LIMITED IN STRATUM)	4, 15
21	(GCU) EASEMENT FOR THE USE OF GARBAGE CHUTES VARIABLE WIDTH (LIMITED IN STRATUM)	4, 15
22	(PR) EASEMENT FOR PASSIVE RECREATIONAL USE VARIABLE WIDTH (LIMITED IN STRATUM)	4
23	(GT) EASEMENT FOR VEHICULAR ACCESS (GARBAGE TRUCK) VARIABLE WIDTH (LIMITED IN STRATUM)	13
24	(GS) EASEMENT FOR STORAGE OF GARBAGE BINS VARIABLE WIDTH (LIMITED IN STRATUM)	2, 3
25	(AL) EASEMENT FOR AIR & LIGHT VARIABLE WIDTH (LIMITED IN STRATUM)	4, 5, 16, 17
26	(CL) EASEMENT TO CLEAN GARBAGE BINS VARIABLE WIDTH (LIMITED IN STRATUM)	3
27	(MB) EASEMENT FOR MOVEMENT OF GARBAGE BINS VARIABLE WIDTH (LIMITED IN STRATUM)	13

Surveyor GIUSEPPE JOHN BOTTARO GEOMETRA CONSULTING PTY LTD PO BOX 9510 CENTRE BANKSTOWN NSW 2200 Date of survey 14 SEPTEMBER 2020 Surveyor's Ref 1913-21	PLAN OF SUBDIVISION OF LOT 2300 IN DP 1255885 (STRATUM SUBDIVISION)	LGA CANADA BAY Locality FIVE DOCK Subdivision No SC 2020/0057 Origins are metres Reduction Ratio 1:100	Registered 8/02/2021	DP1267127

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PLAN FORM 2 (A2)
DP1267127
WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION
Sheet 15 of 2 sheets
LOTS 101, 102, 103 & 104 ARE STRATUM LOTS WITH VARIABLE HEIGHT & DEPTH LIMITATIONS AS SHOWN ON THE PLANS, SECTIONS & DIAGRAMS
SECTION A - A
NOT TO SCALE
Pt LOT 104
STRATUM BDY
RL26.33
Pt LOT 103
STRATUM BDY
RL17.79
Pt LOT 102
STRATUM BDY
RL11.79
Pt LOT 101
JERSEY LANE
STRATUM BDY
RL7.19
UNLIMITED IN HEIGHT
UNLIMITED IN DEPTH
BOUNDARY
Pt 104
AIR SPACE
TOP OF LIFT
OVERRUN
FOURTH FLOOR
THIRD FLOOR
SECOND FLOOR
FIRST FLOOR
GROUND FLOOR
BASEMENT 1
BASEMENT 2
Pt 103
Pt 102
Pt 101
GREAT NORTH ROAD
LIMITED IN DEPTH
Surveyor GUSUMPL JOHN BOTTARIS
GEOMETRA CONSULTING PTY LTD
PO BOX 3530
CENTRIC BANKSTOWN NSW 2200
Date of survey 14 SEPTEMBER 2020
Surveyor's Ref 1993-21
PLAN OF SUBDIVISION OF LOT 2300 IN DP 1255885 (STRATUM SUBDIVISION)
LGA CANADA BAY
Locality FIVE DOCK
Subdivision No SC 2020/0057
Registered
8/02/2021
DP1267127
Reg:R574091 /Doc:DP 1267127 P /Rev:08-Feb-2021 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:36 /Seq:19 of 22
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PLAN FORM 6 (2020) WARNING: Creasing or folding will lead to rejection

DEPOSITED PLAN ADMINISTRATION SHEET

Sheet 1 of 3 sheet(s)

Office Use Only

Registered: 8/02/2021

Title System: TORRENS

Office Use Only

DP1267127

PLAN OF SUBDIVISION OF LOT 2308 IN DP 1255885 (STRATUM SUBDIVISION)

LGA: CANADA BAY

Locality: FIVE DOCK

Parish: CONCORD

County: CUMBERLAND

Survey Certificate

I, GIUSEPPE JOHN BOTTARO

of GEOMETRA CONSULTING PTY LTD

PO BOX 3530 CENTRO BANKSTOWN NSW 2200

a surveyor registered under the *Surveying and Spatial Information Act 2002*, certify that:

*(a) The land shown in the plan was surveyed in accordance with the *Surveying and Spatial Information Regulation 2017*, is accurate and the survey was completed on 14th SEPTEMBER 2020,

*(b) ~~The part of the land shown in the plan (*being/*excluding ** .....)~~ was surveyed in accordance with the *Surveying and Spatial Information Regulation 2017*, the part surveyed is accurate and the survey was completed on, ... the part not surveyed was compiled in accordance with that Regulation, or

*(c) ~~The land shown in this plan was compiled in accordance with the Surveying and Spatial Information Regulation 2017.~~

Datum Line: X - Y

Type: *Urban/~~*Rural~~

The terrain is *Level-Undulating / ~~*Steep Mountainous.~~

Signature: ..... Dated: 30.9.20

Surveyor Identification No: SU00564

Surveyor registered under the *Surveying and Spatial Information Act 2002*

*Strike out inappropriate words.

**Specify the land actually surveyed or specify any land shown in the plan that is not the subject of the survey.

Crown Lands NSW/Western Lands Office Approval

I, ... (Authorised Officer) in approving this plan certify that all necessary approvals in regard to the allocation of the land shown herein have been given.

Signature: .....

Date: .....

File Number: .....

Office: .....

Subdivision Certificate

I, SHANNON ANDERSON

*Authorised Person/~~*General Manager/*Registered Certifier~~, certify that the provisions of s.6.15 of the *Environmental Planning and Assessment Act 1979* have been satisfied in relation to the proposed subdivision, new road or reserve set out herein.

Signature: .....

~~Registration number: .....~~

Consent Authority: CITY OF CANADA BAY

Date of endorsement: 2 FEBRUARY 2021

Subdivision Certificate number: SC2020/0057

File number: DA 2020/0202

*Strike through if inapplicable.

Plans used in the preparation of survey/~~compilation.~~

DP 1255885

PPN DP 1267127

Statements of intention to dedicate public roads create public reserves and drainage reserves, acquire/resume land.

Surveyor's Reference: 11913-21

Signatures, Seals and Section 88B Statements should appear on PLAN FORM 6A

Req:R574091 /Doc:DP 1267127 P /Rev:08-Feb-2021 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:36 /Seq:21 of 22
© Office of the Registrar-General /Src:InfoTrack /Ref:146 Great North Road? Five Dock

PLAN FORM 6A (2019) **DEPOSITED PLAN ADMINISTRATION SHEET** Sheet 2 of 3 sheet(s)

Office Use Only

Registered: 8/02/2021

Office Use Only

DP1267127

PLAN OF SUBDIVISION OF LOT 2308 IN DP 1255885 (STRATUM SUBDIVISION)

This sheet is for the provision of the following information as required:

- A schedule of lots and addresses - See 60(c) *SSI Regulation 2017*
- Statements of intention to create and release affecting interests in accordance with section 88B *Conveyancing Act 1919*
- Signatures and seals- see 195D *Conveyancing Act 1919*
- Any information which cannot fit in the appropriate panel of sheet 1 of the administration sheets.

Subdivision Certificate number: SC2020/0057

Date of Endorsement: 2 FEBRUARY 2021

SURVEYING & SPATIAL INFORMATION REGULATION 2017 CLAUSE 60 (C)

LOT	STREET No.	STREET NAME	STREET TYPE	LOCALITY
101	146	GREAT NORTH	ROAD	FIVE DOCK
102	30	RODD	ROAD	FIVE DOCK
103	34	RODD	ROAD	FIVE DOCK
104		GREAT NORTH	ROAD	FIVE DOCK

PURSUANT TO SECTION 88B OF THE CONVEYANCING ACT, 1919, IT IS INTENDED TO CREATE:

1. EASEMENT FOR SUPPORT AND SHELTER (WHOLE OF THE LOT) (SS)
2. EASEMENT FOR SERVICES (WHOLE OF THE LOT) (ES)
3. EASEMENT FOR SERVICES (ACCESS) (WHOLE OF THE LOT) (ESA)
4. EASEMENT FOR SERVICES (PROVISIONAL) (WHOLE OF THE LOT) (FS)
5. EASEMENT FOR EMERGENCY EGRESS (WHOLE OF THE LOT) (EE)
6. EASEMENT TO PERMIT ENCROACHING STRUCTURE TO REMAIN (WHOLE OF THE LOT) (PES)
7. EASEMENT FOR KITCHEN EXHAUST (WHOLE OF THE LOT) (KE)
8. EASEMENT FOR GREASE ARRESTOR (WHOLE OF THE LOT) (GA)
9. EASEMENT FOR PEDESTRIAN ACCESS VARIABLE WIDTH (LIMITED IN STRATUM) (P1)
10. EASEMENT FOR PEDESTRIAN ACCESS VARIABLE WIDTH (LIMITED IN STRATUM) (P2)
11. EASEMENT FOR PEDESTRIAN ACCESS VARIABLE WIDTH (LIMITED IN STRATUM) (P3)
12. EASEMENT FOR PEDESTRIAN ACCESS VARIABLE WIDTH (LIMITED IN STRATUM) (P4)
13. EASEMENT FOR PEDESTRIAN ACCESS VARIABLE WIDTH (LIMITED IN STRATUM) (P5)
14. EASEMENT FOR VEHICULAR ACCESS VARIABLE WIDTH (LIMITED IN STRATUM) (V1)
15. EASEMENT FOR VEHICULAR ACCESS VARIABLE WIDTH (LIMITED IN STRATUM) (V2)
16. EASEMENT FOR VEHICULAR ACCESS VARIABLE WIDTH (LIMITED IN STRATUM) (V3)
17. EASEMENT FOR THE USE OF LIFT VARIABLE WIDTH (LIMITED IN STRATUM) (L1)
18. EASEMENT FOR THE USE OF LIFT VARIABLE WIDTH (LIMITED IN STRATUM) (L2)
19. EASEMENT FOR THE USE OF LOADING DOCK VARIABLE WIDTH (LIMITED IN STRATUM) (LD)
20. EASEMENT FOR THE USE OF GARBAGE CHUTES VARIABLE WIDTH (LIMITED IN STRATUM) (EC1)
21. EASEMENT FOR THE USE OF GARBAGE CHUTES VARIABLE WIDTH (LIMITED IN STRATUM) (EC2)
22. EASEMENT FOR PASSIVE RECREATIONAL USE VARIABLE WIDTH (LIMITED IN STRATUM) (PR)
23. EASEMENT FOR VEHICULAR ACCESS (GARBAGE TRUCK) VARIABLE WIDTH (LIMITED IN STRATUM) (GT)
24. EASEMENT FOR STORAGE OF GARBAGE BINS VARIABLE WIDTH (LIMITED IN STRATUM) (GB)
25. EASEMENT FOR AIR & LIGHT VARIABLE WIDTH (LIMITED IN STRATUM) (AL)
26. EASEMENT TO CLEAN GARBAGE BINS VARIABLE WIDTH (LIMITED IN STRATUM) (CL)
27. EASEMENT FOR MOVEMENT OF GARBAGE BINS VARIABLE WIDTH (LIMITED IN STRATUM) (MB)

If space is insufficient use additional annexure sheet AUTHORISED PERSON

Surveyor's Reference: 11913-21

Req:R574091 /Doc:DP 1267127 P /Rev:08-Feb-2021 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:36 /Seq:22 of 22
© Office of the Registrar-General /Src:InfoTrack /Ref:146 Great North Road? Five Dock

PLAN FORM 6A (2019) **DEPOSITED PLAN ADMINISTRATION SHEET** Sheet 3 of 3 sheet(s)

Office Use Only

Registered: 8/02/2021

Office Use Only

DP1267127

PLAN OF SUBDIVISION OF LOT 2308 IN DP 1255885 (STRATUM SUBDIVISION)

Subdivision Certificate number: SC2020/10057

Date of Endorsement: 2 FEBRUARY 2021

This sheet is for the provision of the following information as required:

- A schedule of lots and addresses - See 60(c) *SSI Regulation 2017*
- Statements of intention to create and release affecting interests in accordance with section 88B *Conveyancing Act 1919*
- Signatures and seals- see 195D *Conveyancing Act 1919*
- Any information which cannot fit in the appropriate panel of sheet 1 of the administration sheets.

SIGNATURES AND SEALS

HPPS GROUP HOLDINGS PTY LTD
A C N: 167 743 375

PIERRE SLEIMAN
SOLE DIRECTOR (Print Full Name) & SECRETARY

SOLE DIRECTOR (Signature) & SECRETARY

~~PIERRE SLEIMAN~~
~~SECRETARY (Print Full Name)~~

~~SECRETARY (Signature)~~

AUTHORITY: SEC 127 CORPORATIONS ACT 2001

TMASL FINANCE PTY LTD
ACN 623 313 057

Rebecca Ong
SECRETARY

Andrew J Bowie
DIRECTOR

AUTHORITY: SEC 127 CORPORATIONS ACT 2001

MORTGAGEE
BY ITS EXECUTION CONSENTS TO THE REGISTRATION OF THIS DOCUMENT AUTHORISED PERSON

If space is insufficient use additional annexure sheet

Surveyor's Reference: 11913-21

Req:R574103 /Doc:CT 10374-087 CT /Rev:01-Feb-2011 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:38 /Seq:1 of 2
© Office of the Registrar-General /Src:InfoTrack /Ref:146 Great North Road? Five Dock

[redacted]

RTIFICATE OF TITLE

OPERTY ACT, 1900, as amended.

10374/87

NEW SOUTH WALES

Application 13924

Prior Title Vol. 4266 Fol. 20 and 21

Vol. 10374 Fol. 87

Edition issued 17-8-1966

DM. K367570

Fol. 87

10374

(Page 1) Vol.

I certify that the person described in the First Schedule is the registered proprietor of the undermentioned estate in the land within described subject nevertheless to such exceptions encumbrances and interests as are shown in the Second Schedule.

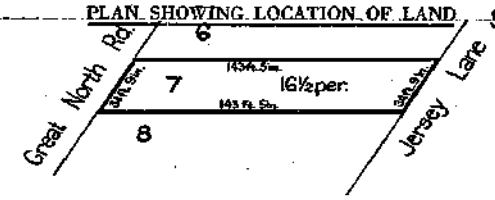
Witness A Vandine

CANCELLED

Registrar General.

SEE AUTO FOLIO

PLAN SHOWING LOCATION OF LAND



K367570 17

Scale: 60 feet to one inch.

ESTATE AND LAND REFERRED TO

Estate in Fee Simple in Lot 7 in Deposited Plan 4855 in the Municipality of Drummoyne, Parish of Concord and County of Cumberland being part of Portion 256 granted to John Harris 1-1-1806.

Registrar General.

FIRST SCHEDULE (continued overleaf).

~~OEOILY MARY [redacted] of Five Dock, Married Woman.~~

Registrar General.

SECOND SCHEDULE (continued overleaf).

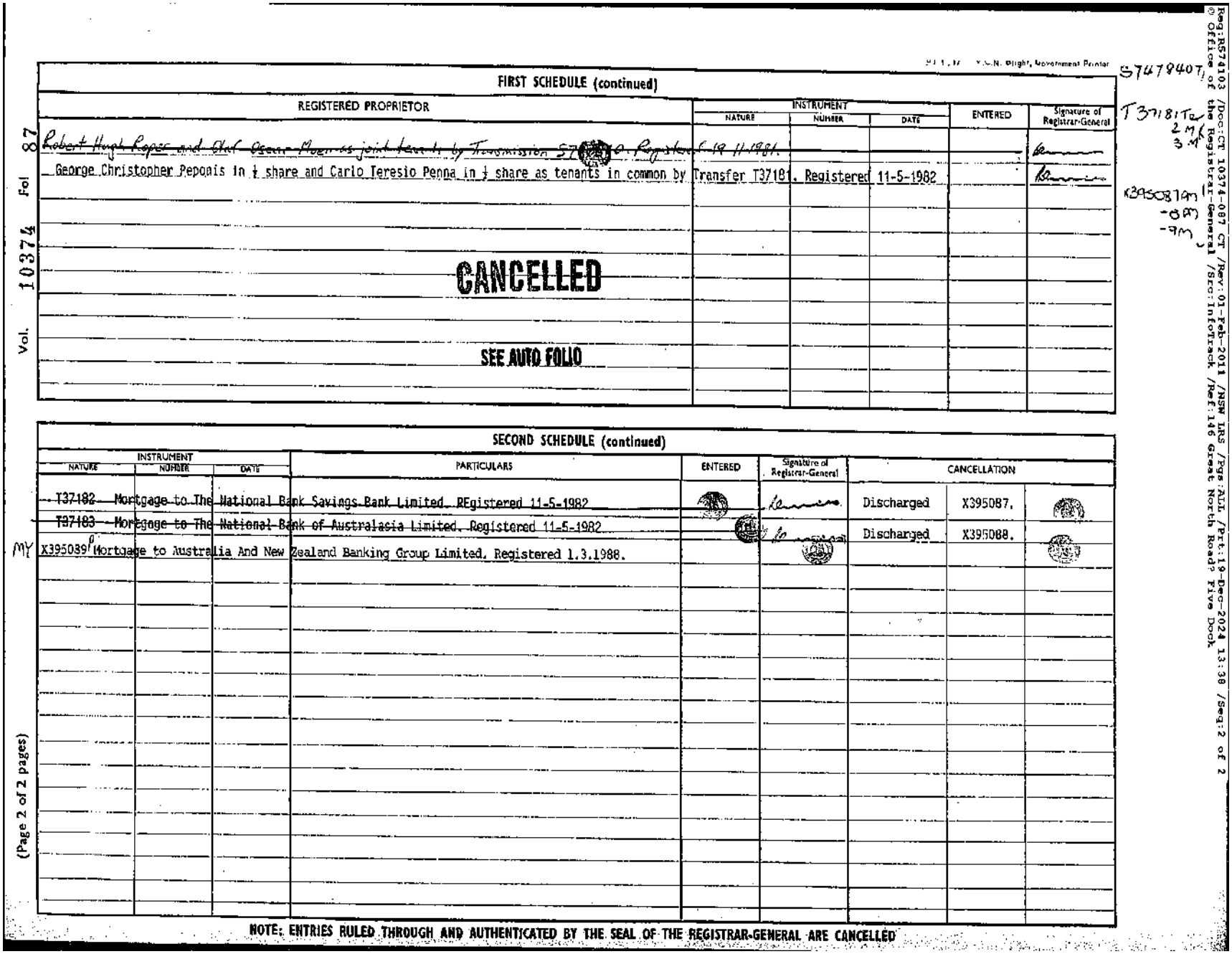
GRY 1. Reservations and conditions, if any, contained in the Crown Grant above referred to
CV 2. Covenant created by Transfer No. A234507.

Registrar General.

PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

WARNING THIS DOCUMENT MUST NOT BE REMOVED FROM THE LAND TITLES OFFICE

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED



FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	ENTERED	Signature of Registrar-General
~~Robert Hugh Roper and Olof Ocean Magnus as joint tenants by Transmission S747840T Registered 19.11.1981.~~					
George Christopher Pepoais in ½ share and Carlo Teresio Penna in ½ share as tenants in common by Transfer T37181. Registered 11-5-1982					

CANCELLED

SEE AUTO FOLIO

SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar-General	CANCELLATION		
~~T37182 Mortgage to The National Bank Savings Bank Limited. REgistered 11-5-1982~~						Discharged	X395087.	
~~T37183 Mortgage to The National Bank of Australasia Limited. Registered 11-5-1982~~						Discharged	X395088.	
MY X395039P			Mortgage to Australia And New Zealand Banking Group Limited. Registered 1.3.1988.					

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR-GENERAL ARE CANCELLED

Vol. 10374 Fol 87

(Page 2 of 2 pages)

T37181 T

X395087M -8M -9M

Reg:R574103 /Doc:CT 10374-087 CT /Rev:01-Feb-2011 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:38 /Seq:2 of 2
© Office of the Registrar-General /Src:InfoTrack /Ref:146 Great North Road? Five Dock

LAND REGISTRY SERVICES Historical Search

NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE
19/12/2024 1:37PM

FOLIO: 7/4855

First Title(s): SEE PRIOR TITLE(S)
Prior Title(s): VOL 10374 FOL 87

Recorded	Number	Type of Instrument	C.T. Issue
21/8/1988		TITLE AUTOMATION PROJECT	LOT RECORDED FOLIO NOT CREATED
20/10/1988		CONVERTED TO COMPUTER FOLIO	FOLIO CREATED CT NOT ISSUED
22/5/1992	E475371	DISCHARGE OF MORTGAGE	
22/5/1992	E475372	MORTGAGE	EDITION 1
4/7/1995	O270011	DISCHARGE OF MORTGAGE	
4/7/1995	O270013	TRANSFER	
4/7/1995	O270014	MORTGAGE	EDITION 2
16/7/1997	3234471	DISCHARGE OF MORTGAGE	
16/7/1997	3234472	TRANSFER	
16/7/1997	3234473	MORTGAGE	EDITION 3
27/3/2001	7408114	DEPARTMENTAL DEALING	
17/10/2006	AC674619	DISCHARGE OF MORTGAGE	
17/10/2006	AC674620	TRANSFER	EDITION 4
30/9/2009	AF16195	LEASE	EDITION 5
28/3/2014	AI475365	CAVEAT	
29/6/2015	AJ609973	WITHDRAWAL OF CAVEAT	
29/6/2015	AJ609974	MORTGAGE	EDITION 6
21/7/2015	AJ671188	CAVEAT	
4/7/2017	AM536570	WITHDRAWAL OF CAVEAT	
4/7/2017	AM536572	DISCHARGE OF MORTGAGE	
4/7/2017	AM536574	TRANSFER	
4/7/2017	AM536576	MORTGAGE	EDITION 7
19/7/2017	AM559580	DEPARTMENTAL DEALING	EDITION 8
12/7/2018	AN480359	DISCHARGE OF MORTGAGE	EDITION 9

END OF PAGE 1 - CONTINUED OVER

146 Great North Road, Five Dock... PRINTED ON 19/12/2024

NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE
19/12/2024 1:37PM

FOLIO: 7/4855 PAGE 2

Recorded	Number	Type of Instrument	C.T. Issue
20/9/2018	AN725839	MORTGAGE	EDITION 10
23/8/2019	DP1255885	DEPOSITED PLAN	FOLIO CANCELLED

*** END OF SEARCH ***

146 Great North Road, Five Dock... PRINTED ON 19/12/2024

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Received: 19/12/2024 13:37:43

Req:R574105 /Doc:DL 0270013 /Rev:05-Mar-2010 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:38 /Seq:1 of 1
© Office of the Registrar-General /Src:InfoTrack /Ref:146 Great North Road? Five Dock

97-01T

[redacted]

TRANSFER

Real Property Act, 1900

0
270013 D

Office of State Revenue use only

150595 1402 04 001802394/03 $2.00

(A) **LAND TRANSFERRED**

Show no more than 20 References to Title.
If appropriate, specify the share transferred.

Folio Identifier 7/4855

(B) **LODGED BY**

L.T.O. Box	Name, Address or DX and Telephone
	National Australia Bank Limited 255 George Street, Sydney 237-1111 FAX 237-1294

REFERENCE (max. 15 characters): 95ICS103

(C) **TRANSFEROR** GEORGE CHRISTOPHER PEPONIS AND CARLO TERESIO PENNA

(D) acknowledges receipt of the consideration of $400,000.00

and as regards the land specified above transfers to the Transferee an estate in fee simple

(E) subject to the following **ENCUMBRANCES** 1. Nil 2. 3.

(F) **TRANSFEREE**

T

PERRY ELLIS AND DEAN ELLIS

JT2

(G) **TENANCY:** joint tenants

(H) We certify this dealing correct for the purposes of the Real Property Act, 1900. **DATED** 25/3/95

Signed in my presence by the Transferor who is personally known to me.

M. PERTSINIDIS
Signature of Witness

Name of Witness (BLOCK LETTERS)

130 KINGSGROVE ROAD KINGSGROVE
Address of Witness

Signature of Transferor

Signed in my presence by the Transferee who is personally known to

Signature of Witness

JOSEPHINE AIELLO
Name of Witness (BLOCK LETTERS)

8 TO CLARKE STREET, EARLWOOD
Address of Witness

Signature of Transferee

INSTRUCTIONS FOR FILLING OUT THIS FORM ARE AVAILABLE FROM THE LAND TITLES OFFICE

CHECKED BY (office use only)

12/94 T

Ausdoc Commercial and Law Stationers 1991

Req:R574106 /Doc:DL AC674620 /Rev:20-Oct-2006 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:38 /Seq:1 of 1
© Office of the Registrar-General /Src:InfoTrack /Ref:146 Great North Road? Five Dock

Form: 01T
Release: 2.1
www.lpi.nsw.gov.au

TRANSFER

New South Wales
Real Property Act 1900

AC674620D

PRIVACY NOTE: this information is legally required and will

STAMP DUTY Office of State Revenue use only

NEW SOUTH WALES DUTY
25-08-2006 0003698582-001
SECTION 18(2)
DUTY $ **********2.00

(A) **TORRENS TITLE** 7/4855

(B) **LODGED BY**

Delivery Box	Name, Address or DX and Telephone	CODES
829N	ANTHONY ZIADE + ASSOCIATES DX 21215 ASHFIELD 97989199 Reference: WM: JADS CORPORATION	T TW (Sheriff)

(C) **TRANSFEROR** DEAN ELLIS

(D) **CONSIDERATION** The transferor acknowledges receipt of the consideration of $ 1,250,000.00 and as regards

(E) **ESTATE** the land specified above transfers to the transferee an estate in fee simple

(F) **SHARE TRANSFERRED** WHOLE

(G) Encumbrances (if applicable):

(H) **TRANSFEREE** JADS CORPORATION PTY LTD (ACN 084 917 608)

(I) **TENANCY:**

(J) **DATE** 3 October 2006

I certify that the person(s) signing opposite, with whom I am personally acquainted or as to whose identity I am otherwise satisfied, signed this instrument in my presence.

Signature of witness:

Name of witness:
Address of witness:

JOHN KELVIN HANNAFORD
SOLICITOR
92 GREAT NORTH ROAD
FIVE DOCK NSW 2046

Certified correct for the purposes of the Real Property Act 1900 by the transferor.

Signature of transferor:

Certified for the purposes of the Real Property Act 1900 by the person whose signature appears below.

Signature:

Signatory's name: ANTHONY ZIADE
transferee's solicitor

Page 1 of 1 number additional pages sequentially

All handwriting must be in block capitals.

Land and Property Information NSW.

Req:R574110 /Doc:CT 11500-066 CT /Rev:31-Jan-2011 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:38 /Seq:1 of 2
© Office of the Registrar-General /Src:InfoTrack /Ref:146 Great North Road? Five Dock

[redacted]

ICATE OF TITLE

L PROPERTY ACT, 1900.

NEW SOUTH WALES

Vol. 11500 Fol. 66

Appln. No.13924

Prior Title Vol.3237 Fol.44

Edition issued 14-1-1971

M102342

I certify that the person described in the First Schedule is the registered proprietor of the undermentioned estate in the land within described subject nevertheless to such exceptions encumbrances and interests as are shown in the Second Schedule.

CANCELLED

Registrar General.

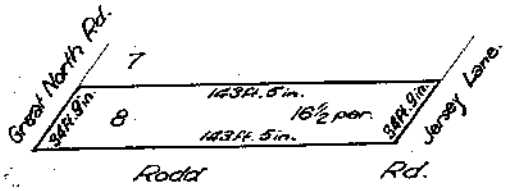
SEE AUTO FOLIO

(Page 1) Vol. 11500 Fol. 66

PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

WARNING: THIS DOCUMENT MUST NOT BE REMOVED FROM THE LAND TITLES OFFICE.

PLAN SHOWING LOCATION OF LAND



M102342

Scale: 50 feet to one inch.

ESTATE AND LAND LAND REFERRED TO

Estate in Fee Simple in Lot 8 in Deposited Plan 4855 at Five Dock in the Municipality of Drummoyne Parish of Concord and County of Cumberland being part of Portion 256 granted to John Harris on 1-1-1806.

FIRST SCHEDULE

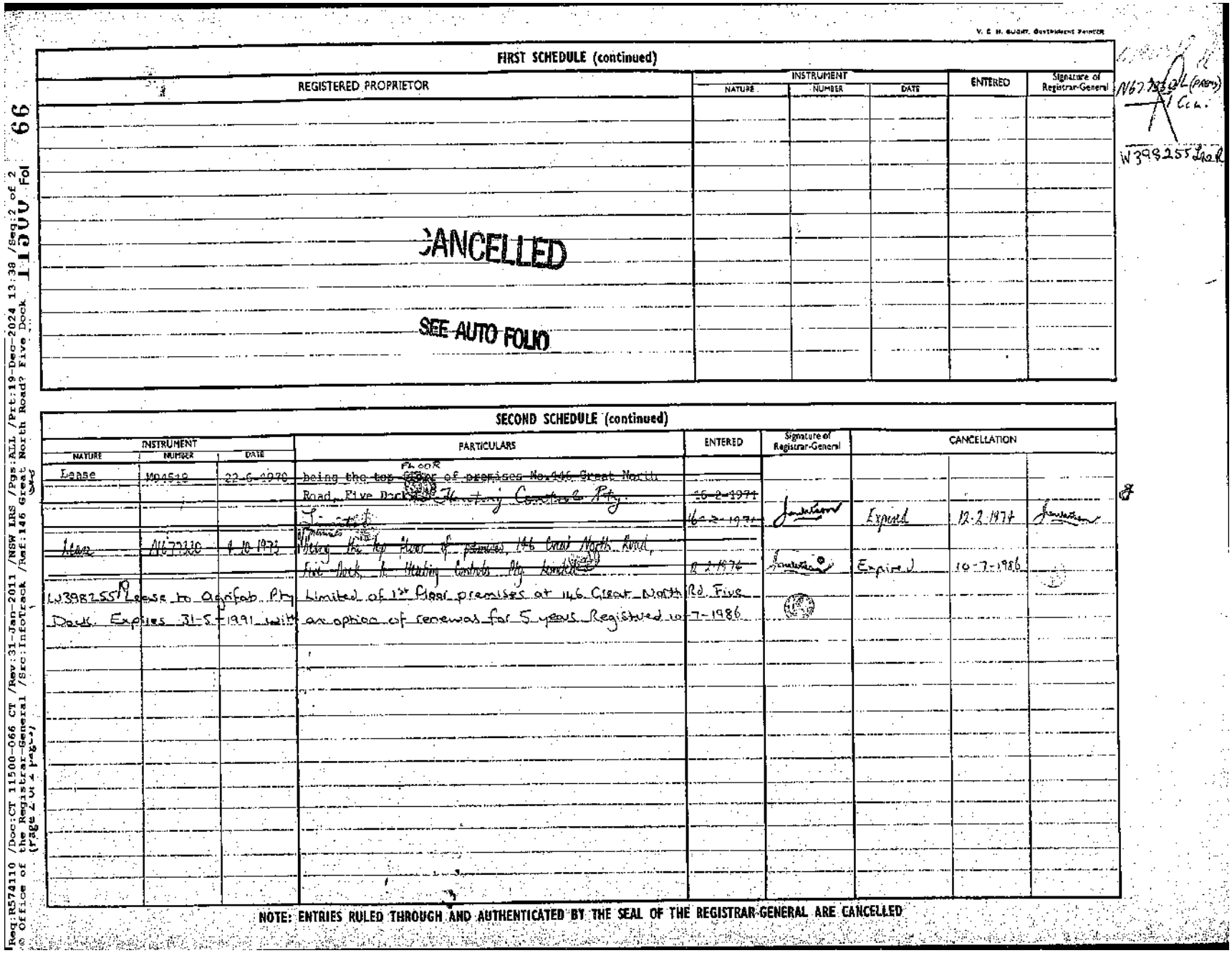
EDWARD ARMANDO LICCIARDO of Five Dock, Panelbeater and FELICE ANTONIO LICCIARDO of Hollywood, California, in the United States of America, Entertainer as Tenants in Common in Equal Shares.

SECOND SCHEDULE

GRY
CV
1. Reservations and conditions, if any, contained in the Crown Grant above referred to.
2. Covenant created by Transfer No.A738297.

Registrar General

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED.



V. C. N. GUIDOT, Government Printer

FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	ENTERED	Signature of Registrar-General
CANCELLED					
SEE AUTO FOLIO					

SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar-General	CANCELLATION		
Lease	M94518	22-6-1970	being the top floor of premises No.146 Great North Road, Five Dock to Hearing Controls Pty. Limited	16-2-1971				
				16-2-1971		Expired	12-2-1974	
Lease	AH77110	4.10.1973	Part being the top floor of premises 146 Great North Road, Five Dock to Hearing Controls Pty. Limited	12-2-1974		Expired	10-7-1986	
W398255	Lease to Agrifab Pty Limited of 1st floor premises at 146 Great North Rd. Five Dock. Expires 31-5-1991 with an option of renewal for 5 years Registered 10-7-1986							

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR-GENERAL ARE CANCELLED

W398255 Lease (part) Canc.

W398255 Lease

Req:R574110 /Doc:CT 11500-066 CT /Rev:31-Jan-2011 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:39 /Seq:2 of 2
© Office of the Registrar-General /Src:InfoTrack /Ref:146 Great North Road? Five Dock
(Page 2 of 4 pages)

11500 Fol 66

LAND REGISTRY SERVICES Historical Search

NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE
19/12/2024 1:37PM

FOLIO: 8/4855

First Title(s): SEE PRIOR TITLE(S)
Prior Title(s): VOL 11500 FOL 66

Recorded	Number	Type of Instrument	C.T. Issue
21/8/1988		TITLE AUTOMATION PROJECT	LOT RECORDED FOLIO NOT CREATED
2/11/1988		CONVERTED TO COMPUTER FOLIO	FOLIO CREATED CT NOT ISSUED
11/9/1990	Z165225	LEASE	EDITION 1
29/4/1992	E419073	LEASE	EDITION 2
1/9/1995	O503704	LEASE	EDITION 3
18/3/1996	2022182	LEASE	EDITION 4
9/7/1997	3213398	SURRENDER OF LEASE	EDITION 5
11/9/1997	3403924	TRANSFER	
11/9/1997	3403925	MORTGAGE	EDITION 6
4/6/1999	5879199	DEPARTMENTAL DEALING	
27/3/2001	7408114	DEPARTMENTAL DEALING	
5/10/2013	AH999398	DISCHARGE OF MORTGAGE	
5/10/2013	AH999399	CHANGE OF NAME	
5/10/2013	AH999400	TRANSFER	
5/10/2013	AH999401	MORTGAGE	EDITION 7
28/3/2014	AI475366	CAVEAT	
4/7/2017	AM536571	WITHDRAWAL OF CAVEAT	
4/7/2017	AM536573	DISCHARGE OF MORTGAGE	
4/7/2017	AM536575	TRANSFER	
4/7/2017	AM536576	MORTGAGE	EDITION 8
19/7/2017	AM559580	DEPARTMENTAL DEALING	EDITION 9
12/7/2018	AN480359	DISCHARGE OF MORTGAGE	EDITION 10
20/9/2018	AN725839	MORTGAGE	EDITION 11

END OF PAGE 1 - CONTINUED OVER

146 Great North Road, Five Dock... PRINTED ON 19/12/2024

NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE
19/12/2024 1:37PM

FOLIO: 8/4855 PAGE 2

Recorded	Number	Type of Instrument	C.T. Issue
23/8/2019	DP1255885	DEPOSITED PLAN	FOLIO CANCELLED

*** END OF SEARCH ***

146 Great North Road, Five Dock... PRINTED ON 19/12/2024

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Received: 19/12/2024 13:37:44

Req:R574111 /Doc:DL 3403924 /Rev:18-Sep-1997 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:38 /Seq:1 of 2
© Office of the Registrar-General /Src:InfoTrack /Ref:146 Great North Road? Five Dock

97-01T

TRANSFER

Real Property Act, 1900

3403924 X

Office

N.S.W. STAMP DUTY
160797 1904 04 00213071S/03 $2.00

(A) **LAND TRANSFERRED**
Show no more than 20 References to Title.
If appropriate, specify the share transferred.

FOLIO IDENTIFIER 8/4855

(B) **LODGED BY**

L.T.O. Box	Name, Address or DX and Telephone
24J	CTB
	REFERENCE (max. 15 characters): 429755-TE97

(C) **TRANSFEROR** EDWARD ARMANDO LICCIARDO and FELICE ANTONIO LICCIARDO

(D) acknowledges receipt of the consideration of $820,000

and as regards the land specified above transfers to the Transferee an estate in fee simple

(E) subject to the following **ENCUMBRANCES** 1. 7022182 2. 3.

(F) **TRANSFEREE**

TS (s713 LGA)
TW (Sheriff)

JOSEPH ~~CAUTELA~~ & ANTONELLA ~~CAUTELA~~ CAUTELA as to one half share as joint tenants and DOMENICO TRINGALI & SANTINA TRINGALI as joint tenants as to the remaining half share

(G) **TENANCY:** TENANTS IN COMMON.

(H) We certify this dealing correct for the purposes of the Real Property Act, 1900. **DATED** 25/7/97

Signed in my presence by the Transferor who is personally known to me.

Signature of Witness

J.K. HANNAFORD
Name of Witness (BLOCK LETTERS)

Johnston-File 20 ck
Address of Witness

Signature of Transferor

Signed in my presence by the Transferee who is personally known to me.

Signature of Witness

Name of Witness (BLOCK LETTERS)

Address of Witness

Anthony Ziade
Signature of Transferee's Solicitor

INSTRUCTIONS FOR FILLING OUT THIS FORM ARE AVAILABLE FROM THE LAND TITLES OFFICE

CHECKED BY (office use only)

AUSDOC Office Pty. Ltd.

Req:R574111 /Doc:DL 3403924 /Rev:18-Sep-1997 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:38 /Seq:2 of 2
© Office of the Registrar-General /Src:InfoTrack /Ref:146 Great North Road? Five Dock

SIGNED in my presence by the Transferor
who is personally known to me:

.....
Signature of Witness

J.K. HANAFORD
.....
Name of Witness (BLOCK LETTERS)

Solicitor - Five Dock
.....
Address of Witness

FELICE ANTONIO LICCIARDO by his
Attorney VERONICA LICCIARDO by
Power of Attorney dated 23/09/1996
Registered Book 4168 No. 688
who states that she has no notice
of revocation of the said Power of
Attorney whereby she executes
this instrument.

.....
V LICCIARDO

Req:R574112 /Doc:DL AH999400 /Rev:11-Oct-2013 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:38 /Seq:1 of 1
© Office of the Registrar-General /Src:InfoTrack /Ref:146 Great North Road? Five Dock

Form: 01T
Release: 6·0

TRANSFER

New South Wales
Real Property Act 1900

AH999400F

PRIVACY NOTE: Section 31B of the Real Property Act 1900 (RP Act) authorises the Registrar-General to collect the information required by this form for the establishment and maintenance of the Real Property Act Register. Section 96B RP Act requires that the Register is made available to any person for search upon payment of a fee, if any.

STAMP DUTY Office of State Revenue use only

0

Office of State Revenue
NSW Treasury
Client No: 2703646
Duty: $31,715 Trans No: 7119713
Asst details:

(A) **TORRENS TITLE** FI 8/4855

(B) **LODGED BY**

Document Collection Box	Name, Address or DX, Telephone, and Customer Account Number if any	CODES
24J	LLPN: 123836E CTB Reference: 59330609	T TW

(C) **TRANSFEROR** DOMENICO TRINGALI and SANTINA TRINGALI

(D) **CONSIDERATION** The transferor acknowledges receipt of the consideration of $ 805,000.00 and as regards

(E) **ESTATE** the abovementioned land transfers to the transferee an estate in fee simple

(F) **SHARE TRANSFERRED**

(G) Encumbrances (if applicable):

(H) **TRANSFEREE** JOSEPH CAUTELA and ANTONELLA CAUTELA
ANTHONY
TENANCY: JOINT TENANTS

OFFICE OF STATE REVENUE
NSW TREASURY
2703646 741
ALTERED DATE NOTED

23 AUGUST 2013

(J) I certify I am an eligible witness and that the transferor signed this dealing in my presence. [See note* below]

Signature of witness:

Name of witness: Frank Mercuri
Address of witness: Solicitor & Public Notary
1/43A Crescent Street
Rozelle NSW 2039
AUSTRALIA

Certified correct for the purposes of the Real Property Act 1900 by the transferor.

Signature of transferor:

Certified correct for the purposes of the Real Property Act 1900 on behalf of the transferee by the person whose signature appears below.

Signature:

Signatory's name: Anthony Ziade
Signatory's capacity: solicitor for the transferee

(K) The transferee certifies that the eNOS data relevant to this dealing has been submitted and stored under eNOS ID No. Full name: Signature:

* s117 RP Act requires that you must have known the signatory for more than 12 months or have sighted identifying documentation.

ALL HANDWRITING MUST BE IN BLOCK CAPITALS

OFF 2022182

Historical Title

NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE
19/12/2024 1:37PM

FOLIO: 2308/1255885

First Title(s): OLD SYSTEM
Prior Title(s): 7-8/4855

Recorded	Number	Type of Instrument	C.T. Issue
23/8/2019	DP1255885	DEPOSITED PLAN	FOLIO CREATED EDITION 1
20/11/2020	AQ570387	DISCHARGE OF MORTGAGE	
20/11/2020	AQ570388	MORTGAGE	EDITION 2
4/12/2020	AQ606479	RESTRICTION ON USE OF LAND BY/VESTED IN PRESCRIBED AUTHORITY	
4/12/2020	AQ606480	POSITIVE COVENANT	
8/2/2021	DP1267127	DEPOSITED PLAN	FOLIO CANCELLED

*** END OF SEARCH ***

146 Great North Road, Five Dock PRINTED ON 19/12/2024

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Received: 19/12/2024 13:34:27

LAND REGISTRY SERVICES Historical Search

NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE
19/12/2024 1:36PM

FOLIO: 101/1267127

First Title(s): OLD SYSTEM
Prior Title(s): 2308/1255885

Recorded	Number	Type of Instrument	C.T. Issue
8/2/2021	DP1267127	DEPOSITED PLAN	FOLIO CREATED CT NOT ISSUED
11/2/2021	SP102267	STRATA PLAN	EDITION 1
31/3/2022	AS11484	DISCHARGE OF MORTGAGE	
31/3/2022	AS11485	MORTGAGE	EDITION 2
21/7/2022	AS317167	LEASE	
21/7/2022	AS317168	LEASE	EDITION 3
22/7/2022	AS324929	LEASE	EDITION 4
22/12/2023	AT723863	TRANSFER OF LEASE	EDITION 5
30/10/2024	AU534631	TRANSFER OF LEASE	EDITION 6

*** END OF SEARCH ***

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Received: 19/12/2024 13:36:54

LAND REGISTRY SERVICES Title Search

NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: 101/1267127

SEARCH DATE	TIME	EDITION NO	DATE
19/12/2024	1:36 PM	6	30/10/2024

LAND

LOT 101 IN DEPOSITED PLAN 1267127
AT FIVE DOCK
LOCAL GOVERNMENT AREA CANADA BAY
PARISH OF CONCORD COUNTY OF CUMBERLAND
TITLE DIAGRAM DP1267127

FIRST SCHEDULE

HPPS GROUP HOLDINGS PTY LTD

SECOND SCHEDULE (38 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2 THE LAND ABOVE DESCRIBED IS LIMITED IN STRATUM IN THE MANNER DESCRIBED IN IN THE TITLE DIAGRAM
3 A234507 COVENANT AFFECTING THE PART SHOWN SO BURDENED IN THE TITLE DIAGRAM.
4 A738297 COVENANT AFFECTING THE PART SHOWN SO BURDENED IN THE TITLE DIAGRAM.
5 AQ606479 RESTRICTION(S) ON THE USE OF LAND
6 AQ606480 POSITIVE COVENANT
7 DP1267127 EASEMENT FOR SUPPORT & SHELTER AFFECTING THE WHOLE OF THE LAND ABOVE DESCRIBED
8 DP1267127 EASEMENT FOR SUPPORT & SHELTER APPURTENANT TO THE LAND ABOVE DESCRIBED
9 DP1267127 EASEMENT FOR SERVICES REFERRED TO AND NUMBERED (2) IN THE S.88B INSTRUMENT AFFECTING THE WHOLE OF THE LAND ABOVE DESCRIBED
10 DP1267127 EASEMENT FOR SERVICES REFERRED TO AND NUMBERED (2) IN THE S.88B INSTRUMENT APPURTENANT TO THE LAND ABOVE DESCRIBED
11 DP1267127 EASEMENT FOR SERVICES (ACCESS) REFERRED TO AND NUMBERED (3) IN THE S.88B INSTRUMENT AFFECTING THE WHOLE OF THE LAND ABOVE DESCRIBED
12 DP1267127 EASEMENT FOR SERVICES (ACCESS) REFERRED TO AND NUMBERED (3) IN THE S.88B INSTRUMENT APPURTENANT TO THE LAND ABOVE DESCRIBED
13 DP1267127 EASEMENT FOR SERVICES (PROVISIONAL) REFERRED TO AND NUMBERED (4) IN THE S.88B INSTRUMENT AFFECTING THE WHOLE OF THE LAND ABOVE DESCRIBED
14 DP1267127 EASEMENT FOR SERVICES (PROVISIONAL) REFERRED TO AND

END OF PAGE 1 - CONTINUED OVER

146 Great North Road, Five Dock... PRINTED ON 19/12/2024

NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: 101/1267127 PAGE 2

SECOND SCHEDULE (38 NOTIFICATIONS) (CONTINUED)

NUMBERED (4) IN THE S.88B INSTRUMENT APPURTENANT TO THE LAND ABOVE DESCRIBED

15 DP1267127 EASEMENT FOR EMERGENCY EGRESS AFFECTING THE WHOLE OF THE LAND ABOVE DESCRIBED

16 DP1267127 EASEMENT FOR EMERGENCY EGRESS APPURTENANT TO THE LAND ABOVE DESCRIBED

17 DP1267127 EASEMENT TO PERMIT ENCROACHING STRUCTURE TO REMAIN AFFECTING THE WHOLE OF THE LAND ABOVE DESCRIBED

18 DP1267127 EASEMENT TO PERMIT ENCROACHING STRUCTURE TO REMAIN APPURTENANT TO THE LAND ABOVE DESCRIBED

19 DP1267127 EASEMENT FOR KITCHEN EXHAUST AFFECTING THE WHOLE OF THE LAND ABOVE DESCRIBED

20 DP1267127 EASEMENT FOR KITCHEN EXHAUST APPURTENANT TO THE LAND ABOVE DESCRIBED

21 DP1267127 EASEMENT FOR GREASE ARRESTOR AFFECTING THE WHOLE OF THE LAND ABOVE DESCRIBED

22 DP1267127 EASEMENT FOR GREASE ARRESTOR APPURTENANT TO THE LAND ABOVE DESCRIBED

23 DP1267127 EASEMENT FOR PEDESTRIAN ACCESS VARIABLE WIDTH (LIMITED IN STRATUM) REFERRED TO AND NUMBERED (9) IN THE S.88B INSTRUMENT APPURTENANT TO THE LAND ABOVE DESCRIBED

24 DP1267127 EASEMENT FOR PEDESTRIAN ACCESS VARIABLE WIDTH (LIMITED IN STRATUM) REFERRED TO AND NUMBERED (10) IN THE S.88B INSTRUMENT APPURTENANT TO THE LAND ABOVE DESCRIBED

25 DP1267127 EASEMENT FOR PEDESTRIAN ACCESS VARIABLE WIDTH (LIMITED IN STRATUM) REFERRED TO AND NUMBERED (12) IN THE S.88B INSTRUMENT AFFECTING THE PART(S) SHOWN SO BURDENED IN THE TITLE DIAGRAM

26 DP1267127 EASEMENT FOR VEHICULAR ACCESS VARIABLE WIDTH (LIMITED IN STRATUM) REFERRED TO AND NUMBERED (14) IN THE S.88B INSTRUMENT APPURTENANT TO THE LAND ABOVE DESCRIBED

27 DP1267127 EASEMENT FOR VEHICULAR ACCESS VARIABLE WIDTH (LIMITED IN STRATUM) REFERRED TO AND NUMBERED (15) IN THE S.88B INSTRUMENT AFFECTING THE PART(S) SHOWN SO BURDENED IN THE TITLE DIAGRAM

28 DP1267127 EASEMENT FOR THE USE OF LIFT VARIABLE WIDTH (LIMITED IN STRATUM) REFERRED TO AND NUMBERED (17) IN THE S.88B INSTRUMENT APPURTENANT TO THE LAND ABOVE DESCRIBED

29 DP1267127 EASEMENT FOR THE USE OF LOADING DOCK VARIABLE WIDTH (LIMITED IN STRATUM) APPURTENANT TO THE LAND ABOVE DESCRIBED

30 DP1267127 EASEMENT FOR VEHICULAR ACCESS (GARBAGE TRUCK) VARIABLE WIDTH (LIMITED IN STRATUM) REFERRED TO AND NUMBERED (23) IN THE S.88B INSTRUMENT APPURTENANT TO

END OF PAGE 2 - CONTINUED OVER

146 Great North Road, Five Dock... PRINTED ON 19/12/2024

NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: 101/1267127 PAGE 3

SECOND SCHEDULE (38 NOTIFICATIONS) (CONTINUED)

		THE LAND ABOVE DESCRIBED
31	DP1267127	EASEMENT TO CLEAN GARBAGE BINS VARIABLE WIDTH (LIMITED IN STRATUM) AFFECTING THE PART(S) SHOWN SO BURDENED IN THE TITLE DIAGRAM
32	DP1267127	EASEMENT FOR MOVEMENT OF GARBAGE BINS VARIABLE WIDTH (LIMITED IN STRATUM) AFFECTING THE PART(S) SHOWN SO BURDENED IN THE TITLE DIAGRAM
33	SP102267	ATTENTION IS DIRECTED TO THE STRATA MANAGEMENT STATEMENT FILED WITH SP102267
34	SP102267	EASEMENT FOR SUBJACENT AND LATERAL SUPPORT AND EASEMENT FOR SHELTER IMPLIED BY SECTION 106 STRATA SCHEMES DEVELOPMENT ACT 2015
35	AS11485	MORTGAGE TO JUDO BANK PTY LTD
36	AS317167	LEASE TO NATIONAL FIRE GROUP PTY LTD OF SHOP 1A, GROUND FLOOR, 146 GREAT NORTH ROAD, FIVE DOCK. EXPIRES: 18/10/2028. OPTION OF RENEWAL: 5 YEARS.
37	AS317168	LEASE TO MANOOSH LEASING PTY LTD (SEE AU534631) OF SHOP 1B, GROUND FLOOR, 146 GREAT NORTH ROAD, FIVE DOCK. EXPIRES: 14/11/2028. OPTION OF RENEWAL: 5 YEARS AND ONE FURTHER OPTION OF 5 YEARS.
38	AS324929	LEASE TO THE MUSCLE AND MIND CO PTY LTD (SEE AT723863) OF SHOPS 2 AND 3, GROUND FLOOR, 146 GREAT NORTH ROAD, FIVE DOCK NSW. EXPIRES: 31/8/2026. OPTION OF RENEWAL: 5 YEARS.

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

146 Great North Road, Five Dock... PRINTED ON 19/12/2024

* Any entries preceded by an asterisk do not appear on the current edition of the Certificate of Title. Warning: the information appearing under notations has not been formally recorded in the Register. InfoTrack an approved NSW Information Broker hereby certifies that the information contained in this document has been provided electronically by the Registrar General in accordance with Section 96B(2) of the Real Property Act 1900.

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ABN: 36 092 724 251
Ph: 02 9099 7400
(Ph: 0412 199 304)

Level 14, 135 King Street, Sydney
Sydney 2000
GPO Box 4103 Sydney NSW 2001
DX 967 Sydney

Summary of Owners Report

Address: - 155 Great North Road Five Dock - NSW

Description: - Lot B D.P. 373732

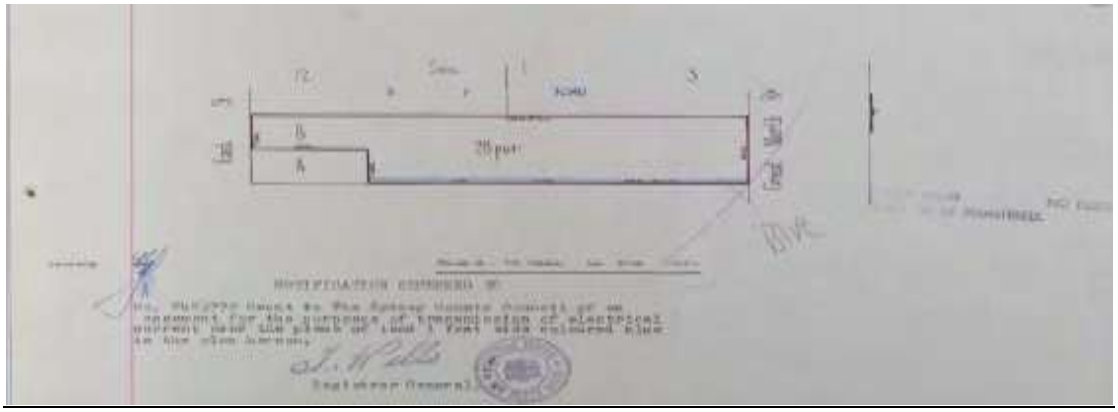
Date of Acquisition and term held	Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
14.10.1925 (1925 to 1937)	Adam John Newton (Medical Practitioner)	Volume 3787 Folio 36
21.05.1937 (1937 to 1939)	Charles Alfred Percival (Master Baker)	Volume 3787 Folio 36
19.12.1939 (1939 to 2001)	Bank of New South Wales Now Westpac Banking Corporation	Volume 3787 Folio 36 Then Volume 6380 Folio 15 Now B/373732
20.02.2001 (2001 to 2021)	Antonio Paul Geronimo	B/373732
19.03.2021 (2021 to Date)	# Sydney Metro	B/373732

 # Denotes current registered proprietor(s)

Leases: - NIL

Easements: -

- 12.8.1951 (F469772) Grant to the Sydney County Council of an easement over the piece of land 3 feet wide coloured blue in the plan hereon.



Yours Sincerely,
Stacy Spriggs
(Checked by Mark Groll)
19th December 2024

Email: Specialisedservices@infotrack.com.au 1

LAND REGISTRY SERVICES

Cadastral Records Enquiry Report : Lot B DP 373732

Ref : 155 great north

Locality : FIVE DOCK
Parish : CONCORD
LGA : CANADA BAY
County : CUMBERLAND



Report Generated 8:59:41 AM, 19 December, 2024
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This information is provided as a searching aid only.Whilst every endeavour is made to ensure that current map, plan and titling information is accurately reflected, the Registrar General cannot guarantee the information provided. For ALL ACTIVITY PRIOR TO SEPTEMBER 2002 you must refer to the RGs Charting and Reference Maps

LAND REGISTRY SERVICES Historical Search

NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE
19/12/2024 8:55AM

FOLIO: B/373732

First Title(s): SEE PRIOR TITLE(S)
Prior Title(s): VOL 6380 FOL 15

Recorded	Number	Type of Instrument	C.T. Issue
2/9/1989		TITLE AUTOMATION PROJECT	LOT RECORDED FOLIO NOT CREATED
16/11/1989		CONVERTED TO COMPUTER FOLIO	FOLIO CREATED CT NOT ISSUED
20/2/2001	7425904	TRANSFER	
20/2/2001	7425907	MORTGAGE	EDITION 1
27/3/2001	7408114	DEPARTMENTAL DEALING	
13/6/2001	7681961	LEASE	EDITION 2
14/9/2006	AC596714	LEASE	EDITION 3
17/6/2011	AG307202	LEASE	EDITION 4
2/9/2016	AK721599	LEASE	EDITION 5
6/7/2017	AM542104	DISCHARGE OF MORTGAGE	EDITION 6
19/12/2020	AQ609093	REQUEST	
29/6/2021	AQ911258	RESUMPTION APPLICATION	EDITION 7
21/9/2021	AR441306	REQUEST	EDITION 8
13/1/2022	AR791566	CAVEAT	EDITION 9

*** END OF SEARCH ***

155 great north... PRINTED ON 19/12/2024

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Received: 19/12/2024 08:55:48

Req:R571403 /Doc:DL 7425904 /Rev:23-Feb-2001 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 08:57 /Seq:1 of 2
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Form: 97-01T
Licence: MID/0734/97

TRANSFER

New South Wales
~~Real Property Act 1900~~

7425904F

OFFICE OF STATE REVENUE
Office of State Revenue use only
CLIENT No. 5700046
STAMP DUTY $2.00
TRANSACTION No. 005203
ASSESSMENT DETAILS:
SIGNATURE Melissa Kyle
DATE 19/2/2001

(A) **LAND TRANSFERRED**
If appropriate, specify the share or part transferred.

FOLIO IDENTIFIER B/373732

(B) **LODGED BY**

LTO Box	Name, Address or DX and Telephone
24J	CTB 448804
	Reference (15 character max):

(C) **TRANSFEROR** **WESTPAC BANKING CORPORATION (ARBN 007 457 141)**

(D) acknowledges receipt of the consideration of $1,455,000.00 and as regards the land specified above transfers to the transferee an estate in fee simple.

(E) Encumbrances (if applicable):

(F) **TRANSFEREE**

(G)

T	ANTONIO PAUL GERONIMO
TS (s713 LGA)	of 27 Rowley Road, FIVE DOCK NSW 2046
TW (Sheriff)	

(H) We certify this dealing correct for the purposes of the Real Property Act 1900. **DATE** 08.02.2001

~~THE COMMON SEAL of WESTPAC BANKING CORPORATION (ARBN 007 457 141) was hereunto affixed in accordance with the memorandum and articles of association:~~

See annexure 'A' for execution.

Secretary

Director

Signature of BERNARD HAYWARD
Solicitor for the Transferee

Page 1 of 1

Checked by (LTO use)

Req:R571403 /Doc:DL 7425904 /Rev:23-Feb-2001 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 08:57 /Seq:2 of 2
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THIS IS ANNEXURE A REFERRED TO IN TRANSFER DATED 8/2/2001 BETWEEN WESTPAC BANKING CORPORATION ARBN 007 457 141 TO ANTONIO PAUL GERONIMO

Annexure A - Execution by Transferor

SIGNED by RICHARD JAMES MURRAY and Kevin Dobry. as attorneys for **WESTPAC BANKING CORPORATION ARBN 007 457 141** under power of attorney registered book 4059 no. 831 in the presence of:

.....
Signature of witness

SONYA JACOBS
Name of witness (block letters)

LEVEL 36, 60 MARGARET ST, SYDNEY
Address of witness

LEASE ADMIN MNGR
Occupation of witness

.....

By executing this agreement the attorney states that the attorney has received no notice of revocation of the power of attorney

.....

By executing this agreement the attorney states that the attorney has received no notice of revocation of the power of attorney

KEVIN DOBRY
Chief Manager
Westpac Banking Corporation

SYD_CORP_PROP/0816766.01

Page 2 of 2

Req:R571404 /Doc:DL AQ609093 /Rev:21-Dec-2020 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 08:57 /Seq:1 of 3
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Form: 11R
Licence: 03-11-071
Licensee: Ashurst Australia

REQUEST

New South Wales
Real Property Act 1900

AQ609093T

PRIVACY NOTE: Section 31B of the Real Property Act 1900 (RP Act) author... required by this form for the establishment and maintenance of the Real Property Act Register. Section 96B RP Act requires that the Register is made available to any person for search upon payment of a fee, if any.

(A)	**STAMP DUTY**	If applicable. Office of State Revenue use only
(B)	**TORRENS TITLE**	See Annexure A
(C)	**REGISTERED DEALING**	Number: See Annexure A Torrens Title: See Annexure A
(D)	**LODGED BY**	Document Collection Box: **238N** Name, Address or DX, Telephone, and Customer Account Number if any Customer Account Number: 123155F Ashurst Australia DX 355 Sydney Tel: 02 9258 6000 Reference (optional): SLACE 1000-040-673 CODE: **R**
(E)	**APPLICANT**	Sydney Metro ABN 12 354 063 515
(F)	**NATURE OF REQUEST**	Notification of proposed acquisition under the *Land Acquisition (Just Terms Compensation) Act 1991* (NSW)
(G)	**TEXT OF REQUEST**	On 18 November 2020, the applicant gave proposed acquisition notices pursuant to section 11 of the *Land Acquisition (Just Terms Compensation) Act 1991* (NSW) to those holders of an interest as set out in Annexure A in respect of their interest in the land as set out in Annexure A. The applicant notifies the Registrar-General of the proposed acquisition notices pursuant to section 17 of the *Land Acquisition (Just Terms Compensation) Act 1991* (NSW).
	DATE	30 / 11 / 2020 dd mm yyyy

(H)

Certified correct for the purposes of the Real Property Act 1900 by the person whose signature appears below.

Signature: LHillhouse

Signatory's name: LAURA HILLHOUSE

Signatory's capacity: SOLICITOR

(I) *This section is to be completed where a notice of sale is required and the relevant data has been forwarded through eNOS.*

The certifies that the eNOS data relevant to this dealing has been submitted and stored under eNOS ID No. N/A Full name: Signature: .....

* *s117 RP Act requires that you must have known the signatory for more than 12 months or have sighted identifying documentation.*

ALL HANDWRITING MUST BE IN BLOCK CAPITALS

AUS\MCARA\664776065.01

Req:R571404 /Doc:DL AQ609093 /Rev:21-Dec-2020 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 08:57 /Seq:2 of 3
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ANNEXURE A TO REQUEST BY SYDNEY METRO (ABN 12 354 063 515)
DATED 30 NOVEMBER 2020

	Land	Registered Dealing	Interest holder	Interest
1.	A/333934	N/A	Cordaro Pty Ltd ACN 603 150 385	Freehold
		N/A	Porters Corporation Pty Limited ACN 053 688 716	Interest pursuant to deed of agreement for lease
		N/A	Prime Tutoring Australia Pty Ltd ACN 162 659 118	Leasehold
		AM66987	Southern Alliance Valuation Services Pty Ltd ACN 099 913 210	Leasehold
		AP728721	Sandra Graudins	Leasehold
		AP728720	LED US Light Pty Ltd ACN 149 792 647	Leasehold
		AP529149	Macquarie Bank Limited ACN 008 583 542	Mortgagee
2.	1/962509	N/A	Fabcot Pty Ltd ACN 002 960 983	Freehold
3.	2/962509	N/A	Fabcot Pty Ltd ACN 002 960 983	Freehold
4.	15/5/884	N/A	Fabcot Pty Ltd ACN 002 960 983	Freehold
		N/A	Antonio La Cava	Interest arising under right of occupation granted in contract for sale
5.	A/961640	N/A	Fabcot Pty Ltd ACN 002 960 983	Freehold
6.	B/373732 B/373732	N/A	Antonio Paul Geronimo	Freehold
		AK721599	Westpac Banking Corporation ACN 007 457 141	Leasehold
7.	Auto Consol 15182-9	N/A	Geraldina Rizzo	Freehold
		AQ17270	Orlando Australia Pty Ltd ACN 613 138 944	Leasehold
		AP643348	Mathew Domenic Massasso	Leasehold
8.	5/219715	N/A	Bibat Pty Ltd ACN 001 672 313	Freehold
		N/A	Philip Previte	Leasehold
		N/A	Maurice Robert Marshan	Leasehold

Req:R571404 /Doc:DL AQ609093 /Rev:21-Dec-2020 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 08:57 /Seq:3 of 3
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9.	4/219715	N/A	Dibrik Pty Ltd ACN 002 755 982 and Saljoe Pty Ltd ACN 002 094 877 (as tenants in common in equal shares)	Freehold
		AP61400	La Compania De Humo Pty Limited ACN 616 081 684	Leasehold
		N/A	Donna Lee Syron	Leasehold
		N/A	Chris Johnson	Leasehold
		AA115728	Westpac Banking Corporation ACN 007 457 141	Mortgagee
10.	2/868504	N/A	Philip Previte	Freehold
		AP303868	Filippa Gigliotti	Leasehold
		N/A	Victoria Charlotte Wright	Leasehold
		N/A	Reece Callum McKay and Jessica Alexandra Avellaneda Jimenez	Leasehold
		AP303869	Cosimo Jewellery Pty Ltd ACN 605 961 180	Leasehold
11.	1/868504	N/A	John Whitford Real Estate Pty Ltd ACN 000 185 679	Freehold
		AQ61357	John Whitford Discounts of Five Dock Pty Ltd ACN 001 575 300	Leasehold
		2064458 and 571891	Commonwealth Bank of Australia ACN 123 123 124	Mortgagee
12.	1/986284 E/158552 1/166975	N/A	John Whitford Real Estate Pty Ltd ACN 000 185 679	Freehold
		AH666981	HSBC Bank Australia Limited ACN 006 434 162	Mortgagee
13.	1/166975	AK785048	Anytime Five Dock Pty Ltd ACN 616 516 146	Leasehold

Req:R571405 /Doc:DL AQ911258 /Rev:29-Jun-2021 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 08:57 /Seq:1 of 32
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Form: IJR
Licence: 03-11-071
Licensee: Ashurst Australia

REQUEST

New South Wales
Real Property Act 1900

AQ911258B

PRIVACY NOTE: Section 31B of the Real Property Act 1900 (RP Act) authorises the Registrar General to collect the information required by this form for the establishment and maintenance of the Real Property Act Register. Section 96B RP Act requires that the Register is made available to any person for search upon payment of a fee, if any.

(A)	**STAMP DUTY**	If applicable. Office of State Revenue use only	18 MAY 2021
(B)	**TORRENS TITLE**	As set out in Annexure A	
(C)	**REGISTERED DEALING**	Number:	Torrens Title:
(D)	**LODGED BY**	Document Collection Box: 238N Name, Address or DX, Telephone, and Customer Account Number if any Customer Account Number: 123155F Ashurst Australia DX 355 Sydney Tel: 02 9258 6000 Reference (optional): MCARA 1000 056 650	CODE: R
(E)	**APPLICANT**	Sydney Metro ABN 12 354 063 515	
(F)	**NATURE OF REQUEST**	Notification of acquisition under the *Land Acquisition (Just Terms Compensation) Act 1991* (NSW)	
(G)	**TEXT OF REQUEST**	The Applicant, in consequence of the resumption notified in Government Gazette Number 108 – Compulsory Acquisitions dated 19 March 2021 (n2021-0517), ~~an extract~~ a copy of which appears below at Annexure B, requests the Registrar-General to: • make such recordings in the Register as may be necessary to give effect to the resumption as far as it relates to the land referred to above; and • issue new certificates of title for the resumed land.	
	DATE	23 / 03 / 2021 dd mm yyyy	

new paper CT's required

(H)

Certified correct for the purposes of the Real Property Act 1900 by the person whose signature appears below.

Signature:

Signatory's name: MARIA CARAMANLIS
Signatory's capacity: APPLICANT'S SOLICITOR

(I) *This section is to be completed where a notice of sale is required and the relevant data has been forwarded through eNOS.*
The certifies that the eNOS data relevant to this dealing has been submitted and stored under eNOS ID No. 2294723 Full name: Maria Caramanlis Signature:

** s117 RP Act requires that you must have known the signatory for more than 12 months or have sighted identifying documentation.*

ALL HANDWRITING MUST BE IN BLOCK CAPITALS

AUS\66912389.01

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ANNEXURE A TO REQUEST BY SYDNEY METRO (ABN 12 354 063 515)
DATED 23 MARCH 2021

PROPERTY PARTICULARS

Folio Identifier	Address
A/333934	2 East Street, Five Dock
B/373732	155 Great North Road, Five Dock
15182-9	157 Great North Road, Five Dock
5/219715	159 Great North Road, Five Dock
4/219715	161 Great North Road, Five Dock
2/868504	163 Great North Road, Five Dock
1/868504	167 Great North Road, Five Dock
1/166975 1/986284 E/158552	169 Great North Road, Five Dock

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**ANNEXURE B TO REQUEST BY SYDNEY METRO (ABN 12 354 063 515)
DATED 23 MARCH 2021**

EXTRACT OF NSW GOVERNMENT GAZETTE NO. 108 – COMPULSORY ACQUISITIONS DATED 19 MARCH 2021

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Government Gazette

of the State of

New South Wales

Number 108–Compulsory Acquisitions
Friday, 19 March 2021

The New South Wales Government Gazette is the permanent public record of official NSW Government notices. It also contains local council, non-government and other notices.

Each notice in the Government Gazette has a unique reference number that appears in parentheses at the end of the notice and can be used as a reference for that notice (for example, (n2019-14)).

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ISSN 2201-7534

By Authority
Government Printer

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TRANSPORT ADMINISTRATION ACT 1988

LAND ACQUISITION (JUST TERMS COMPENSATION) ACT 1991

Notice of Compulsory Acquisition of Land in the Local Government Areas of City of Parramatta, Cumberland, Burwood and Canada Bay

Sydney Metro by its delegate declares, with the approval of Her Excellency the Governor, that the land described in the Schedules below is acquired by compulsory process under the provisions of the *Land Acquisition (Just Terms Compensation) Act 1991* as authorised by section 38C and clause 11 of Schedule 1 of the *Transport Administration Act 1988* for the purposes of the *Transport Administration Act 1988*.

Jon Lamonte
Chief Executive
Sydney Metro

SCHEDULE 1 – PARRAMATTA

1. This Schedule sets out the land in the Local Government Area of City of Parramatta.

1.1 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 1 in DP1041242, being the whole of land in Certificate of Title 1/1041242, said to be in the ownership of G & J Drivas Pty Ltd and Telado Pty Ltd.

1.2 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 1 in DP702291, being the whole of land in Certificate of Title 1/702291, said to be in the ownership of G & J Drivas Pty Limited and Telado Pty Limited, **but excluding from the acquisition**:

(a) Dealing DP229762 - Right of way 1.37 metre(s) wide;

(b) Dealing K372639 - Right of carriageway 1.37 metre(s) wide;

(c) Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Unimoni Pty Limited ACN 106 948 092 dated 24 September 2019 in respect of Shop 1, 222 Church Street, Parramatta, varying Dealing AM109335 - Lease between G & J Drivas Pty Limited 002 544 372 and Telado Pty Limited ACN 001 621 932 and UAE Exchange Australia Pty Limited ABN 79 106 948 092 dated 23 September 2016 in respect of Shop 1, 222 Church Street, Parramatta, which premises are said to be in the possession of Unimoni Pty Limited ACN 106 948 092;

(d) Dealing AK562040 - Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and MK Australia Wide Pty Limited ACN 601 863 094 dated 19 May 2016 in respect of Shop 1A, 222 Church Street, Parramatta, as varied by Variation of Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Taxgenius Pty Limited ACN 166 031 081, which premises are said to be in the possession of Taxgenius Pty Ltd ACN 166 031 081;

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(e) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 876 and Cure Massage Pty Ltd ABN 84 619 230 563 dated 18 October 2019 in respect of Shop 5, 222 Church Street, Parramatta;

(f) Lease between G & J Drivas Pty Limited and Telado Pty Limited ABN 79 927 327 870 and Rohith Ramdas dated 9 August 2019 in respect of Shop 6, 222 Church Street, Parramatta;

(g) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Huayi Enterprises Pty Ltd ABN 65 610 180 768 dated 18 May 2017 in respect of Shop 6A, 222 Church Street, Parramatta;

(h) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Goldmark Travel Pty Ltd ABN 82 168 716 729 dated 5 February 2020 in respect of Shop 7, 222 Church Street, Parramatta;

(i) Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Ronald Chiong and Kuei Ying Chiong which commenced on 1 February 2020 in respect of Shop 8, 222 Church Street, Parramatta, which premises are said to be in the possession of Ronald Chiong, Kuei Ying Chiong and Ronald E & Kuei Y Chiong ABN 15 280 195 535;

(j) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Juningsih Sioe dated 31 January 2020 in respect of Shop 8B, 222 Church Street, Parramatta;

(k) Dealing AI984696 - Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Maher Wassef and Sonia Wassef dated 20 August 2014 in respect of Shop 9, 222 Church Street, Parramatta, as varied by Dealing AM701388 - Variation of Lease dated 15 February 2017, and as transferred by Dealing AM821327 - Transfer of Lease between Maher Wassef and Sonia Wassef and HD Team Pty Ltd ACN 620777 157 dated 11 September 2017, and as varied by Dealing AM908315 - Variation of Lease, and as transferred by Dealing AP395494 - Transfer of Lease between HD Team Pty Ltd ABN 52 620 777 157 and SK Sky Walker Pty Ltd ACN 632 290 558 dated 6 June 2019, which premises are said to be in the possession of SK Sky Walker Pty Ltd ABN 68 632 290 558;

(l) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and The Hoa Duong & Thi No No Nguyen - Tina Nails Bar ABN 58 336 987 938 dated 17 December 2019 in respect of Shop 9A, 222 Church Street, Parramatta;

(m) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Biyu Cai dated 1 March 2018 in respect of Shop 11A, 222 Church Street, Parramatta, which premises are said to be in the possession of Biyu Cai trading as 510 fashion ABN 31 283 311 909;

(n) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Vipul Ambelal Surti and Heena Vipul Surti ABN 93 780 930 709 dated 15 September 2019 in respect of Shop 14, 222 Church Street, Parramatta, which premises are said to be in the possession of Vipul Ambelal Surti trading as Vips Fish and Chips ABN 93 780 930 709 and Heena Vipul Surti;

(o) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and The Kulcha House ABN 96 739 377 901 dated 31 October 2017 in respect of Shop 16A, 222 Church Street, Parramatta, which premises are said to be in the possession of Subhash Kumar trading as The Kulcha House ABN 96 739 399 901;

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(p) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and In Soo Yi dated 19 December 2018 in respect of Shop 16B, 222 Church Street, Parramatta;

(q) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Yusheng Australia Group Pty Ltd ACN 605 090 800 dated 29 November 2019 in respect of Shop 17, 222 Church Street, Parramatta;

(r) Dealing AH928628 - Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Abdullah Ambrouk Alayari dated 21 February 2013 in respect of Shop 18, 222 Church Street, Parramatta as varied by Dealing AN54560 - Variation of Lease dated 6 December 2017, which premises are said to be in the possession of Abdullah Ambrouk Alayari trading as M&A Bizy Scissors Salon ABN 61 859 544 824;

(s) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Luvitasari Bong dated 5 December 2018 in respect of Shops 18B and 18C, 222 Church Street, Parramatta;

(t) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Blue Hill Australia Pty Ltd ABN 88 131 352 595 dated 25 May 2017 in respect of Shop 19, 222 Church Street, Parramatta;

(u) Dealing AM109253 - Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Surya Lal Lama and Ranju Shahi dated 31 August 2016 in respect of Shop 20, 222 Church Street, Parramatta as varied by Dealing AP568526 - Variation of Lease dated 5 September 2019;

(v) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Bhawanjit Kaur dated 27 August 2018 in respect of Shop 21, 222 Church Street, Parramatta;

(w) Dealing AF924771 - Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Masoud Ahmadi dated 17 December 2019 in respect of Shop 22A, 222 Church Street, Parramatta as varied by dealing AI877816 - Variation of Lease dated 26 June 2014, which premises are said to be in the possession of Masoud Ahmadi ABN 18 234 250 923 trading as Digiprint Media;

(x) Dealing AI249059 - Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Pack & Send Systems Pty Limited ACN 059 108 413 dated 1 August 2013 in respect of Shop 22B, 222 Church Street, Parramatta, as varied by Dealing AN305501 - Variation of Lease dated 18 April 2018, which premises are said to be in the possession of Hare Krishna Logistics Pty Ltd ACN 626 132 278;

(y) Licence to occupy between Pack & Send Systems Pty Limited ABN 31 059 108 413 and Hare Krishna Logistics Pty Limited ACN 626 132 278 dated 6 June 2018 in respect of Shop 22B, 222 Church Street, Parramatta, which premises are said to be in the possession of Hare Krishna Logistics Pty Ltd ACN 626 132 278;

(z) Dealing AM341818 - Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Alexandra Victoria Pty Limited ACN 607 817 452 dated 9 January 2017 in respect of Shop 23, 222 Church Street, Parramatta, which premises are said to be in the possession of Alexandra Victoria Pty Ltd trading as Fully Promoted Parramatta ABN 31 607 817 452;

(aa) Dealing AP597629 - Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Xiao Qiu and Jingping Qiu dated 30 August 2019 in respect of Shop 25, 222 Church Street, Parramatta, which

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premises are said to be in the possession of Xiao Qiu, Jingping Qiu and Dumpling & Noodle Bar Pty Ltd ABN 35 634 683 113;

(bb) Dealing AK966100 - Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Hong Ha Mascot Bakery Pty Limited ACN 101 409 652 dated 18 October 2016 in respect of Shop 28, 222 Church Street, Parramatta, which premises are said to be in the possession of Hong Ha Mascot Bakery Pty Ltd ACN 101 409 652;

(cc) Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Language Academy Pte Naati Experts Pty Limited ACN 626 821 305 which commenced on 1 June 2019 in respect of Suites 1 & 2, Level 1, 222 Church Street, Parramatta;

(dd) Lease between G & J Drivas Pty Limited and Telado Pty Limited ABN 79 927 327 870 and Low Cost Housing Developments Pty Ltd ABN 66 612 579 647 dated 28 November 2019 in respect of Suite 1A, 222 Church Street, Parramatta;

(ee) Dealing AN789474 - Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Ransford College Pty Limited ACN 606 260 404 dated 6 September 2018 in respect of Suites 2A and 4, 222 Church Street, Parramatta;

(ff) Dealing AN789476 - Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Ransford College Pty Limited ACN 606 260 404 dated 6 September 2018 in respect and Suites 6 and 6A, 222 Church Street, Parramatta;

(gg) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Karvi Pty Ltd ABN 20 631 205 251 dated 31 May 2019 in respect of Suite 2B, 222 Church Street, Parramatta;

(hh) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and BKH Contractors Group Pty Ltd ABN 82 115 165 976 dated 8 May 2019 in respect of Suite 3, 222 Church Street, Parramatta;

(ii) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and P R Education Solutions Pty Ltd ABN 14 608 793 442 dated 10 October 2019 in respect of Suite 3A, 222 Church Street, Parramatta;

(jj) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and JJJLJJJ-Z Consolidated ABN 87 093 669 884 dated 16 December 2019 in respect of Suite 5, 222 Church Street, Parramatta, which premises are said to be in the possession of JJJLJJJ-Z Consolidated Pty Limited ABN 87 093 669 884;

(kk) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Reggio Emilia ELC Group Management ABN 66 437 119 154 dated 4 January 2019 in respect of Suite 5A, 222 Church Street, Parramatta, which premises are said to be in the possession of RE ELC Group Pty Ltd ACN 159 343 790 as trustee for A R AND N Benjamin Trust ABN 66 437 119 154; and

(ll) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Eco Space Design ABN 33 615 798 272 dated 11 December 2019 in respect of Suites 7 and 8, 222 Church Street, Parramatta, which premises are said to be in the possession of Eco Space Design Pty Ltd ABN 35 627 382 077 and Baheej Adada.

1.3 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 1 in DP651992, being the whole of land

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in Certificate of Title 1/651992, said to be in the ownership of Austgree Property Investment Co. Pty Limited, **but excluding from the acquisition**:

(a) Dealing AP898293 - Lease between Austgree Property Investment Co. Pty Limited and Auhealthy Pty Ltd ACN 625 621 383 which commenced on 1 June 2018 in respect of Ground Floor, 232 Church Street, Parramatta.

1.4 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 1 in DP128437, being the whole of land in Certificate of Title 1/128437, said to be in the ownership of Dehsabzi Enterprises Pty Ltd, **but excluding from the acquisition**:

(a) Dealing C244616 – Easement for drainage 0.455 wide;

(b) Dealing C244616 – Easement for support affecting the land; and

(c) Dealing C244616 – Easement for support appurtenant to the land.

1.5 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 10 in DP858392, being the whole of land in Certificate of Title 10/858392, said to be in the ownership of 41 George Street Pty Ltd, **but excluding from the acquisition**:

(a) the freehold interest of 41 George Street Pty Ltd ACN 615 896 252;

(b) Dealing AM601868 - Mortgage to HPG Development Holdings Pty Ltd;

(c) Dealing G379880 - Right of carriageway 3.11 wide;

(d) Dealing AD854342 - Variation of easement G379880 terms & site;

(e) Dealing G452011 - Right of carriageway appurtenant;

(f) Dealing 2777340 - Positive covenant;

(g) Dealing AD906285 - Lease to Najem Karagully dated 16 April 2008 in respect of Shop 45, 41-59 George Street, Parramatta, which premises are said to be in the possession of Najem Karagully trading as Salon Al Eman Barber ABN 79 523 641 657;

(h) Dealing AP164889 - Lease between 41 George Street Pty Ltd ACN 615 896 252 and Strandd Finance Pty Ltd ACN 624 296 331 which commenced on 1 September 2018 in respect of Shop 41, 41-59 George Street, Parramatta, which premises are said to be in the possession of Strandd Finance Pty Ltd trading as Aussie Home Loans ABN 624 296 331;

(i) Dealing AI750382 - Lease to Crunch JVP Pty Ltd ABN 34 161 634 608 which commenced on 28 April 2013 in respect of Ground Floor, 41-59 George Street, Parramatta; and

(j) Dealing AK944957 - Lease to M&S Education Services Pty Ltd ABN 15 612 392 686 dated 14 November 2016 in respect of Suite 1, 41-59 George Street, Parramatta, which premises are said to be in the possession of M & S Education Services Pty Ltd ABN 15 612 392 686 trading as Sydney PTE Institute and Right Choice Consultants Pty Ltd ABN 44 135 638 961.

1.6 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot B in DP394050 being the whole of land

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in Certificate of Title B/394050 said to be in the ownership of G & J Drivas Pty Limited and Telado Pty Limited, **but excluding from the acquisition**:

(a) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Planetech International Pty Ltd ABN 87 145 232 319 dated 5 December 2018 in respect of Shops 3 and 4, 48 Macquarie Street, Parramatta;

(b) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and S.A.S Lawyers Pty Ltd ABN 29 155 385 452 dated 18 March 2020 in respect of Suite 1, Level 1, 48 Macquarie Street, Parramatta;

(c) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Chitra Shyam Sadarangani dated 15 October 2009 in respect of Suite 5A, Level 1, 48 Macquarie Street, Parramatta;

(d) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Reliable Consultancy Services Pty Ltd ABN 53 002 889 769 dated 12 December 2019 in respect of Suite 5B, Level 1, 48 Macquarie Street, Parramatta;

(e) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Sultan Ahmed and Madan Rautela dated 5 July 2019 in respect of Suite 7, Level 1, 48 Macquarie Street, Parramatta, which premises are said to be in possession of S Ahmed & M Rautela trading as Goodwill Accountants Pty Ltd and Goodwill Accountants ABN 78 442 913 737, Sultan Ahmed and Madan Rautela;

(f) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and YFX Lawyers ABN 56 860 772 632 dated 28 April 2017 in respect of Suite 8, Level 1, 48 Macquarie Street, Parramatta, which premises are said to be in the possession of Ya Fei Xu trading as YFX Lawyers ABN 56 860 772 632 and YFX Lawyers Pty Ltd ABN 31 600 458 580;

(g) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Astra Medical Group Pty Ltd ABN 82 600 486 397 dated 31 July 2017 in respect of Suite 9, Level 1, 48 Macquarie Street, Parramatta;

(h) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and DP Professionals Pty Ltd ABN 42 149 708 663 dated 19 November 2019 in respect of Suite 1, Level 2, 48 Macquarie Street, Parramatta;

(i) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Sonal Agrawal and Deepak Agrawal dated 31 May 2018 in respect of Suite 2, Level 2, 48 Macquarie Street, Parramatta, which premises are said to be in the possession of Aura Business Solutions Pty Ltd ABN 69 612 678 038;

(j) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and SBC Australian Migration Lawyers and Solicitors ABN 88 987 175 23 dated 10 October 2019 in respect of Suite 3, Level 2, 48 Macquarie Street, Parramatta, which premises are said to be in the possession of Senanayake Mudiyanselage Senarath Bandara Chanaka Senanayake ABN 88 987 175 231;

(k) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Maya Finance Pty Ltd ABN 63 158 695 713 dated 17 May 2017 in respect of Suite 6, Level 2, 48 Macquarie Street, Parramatta;

(l) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Grace Wealth Management Pty Ltd ABN 39 123 963 593 dated 23 May 2018 in respect of Suite 7, Level 2, 48 Macquarie Street, Parramatta;

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(m) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and T&N Migrations Services ABN 59 314 618 588 dated 22 August 2017 in respect of Suite 8A, Level 2, 48 Macquarie Street, Parramatta, which premises are said to be in the possession of Edith Kaufoou Tapueluelu ABN 59 314 618 588 trading as T&N Migration Services and the R Nahoori Partnership & E.K Tapueluelu partnership ABN 12 632 060 893;

(n) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Manvision Consulting Pty Ltd ABN 88 141 404 631 dated 10 October 2019 in respect of Suite 8B, Level 2, 48 Macquarie Street, Parramatta;

(o) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Marti Ellen, Paul Voitin and Lois Turner-Owens dated 8 June 2017 in respect of Suite 8C, Level 2, 48 Macquarie Street, Parramatta; and

(p) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Ausland International Investments Pty Ltd ABN 26 166 768 449 dated 17 October 2018 in respect of Suite 10, Level 2, 48 Macquarie Street, Parramatta.

1.7 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 1 in DP399104 and Lot AY in DP400258 being the whole of land in Certificate of Title 1/399104 and AY/400258 said to be in the ownership of LC Management Pty Limited, **but excluding from the acquisition**:

(a) Dealing G653905 - Easement for overhanging eaves & guttering;

(b) Dealing G653905 - Easement for water sewerage & drainage pipes;

(c) Dealing AC8980 - Easement for cableway 1 wide shown in DP453310 expiring 31/8/2030;

(d) Licence between LC Management Pty Limited ABN 15 002 653 376 and Telstra Corporation Limited ABN 33 051 775 556 dated 10 June 2005 in respect of 60 Macquarie Street, Parramatta;

(e) Lease between LC Management Pty Ltd ACN 002 653 376 and H & R Block Limited ACN 064 268 800 which commenced on 1 July 2019 in respect of Shop 1, Ground Floor, 58-64 Macquarie Street, Parramatta;

(f) Dealing AN951774 - Lease between LC Management Pty Ltd ABN 15 002 653 376 and Her Majesty Queen Elizabeth the Second (Parliament of New South Wales, Legislative Assembly) dated 25 May 2016 in respect of Shop 2, 58-64 Macquarie Street, Parramatta;

(g) Dealing AN858997 - Lease between LC Management Pty Ltd ACN 002 653 376 and Navitas English Pty Ltd ACN 003 916 701 in respect of Level 1, 60 Macquarie Street, Parramatta;

(h) Lease between LC Management Pty Ltd ACN 002 653 376 and Downer EDI Works Pty Ltd ACN 008 709 608 which commenced on 1 October 2019 in respect of Suite 1, Level 2, 58-64 Macquarie Street, Parramatta;

(i) Lease between LC Management Pty Ltd ACN 002 653 376 and Nationwide Mercantile Corporation Pty Ltd ACN 616 275 435 dated 16 September 2019 in respect of Suite 2, Level 2, 58-64 Macquarie Street, Parramatta;

(j) Dealing AP697729 - Lease between LC Management Pty Ltd ACN 002 653 376 and Eddie John Takchi which commenced on 1 October 2019 in respect of Suite 1, Level 3, 58-64 Macquarie Street, Parramatta;

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(k) Lease between LC Management Pty Ltd ACN 002 653 376 and Built Pty Limited ACN 083 928 045 and Obayashi Corporation ABN 86 002 932 756 dated in respect of Suite 2 Level 3, Suite 1 Level 5, and Level 6, 58-64 Macquarie Street, Parramatta;

(l) Sublease between Built Pty Ltd ACN 083 928 045 and Obayashi Corporation ABN 86 002 932 756 and Memcorp Lawyers Pty Ltd ABN 61 159 301 050 dated 12 October 2018 in respect of Suite 1, Level 5, 58-64 Macquarie Street, Parramatta;

(m) Lease between LC Management Pty Ltd ABN 15 002 653 376 and Australian Migration Guide Pty Ltd ABN 29 151 404 269 which commenced on 1 June 2016 in respect of Suite 2, Level 3, 58-64 Macquarie Street, Parramatta;

(n) Dealing AN858998 - Lease between LC Management Pty Ltd ACN 002 653 376 and St Vincent de Paul Society NSW ABN 91 161 127 340 which commenced on 1 August 2017 in respect of Suite 401, 60 Macquarie Street, Parramatta.

(o) Lease between LC Management Pty Ltd ACN 002 653 376 and The Australian Institute of Professional Counsellors Pty Ltd ACN 077 738 035 which commenced on 1 May 2016 in respect of Suite 401, Level 4, 58-64 Macquarie Street, Parramatta, which premises are said to be in the possession of The Australian Institute of Professional Counsellors Pty Ltd ACN 077 738 035 and The Trustee for AIPC Trust ABN 68 366 027 051;

(p) Lease between LC Management Pty Ltd ACN 002 653 376 and Forward Legal Pty Ltd ACN 166 384 201 which commenced on 13 January 2020 in respect of 62-64 Macquarie Street, Parramatta; and

(q) Lease between LC Management Pty Limited ABN 15 002 653 376 and Khoury Corporation Pty Ltd ABN 50 003 737 308 which commenced on 1 January 2010 in respect of Suite 2, Level 5, 58-64 Macquarie Street, Parramatta.

1.8 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 1 in DP607181 being the whole of land in Certificate of Title 1/607181 said to be in the ownership of Sterling House 88 Pty Limited, **but excluding from the acquisition**:

(a) Dealing R193551 - Easement for electricity purposes;

(b) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Dinh Thi Nguyen & Linh Truc Phuong Nguyen dated 29 October 2018 in respect of Shops 3, 4 and 5, 61B George Street, Parramatta, which premises are said to be in the possession of Dinh Thi Nguyen, Linh Truc Phuong Nguyen and D.T Nguyen and L.T Nguyen ABN 17 730 513 057;

(c) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Izo Pty Ltd ACN 166 889 854 which commenced on 24 October 2014 in respect of Shop 6, 61B George Street, Parramatta;

(d) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and National Forex Pty Ltd dated 7 October 2011 in respect of Shop 7, 61B George Street Parramatta, which premises are said to be in the possession of 60E International Pty Ltd ABN 12 354 063 515, Kwang Chul Shin, Alfred Shin and Dong Pil Lee;

(e) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Denise Ellis dated 10 November 2017 in respect of Shop 8, 61B George Street, as assigned by Deed of Assignment of Lease between Sterling House 88 Pty Ltd ACN 102 819 072, Denise Ellis and Jacob Najjar dated 3 September 2018, which premises are said to be in the possession of Jacob Najjar;

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(f) Dealing AG230594 - Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Creative Accounting & Financial Services Pty Ltd ABN 47 129 056 088 which commenced on 18 May 2010 in respect of Shop 11, 61B George Street, Parramatta, which premises are said to be in the possession of Complete Business and Taxation Solutions Pty Ltd formerly known as Creative Accounting & Financial Services Pty Ltd ABN 47 129 056 088 trading as CBTax Parramatta;

(g) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Signature Training Pty Ltd ABN 45 136 467 153 dated 28 July 2019 in respect of Shops 15 and 16, 61B George Street, Parramatta, which premises are said to be in the possession of Signature Training Pty Ltd ABN 45 136 467 153, Roo's Consultants Pty Ltd ABN 64 143 440 064 and Uber for Age Care Pty Ltd ABN 58 617 614 070;

(h) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Shan Shai Wei which commenced on 10 February 2011 in respect of Shop 17A, 61B George Street, Parramatta, which premises are said to be in the possession of Shan Shai Wei and Candy Ngo & Shan Shai Wei trading as Parramatta Alterations ABN 66 753 568 480;

(i) Lease between Sterling House 88 Pty Ltd and The Bike Bar Parramatta dated 27 October 2020 in respect of Shop 20, 61B George Street Parramatta, which premises are said to be in the possession of Benjamin Steinfelder ABN 75 830 996 253;

(j) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Billabong Station Meat Company and Billabong Station Meat Company Trust dated 22 April 2020 in respect of Shop 22, 61B George Street, Parramatta;

(k) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Everest International Pty Ltd ACN 618 157 921 which commenced on 4 August 2017 in respect of Shop 23, 61B George Street, Parramatta, which premises are said to be in the possession of Everest International Pty Limited trading as Everest Momo Australia ACN 618 157 921;

(l) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and F & CC Australia Pty Ltd ACN 143 936 690 dated 12 September 2016 in respect of Shop 24, 61B George Street, Parramatta, which premises are said to be in the possession of F & CC Australia Pty Ltd trading as VP Photos ACN 143 936 690;

(m) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Young Soo Yoo dated 10 May 2004 in respect of Shop 25, 61B George Street, Parramatta, which premises are said to be in the possession of Young Soo Yoo trading as Parra Mall Shoe Repairs Key Cutting & Engraving ABN 40 535 695 567;

(n) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Trinhtran Pty Ltd ACN 635 415 842 trading as Viet Papas Kitchen dated 4 March 2020 in respect of Shop 26, 61B George Street, Parramatta;

(o) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Abhi's Creation Pty Ltd ACN 616 648 429 dated 9 March 2017 in respect of Shop 27, 61B George Street Parramatta as assigned by Deed of Assignment of Lease between Sterling House 88 Pty Ltd ACN 102 819 072, Abhi's Creation Pty Ltd ACN 616 648 429 and Impulse Group Pty Ltd ACN 623 051 258, which premises are said to be in the possession of Impulse Group Pty Ltd ACN 623 051 258 as trustee of the Impulse Trust ABN 61 770 246 908 and trading as Curry in a Box;

(p) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Raymund Estil trading as Urban Salsa ABN 68 938 199 527 dated 13 May 2019 in respect of Shop 28, 61B George Street, Parramatta;

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(q) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Auslim Pty Limited ACN 053 705 810 which commenced on 1 March 2016 in respect of Shops 29 and 30, 61B George Street, Parramatta;

(r) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Pollet Martial Arts Centre Pty Ltd ACN 125 272 719 which commenced on 1 October 2017 in respect of Shop 31, 61B George Street, Parramatta, which premises are said to be in the possession of Pollet Martial Arts Centre Pty Ltd ACN 125 272 719 as trustee of The Pollet Family Trust ABN 99 213 159 766; and

(s) Lease between Sterling House 88 Pty Limited ACN 102 819 072 and Pouria Restaurant Pty Ltd ACN 632 473 440 dated 17 May 2019 in respect of Shop 32, 61B George Street, Parramatta, which premises are said to be in the possession of Pouria Resturant Pty Ltd ABN 39 632 473 440.

1.9 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 1 in DP711982 being the whole of land in Certificate of Title 1/711982 said to be in the ownership of Tetra-L Corporation Pty. Limited, **but excluding from the acquisition**:

(a) Dealing AI933543 - Lease between Tetra-L Corporation Pty. Limited ACN 000 965 248 and Teachers Federation Health Limited ACN 097 030 414 which commenced on 1 March 2015 in respect of Ground Floor, 68 Macquarie Street, Parramatta;

(b) Dealing AM154792 - Lease between Tetra-L Corporation Pty. Limited ACN 000 965 248 and Parramatta City Council ABN 49 907 174 773 which commenced on 1 October 2015 in respect of Suite 1, Level 1, 68 Macquarie Street, Parramatta;

(c) Dealing AM154791 - Lease between Tetra-L Corporation Pty. Limited ACN 000 965 248 and Parramatta City Council ABN 49 907 174 773 which commenced on 1 October 2015 in respect of Suite 1 & 2, Level 2, 68 Macquarie Street, Parramatta; and

(d) Lease between Tetra-L Corporation Pty. Limited ACN 000 965 248 and Wakefield International Business School Pty Ltd ACN 620 543 688 which commenced on 15 September 2019 in respect of Suite 2, Level 1, 68 Macquarie Street, Parramatta.

1.10 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 3 in DP218510 and Lot H in DP405846 being the whole of land in Certificate of Title 3/218510 and H/405846 said to be in the ownership of Golden Mile 1888 Pty Limited, **but excluding from the acquisition**:

(a) Dealing DP1040537 - Easement for underground cables 1 wide limited in height to 12.85 AHD.

1.11 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 100 in DP607789 being the whole of land in Certificate of Title 100/607789 said to be in the ownership of City of Parramatta Council, **but excluding from the acquisition**:

(a) Lease between City of Parramatta Council ABN 49 907 174 773 and Uncle Kurt's Pty. Ltd. ABN 61 610 793 505 which commenced 1 September 2016, in respect of Shop 1, 71 George Street, Parramatta; and

(b) Lease between City of Parramatta Council ABN 49 907 174 773 and Charlene Allanna Bordley ABN 28 763 760 810 which commenced 17 June 2019 in respect of Shop 3,

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71 George Street, Parramatta, which premises are said to be in the possession of Charlene Allanna Bordley trading as Addventageous ABN 28 763 760 810.

1.12 All that piece of land situated in the Local Government Area of City of Parramatta, parish of St John and County of Cumberland, comprising Lot 2 in DP701456, being the whole of land in Certificate of Title 2/701456, said to be in the ownership of City of Parramatta Council.

1.13 All that piece of land situated in the Local Government Area of City of Parramatta, parish of St John and County of Cumberland, comprising Lot 1 in Deposited Plan 591454, Auto Consol 11094-31 (comprising Lot 1 in Deposited Plan 207864, Lot 3 in Deposited Plan 207864 and Lot 4 in Deposited Plan 207864), part Auto Consol 11094-32 (Lot 8 in Deposited Plan 207864), being the whole of land in Certificate of Title 1/591454, Auto Consol 11094-31 and part of Auto Consol 11094-32, said to be in the ownership of City of Parramatta Council, **but excluding from the acquisition:**

(a) Dealing 322264 - 322265 Rights of way appurtenant;

(b) Dealing C244616 - Easement for support appurtenant;

(c) Dealing DP591454 - Easement for sewerage purposes over existing line of pipes;

(d) Dealing DP591454 - Restriction(s) on the use of land; and

(e) Dealing 3577538 - Easement for underground cables 1 wide.

1.14 All that piece of land situated in the Local Government Area of City of Parramatta, parish of St John and County of Cumberland which comprised the land previously described as Lot 2 in Deposited Plan 207864, Lot 3 in Deposited Plan 229762, Lot 4 in Deposited Plan 229762, Lot 6 in Deposited Plan 229762, Lot 7 in Deposited Plan 229762 and Lot 8 in Deposited Plan 229762, being the land in cancelled CT Vol 9796 Fol 248, cancelled CT Vol 6984 Fol 182, cancelled CT Vol 6984 Fol 186 and cancelled CT Vol 2520 Fol 229, understood to be dedicated as public road, said to be in the ownership of City of Parramatta Council.

SCHEDULE 2 – WESTMEAD

2. This Schedule sets out the land in the Local Government Area of Cumberland.

2.1 All that piece of land situated in the Local Government Area of Cumberland, Parish of St John and County of Cumberland, comprising Lot 2 of Section A in DP1409, being the whole of land in Certificate of Title 2/A/1409, said to be in the ownership of Rosa Hung.

2.2 All that piece of land situated in the Local Government Area of Cumberland, Parish of St John and County of Cumberland, comprising Lot 1 of Section A in DP 1409, being the whole of land in Certificate of Title 1/A/1409, said to be in the ownership of Peter Basil Sklavos and Anna Sklavos, **but excluding from the acquisition:**

(a) Lease or right of occupation between Peter Basil Sklavos and Anna Sklavos and Dr Barbara Frankowicz and Dr Barbara Frankowicz Pty Ltd ABN 38 123 591 793 in respect of 143 Hawkesbury Road, Westmead.

2.3 All that piece of land situated in the Local Government Area of Cumberland, Parish of St John and County of Cumberland, comprising Auto Consol 5524-79 (Lots 42, 43 and 44 of Section A in DP4036), being the whole of land in Certificate of Title Auto Consol 5524-79, said to be in the ownership of Mukul Kachwaha and Sheela Kachwaha.

2.4 All that piece of land situated in the Local Government Area of Cumberland, Parish of St John and County of Cumberland, comprising Auto Consol 6638-59 (Lots 49-50 of Section A in

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DP1409), being the whole of land in Certificate of Title Auto Consol 6638-59, said to be in the ownership of RMR Family Pty Limited.

2.5 All that piece of land situated in the Local Government Area of Cumberland, Parish of St John and County of Cumberland, comprising Auto Consol 13941-8 (Lots 35, 36 and 37 of Section A in DP4036), being the whole of land in Certificate of Title Auto Consol 13941-8, said to be in the ownership of Holleigh Noeline Mason, **but excluding from the acquisition**:

(a) Lease between Holleigh Noeline Mason and Ehsan Ahmadi dated 5 December 2019 in respect of 3 Hassall Street, Westmead, which premises are said to be in the possession of E Ahmadi & I Shafiey trading as Iman Auto Mechanic ABN 72 102 676 153, Ehsan Ahmadi and Iman Shafiey.

2.6 All that piece of land situated in the Local Government Area of Cumberland, Parish of St John and County of Cumberland, comprising Auto Consol 2645-171 (Lots 20 and 21 of Section A in DP4036), being the whole of land in Certificate of Title Auto Consol 2645-171, said to be in the ownership of Fred Sassine and Georgette Sassine, **but excluding from the acquisition**:

(a) Such rights (if any) affecting the part of Lots 20 & 21 being 5 feet wide along and within the north boundary and shown as reserve for drain in DP1409 & DP3543; and

(b) Lease to Khadija Ghulam Hussain Pir Muhammad dated 29 December 2014 in respect of 31B Bailey Street, Westmead.

2.7 All that piece of land situated in the Local Government Area of Cumberland, Parish of St John and County of Cumberland, comprising Lot 1 in DP949987, being the whole of land in Certificate of Title 1/949987, said to be in the ownership of Holleigh Noeline Mason, **but excluding from the acquisition:**

(a) Lease between Holleigh Noeline Mason and William Roden dated 1 July 2019 in respect of Level 1, 9-11 Hassall Street, Westmead; and

(b) Lease between Holleigh Noeline Mason and Mahavir Traders Pty Ltd dated 14 October 2019 in respect of Shop 2, 9-11 Hassall Street, Westmead.

2.8 All that piece of land situated in the Local Government Area of Cumberland comprising:

(a) Lot 6 in SP61570, being the whole of land in Certificate of Title 6/SP61570 said to be in the ownership of Charles Magri, but excluding from the acquisition:

(i) Lease between Charles Magri and Azad Kumar Singh dated 19 April 2013 in respect of Unit 6, 15-19 Hassall Street, Westmead;

(b) Lot 10 in SP61570, being the whole of land in Certificate of Title 10/SP61570 said to be in the ownership of Kyung Ah Yoon, **but excluding from the acquisition:**

(i) Lease between Kyung Yoon and Dhanavanthini Jayaraj and Jayaraj Thangarasu dated 22 May 2020 in respect of Unit 10, 15-19 Hassall Street, Westmead,

and remains subject to Strata Scheme 61570.

2.9 All that piece of land situated in the Local Government Area of Cumberland comprising:

(a) Lot 1 in SP67282, being the whole of land in Certificate of Title 1/SP67282 said to be in the ownership of Vivek Ramakant Shukla, **but excluding from the acquisition**:

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(i) Dealing SP67282 – Positive covenant; and

(ii) Dealing SP67282 – Restriction(s) on the use of land;

and remains subject to Strata Scheme 67282.

2.10 All that piece of land situated in the Local Government Area of Cumberland comprising:

(a) Lot 7 in SP51391, being the whole of land in Certificate of Title 7/SP51391 said to be in the ownership of Koshy John and Suja Koshy John, **but excluding from the acquisition:**

(i) Lease between Koshy John and Suja Koshy John and Arnish Kumar and Pooja Gupta dated 27 July 2013 in respect of Unit 7, 27-29 Bailey Street, Westmead,

and remains subject to Strata Scheme 51391.

SCHEDULE 3 – SYDNEY OLYMPIC PARK

3. This Schedule sets out the land in the Local Government Area of City of Parramatta.

3.1 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of Concord and County of Cumberland, comprising Lot 132 in DP1189734, being the whole of land in Certificate of Title Folio Identifier 132/1189734, said to be in the ownership of Sydney Olympic Park Authority ABN 68 010 941 405 **but excluding from the acquisition:**

(a) Dealing DP235225 - Right of way benefiting the land;

(b) Dealing Y816762 – Sublease of Lease X382212 to Alpha Distribution Ministerial Holding Corporation ABN 67 505 337 385 (pursuant to Change of Name AK971571) in respect of substation premises No. 6695 together with a right of way and easement for electricity purposes; and

(c) Dealing AK971351 – Sublease of Lease Y816762 to Blue Asset Partner Pty Ltd ACN 615 217 493, ERIC Alpha Asset Corporation 1 Pty Ltd ACN 612 974 044, ERIC Alpha Asset Corporation 2 Pty Ltd ACN 612 975 023, ERIC Alpha Asset Corporation 3 Pty Ltd ACN 612 975 032 and ERIC Alpha Asset Corporation 4 Pty Ltd ACN 612 975 078;

(d) Mortgage AK971502 - Mortgage of Lease AK971351 to ANZ Fiduciary Services Pty Ltd ACN 100 709 493; and

(e) Dealing AK971352 – Sublease of Lease AK971351 to Blue Op Partner Pty Ltd ACN 615 217 500, ERIC Alpha Operator Corporation 1 Pty Ltd ACN 612 975 096, ERIC Alpha Operator Corporation 2 Pty Ltd ACN 612 975 121, ERIC Alpha Operator Corporation 3 Pty Ltd ACN 612 975 185 and ERIC Alpha Operator Corporation 4 Pty Ltd ACN 612 975 210.

3.2 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of Concord and County of Cumberland, comprising Lot 58 in DP786296, being the whole of land in Certificate of Title Folio Identifier 58/786296, said to be in the ownership of Sydney Olympic Park Authority ABN 68 010 941 405 **but excluding from the acquisition:**

(a) Dealing DP235225 - Right of way benefiting the land;

(b) Dealing 3723102 – Sublease of Lease Y282932 to Alpha Distribution Ministerial Holding Corporation ABN 67 505 337 385 (pursuant to Change of Name AK971571)

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in respect of Substation No:-6911 "Fig Tree Alpa" together with right of way and easement for electricity purposes 2, 4, 6.1 and variable width shown in plan with 3723102;

(c) Dealing AK971351 – Sublease of Lease 3723102 to Blue Asset Partner Pty Ltd ACN 615 217 493, ERIC Alpha Asset Corporation 1 Pty Ltd ACN 612 974 044, ERIC Alpha Asset Corporation 2 Pty Ltd ACN 612 975 023, ERIC Alpha Asset Corporation 3 Pty Ltd ACN 612 975 032 and ERIC Alpha Asset Corporation 4 Pty Ltd ACN 612 975 078;

(d) Dealing AK971502 - Mortgage of Lease AK971351 to ANZ Fiduciary Services Pty Ltd ACN 100 709 493;

(e) Dealing AK971352 – Sublease of Lease AK971351 to Blue Op Partner Pty Ltd ACN 615 217 500, ERIC Alpha Operator Corporation 1 Pty Ltd ACN 612 975 096, ERIC Alpha Operator Corporation 2 Pty Ltd ACN 612 975 121, ERIC Alpha Operator Corporation 3 Pty Ltd ACN 612 975 185 and ERIC Alpha Operator Corporation 4 Pty Ltd ACN 612 975 210;

(f) Dealing AH984681 – Sublease of Lease Y282932 to RichmondPRA Limited ACN 001 280 628 dated 4 April 2013 in respect of Office 'D' on Ground Floor and Office 'F' on First Floor, 5 Figtree Drive, Sydney Olympic Park;

(g) Dealing AM483264 – Sublease of Lease Y282932 to S P Jain School of Global Management Pty Limited ACN 136 711 567 dated 25 August 2016 in respect of Office Areas A, B, C and E, Mezzanine Areas A and B and the Warehouse, 5 Figtree Drive, Sydney Olympic Park (as varied by Variation of Lease AN865312);

(h) Sublease of part of Lease AM483264 to Lime Catering Pty. Ltd. ACN 613 451 835 dated 5 November 2018 in respect of part 5 Figtree Drive, Sydney Olympic Park; and

(i) Informal right of occupation between S P Jain School of Global Management Pty Limited ACN 136 711 567 and Parveen Singh commencing on or about 10 December 2018 in respect of Meeting Room 2, 5 Figtree Drive, Sydney Olympic Park.

3.3 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of Concord and County of Cumberland, comprising Lot 59 in DP786296, being the whole of land in Certificate of Title Folio Identifier 59/786296, said to be in the ownership of Sydney Olympic Park Authority ABN 68 010 941 405 **but excluding from the acquisition:**

(a) Dealing DP235225 - Right of way benefiting the land; and

(b) Dealing AG183690 – Sublease of Lease Y349209 to BSA Limited ACN 088 412 748 expiring on 31 March 2021 in respect of 7 Figtree Drive, Sydney Olympic Park (as varied by Variation of Lease AH338403 and unregistered variations of lease).

SCHEDULE 4 – CLYDE

4. This Schedule sets out the land in the Local Government Area of City of Parramatta.

4.1 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 50 in DP 791656, being the whole of

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land in Certificate of Title 50/791656, said to be in the ownership of Old Bawn Construction Pty Ltd ACN 158 286 769, **but excluding from the acquisition:**

(a) Dealing I152655 - Restriction(s) on the use of land.

4.2 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising a half share in Lot 201 in DP870298, being the whole of land in Certificate of Title Folio Identifier 201/870298A, said to be in the ownership of National Mutual Life Nominees Pty Limited ACN 004 387 133, **but excluding from the acquisition:**

(a) Dealing C297447 – Easement for water pipes 0.915 wide;

(b) Dealing D137289 – Easement for sewerage purposes 1.83 metre(s) wide;

(c) Dealing D198498 – Easement for sewerage purposes 1.83 metre(s) wide;

(d) Dealing DP817742 - Easement for drainage 4 metre(s) wide;

(e) Dealing DP817742 - Easement for drainage 5 metre(s) wide;

(f) Dealing DP817742 - Easement for sewerage over existing line of pipes;

(g) Dealing DP817742 - Easement for electricity purposes 2.5 metre(s) wide;

(h) Dealing DP817742 - Restriction(s) on the use of land;

(i) Dealing DP646249 - Easement for communications cables 2 metres wide;

(j) Dealing DP870298 - Easement to drain water 3 wide;

(k) Dealing AN946661 – Lease to AKA Industries Pty Ltd ACN 616 760 635 which commenced on 7 October 2018 in respect of Blocks 1-3, Hillrose Business Park, 1B Unwin Street, Rosehill;

(l) Dealing AP851202 – Lease to CHEP Australia Limited ACN 117 266 323 dated 18 November 2019 in respect of Block 4, Hillrose Business Park, 1B Unwin Street, Rosehill;

(m) Dealing AP851337 – Lease to Manitou Australia Pty Ltd ACN 114 388 591 dated 18 November 2019 in respect of Office 1 and Warehouse, Block 6, Hillrose Business Park, 1B Unwin Street, Rosehill; and

(n) Dealing AP851343 – Lease to Manitou Australia Pty Ltd ACN 114 388 591 dated 18 November 2019 in respect of Office 2, Block 6, Hillrose Business Park, 1B Unwin Street, Rosehill.

4.3 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising a half share in Lot 201 in DP870298, being the whole of land in Certificate of Title Folio Identifier 201/870298B, said to be in the ownership of The Trust Company Limited ACN 004 027 749, **but excluding from the acquisition:**

(a) Dealing C297447 – Easement for water pipes 0.915 wide;

(b) Dealing D137289 – Easement for sewerage purposes 1.83 metre(s) wide;

(c) Dealing D198498 – Easement for sewerage purposes 1.83 metre(s) wide;

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(d) Dealing DP817742 - Easement for drainage 4 metre(s) wide;

(e) Dealing DP817742 - Easement for drainage 5 metre(s) wide;

(f) Dealing DP817742 - Easement for sewerage over existing line of pipes;

(g) Dealing DP817742 - Easement for electricity purposes 2.5 metre(s) wide;

(h) Dealing DP817742 - Restriction(s) on the use of land;

(i) Dealing DP646249 - Easement for communications cables 2 metres wide;

(j) Dealing DP870298 - Easement to drain water 3 metres wide;

(k) Dealing AN946661 – Lease to AKA Industries Pty Ltd ACN 616 760 635 which commenced on 7 October 2018 in respect of Blocks 1-3, Hillrose Business Park, 1B Unwin Street, Rosehill;

(l) Dealing AP851202 – Lease to CHEP Australia Limited ACN 117 266 323 dated 18 November 2019 in respect of Block 4, Hillrose Business Park, 1B Unwin Street, Rosehill;

(m) Dealing AP851337 – Lease to Manitou Australia Pty Ltd ACN 114 388 591 dated 18 November 2019 in respect of Office 1 and Warehouse, Block 6, Hillrose Business Park, 1B Unwin Street, Rosehill; and

(n) Dealing AP851343 – Lease to Manitou Australia Pty Ltd ACN 114 388 591 dated 18 November 2019 in respect of Office 2, Block 6, Hillrose Business Park, 1B Unwin Street, Rosehill.

4.4 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 1 in DP520478, being the whole of land in Certificate of Title Folio Identifier 1/520478, said to be in the ownership of GTA Industrial Custodian Pty Limited ACN 081 823 743, **but excluding from the acquisition:**

(a) Dealing K494463 - Covenant;

(b) Licence Agreement to Killard Infrastructure Pty Ltd ACN 086 740 650 (formerly known as Killard Excavation Pty Ltd) dated 18 January 2018 in respect of the 'Yard Area', 2 Shirley Street, Rosehill;

(c) Dealing AN946786 – Lease to Winning Appliances Pty Ltd ACN 002 193 688 dated 6 December 2018 in respect of 'Tenancy D1 South', Building D, Rosehill Industrial Estate, 5-7 Shirley Street, Rosehill;

(d) Dealing AP211259 – Lease to Winning Appliances Pty Ltd ACN 002 193 688 dated 6 December 2018 in respect of Tenancy D1 North, Building D, Rosehill Industrial Estate, 5-7 Shirley Street, Rosehill; and

(e) Dealing AP528961 – Lease to Winning Appliances Pty Ltd ACN 002 193 688 dated 30 August 2019 in respect of Unit D1 Office, Rosehill Industrial Estate, 3-11 Shirley Street, Rosehill.

4.5 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 1 in DP1160433, being the whole of land in Certificate of Title Folio Identifier 1/1160433, said to be in the ownership of Bauweavel Properties Pty Ltd ACN 169 513 320, **but excluding from the acquisition:**

(a) Dealing DP1160433 - Positive covenant; and

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(b) Dealing AP503885 – Lease to Transport Engineering Solutions Pty Ltd ACN 006 368 583 (formerly known as Gough Transport Solutions Pty Ltd) dated 21 August 2019 in respect of the parts shown hatched in plan with AP503885 (as varied by an unregistered Variation of Lease (undated) and an unregistered Surrender of Lease (undated)).

4.6 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 10 in DP263068, Lot C in DP349610 and Lot D in DP349610, being the whole of land in Certificate of Title Folio Identifiers 10/263068, C/349610 and D/349610 said to be in the ownership of J & M Nassif Property Group Pty Ltd ACN 608 108 729.

4.7 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot B in DP344102, being the whole of land in Certificate of Title Folio Identifier B/344102 said to be in the ownership of J & M Nassif Property Group Pty Ltd ACN 608 108 729, **but excluding from the acquisition:**

(a) Dealing F151348 - Covenant.

4.8 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 4 in DP805263, being the whole of land in Certificate of Title Folio Identifier 4/805263 said to be in the ownership of Steven Lo Iacono, **but excluding from the acquisition:**

(a) Dealing V367785 - Covenant.

4.9 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 9 in DP263068, being the whole of land in Certificate of Title Folio Identifier 9/263068 said to be in the ownership of Steven Lo Iacono.

4.10 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 6 in DP263068, being the whole of land in Certificate of Title Folio Identifier 6/263068, said to be in the ownership of Kingsley Graeme Truswell.

4.11 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 3 in DP805263, being the whole of land in Certificate of Title Folio Identifier 3/805263, said to be in the ownership of Rita Haddad, **but excluding from the acquisition:**

(a) Dealing V367785 – Covenant; and

(b) Lease to Art Civil Pty Ltd ACN 119 965 007 which commenced on 1 July 2020 in respect of the whole of 7-9 Kay Street, Clyde.

4.12 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 7 in DP263068, being the whole of land in Certificate of Title Folio Identifier 7/263068, said to be in the ownership of Rita Haddad, **but excluding from the acquisition:**

(a) Dealing Z15049 – Covenant;

(b) Dealing Z15049 – Easement for maintenance; and

(c) Lease to Art Civil Pty Ltd ACN 119 965 007 which commenced on 1 July 2020 in respect of the whole of 7-9 Kay Street, Clyde.

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4.13 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 4 in DP1116474, being the whole of land in Certificate of Title Folio Identifier 4/1116474, said to be in the ownership of Parramatta/Granville Sportsground (R100217) Reserve Trust, **but excluding from the acquisition**:

(a) the reversionary freehold interest of Parramatta/Granville Sportsground (R100217) Reserve Trust;

(b) Dealing V516000 – Easement for underground mains 3 metre(s) wide;

(c) Dealing AD557185 – Reserve No. 100217 for public recreation and urban services notified 20/12/1991 Folio 10608; and

(d) Dealing AN153289 – Easement to drain water 3 wide.

4.14 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 23 of Section 2 in DP5944, being the whole of land in Certificate of Title Folio Identifier 23/2/5944, said to be in the ownership of Whitbourn Holdings Pty Ltd ACN 071 139 127, **but excluding from the acquisition:**

(a) Dealing DP1053137 - Easement for support 0.255 metres wide affecting the part(s) shown so burdened in DP1053137;

(b) Dealing DP1053137 - Easement for support 0.255 metre(s) wide appurtenant to the land;

(c) Dealing DP1053137 - Easement for support variable width affecting the part(s) shown so burdened in DP1053137;

(d) Dealing DP1053137 - Easement for support variable width appurtenant to the land above described;

(e) Dealing DP1138778 - Restriction(s) on the use of land; and

(f) Dealing AM924582 - Lease to Access Print Solutions Pty Ltd ACN 109 908 376 dated 24 August 2017 in respect of the whole of the land.

4.15 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 24 of Section 2 in DP5944, being the whole of land in Certificate of Title Folio Identifier 24/2/5944, said to be in the ownership of Whitbourn Holdings Pty Ltd ACN 071 139 127, **but excluding from the acquisition:**

(a) Dealing DP1053137 - Easement for support 0.255 metre(s) wide affecting the part(s) shown so burdened in DP1053137;

(b) Dealing DP1053137 - Easement for support 0.255 metre(s) wide appurtenant to the land;

(c) Dealing DP1053137 - Easement for support variable width affecting the part(s) shown so burdened in DP1053137;

(d) Dealing DP1053137 - Easement for support variable width appurtenant to the land;

(e) Dealing DP1138778 - Easement for Padmount substation 2.75 metre(s) wide;

(f) Dealing DP1138778 - Restriction(s) on the use of land; and

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(g) Dealing AM924583 - Lease to Access Print Solutions Pty Ltd ACN 109 908 376 dated 24 August 2017 in respect of the whole of the land..

4.16 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 25 in Section 2 in DP5944 and Lot 26 in Section 2 in DP5944, being the whole of land in Certificate of Title Auto Consol 8390-123, said to be in the ownership of B & A Corporation Pty Limited ACN 146 866 444.

4.17 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 50 in DP777202, being the whole of land in Certificate of Title Folio Identifier 50/777202, said to be in the ownership of Zhen Yuan Chen and Ying Xiu Guo.

4.18 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 4 in DP701596, being the whole of land in Certificate of Title Folio Identifier 4/701596, said to be in the ownership of Highco Electrics Pty. Ltd. ACN 079 181 070.

4.19 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 1 in DP1180007, being the whole of land in Certificate of Title Folio Identifier 1/1180007, said to be in the ownership of Gialouris Holdings Pty Ltd ACN 142 813 090 and Bestmach Holdings Pty Ltd ACN 600 301 326, **but excluding from the acquisition:**

(a) Dealing P198499 – Easement for electricity purposes;

(b) Dealing Q737665 – Right of carriageway 3.66 metre(s) wide; and

(c) Dealing AQ548998 (unregistered) – Lease to VO Group Australia Pty Ltd (formerly known as VO Homes Construction Pty. Ltd.) ACN 169 482 571 dated 22 November 2017 in respect of Ground Level Warehouse and Level 1 Office, 50-54 Wentworth Street, Clyde.

4.20 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 101 in DP739030, being the whole of land in Certificate of Title Folio Identifier 101/739030, said to be in the ownership of Sydney Metro ABN 12 354 063 515, **but excluding from the acquisition:**

(a) Dealing L467065 – Covenant;

(b) Dealing N42432 – Covenant; and

(c) Dealing W455854 – Covenant.

4.21 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 9 in Section 6 in DP5944, being the whole of land in Certificate of Title Folio Identifier 9/6/5944, said to be in the ownership of SDCCH Property Pty Ltd ACN 150 318 782, **but excluding from the acquisition:**

(a) Undocumented Lease to Budget Demolition & Excavation Pty Ltd ACN 084 229 872 arising pursuant to the exercise of an option to renew contained in a lease which commenced on 31 August 2016 in respect of the whole of the land.

4.22 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 58 in Section 6 in DP5944 and Lot A in

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DP385416, being the whole of land in Certificate of Title Auto Consol 6799-177, said to be in the ownership of Malcolm James Fraser.

4.23 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 53 in Section 6 in DP5944, Lot 54 in Section 6 in DP5944, Lot 55 in Section 6 in DP5944, Lot 56 in Section 6 in DP5944 and Lot B in DP385416, being the whole of land in Certificate of Titles Auto Consol 7864-76, Folio Identifier 55/6/5944 and Auto Consol 6782-225, said to be in the ownership of Davcron Engineering Pty Ltd ACN 003 287 492.

4.24 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 51 in Section 6 in DP5944 and Lot 52 in Section 6 in DP5944, being the whole of land in Certificate of Title Auto Consol 7864-75, said to be in the ownership of Davcron Engineering Pty Ltd ACN 003 287 492, **but excluding from the acquisition:**

(a) Dealing Q378057 - Easement to drain water.

4.25 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising:

(a) Lot CP in SP35152, being the whole of land in Certificate of Title CP/SP35152, said to be in the ownership of The Owners – Strata Plan No. 35152**, but excluding from the acquisition:**

(i) Dealing T326709 - Easement for electricity purposes;

(b) Lot 1 in SP35152, being the whole of land in Certificate of Title Folio Identifier 1/SP35152, said to be in the ownership of Metropol Pizza Supplies (NSW) Pty Limited ACN 080 194 421;

(c) Lot 2 in SP35152, being the whole of land in Certificate of Title Folio Identifier 2/SP35152, said to be in the ownership of Lal Singh Gill;

(d) Lot 3 in SP35152, being the whole of land in Certificate of Title Folio Identifier 3/SP35152, said to be in the ownership of Rene Farrugia and Maureen Ann Farrugia, **but excluding from the acquisition:**

(i) Commercial Lease Agreement to A1 Hard Chrome Pty Ltd ACN 002 799 359 dated 22 July 2019 in respect of the whole of the land;

(e) Lot 4 in SP35152, being the whole of land in Certificate of Title Folio Identifier 4/SP35152, said to be in the ownership of R M S Service Centre (Properties) Pty Ltd ACN 002 017 478, **but excluding from the acquisition:**

(i) Commercial Lease Agreement to A1 Hard Chrome Pty Ltd ACN 002 799 359 dated 22 July 2019 in respect of the whole of the land;

(f) Lot 6 in SP35152, being the whole of land in Certificate of Title Folio Identifier 6/SP35152, said to be in the ownership of W.I.I.F.M.Com Pty Limited ACN 092 372 873, **but excluding from the acquisition:**

(i) Lease to Hospitality Equipment 2020 Pty. Limited ACN 003 971 926 which commenced on 1 January 2020 in respect of the whole of the land;

(g) Lot 7 in SP35152, being the whole of land in Certificate of Title Folio Identifier 7/SP35152, said to be in the ownership of Lal Singh Gill; and

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(h) Lot 8 in SP35152, being the whole of land in Certificate of Title Folio Identifier 8/SP35152, said to be in the ownership of Lal Singh Gill and Maandeep Gill,

and remains subject to Strata Scheme 35152.

4.26 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 10 in DP712049, being the whole of land in Certificate of Title Folio Identifier 10/712049, said to be in the ownership of Oli & Eli Pty Ltd ACN 158 867 791.

4.27 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 23 in DP733500, being the whole of land in Certificate of Title Folio Identifier 23/733500, said to be in the ownership of Venera Hope Nohra and Carole Jean Carpenter, **but excluding from the acquisition:**

(a) Dealing Q276012 – Covenant; and

(b) Dealing Q288530 – Covenant.

4.28 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 47 in Section 6 in DP5944 and Lot 48 in Section 6 in DP5944, being the whole of land in Certificate of Title Folio Identifiers 47/6/5944 and 48/6/5944, said to be in the ownership of Able Liquid Waste Pty Ltd ACN 003 418 906.

4.29 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 9 in DP242917, being the whole of land in Certificate of Title Folio Identifier 9/242917, said to be in the ownership of Sydney Metro ABN 12 354 063 515, **but excluding from the acquisition:**

(a) Dealing N460314 – Covenant; and

(b) Dealing R220511 – Easement for water main.

4.30 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 44 in DP855702, being the whole of land in Certificate of Title Folio Identifier 44/855702, said to be in the ownership of Sydney Metro ABN 12 354 063 515, **but excluding from the acquisition:**

(a) Dealing R220511 – Easement for watermain variable width.

4.31 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 45 in DP855702 and Lot 46 in DP855702, being the whole of land in Certificates of Title Folio Identifier 45/855702 and 46/855702, said to be in the ownership of Sydney Metro ABN 12 354 063 515.

4.32 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 11 in DP1271374, being part of land in Lot 1 in DP126879 being part of land in Certificate of Title Auto Consol 13550-62, said to be in the ownership of Australian Turf Club Limited ACN 148 157 288, **but excluding from the acquisition:**

(a) Dealing R539193 – Easement for Underground Mains;

(b) Dealing W373858 – Easement for Underground Mains 4 wide and Var. Width;

(c) Dealing W547509 - Covenant;

(d) Dealing X51 – Easement for Transmission Line Var. Width;

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(e) Dealing 3025232 - Easement for Water Supply Works;

(f) Dealing 9588266 - Positive Covenant; and

(g) Dealing 9588267 - Restriction as to User (S. 88E(3) Conveyancing Act, 1919).

SCHEDULE 5 – BURWOOD

5. This Schedule sets out the land in the Local Government Areas of Burwood and Canada Bay.

5.1 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 27 in DP10928, being the whole of land in Certificate of Title Folio Identifier 27/10928, said to be in the ownership of Axfield Pty Ltd ACN 002 129 688.

5.2 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 25 in DP10928 and Lot 26 in DP10928, being the whole of land in Certificate of Title Auto Consol 3832-229, said to be in the ownership of Nickitas Katris, Agapitos Katris and Litsa Zavras, **but excluding from the acquisition:**

(a) Dealing AM534422 – Lease in favour of Wellness Local Pty. Ltd. ACN 612 920 706 in respect of Unit 1, Ground Floor, 3-5 Burwood Road, Concord (as varied by Variation of Lease AP323622); and

(b) Lease in favour of Katris Architects Pty Ltd. ACN 001 639 970 dated 16 August 2019 in respect of Level 1, 3-5 Burwood Road, Concord.

5.3 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 23 in DP10928 and Lot 24 in DP10928, being the whole of land in Certificate of Title Auto Consol 6808-1, said to be in the ownership of Chi Soo Eo and Jin Ok Eo.

5.4 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 21 in DP10928 and Lot 22 in DP10928, being the whole of land in Certificate of Title Auto Consol 5290-119, said to be in the ownership of George Dracos.

5.5 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 4 in DP333924, being the whole of land in Certificate of Title Folio Identifier 4/333924, said to be in the ownership of Constance Soldatos **but excluding from the acquisition**:

(a) Dealing AG127196 – Lease in favour of Midas Australia Pty. Ltd. ACN 005 241 798 dated 17 March 2011 in respect of 1 Parramatta Road, Concord (as varied by variation Dealing AG763529); and

(b) Licence in favour of M2M Functions Pty Ltd ACN 602 675 909 pursuant to licence between Midas Australia Pty. Ltd. ACN 005 241 798 and M2M Functions Pty Ltd ACN 602 675 909 dated 4 October 2016 and any subsequent licence between those parties in respect of 1 Parramatta Road, Concord.

5.6 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 100 in DP1154740, being the whole of

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land in Certificate of Title Folio Identifier 100/1154740, said to be in the ownership of Reece Australia Pty Ltd ACN 004 097 090, **but excluding from the acquisition:**

(a) Dealing AI174872 – Restriction(s) on the use of land; and

(b) Dealing AI174873 – Positive Covenant.

5.7 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 1 in DP1027871, being the whole of land in Certificate of Title Folio Identifier 1/1027871, said to be in the ownership of Ben Panoyan and Rosette Panoyan, **but excluding from the acquisition:**

(a) Dealing AP69313 – Lease in favour of Building United Pty. Ltd. ACN 623 241 074 in respect of Ground Floor Showroom, Warehouse and Office, 7-9 Parramatta Road, Concord;

(b) Dealing AP235210 – Lease in favour of Building United Pty. Ltd. ACN 623 241 074 in respect of First Floor, 7-9 Parramatta Road, Concord; and

(c) Lease in favour of Austwin (Australia) Pty. Limited ACN 065 111 480 dated 15 June 2019 in respect of in respect of 2/7-9 Parramatta Road, Concord.

5.8 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 1 in DP839095, being the whole of land in Certificate of Title Folio Identifier 1/839095, said to be in the ownership of Gabriella Bakas and Annette Petalotis **but excluding from the acquisition**:

(a) Sublease in favour of Amata Corp. Pty Limited ACN 144 508 510 dated 20 October 2020 in respect of part of 13 Paramatta Road, Concord identified on the plan annexed to the sublease.

5.9 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot A in DP340812, Lot B in DP340812, Lot C in DP340812 and Lot B in DP344400, being the whole of land in Certificates of Title Folio Identifier A/340812, Folio Identifier B/340812 and Auto Consol 14165-227, said to be in the ownership of Duggan Family Hotels Pty. Limited ACN 003 897 498.

5.10 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 28 in DP10928, being the whole of land in Certificate of Title Folio Identifier 28/10928, said to be in the ownership of Sydney Hostel Pty Ltd ACN 124 754 061.

5.11 All that piece of land situated in the Local Government Area of Burwood, Parish of Concord and County of Cumberland, comprising Lot 19 in DP1217020, being the whole of land in Certificate of Title Folio Identifier 19/1217020, said to be in the ownership of Giuseppe Marino, Maria Connie Marino, Giovanni Garigali and Josephine Garigali, **but excluding from the acquisition:**

(a) Dealing D228421 – Cross easements (s 181B Conveyancing Act, 1919) affecting the party wall(s) shown on the common boundary of Lots 19 & 20 in DP1217020.

5.12 All that piece of land situated in the Local Government Area of Burwood, Parish of Concord and County of Cumberland, comprising Lot 18 in DP1217020, being the whole of land in Certificate of Title Folio Identifier 18/1217020, said to be in the ownership of John Joseph Paul Sandra and Lynette Anna Sandra, **but excluding from the acquisition:**

(a) Dealing J707434 – Cross easements (s 181B Conveyancing Act, 1919) affecting the party wall(s) shown on the common boundary of Lots 18 & 17 in DP1217020; and

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(b) Lease in favour of George Kulinberg dated 21 January 2016 in respect of 1/338 Parramatta Road, Burwood.

5.13 All that piece of land situated in the Local Government Area of Burwood, Parish of Concord and County of Cumberland, comprising Lot 17 in DP1217020, being the whole of land in Certificate of Title Folio Identifier 17/1217020, said to be in the ownership of Ranko Jakovljevic and Jessie Jakovljevic, **but excluding from the acquisition:**

(a) Dealing J707434 – Cross easements (s 181B Conveyancing Act, 1919) affecting the party wall(s) shown on the common boundary of Lots 17 & 18 in DP1217020; and

(b) Lease in favour of Giuseppe Antonio Scuderi commencing on 13 February 2017 in respect of 340 Parramatta Road, Burwood.

5.14 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising:

(a) the Common Property in the strata scheme based on Strata Plan 73535 within the parcel shown in SP73535, being the whole of land in Certificate of Title Folio Identifier CP/SP73535, said to be in the possession of The Owners – Strata Plan No. 73535, **but excluding from the acquisition:**

(i) Dealing SP73535 - Restriction(s) on the use of land; and

(ii) Dealing SP73535 - Positive Covenant.

(b) Lot 1 in SP73535, being the whole of land in Certificate of Title Folio Identifier 1/SP73535, said to be in the ownership of Zheng Wang and Yingli Sun.

(c) Lot 2 in SP73535, being the whole of land in Certificate of Title Folio Identifier 2/SP73535, said to be in the ownership of Tian Ma Australia Property Developer Pty Ltd ACN 094 375 685.

(d) Lot 3 in SP73535, being the whole of land in Certificate of Title Folio Identifier 3/SP73535, said to be in the ownership of Tian Ma Australia Property Developer Pty Ltd ACN 094 375 685.

(e) Lot 4 in SP73535, being the whole of land in Certificate of Title Folio Identifier 4/SP73535, said to be in the ownership of Tian Ma Australia Property Developer Pty Ltd ACN 094 375 685.

(f) Lot 5 in SP73535, being the whole of land in Certificate of Title Folio Identifier 5/SP73535, said to be in the ownership of David Hong Huan Ma and Ching Yee Wong.

(g) Lot 6 in SP73535, being the whole of land in Certificate of Title Folio Identifier 6/SP73535, said to be in the ownership of Ja Hyuk Yum.

(h) Lot 7 in SP73535, being the whole of land in Certificate of Title Folio Identifier 7/SP73535, said to be in the ownership of Tian Ma Australia Property Developer Pty Ltd ACN 094 375 685.

(i) Lot 8 in SP73535, being the whole of land in Certificate of Title Folio Identifier 8/SP73535, said to be in the ownership of Tian Ma Australia Property Developer Pty Ltd ACN 094 375 685.

(j) Lot 9 in SP73535, being the whole of land in Certificate of Title Folio Identifier 9/SP73535, said to be in the ownership of Ying Liu.

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(k) Lot 10 in SP73535, being the whole of land in Certificate of Title Folio Identifier 10/SP73535, said to be in the ownership of Shaun Han Young MacDonald.

(l) Lot 11 in SP73535, being the whole of land in Certificate of Title Folio Identifier 11/SP73535, said to be in the ownership of Tian Ma Australia Property Developer Pty Ltd ACN 094 375 685, **but excluding from the acquisition:**

(i) Lease in favour of Cristina Ecalnir and Benito Ecalnir dated 21 April 2018 in respect of Unit 11, 20 Burton Street.

(m) Lot 12 in SP73535, being the whole of land in Certificate of Title Folio Identifier 12/SP73535, said to be in the ownership of Chunping Guo.

SCHEDULE 6 – FIVE DOCK

6. This Schedule sets out the land in the Local Government Area of Canada Bay.

6.1 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot A in DP333934, being the whole of land in Certificate of Title Folio Identifier A/333934, said to be in the ownership of Cordaro Pty Ltd ACN 603 150 385 **but excluding from the acquisition:**

(a) Lease in favour of Southern Alliance Valuation Services Pty Ltd ACN 099 913 210 commencing on 20 April 2020 and arising pursuant to the exercise of an option granted under Lease AM66987 in respect of Suite 5, 2 East Street, Five Dock;

(b) Dealing AP728720 – Lease in favour of LED US Light Pty Ltd ACN 149 792 647 dated 24 August 2018 in respect of Suite 3, 2 East Street, Five Dock;

(c) Lease in favour of Sandra Graudins ABN 15 473 443 807 commencing on 1 October 2020 and arising pursuant to the exercise of an option granted under Lease AP728721 in respect of Suite 4 and Suite 6, 2 East Street, Five Dock;

(d) Lease in favour of Prime Tutoring Australia Pty Ltd ACN 162 659 118 commencing on 8 March 2020 in respect of Suite 2, 2 East Street, Five Dock;

(e) Interest held by Optimistic Health Pty Limited ACN 109 511 748 pursuant to an agreement for lease dated 11 December 2018 in respect of Tenancy 3, 2 East Street, Five Dock; and

(f) Interest held by Porters Corporation Pty Limited ACN 053 688 716 pursuant to an agreement for lease dated 27 November 2018 in respect of Tenancy 1, 2 East Street, Five Dock.

6.2 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot B in DP373732, being the whole of land in Certificate of Title Folio Identifier B/373732, said to be in the ownership of Antonio Paul Geronimo, **but excluding from the acquisition:**

(a) Dealing F469772 – Easement; and

(b) Lease in favour of Westpac Banking Corporation ACN 007 457 141 commencing on 7 February 2021 and arising pursuant to the exercise of an option granted under Lease AK721599 in respect of 155 Great North Road, Five Dock.

6.3 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot X in DP414325 and Lot Y in DP414325,

Req:R571405 /Doc:DL AQ911258 /Rev:29-Jun-2021 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 08:57 /Seq:30 of 32
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being the whole of land in Certificate of Title Auto Consol 15182-9, said to be in the ownership of Geraldina Rizzo, **but excluding from the acquisition:**

(a) Dealing DP868504 – Right of carriageway variable width;

(b) Dealing DP868504 – Right of carriageway 2.695 wide;

(c) Dealing DP868504 – Right of carriageway 3.905 wide; and

(d) Dealing AN416121 – Lease to Modum Pty Ltd ACN 003 342 210 in respect of First Floor Suite, Level 1, 157 Great North Road, Five Dock.

6.4 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 5 in DP219715, being the whole of land in Certificate of Title Folio Identifier 5/219715, said to be in the ownership of Bibat Pty Ltd ACN 001 672 313, **but excluding from the acquisition:**

(a) Dealing J518788 – Cross easements (s 181B Conveyancing Act, 1919) affecting party wall shown on the common boundary of Lots 4 and 5 in DP219715;

(b) Dealing DP868504 – Right of carriageway variable width;

(c) Dealing DP868504 – Right of carriageway 2.69 wide;

(d) Dealing DP868504 – Right of carriageway 3.905 wide;

(e) Dealing DP868504 – Easement to drain water 0.6 wide;

(f) Dealing DP868504 - Right of carriageway 3.905 wide;

(g) Lease in favour of Philip Previte dated 21 August 2019 in respect of 159 Great North Road, Five Dock; and

(h) Sublease in favour of Maurice Robert Marshan as a periodic tenant in respect of Suite 1, 159 Great North Road, Five Dock pursuant to a periodic tenancy.

6.5 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 4 in DP219715, being the whole of land in Certificate of Title Folio Identifier 4/219715, said to be in the ownership of Dibrik Pty Ltd ACN 002 755 982 and Saljoe Pty Ltd ACN 002 094 877, **but excluding from the acquisition:**

(a) Dealing J518788 – Cross easements (s 181B Conveyancing Act, 1919) affecting the party wall shown on the common boundary of Lots 3 and 4 & 4 and 5 in DP219715;

(b) Dealing DP868504 – Right of carriageway variable width;

(c) Dealing DP868504 – Right of carriageway 3.905 wide;

(d) Dealing DP868504 – Easement to drain water 0.6 wide;

(e) Dealing DP868504 – Right of carriageway 2.695 wide;

(f) Dealing DP868504 – Right of carriageway 3.905 wide;

(g) Dealing AP61400 – Lease in favour of La Compania de Humo Pty Limited ACN 616 081 684 in respect of Lock Up Shop 1, 161 Great North Road, Five Dock; and

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Req:R571405 /Doc:DL AQ911258 /Rev:29-Jun-2021 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 08:57 /Seq:31 of 32
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(h) Lease in favour of Donna Lee Syron dated 27 April 2020 in respect of Unit 1, 161 Great North Road, Five Dock.

6.6 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 2 in DP868504, being the whole of land in Certificate of Title Folio Identifier 2/868504, said to be in the ownership of Philip Previte, **but excluding from the acquisition:**

(a) Dealing J517725 – Cross easements (s 181B *Conveyancing Act, 1919*) affecting the party wall(s) shown on the common boundary of Lots 1 & 2 shown in DP868504;

(b) Dealing J518788 – Cross easements (s 181B *Conveyancing Act, 1919*) affecting the party wall(s) shown on the common boundary of Lot 2 in DP868504 and Lot 4 in DP219715;

(c) Dealing DP868504 – Right of carriageway variable width;

(d) Dealing DP868504 – Right of carriageway 2.695 wide;

(e) Dealing DP868504 – Right of carriageway 3.905 wide;

(f) Dealing DP868504 – Easement to drain water 0.6 wide;

(g) Dealing AP303869 – Sublease of Lease AP303868 in favour of Cosimo Jewellery Pty Ltd ACN 605 961 180 dated 20 May 2019 in respect of Shop 1, 163 Great North Road, Five Dock;

(h) Sublease in favour of Reece Callum McKay and Jessica Alexandra Avellaneda Jimenez dated 3 September 2019 in respect of Unit 2, 163 Great North Road, Five Dock; and

(i) Sublease in favour of Victoria Charlotte Wright dated 2 September 2019 in respect of Unit 1, 163 Great North Road, Five Dock.

6.7 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 1 in DP868504, being the whole of land in Certificate of Title Folio Identifier 1/868504, said to be in the ownership of John Whitford Real Estate Pty Ltd ACN 000 185 679, **but excluding from the acquisition:**

(a) Dealing D19833 – Easement 0.355 wide;

(b) Dealing J517725 – Cross easements (s 181B Conveyancing Act, 1919) affecting the party wall(s) shown on the common boundary of Lots 1 & 2 shown in DP868504;

(c) DP868504 – Right of carriageway variable width;

(d) DP868504 – Right of carriageway 2.695 wide; and

(e) DP868504 – Easement to drain water 0.6 wide.

6.8 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 1 in DP166975, being the whole of land in Certificate of Title Folio Identifier 1/166975, said to be in the ownership of John Whitford Real Estate Pty Ltd ACN 000 185 679, **but excluding from the acquisition:**

(a) Dealing D19833 – Easement; and

(b) Dealing AK785048 – Lease in favour of Anytime Five Dock Pty Limited ACN 616 516 146 in respect of 169 Great North Road, Five Dock (as transferred pursuant to Transfer of Lease AM868673 and varied by an unregistered variation).

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6.9 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 1 in DP986284 and Lot E in DP158552, being the whole of land in Certificates of Title Folio Identifier 1/986284 and E/158552, said to be in the ownership of John Whitford Real Estate Pty Ltd ACN 000 185 679.

(Sydney Metro Document Number: [XCO21/00001; BN-SM-21-000323])

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NSW Government Gazette 19 March 2021

LAND REGISTRY SERVICES

Title Search

InfoTrack

NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: B/373732

SEARCH DATE	TIME	EDITION NO	DATE
19/12/2024	8:54 AM	9	13/1/2022

LAND

LOT B IN DEPOSITED PLAN 373732
AT FIVE DOCK
LOCAL GOVERNMENT AREA CANADA BAY
PARISH OF CONCORD COUNTY OF CUMBERLAND
TITLE DIAGRAM DP373732

FIRST SCHEDULE

SYDNEY METRO (RA AQ911258)

SECOND SCHEDULE (2 NOTIFICATIONS)

1 F469772 EASEMENT AFFECTING THE LAND SHOWN SO BURDENED IN VOL 6380 FOL 15

* 2 AR791566 CAVEAT BY ERIC ALPHA OPERATOR CORPORATION 2 PTY LIMITED, ERIC ALPHA OPERATOR CORPORATION 4 PTY LIMITED, ERIC ALPHA OPERATOR CORPORATION 1 PTY LIMITED, ERIC ALPHA OPERATOR CORPORATION 3 PTY LIMITED & BLUE OP PARTNER PTY LIMITED

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

155 great north ... PRINTED ON 19/12/2024

* Any entries preceded by an asterisk do not appear on the current edition of the Certificate of Title. Warning: the information appearing under notations has not been formally recorded in the Register. InfoTrack an approved NSW Information Broker hereby certifies that the information contained in this document has been provided electronically by the Registrar General in accordance with Section 96B(2) of the Real Property Act 1900.

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Received: 19/12/2024 08:54:39

ABN: 36 092 724 251
Ph: 02 9099 7400
(Ph: 0412 199 304)

Level 14, 135 King Street, Sydney
Sydney 2000
GPO Box 4103 Sydney NSW 2001
DX 967 Sydney

Summary of Owners Report

Address: - 163 Great North Road, Five Dock, NSW 2046

Description: - Lot 2 D.P. 868504

As regards to the part numbered 1 on attached Cadastral Records Enquiry Report: -

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
01.11.1927 (1927 to 1947)	Herbert Albert Johnson (Clerk) Florence Alberta Johnson (Married Woman)	Volume 4072 Folio 4
18.06.1947 (1947 to 1951)	Austral Lillian Jean Gilchrist (Married Woman)	Volume 4072 Folio 4 Now Volume 6248 Folio 89
20.06.1951 (1951 to 1981)	William Gillespie (Traveller)	Volume 6248 Folio 89
22.12.1981 (1981 to 1992)	Agnes Elizabeth Wilson (Transmission Application not investigated)	Volume 6248 Folio 89 Now A/370176
10.06.1992 (1992 to 1992)	Brian Mutton (Accountant) Bruce John Ritter (Company Director) (Transmission Application)	A/370176
02.10.1992 (1992 to 1997)	John Whitford Real Estate Pty Ltd	A/370176
15.07.1997 (1997 to 2005)	Carmelo Previte (Labourer) Filippa Previte (Married Woman) Philip Previte (Solicitor)	A/370176 Now 2/868504

ABN: 36 092 724 251
Ph: 02 9099 7400
(Ph: 0412 199 304)

Level 14, 135 King Street, Sydney
Sydney 2000
GPO Box 4103 Sydney NSW 2001
DX 967 Sydney

As regards to the part numbered 2 on attached Cadastral Records Enquiry Report: -

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
14.11.1927 (1927 to 1950)	Adam John Newton (Medical Practitioner)	Volume 4076 Folio 196
20.03.1950 (1950 to 1963)	Florence Violet Newton (Widow) (Transmission Application not investigated)	Volume 4076 Folio 196 Now Volume 9581 Folio 180
27.11.1963 (1963 to 1964)	Whitfords Real Estate Pty. Limited	Volume 9581 Folio 180
02.10.1964 (1964 to 1975)	Betty Amelia Wickman (Married Woman)	Volume 9581 Folio 180
10.02.1975 (1975 to 1980)	Ross Maniaci (Accountant) Rita Maniaci (Married Woman) Carmelo Previte (Labourer) Filippa Previte (Married Woman) Philip Previte (Solicitor)	Volume 9581 Folio 180
14.10.1980 (1980 to 2005)	Carmelo Previte (Labourer) Filippa Previte (Married Woman) Philip Previte (Solicitor)	Volume 9581 Folio 180 Then 3/219715 Now 2/868504

Continued as to the whole: -

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
28.06.2005 (2005 to 2021)	Philip Previte (Solicitor)	2/868504
19.03.2021 (2021 to Date)	# Sydney Metro	2/868504 (Government Gazette published 19.03.2021 Folio n2021-0517)

 # Denotes current registered proprietor

Leases, excluding premises: -

- 11.06.2019 (AP303868): Lease. Surrender or expired by effluxion of time – not investigated).
  - 11.06.2019 (AP303869): Sub-Lease. Surrender or expired by effluxion of time – not investigated).

Easements: -

- 27.11.1963 (J517725): Cross easements (S181 B conveyancing Act, 1919) affecting the party wall(s) shown on the common boundary of Lots 1 & 2 shown in the title diagram.
- 27.11.1965 (J518788): Cross easements (S181 B conveyancing Act, 1919) affecting the party wall(s) shown on the common boundary of Lot 2 in D.P. 868504 & Lot 4 in D.P. 219715 shown in the title diagram.

Yours Sincerely
Taylor Wilson
20th December 2024

Email: SpecialisedServices@infotrack.com.au 2

LAND REGISTRY SERVICES

Cadastral Records Enquiry Report : Lot 2 DP 868504

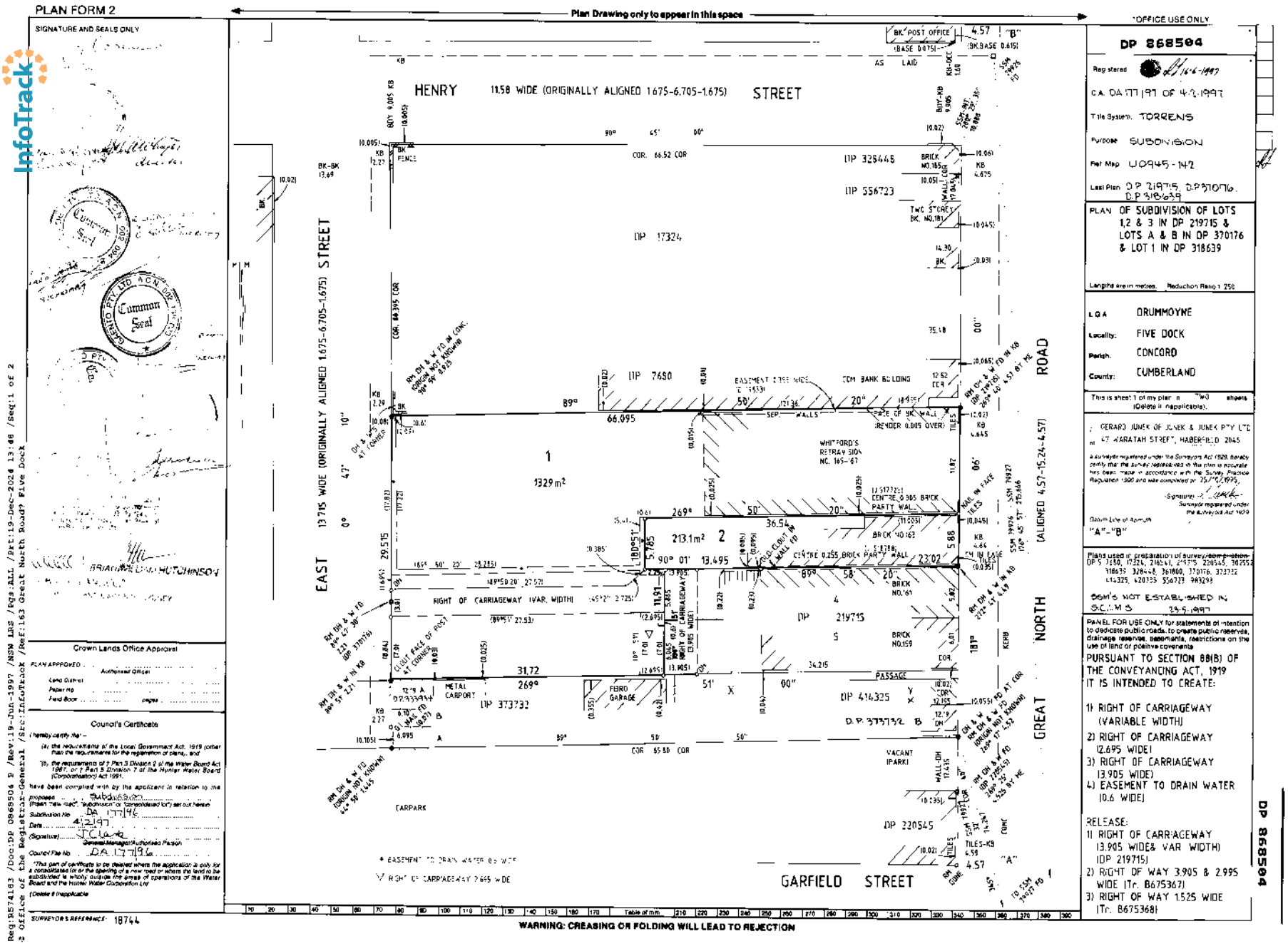
Ref : 163 Great North Road, Five Dock

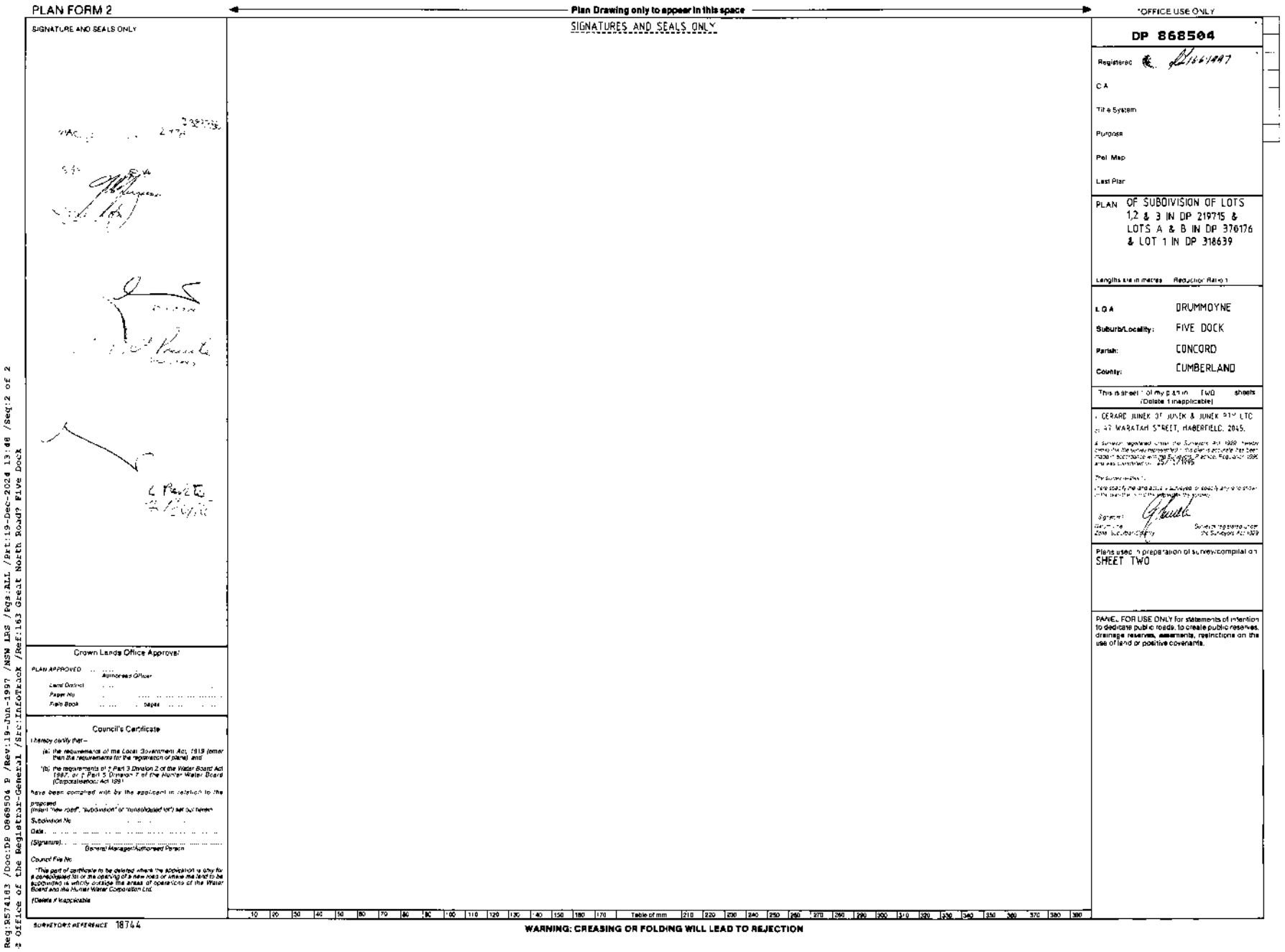
Locality : FIVE DOCK
Parish : CONCORD
LGA : CANADA BAY
County : CUMBERLAND



Report Generated 6:20:57 PM, 19 December, 2024
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This information is provided as a searching aid only.Whilst every endeavour is made to ensure that current map, plan and titling information is accurately reflected, the Registrar General cannot guarantee the information provided. For ALL ACTIVITY PRIOR TO SEPTEMBER 2002 you must refer to the RGs Charting and Reference Maps


PLAN FORM 2
Plan Drawing only to appear in this space
SIGNATURE AND SEALS ONLY
OFFICE USE ONLY
DP 868504
HENRY STREET
EAST STREET
GARFIELD STREET
GREAT NORTH ROAD
1329 m²
213.1m² 2
4
5
DP 219715
DP 373732
DP 414325
DP 220545
CARPARK
VACANT (PARK)
Crown Lands Office Approval
Council's Certificate
SURVEYOR'S REFERENCE: 18744
WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION



PLAN FORM 2

Plan Drawing only to appear in this space

*OFFICE USE ONLY

SIGNATURE AND SEALS ONLY

SIGNATURES AND SEALS ONLY

DP 868504

Registered: 16/6/1997

C A

Title System

Purpose

Prel. Map

Last Plan

PLAN OF SUBDIVISION OF LOTS 1,2 & 3 IN DP 219715 & LOTS A & B IN DP 376176 & LOT 1 IN DP 318639

Lengths are in metres Reduction Ratio 1

L G A: DRUMMOYNE

Suburb/Locality: FIVE DOCK

Parish: CONCORD

County: CUMBERLAND

This is sheet 1 of my plan in TWO sheets (Delete 1 if applicable)

I, GERARD JUNEK OF JUNEK & JUNEK PTY LTD of 47 WARATAH STREET, HABERFIELD, 2045.

A Surveyor registered under the Surveyors Act 1929, hereby certify that the survey represented in this plan is accurate, has been made in accordance with the Surveying Regulation, 1990, and was completed on 25/7/1995

The survey relates to Lots 1,2 & 3 in DP 219715 & Lots A & B in DP 376176 & Lot 1 in DP 318639

Signature: [signature]

Date: 7/8/1996

Surveyor registered under the Surveyors Act 1929

Plans used in preparation of survey/compilation SHEET TWO

PANEL FOR USE ONLY for statements of intention to dedicate public roads, to create public reserves, drainage reserves, easements, restrictions on the use of land or positive covenants.

Crown Lands Office Approval

PLAN APPROVED ..... Authorised Officer

Land District .....

Paper No. .....

Field Book ..... Pages .....

Council's Certificate

I hereby certify that –

(a) the requirements of the Local Government Act, 1919 (other than the requirements for the registration of plans); and

*(b) the requirements of * Part 3 Division 2 of the Water Board Act 1987, or * Part 5 Division 7 of the Hunter Water Board (Corporatisation) Act 1991

have been complied with by the applicant in relation to the proposed

(Insert "new road", "subdivision" or "consolidation (of)" as set out herein)

Subdivision No. .....

Date .....

(Signature) .....

General Manager/Authorised Person

Council File No.

*This part of certificate to be deleted where the application is only for a consolidation (s) or the opening of a new road or where the land to be subdivided is wholly outside the areas of operations of the Water Board and the Hunter Water Corporation Ltd.

(Delete if inapplicable)

SURVEYOR'S REFERENCE 18744

10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 Table of mm 210 220 230 240 250 260 270 280 290 300 310 320 330 340 350 360 370 380 390

WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION

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LAND REGISTRY SERVICES Historical Search

NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE
19/12/2024 1:49PM

FOLIO: A/370176

First Title(s): SEE PRIOR TITLE(S)
Prior Title(s): VOL 6248 FOL 89

Recorded	Number	Type of Instrument	C.T. Issue
2/9/1989		TITLE AUTOMATION PROJECT	LOT RECORDED FOLIO NOT CREATED
13/11/1989		CONVERTED TO COMPUTER FOLIO	FOLIO CREATED CT NOT ISSUED
10/6/1992	E520021	TRANSMISSION APPLICATION	EDITION 1
2/10/1992	E802092	TRANSFER	EDITION 2
4/4/1996	2064458	MORTGAGE	EDITION 3
29/5/1997	3103597	DEPARTMENTAL DEALING	
16/6/1997	DP868504	DEPOSITED PLAN	FOLIO CANCELLED
27/3/2001	7408114	DEPARTMENTAL DEALING	

*** END OF SEARCH ***

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Received: 19/12/2024 13:49:28

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RP3 STAMP DUTY [redacted]

E 520021 P

TRANSMISSION APPLICATION

TA

SECTION 93, REAL PROPERTY ACT, 1900
(See Instructions for Completion on back of form)

of

R /

$

DESCRIPTION OF LAND Note (a)

LAND of which deceased is registered proprietor

Torrens Title reference	If Part Only, Delete Whole and Give Details	Location
VOLUME 6248 FOLIO 89 NOW BEING Whole OF LAND COMPRISED IN FOLIO A/370176	WHOLE	FIVE DOCK

REGISTERED DEALING Note (b)

LEASE, MORTGAGE, OR CHARGE of which deceased is registered proprietor

Type of Dealing	Registered Number	Torrens Title Reference	Location

DECEASED REGISTERED PROPRIETOR Note (c)

AGNES ELIZABETH WILSON

Note (d) (the abovenamed DECEASED) is registered as proprietor of the ~~land above described abovementioned registered dealing~~ The APPLICANT

APPLICANT Note (e)

BRIAN MUTTON of 11 Maitland Street, Davidson, Accountant
BRUCE JOHN RITTER of Lot 6, Palm Valley Road, Tumbi Umbi,
Company Director

OFFICE USE ONLY

ENTITLEMENT Note (f) and (j)

being entitled as Executors of the will/estate of the abovenamed deceased

~~Letters of Administration No.~~ Probate No. 106319/92 ~~of whose will was of whose will/were~~ granted on 11th May 1992

to Brian Mutton and Bruce John Ritter

Note (d) hereby applies to be registered as proprietor of the estate or interest of the said deceased in the ~~land above described abovementioned registered dealing~~

DATE 15th MAY 1992

I hereby certify this application to be correct for the purposes of the real Property Act, 1900.
Signed in my presence by the applicant who is personally known to me.

EXECUTION Note (g)

Signature of Witness

B E NAGEL
Name of Witness (BLOCK LETTERS)

45 MARKET ST SYDNEY Solicitor
Address and Occupation of Witness

Signature of Applicant

TO BE COMPLETED BY LODGING PARTY Notes (g) and (h)

LODGED BY B.E. NAGEL & CO.
SOLICITORS
45 MARKET STREET
SYDNEY 2000

Ref: BEN
Delivery Box Number 628Y

CT	PROBATE No AND/OR OTHER	DATE OF DEATH	LOCATION OF DOCUMENTS
	106319/92	19-1-1992	Herewith.
	Date sighted		In L.T.O. with
	Photocopied Regd		Produced by

OFFICE USE ONLY

Checked	Passed	REGISTERED - -19
Signed	Extra Fee	

Secondary Directions		
Delivery Directions		

Req:R574203 /Doc:DL E802092 /Rev:25-May-2010 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:49 /Seq:1 of 3
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TRANSFER

Real Property Act, 1900

E 802092 T

Office

(A) **LAND TRANSFERRED**
Show no more than 20 References to Title.
If appropriate, specify the share transferred.

FOLIO IDENTIFIER A/370176

(B) **LODGED BY**

L.T.O. Box: 175L

Name, Address or DX and Telephone: B + M PROPERTY TRANSFER

REFERENCE (max. 15 characters): WHITFORD

(C) **TRANSFEROR** Brian Mutton and Bruce John Ritter

(D) acknowledges receipt of the consideration of $185,000.00
and as regards the land specified above transfers to the transferee an estate in fee simple

(E) subject to the following **ENCUMBRANCES** 1. ..... 2. ..... 3. .....

(F) **TRANSFEREE**

(G) T

JOHN WHITFORD REAL ESTATE PTY LTD
ACN 000 185 679

as joint tenants/tenants in common

(H) We certify this dealing correct for the purposes of the Real Property Act, 1900. **DATE OF EXECUTION** .....
Signed in my presence by the transferor who is personally known to me.

SEE ANNEXURE

Signature of Witness

Name of Witness (BLOCK LETTERS)

Address of Witness

Signature of Transferor

Signed in my presence by the transferee who is personally known to me.

Signature of Witness

Name of Witness (BLOCK LETTERS)

Address of Witness

Signature of Transferee

☞ INSTRUCTIONS FOR FILLING OUT THIS FORM ARE AVAILABLE FROM THE LAND TITLES OFFICE

CHECKED BY (office use only)

Ausdoc Commercial and Law Stationers 1991

Req:R574203 /Doc:DL E802092 /Rev:25-May-2010 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:49 /Seq:2 of 3
© Office of the Registrar-General /Src:InfoTrack /Ref:163 Great North Road? Five Dock

RP

TRANSFER

Real Property Act, 1900

Land Titles Office use only

Office of State Revenue use only

240992 3306 04 00143487903 $2.00

(A) **LAND TRANSFERRED**

Show no more than 20 References to Title.
If appropriate, specify the share transferred.

Folio Identifier A/370176

(B) **LODGED BY**

L.T.O. Box	Name, Address or DX and Telephone
175L	B+M PROPERTY TRANSFER
	REFERENCE (max. 15 characters):

(C) **TRANSFEROR** BRIAN MUTTON and BRUCE JOHN RITTER

(D) acknowledges receipt of the consideration of $185,000.00

and as regards the land specified above transfers to the transferee an estate in fee simple

(E) subject to the following **ENCUMBRANCES** 1. ..... 2. ..... 3. .....

(F) **TRANSFEREE**

T

JOHN WHITFORD REAL ESTATE PTY LIMITED
A.C.N. 000 185 679

(G) as joint tenants/tenants in common

(H) We certify this dealing correct for the purposes of the Real Property Act, 1900. **DATE OF EXECUTION** .....

Signed in my presence by the transferor who is personally known to me.

.....
Signature of Witness

.....
Name of Witness (BLOCK LETTERS)

.....
Address of Witness

.....
Signature of Transferor

Signed in my presence by the transferee who is personally known to me.

THE COMMON SEAL of JOHN WHITFORD REAL ESTATE PTY LIMITED
Signature of Witness
was hereunto affixed by authority of the Board of Directors
Name of Witness (BLOCK LETTERS)
in the presence of:
Address of Witness

JOHN WHITFORD REAL ESTATE PTY. LIMITED A.C.N. 000 185 679 Common Seal

DIRECTOR

.....
Signature of Transferee

☞ INSTRUCTIONS FOR FILLING OUT THIS FORM ARE AVAILABLE FROM THE LAND TITLES OFFICE

CHECKED BY (office use only) .....

Ausdoc Commercial and Law Stationers 1991

Req:R574203 /Doc:DL E802092 /Rev:25-May-2010 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:49 /Seq:3 of 3
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B

THIS IS THE ANNEXURE REFERRED TO IN TRANSFER DATED DAY OF 1992 IN RESPECT OF THE LAND IN FOLIO IDENTIFIER A/370176 between BRIAN MUTTON AND BRUCE JOHN RITTER (AS TRANSFERORS) AND JOHN WHITFORD REAL ESTATE PTY LTD (AS TRANSFEREE)

Signed in my presence by the transferor who is personally known to me

.....
Signature of Witness

B E NAGEL
.....
Name of Witness (BLOCK LETTERS)

45 MARKET ST. Sydney.
.....
Address of Witness

.....
Transferor

Signed in my presence by the transferee who is personally known to me

.....
Signature of Witness

B. E. NAGEL
.....
Name of Witness (BLOCK LETTERS)

45 Market St. Sydney.
.....
Address of Witness

Brian Mutton
.....
Transferor

Req:R574201 /Doc:CT 09581-180 CT /Rev:10-Feb-2011 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:49 /Seq:1 of 6
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M

NEW SOUTH WALES

[redacted]TIFICATE OF TITLE

[redacted]PERTY ACT, 1900, as amended.

(For Grant and title reference prior to first edition see Deposited Plan.)

Vol. 9581 Fol. 180

1st Edition issued 26-11-1963.

Fol. 180 Vol. 9581 (Page 1)

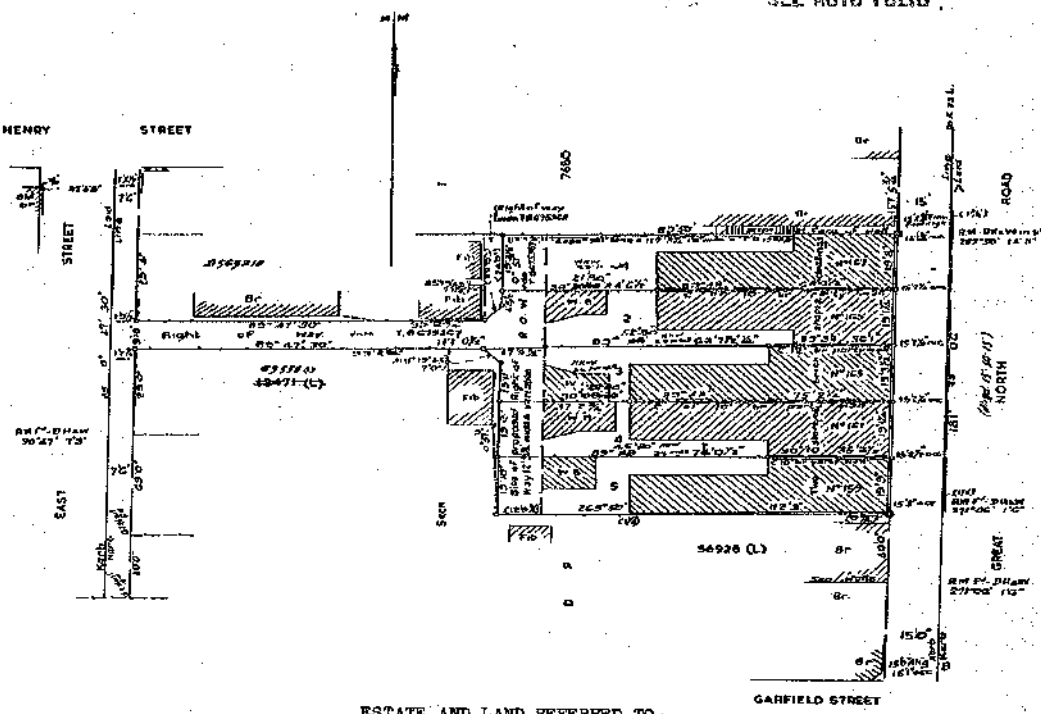
I certify that the person described in the First Schedule is the registered proprietor of the undermentioned estate in the land within described subject nevertheless to such exceptions encumbrances and interests as are shown in the Second Schedule.

Witness B Bailey

CANCELLED Jan Watson Registrar-General.

SEE AUTO FOLIO

PLAN SHOWING LOCATION OF LAND



ESTATE AND LAND REFERRED TO.

Estate in Fee Simple in Lot 3 in Deposited Plan 219715 at Five Dock in the Municipality of Drummoyne Parish of Concord and County of Cumberland.

FIRST SCHEDULE (Continued overleaf)

~~FLORENCE VIOLET NEWTON, of Five Dock, Widow.~~

Jan Watson
Registrar General.

GRY

SECOND SCHEDULE (Continued overleaf)

1. Reservations and conditions, if any, contained in the Crown Grant(s) referred to in the said Deposited Plan.

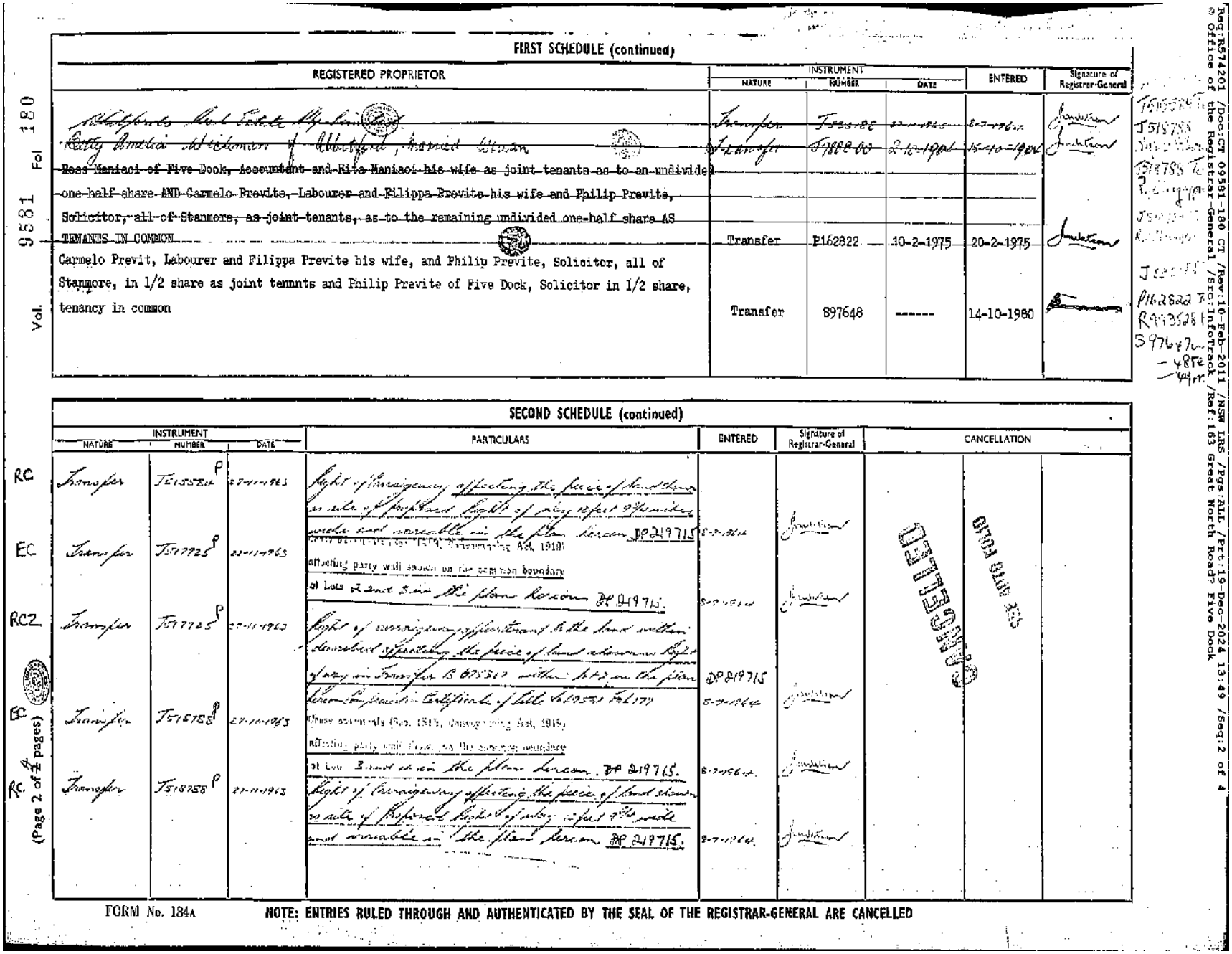
RW 2. Right of Way created by Transfer No. B675368 appurtenant to the land above described affecting the "Right of Way" - Vide Transfer No. B675368" shown in the plan hereon.

Jan Watson
Registrar General.

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR-GENERAL ARE CANCELLED.

WARNING: THIS DOCUMENT MUST NOT BE REMOVED FROM THE LAND TITLES OFFICE.

WARNING: THE REPRODUCTION OF THIS DOCUMENT OR ANY PART THEREOF IS NOT AUTHORISED EXCEPT AS PERMITTED BY THE COPYRIGHT ACT, 1968 (COMMONWEALTH) AND SUBSEQUENT AMENDMENTS. ANY PERSON DOING AN UNAUTHORISED ACT IN RELATION TO THIS DOCUMENT MAY BE LIABLE TO PROSECUTION AND TO PAY DAMAGES. ANY UNAUTHORISED REPRODUCTION MAY BE DETECTED AND TRACED. UNDER THE REAL PROPERTY ACT, 1900 (NEW SOUTH WALES) AND SUBSEQUENT AMENDMENTS, A PERSON WHO MAKES A FALSE OR MISLEADING STATEMENT OR OMISSION IN A DOCUMENT LODGED WITH THE REGISTRAR-GENERAL MAY BE LIABLE TO PROSECUTION AND TO PAY DAMAGES. ANY ALTERATION TO THIS DOCUMENT MAY BE DETECTED AND TRACED. ANY PERSON WHO MAKES AN UNAUTHORISED ALTERATION TO THIS DOCUMENT



FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	ENTERED	Signature of Registrar-General
~~Metropolis Real Estate Pty Limited~~ ~~Kelly Amelia Hutchinson of Abbotsford, married woman,~~ ~~Ross Maniaci of Five Dook, Accountant and Rita Maniaci his wife as joint tenants as to an undivided one-half share AND Carmelo Previte, Labourer and Filippa Previte his wife and Philip Previte, Solicitor, all of Stanmore, as joint tenants, as to the remaining undivided one-half share AS TENANTS IN COMMON~~	~~Transfer~~	~~P162822~~	~~10-2-1975~~	~~20-2-1975~~	
Carmelo Previt, Labourer and Filippa Previte his wife, and Philip Previte, Solicitor, all of Stanmore, in 1/2 share as joint tennnts and Philip Previte of Five Dock, Solicitor in 1/2 share, tenancy in common	Transfer	897648	------	14-10-1980	

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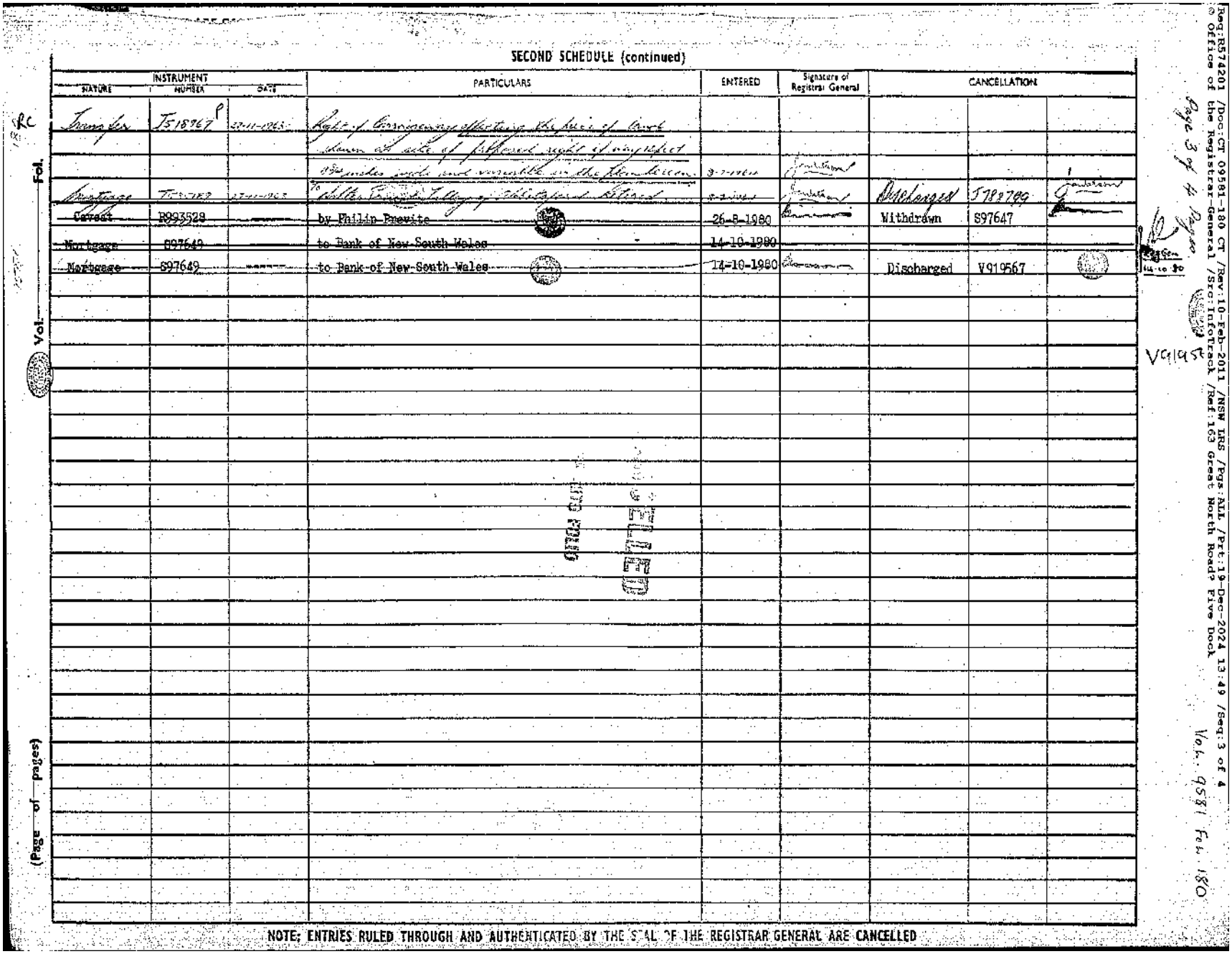
SECOND SCHEDULE (continued)

	INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar-General	CANCELLATION
RC	Transfer	T515582 P	27-11-1963	Right of carriageway affecting the piece of land shown in the plan hereon DP 819715			
EC	Transfer	T517725 P	27-11-1963	Easement for Support and Retaining Wall 1919 affecting party wall shown on the common boundary of Lots 2 and 3 in the plan hereon DP 819715.	8-7-1964		
RC2	Transfer	T517725 P	27-11-1963	Right of carriageway appurtenant to the land within described affecting the piece of land shown [illegible] of way in Transfer B 675510 within lot 3 on the plan hereon DP 819715	8-7-1964		
EC (Page 2 of 4 pages)	Transfer	T515758 P	27-11-1963	Certificate of Title Vol 9581 Fol 179 Easement for Support and Retaining Wall 1919 affecting party wall shown on the common boundary of Lot 2 and 3 in the plan hereon DP 819715.	8-7-1964		
RC	Transfer	T518758 P	27-11-1963	Right of carriageway affecting the piece of land shown in the plan hereon DP 819715.	8-7-1964		

FORM No. 184A

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR-GENERAL ARE CANCELLED

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SECOND SCHEDULE (continued)

NATURE	INSTRUMENT NUMBER	DATE	PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION		
Transfer	T518967	27-11-1963	Right of Carriageway affecting the land of Grant Lawn A as set out in Real property Act No. 2 under and more readily as the plan hereon.	3-7-1964				
Mortgage	T788709	27-11-1963	To William Francis Tilley of 28 Ellingford Street	3-7-1964		Discharged	T788709	
Caveat	P993528		by Philip Previte	26-8-1980		Withdrawn	897647	
Mortgage	897649		to Bank of New South Wales	14-10-1980				
Mortgage	897649		to Bank of New South Wales	14-10-1980		Discharged	V919567	

Fol. Vol. (Page of pages)

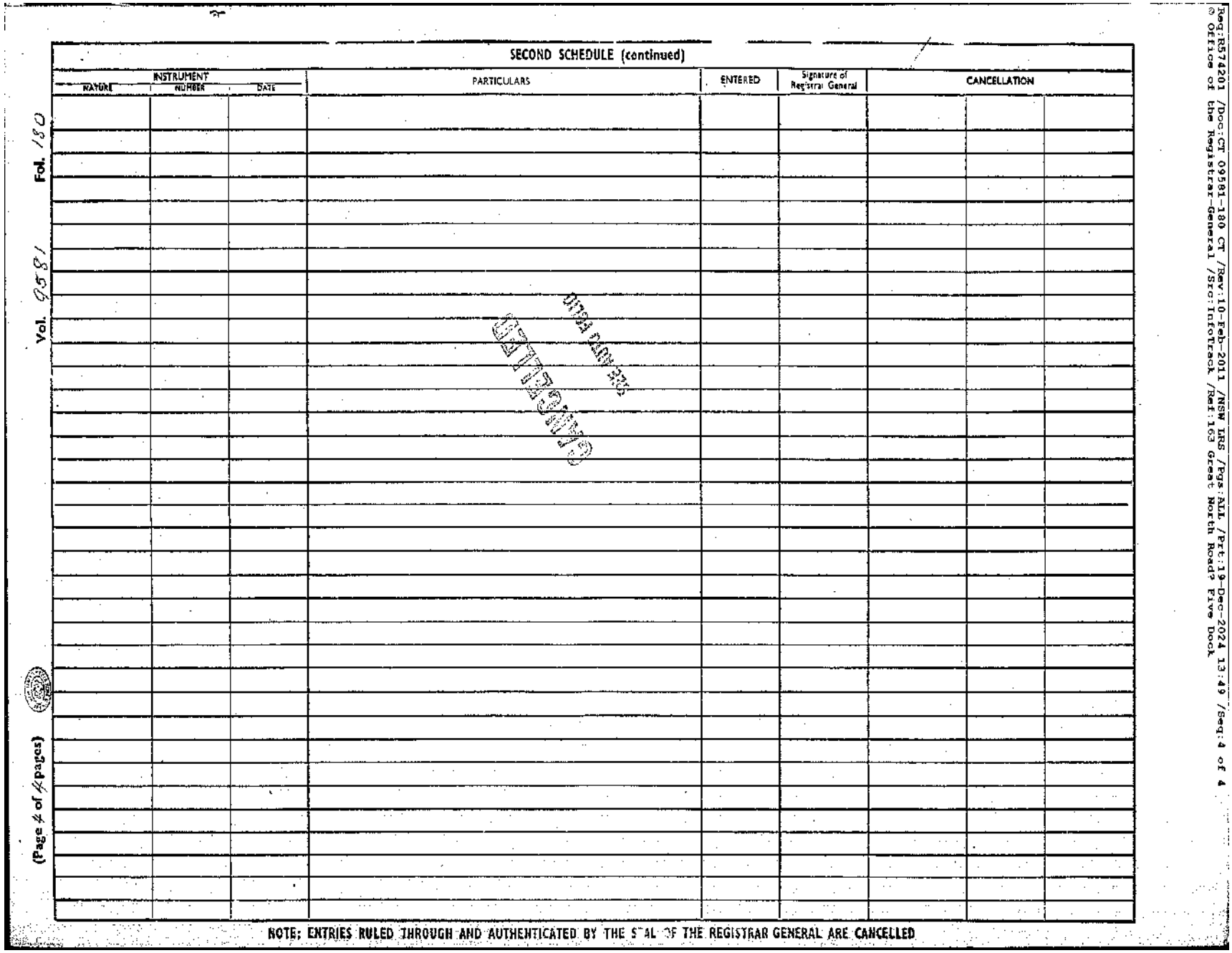
NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

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V919567

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SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION		

Fol. 180

Vol. 9581

(Page 4 of 4 pages)

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

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LAND REGISTRY SERVICES Historical Search

NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE
19/12/2024 1:49PM

FOLIO: 3/219715

First Title(s): SEE PRIOR TITLE(S)
Prior Title(s): VOL 9581 FOL 180

Recorded	Number	Type of Instrument	C.T. Issue
4/6/1987		TITLE AUTOMATION PROJECT	LOT RECORDED FOLIO NOT CREATED
16/5/1988		CONVERTED TO COMPUTER FOLIO	FOLIO CREATED CT NOT ISSUED
16/6/1997	DP868504	DEPOSITED PLAN	FOLIO CANCELLED
17/8/1999	6101375	DEPARTMENTAL DEALING	
27/3/2001	7408114	DEPARTMENTAL DEALING	

*** END OF SEARCH ***

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Received: 19/12/2024 13:49:27

LAND REGISTRY SERVICES Historical Search

InfoTrack

NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE
19/12/2024 1:48PM

FOLIO: 2/868504

First Title(s): OLD SYSTEM
Prior Title(s): 3/219715 A/370176

Recorded	Number	Type of Instrument	C.T. Issue
17/6/1997	DP868504	DEPOSITED PLAN	FOLIO CREATED CT NOT ISSUED
15/7/1997	3216462	DISCHARGE OF MORTGAGE	
15/7/1997	3059993	TRANSFER	EDITION 1
18/2/1999	5611811	DEPARTMENTAL DEALING	
27/3/2001	7408114	DEPARTMENTAL DEALING	
28/6/2005	AB582180	TRANSFER	
28/6/2005	AB582181	TRANSFER	EDITION 2
11/6/2019	AP303868	LEASE	
11/6/2019	AP303869	SUB-LEASE	EDITION 3
19/12/2020	AQ609093	REQUEST	
29/6/2021	AQ911258	RESUMPTION APPLICATION	EDITION 4
21/9/2021	AR438627	SURRENDER OF LEASE	EDITION 5

*** END OF SEARCH ***

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Received: 19/12/2024 13:48:42

Req:R574189 /Doc:DL 3059993 /Rev:23-Jul-1997 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:48 /Seq:1 of 2
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97-01T

TRANSFER

Real Property Act, 1900

3059993 S

Office of State Revenue use only

$10.00 04 2012374440/01 2802897 5232

OFFICE OF STATE REVENUE (N.S.W. TREASURY) S33 ALTERATION NOTED

(A) **LAND TRANSFERRED**
Show no more than 20 lots. If appropriate, specify the share transferred.

~~THAT PART OF LOT 2 FORMERLY CONTAINED IN FOLIO IDENTIFIER A/370176~~
THAT PART OF FOLIO IDENTIFIER 2/ 868504
BEING THAT PART FORMERLY CONTAINED IN F.I. A/370176

(B) **LODGED BY**

L.T.O. Box	Name, Address or DX and Telephone
978U	DX 1137 Sydney
	REFERENCE (max. 15 characters):

(C) **TRANSFEROR** JOHN WHITFORD REAL ESTATE PTY LIMITED (ACN 000 185 679)

(D) acknowledges receipt of the consideration of $ 1.00
and as regards the land specified above transfers to the Transferee an estate in fee simple

(E) subject to the following **ENCUMBRANCES** 1. ..... 2. ..... 3. .....

(F) **TRANSFEREE**

OFFICE OF STATE REVENUE (N.S.W. TREASURY) ALTERATION NOTED

T
TS
(13 LGA)
TW
(Sheriff)

CARMELO PREVITE AND FILIPPA PREVITE AND PHILIP PREVITE IN 1/2 SHARE AS JOINT TENANTS AND PHILIP PREVITE IN 1/2 SHARE

(G) **TENANCY:** TENANCY ~~TENENCY~~ IN COMMON

(H) We certify this dealing correct for the purposes of the Real Property Act, 1900. **DATED** 23 Apr. 1997

Signed in my presence by the Transferor who is personally known to me.

..... Signature of Witness

..... Name of Witness (BLOCK LETTERS)

..... Address of Witness

JOHN WHITFORD REAL ESTATE PTY. LIMITED ACN 000 185 679 Common Seal

..... Signature of Transferor

Signed in my presence by the Transferee who is personally known to me.

..... Signature of Witness

..... Name of Witness (BLOCK LETTERS)

..... Address of Witness

..... Signature of Transferee

INSTRUCTIONS FOR FILLING OUT THIS FORM ARE AVAILABLE FROM THE LAND TITLES OFFICE

CHECKED BY (office use only)

Ausdoc Commercial and Law Stationers 1991

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Commonwealth Bank of Australia
ACN 123 123 124
Business Banking
Burwood NSW

Land Titles Office
Plan Lodgement Department

Fax 92258105

Folio Identifier A/370176

The Bank gives permission for the transfer of part of the title to Mr & Mrs C Previte and Mr P Previte to be registered from our lodgement of the title deed.

Greg Selmes
Relationship manager

Recycled Australian Paper

Req:R574190 /Doc:DL AB582181 /Rev:01-Jul-2005 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:48 /Seq:1 of 1
© Office of the Registrar-General /Src:InfoTrack /Ref:163 Great North Road? Five Dock

Form: 01T
Release: 2.1
www.lpi.nsw.gov.au

TRANSFER

New South Wales
Real Property Act 1900

AB582181Q

PRIVACY NOTE: this information is legally required and will become part of the public record

STAMP DUTY Office of State Revenue use only

NSW Treasury
P2
VENDOR DUTY ENDORSED
ID: Not Applicable

NEW SOUTH WALES DUTY
23-06-2005 0002748895-002
SECTION 18(2)
DUTY $ **********2.00

(A) **TORRENS TITLE** Folio Identifier 3/219715
Vol 9002 Fol 868504

(B) **LODGED BY** Box 978U

Name, Address or DX and Telephone
P Previte & Assoc
PO Box 20
Five Dock 2046
123699M

Reference:

CODES
T
TW
(Sheriff)

(C) **TRANSFEROR** Filippa PREVITE

(D) **CONSIDERATION** The transferor acknowledges receipt of the consideration of $ 20,000.00 and as regards

(E) **ESTATE** the land specified above transfers to the transferee an estate in fee simple

(F) **SHARE TRANSFERRED**

(G) Encumbrances (if applicable):

(H) **TRANSFEREE** Philip PREVITE

(I) **TENANCY:**

(J) **DATE**

I certify that the person(s) signing opposite, with whom I am personally acquainted or as to whose identity I am otherwise satisfied, signed this instrument in my presence.

Signature of witness: J White

Name of witness: Joyce White
Address of witness: 163 Great North Road
Five Dock NSW 2046

Certified correct for the purposes of the Real Property Act 1900 by the transferor.

Signature of transferor: F Previte

I certify that the person(s) signing opposite, with whom I am personally acquainted or as to whose identity I am otherwise satisfied, signed this instrument in my presence.

Signature of witness: J White

Name of witness: Joyce White
Address of witness: 163 Great North Road
Five Dock NSW 2046

Certified correct for the purposes of the Real Property Act 1900 by the transferee.

Signature of transferee:

Page 1 of 1
number additional pages sequentially

All handwriting must be in block capitals.

Land and Property Information NSW.

Req:R579044 /Doc:DL AQ911258 /Rev:29-Jun-2021 /NSW LRS /Pgs:ALL /Prt:20-Dec-2024 12:15 /Seq:1 of 32
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Form: IJR
Licence: 03-11-071
Licensee: Ashurst Australia

REQUEST

New South Wales
Real Property Act 1900

AQ911258B

PRIVACY NOTE: Section 31B of the Real Property Act 1900 (RP Act) authorises the Registrar General to collect the information required by this form for the establishment and maintenance of the Real Property Act Register. Section 96B RP Act requires that the Register is made available to any person for search upon payment of a fee, if any.

(A)	**STAMP DUTY**	If applicable. Office of State Revenue use only	18 MAY 2021
(B)	**TORRENS TITLE**	As set out in Annexure A	
(C)	**REGISTERED DEALING**	Number:	Torrens Title:
(D)	**LODGED BY**	Document Collection Box: 238N Name, Address or DX, Telephone, and Customer Account Number if any Customer Account Number: 123155F Ashurst Australia DX 355 Sydney Tel: 02 9258 6000 Reference (optional): MCARA 1000 056 650	CODE: R
(E)	**APPLICANT**	Sydney Metro ABN 12 354 063 515	
(F)	**NATURE OF REQUEST**	Notification of acquisition under the *Land Acquisition (Just Terms Compensation) Act 1991* (NSW)	
(G)	**TEXT OF REQUEST**	The Applicant, in consequence of the resumption notified in Government Gazette Number 108 – Compulsory Acquisitions dated 19 March 2021 (n2021-0517), ~~an extract~~ a copy of which appears below at Annexure B, requests the Registrar-General to: • make such recordings in the Register as may be necessary to give effect to the resumption as far as it relates to the land referred to above; and • issue new certificates of title for the resumed land.	
	DATE	23 / 03 / 2021 dd mm yyyy	

new paper CT's required

(H)

Certified correct for the purposes of the Real Property Act 1900 by the person whose signature appears below.

Signature:

Signatory's name: MARIA CARAMANLIS
Signatory's capacity: APPLICANT'S SOLICITOR

(I) *This section is to be completed where a notice of sale is required and the relevant data has been forwarded through eNOS.*
The certifies that the eNOS data relevant to this dealing has been submitted and stored under eNOS ID No. 2294723 Full name: Maria Caramanlis Signature: .....

** s117 RP Act requires that you must have known the signatory for more than 12 months or have sighted identifying documentation.*

ALL HANDWRITING MUST BE IN BLOCK CAPITALS

AUS\66912389.01

Req:R579044 /Doc:DL AQ911258 /Rev:29-Jun-2021 /NSW LRS /Pgs:ALL /Prt:20-Dec-2024 12:15 /Seq:2 of 32
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ANNEXURE A TO REQUEST BY SYDNEY METRO (ABN 12 354 063 515)
DATED 23 MARCH 2021

PROPERTY PARTICULARS

Folio Identifier	Address
A/333934	2 East Street, Five Dock
B/373732	155 Great North Road, Five Dock
15182-9	157 Great North Road, Five Dock
5/219715	159 Great North Road, Five Dock
4/219715	161 Great North Road, Five Dock
2/868504	163 Great North Road, Five Dock
1/868504	167 Great North Road, Five Dock
1/166975 1/986284 E/158552	169 Great North Road, Five Dock

Req:R579044 /Doc:DL AQ911258 /Rev:29-Jun-2021 /NSW LRS /Pgs:ALL /Prt:20-Dec-2024 12:15 /Seq:3 of 32
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**ANNEXURE B TO REQUEST BY SYDNEY METRO (ABN 12 354 063 515)
DATED 23 MARCH 2021**

EXTRACT OF NSW GOVERNMENT GAZETTE NO. 108 – COMPULSORY ACQUISITIONS DATED 19 MARCH 2021

Req:R579044 /Doc:DL AQ911258 /Rev:29-Jun-2021 /NSW LRS /Pgs:ALL /Prt:20-Dec-2024 12:15 /Seq:4 of 32
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Government Gazette

of the State of

New South Wales

Number 108–Compulsory Acquisitions
Friday, 19 March 2021

The New South Wales Government Gazette is the permanent public record of official NSW Government notices. It also contains local council, non-government and other notices.

Each notice in the Government Gazette has a unique reference number that appears in parentheses at the end of the notice and can be used as a reference for that notice (for example, (n2019-14)).

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To submit a notice for gazettal, see the Gazette page.

ISSN 2201-7534

By Authority
Government Printer

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TRANSPORT ADMINISTRATION ACT 1988

LAND ACQUISITION (JUST TERMS COMPENSATION) ACT 1991

Notice of Compulsory Acquisition of Land in the Local Government Areas of City of Parramatta, Cumberland, Burwood and Canada Bay

Sydney Metro by its delegate declares, with the approval of Her Excellency the Governor, that the land described in the Schedules below is acquired by compulsory process under the provisions of the *Land Acquisition (Just Terms Compensation) Act 1991* as authorised by section 38C and clause 11 of Schedule 1 of the *Transport Administration Act 1988* for the purposes of the *Transport Administration Act 1988*.

Jon Lamonte
Chief Executive
Sydney Metro

SCHEDULE 1 – PARRAMATTA

1. This Schedule sets out the land in the Local Government Area of City of Parramatta.

1.1 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 1 in DP1041242, being the whole of land in Certificate of Title 1/1041242, said to be in the ownership of G & J Drivas Pty Ltd and Telado Pty Ltd.

1.2 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 1 in DP702291, being the whole of land in Certificate of Title 1/702291, said to be in the ownership of G & J Drivas Pty Limited and Telado Pty Limited, **but excluding from the acquisition**:

(a) Dealing DP229762 - Right of way 1.37 metre(s) wide;

(b) Dealing K372639 - Right of carriageway 1.37 metre(s) wide;

(c) Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Unimoni Pty Limited ACN 106 948 092 dated 24 September 2019 in respect of Shop 1, 222 Church Street, Parramatta, varying Dealing AM109335 - Lease between G & J Drivas Pty Limited 002 544 372 and Telado Pty Limited ACN 001 621 932 and UAE Exchange Australia Pty Limited ABN 79 106 948 092 dated 23 September 2016 in respect of Shop 1, 222 Church Street, Parramatta, which premises are said to be in the possession of Unimoni Pty Limited ACN 106 948 092;

(d) Dealing AK562040 - Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and MK Australia Wide Pty Limited ACN 601 863 094 dated 19 May 2016 in respect of Shop 1A, 222 Church Street, Parramatta, as varied by Variation of Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Taxgenius Pty Limited ACN 166 031 081, which premises are said to be in the possession of Taxgenius Pty Ltd ACN 166 031 081;

Req:R579044 /Doc:DL AQ911258 /Rev:29-Jun-2021 /NSW LRS /Pgs:ALL /Prt:20-Dec-2024 12:15 /Seq:6 of 32
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(e) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 876 and Cure Massage Pty Ltd ABN 84 619 230 563 dated 18 October 2019 in respect of Shop 5, 222 Church Street, Parramatta;

(f) Lease between G & J Drivas Pty Limited and Telado Pty Limited ABN 79 927 327 870 and Rohith Ramdas dated 9 August 2019 in respect of Shop 6, 222 Church Street, Parramatta;

(g) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Huayi Enterprises Pty Ltd ABN 65 610 180 768 dated 18 May 2017 in respect of Shop 6A, 222 Church Street, Parramatta;

(h) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Goldmark Travel Pty Ltd ABN 82 168 716 729 dated 5 February 2020 in respect of Shop 7, 222 Church Street, Parramatta;

(i) Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Ronald Chiong and Kuei Ying Chiong which commenced on 1 February 2020 in respect of Shop 8, 222 Church Street, Parramatta, which premises are said to be in the possession of Ronald Chiong, Kuei Ying Chiong and Ronald E & Kuei Y Chiong ABN 15 280 195 535;

(j) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Juningsih Sioe dated 31 January 2020 in respect of Shop 8B, 222 Church Street, Parramatta;

(k) Dealing AI984696 - Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Maher Wassef and Sonia Wassef dated 20 August 2014 in respect of Shop 9, 222 Church Street, Parramatta, as varied by Dealing AM701388 - Variation of Lease dated 15 February 2017, and as transferred by Dealing AM821327 - Transfer of Lease between Maher Wassef and Sonia Wassef and HD Team Pty Ltd ACN 620777 157 dated 11 September 2017, and as varied by Dealing AM908315 - Variation of Lease, and as transferred by Dealing AP395494 - Transfer of Lease between HD Team Pty Ltd ABN 52 620 777 157 and SK Sky Walker Pty Ltd ACN 632 290 558 dated 6 June 2019, which premises are said to be in the possession of SK Sky Walker Pty Ltd ABN 68 632 290 558;

(l) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and The Hoa Duong & Thi No No Nguyen - Tina Nails Bar ABN 58 336 987 938 dated 17 December 2019 in respect of Shop 9A, 222 Church Street, Parramatta;

(m) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Biyu Cai dated 1 March 2018 in respect of Shop 11A, 222 Church Street, Parramatta, which premises are said to be in the possession of Biyu Cai trading as 510 fashion ABN 31 283 311 909;

(n) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Vipul Ambelal Surti and Heena Vipul Surti ABN 93 780 930 709 dated 15 September 2019 in respect of Shop 14, 222 Church Street, Parramatta, which premises are said to be in the possession of Vipul Ambelal Surti trading as Vips Fish and Chips ABN 93 780 930 709 and Heena Vipul Surti;

(o) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and The Kulcha House ABN 96 739 377 901 dated 31 October 2017 in respect of Shop 16A, 222 Church Street, Parramatta, which premises are said to be in the possession of Subhash Kumar trading as The Kulcha House ABN 96 739 399 901;

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(p) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and In Soo Yi dated 19 December 2018 in respect of Shop 16B, 222 Church Street, Parramatta;

(q) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Yusheng Australia Group Pty Ltd ACN 605 090 800 dated 29 November 2019 in respect of Shop 17, 222 Church Street, Parramatta;

(r) Dealing AH928628 - Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Abdullah Ambrouk Alayari dated 21 February 2013 in respect of Shop 18, 222 Church Street, Parramatta as varied by Dealing AN54560 - Variation of Lease dated 6 December 2017, which premises are said to be in the possession of Abdullah Ambrouk Alayari trading as M&A Bizy Scissors Salon ABN 61 859 544 824;

(s) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Luvitasari Bong dated 5 December 2018 in respect of Shops 18B and 18C, 222 Church Street, Parramatta;

(t) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Blue Hill Australia Pty Ltd ABN 88 131 352 595 dated 25 May 2017 in respect of Shop 19, 222 Church Street, Parramatta;

(u) Dealing AM109253 - Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Surya Lal Lama and Ranju Shahi dated 31 August 2016 in respect of Shop 20, 222 Church Street, Parramatta as varied by Dealing AP568526 - Variation of Lease dated 5 September 2019;

(v) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Bhawanjit Kaur dated 27 August 2018 in respect of Shop 21, 222 Church Street, Parramatta;

(w) Dealing AF924771 - Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Masoud Ahmadi dated 17 December 2019 in respect of Shop 22A, 222 Church Street, Parramatta as varied by dealing AI877816 - Variation of Lease dated 26 June 2014, which premises are said to be in the possession of Masoud Ahmadi ABN 18 234 250 923 trading as Digiprint Media;

(x) Dealing AI249059 - Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Pack & Send Systems Pty Limited ACN 059 108 413 dated 1 August 2013 in respect of Shop 22B, 222 Church Street, Parramatta, as varied by Dealing AN305501 - Variation of Lease dated 18 April 2018, which premises are said to be in the possession of Hare Krishna Logistics Pty Ltd ACN 626 132 278;

(y) Licence to occupy between Pack & Send Systems Pty Limited ABN 31 059 108 413 and Hare Krishna Logistics Pty Limited ACN 626 132 278 dated 6 June 2018 in respect of Shop 22B, 222 Church Street, Parramatta, which premises are said to be in the possession of Hare Krishna Logistics Pty Ltd ACN 626 132 278;

(z) Dealing AM341818 - Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Alexandra Victoria Pty Limited ACN 607 817 452 dated 9 January 2017 in respect of Shop 23, 222 Church Street, Parramatta, which premises are said to be in the possession of Alexandra Victoria Pty Ltd trading as Fully Promoted Parramatta ABN 31 607 817 452;

(aa) Dealing AP597629 - Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Xiao Qiu and Jingping Qiu dated 30 August 2019 in respect of Shop 25, 222 Church Street, Parramatta, which

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premises are said to be in the possession of Xiao Qiu, Jingping Qiu and Dumpling & Noodle Bar Pty Ltd ABN 35 634 683 113;

(bb) Dealing AK966100 - Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Hong Ha Mascot Bakery Pty Limited ACN 101 409 652 dated 18 October 2016 in respect of Shop 28, 222 Church Street, Parramatta, which premises are said to be in the possession of Hong Ha Mascot Bakery Pty Ltd ACN 101 409 652;

(cc) Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Language Academy Pte Naati Experts Pty Limited ACN 626 821 305 which commenced on 1 June 2019 in respect of Suites 1 & 2, Level 1, 222 Church Street, Parramatta;

(dd) Lease between G & J Drivas Pty Limited and Telado Pty Limited ABN 79 927 327 870 and Low Cost Housing Developments Pty Ltd ABN 66 612 579 647 dated 28 November 2019 in respect of Suite 1A, 222 Church Street, Parramatta;

(ee) Dealing AN789474 - Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Ransford College Pty Limited ACN 606 260 404 dated 6 September 2018 in respect of Suites 2A and 4, 222 Church Street, Parramatta;

(ff) Dealing AN789476 - Lease between G & J Drivas Pty Limited ACN 002 544 372 and Telado Pty Limited ACN 001 621 932 and Ransford College Pty Limited ACN 606 260 404 dated 6 September 2018 in respect and Suites 6 and 6A, 222 Church Street, Parramatta;

(gg) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Karvi Pty Ltd ABN 20 631 205 251 dated 31 May 2019 in respect of Suite 2B, 222 Church Street, Parramatta;

(hh) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and BKH Contractors Group Pty Ltd ABN 82 115 165 976 dated 8 May 2019 in respect of Suite 3, 222 Church Street, Parramatta;

(ii) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and P R Education Solutions Pty Ltd ABN 14 608 793 442 dated 10 October 2019 in respect of Suite 3A, 222 Church Street, Parramatta;

(jj) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and JJJLJJJ-Z Consolidated ABN 87 093 669 884 dated 16 December 2019 in respect of Suite 5, 222 Church Street, Parramatta, which premises are said to be in the possession of JJJLJJJ-Z Consolidated Pty Limited ABN 87 093 669 884;

(kk) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Reggio Emilia ELC Group Management ABN 66 437 119 154 dated 4 January 2019 in respect of Suite 5A, 222 Church Street, Parramatta, which premises are said to be in the possession of RE ELC Group Pty Ltd ACN 159 343 790 as trustee for A R AND N Benjamin Trust ABN 66 437 119 154; and

(ll) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Eco Space Design ABN 33 615 798 272 dated 11 December 2019 in respect of Suites 7 and 8, 222 Church Street, Parramatta, which premises are said to be in the possession of Eco Space Design Pty Ltd ABN 35 627 382 077 and Baheej Adada.

1.3 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 1 in DP651992, being the whole of land

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in Certificate of Title 1/651992, said to be in the ownership of Austgree Property Investment Co. Pty Limited, **but excluding from the acquisition**:

(a) Dealing AP898293 - Lease between Austgree Property Investment Co. Pty Limited and Auhealthy Pty Ltd ACN 625 621 383 which commenced on 1 June 2018 in respect of Ground Floor, 232 Church Street, Parramatta.

1.4 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 1 in DP128437, being the whole of land in Certificate of Title 1/128437, said to be in the ownership of Dehsabzi Enterprises Pty Ltd, **but excluding from the acquisition**:

(a) Dealing C244616 – Easement for drainage 0.455 wide;

(b) Dealing C244616 – Easement for support affecting the land; and

(c) Dealing C244616 – Easement for support appurtenant to the land.

1.5 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 10 in DP858392, being the whole of land in Certificate of Title 10/858392, said to be in the ownership of 41 George Street Pty Ltd, **but excluding from the acquisition**:

(a) the freehold interest of 41 George Street Pty Ltd ACN 615 896 252;

(b) Dealing AM601868 - Mortgage to HPG Development Holdings Pty Ltd;

(c) Dealing G379880 - Right of carriageway 3.11 wide;

(d) Dealing AD854342 - Variation of easement G379880 terms & site;

(e) Dealing G452011 - Right of carriageway appurtenant;

(f) Dealing 2777340 - Positive covenant;

(g) Dealing AD906285 - Lease to Najem Karagully dated 16 April 2008 in respect of Shop 45, 41-59 George Street, Parramatta, which premises are said to be in the possession of Najem Karagully trading as Salon Al Eman Barber ABN 79 523 641 657;

(h) Dealing AP164889 - Lease between 41 George Street Pty Ltd ACN 615 896 252 and Strandd Finance Pty Ltd ACN 624 296 331 which commenced on 1 September 2018 in respect of Shop 41, 41-59 George Street, Parramatta, which premises are said to be in the possession of Strandd Finance Pty Ltd trading as Aussie Home Loans ABN 624 296 331;

(i) Dealing AI750382 - Lease to Crunch JVP Pty Ltd ABN 34 161 634 608 which commenced on 28 April 2013 in respect of Ground Floor, 41-59 George Street, Parramatta; and

(j) Dealing AK944957 - Lease to M&S Education Services Pty Ltd ABN 15 612 392 686 dated 14 November 2016 in respect of Suite 1, 41-59 George Street, Parramatta, which premises are said to be in the possession of M & S Education Services Pty Ltd ABN 15 612 392 686 trading as Sydney PTE Institute and Right Choice Consultants Pty Ltd ABN 44 135 638 961.

1.6 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot B in DP394050 being the whole of land

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in Certificate of Title B/394050 said to be in the ownership of G & J Drivas Pty Limited and Telado Pty Limited, **but excluding from the acquisition**:

(a) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Planetech International Pty Ltd ABN 87 145 232 319 dated 5 December 2018 in respect of Shops 3 and 4, 48 Macquarie Street, Parramatta;

(b) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and S.A.S Lawyers Pty Ltd ABN 29 155 385 452 dated 18 March 2020 in respect of Suite 1, Level 1, 48 Macquarie Street, Parramatta;

(c) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Chitra Shyam Sadarangani dated 15 October 2009 in respect of Suite 5A, Level 1, 48 Macquarie Street, Parramatta;

(d) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Reliable Consultancy Services Pty Ltd ABN 53 002 889 769 dated 12 December 2019 in respect of Suite 5B, Level 1, 48 Macquarie Street, Parramatta;

(e) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Sultan Ahmed and Madan Rautela dated 5 July 2019 in respect of Suite 7, Level 1, 48 Macquarie Street, Parramatta, which premises are said to be in possession of S Ahmed & M Rautela trading as Goodwill Accountants Pty Ltd and Goodwill Accountants ABN 78 442 913 737, Sultan Ahmed and Madan Rautela;

(f) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and YFX Lawyers ABN 56 860 772 632 dated 28 April 2017 in respect of Suite 8, Level 1, 48 Macquarie Street, Parramatta, which premises are said to be in the possession of Ya Fei Xu trading as YFX Lawyers ABN 56 860 772 632 and YFX Lawyers Pty Ltd ABN 31 600 458 580;

(g) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Astra Medical Group Pty Ltd ABN 82 600 486 397 dated 31 July 2017 in respect of Suite 9, Level 1, 48 Macquarie Street, Parramatta;

(h) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and DP Professionals Pty Ltd ABN 42 149 708 663 dated 19 November 2019 in respect of Suite 1, Level 2, 48 Macquarie Street, Parramatta;

(i) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Sonal Agrawal and Deepak Agrawal dated 31 May 2018 in respect of Suite 2, Level 2, 48 Macquarie Street, Parramatta, which premises are said to be in the possession of Aura Business Solutions Pty Ltd ABN 69 612 678 038;

(j) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and SBC Australian Migration Lawyers and Solicitors ABN 88 987 175 23 dated 10 October 2019 in respect of Suite 3, Level 2, 48 Macquarie Street, Parramatta, which premises are said to be in the possession of Senanayake Mudiyanselage Senarath Bandara Chanaka Senanayake ABN 88 987 175 231;

(k) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Maya Finance Pty Ltd ABN 63 158 695 713 dated 17 May 2017 in respect of Suite 6, Level 2, 48 Macquarie Street, Parramatta;

(l) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Grace Wealth Management Pty Ltd ABN 39 123 963 593 dated 23 May 2018 in respect of Suite 7, Level 2, 48 Macquarie Street, Parramatta;

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(m) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and T&N Migrations Services ABN 59 314 618 588 dated 22 August 2017 in respect of Suite 8A, Level 2, 48 Macquarie Street, Parramatta, which premises are said to be in the possession of Edith Kaufoou Tapueluelu ABN 59 314 618 588 trading as T&N Migration Services and the R Nahoori Partnership & E.K Tapueluelu partnership ABN 12 632 060 893;

(n) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Manvision Consulting Pty Ltd ABN 88 141 404 631 dated 10 October 2019 in respect of Suite 8B, Level 2, 48 Macquarie Street, Parramatta;

(o) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Marti Ellen, Paul Voitin and Lois Turner-Owens dated 8 June 2017 in respect of Suite 8C, Level 2, 48 Macquarie Street, Parramatta; and

(p) Lease between G & J Drivas Pty Ltd and Telado Pty Ltd ABN 79 927 327 870 and Ausland International Investments Pty Ltd ABN 26 166 768 449 dated 17 October 2018 in respect of Suite 10, Level 2, 48 Macquarie Street, Parramatta.

1.7 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 1 in DP399104 and Lot AY in DP400258 being the whole of land in Certificate of Title 1/399104 and AY/400258 said to be in the ownership of LC Management Pty Limited, **but excluding from the acquisition**:

(a) Dealing G653905 - Easement for overhanging eaves & guttering;

(b) Dealing G653905 - Easement for water sewerage & drainage pipes;

(c) Dealing AC8980 - Easement for cableway 1 wide shown in DP453310 expiring 31/8/2030;

(d) Licence between LC Management Pty Limited ABN 15 002 653 376 and Telstra Corporation Limited ABN 33 051 775 556 dated 10 June 2005 in respect of 60 Macquarie Street, Parramatta;

(e) Lease between LC Management Pty Ltd ACN 002 653 376 and H & R Block Limited ACN 064 268 800 which commenced on 1 July 2019 in respect of Shop 1, Ground Floor, 58-64 Macquarie Street, Parramatta;

(f) Dealing AN951774 - Lease between LC Management Pty Ltd ABN 15 002 653 376 and Her Majesty Queen Elizabeth the Second (Parliament of New South Wales, Legislative Assembly) dated 25 May 2016 in respect of Shop 2, 58-64 Macquarie Street, Parramatta;

(g) Dealing AN858997 - Lease between LC Management Pty Ltd ACN 002 653 376 and Navitas English Pty Ltd ACN 003 916 701 in respect of Level 1, 60 Macquarie Street, Parramatta;

(h) Lease between LC Management Pty Ltd ACN 002 653 376 and Downer EDI Works Pty Ltd ACN 008 709 608 which commenced on 1 October 2019 in respect of Suite 1, Level 2, 58-64 Macquarie Street, Parramatta;

(i) Lease between LC Management Pty Ltd ACN 002 653 376 and Nationwide Mercantile Corporation Pty Ltd ACN 616 275 435 dated 16 September 2019 in respect of Suite 2, Level 2, 58-64 Macquarie Street, Parramatta;

(j) Dealing AP697729 - Lease between LC Management Pty Ltd ACN 002 653 376 and Eddie John Takchi which commenced on 1 October 2019 in respect of Suite 1, Level 3, 58-64 Macquarie Street, Parramatta;

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(k) Lease between LC Management Pty Ltd ACN 002 653 376 and Built Pty Limited ACN 083 928 045 and Obayashi Corporation ABN 86 002 932 756 dated in respect of Suite 2 Level 3, Suite 1 Level 5, and Level 6, 58-64 Macquarie Street, Parramatta;

(l) Sublease between Built Pty Ltd ACN 083 928 045 and Obayashi Corporation ABN 86 002 932 756 and Memcorp Lawyers Pty Ltd ABN 61 159 301 050 dated 12 October 2018 in respect of Suite 1, Level 5, 58-64 Macquarie Street, Parramatta;

(m) Lease between LC Management Pty Ltd ABN 15 002 653 376 and Australian Migration Guide Pty Ltd ABN 29 151 404 269 which commenced on 1 June 2016 in respect of Suite 2, Level 3, 58-64 Macquarie Street, Parramatta;

(n) Dealing AN858998 - Lease between LC Management Pty Ltd ACN 002 653 376 and St Vincent de Paul Society NSW ABN 91 161 127 340 which commenced on 1 August 2017 in respect of Suite 401, 60 Macquarie Street, Parramatta.

(o) Lease between LC Management Pty Ltd ACN 002 653 376 and The Australian Institute of Professional Counsellors Pty Ltd ACN 077 738 035 which commenced on 1 May 2016 in respect of Suite 401, Level 4, 58-64 Macquarie Street, Parramatta, which premises are said to be in the possession of The Australian Institute of Professional Counsellors Pty Ltd ACN 077 738 035 and The Trustee for AIPC Trust ABN 68 366 027 051;

(p) Lease between LC Management Pty Ltd ACN 002 653 376 and Forward Legal Pty Ltd ACN 166 384 201 which commenced on 13 January 2020 in respect of 62-64 Macquarie Street, Parramatta; and

(q) Lease between LC Management Pty Limited ABN 15 002 653 376 and Khoury Corporation Pty Ltd ABN 50 003 737 308 which commenced on 1 January 2010 in respect of Suite 2, Level 5, 58-64 Macquarie Street, Parramatta.

1.8 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 1 in DP607181 being the whole of land in Certificate of Title 1/607181 said to be in the ownership of Sterling House 88 Pty Limited, **but excluding from the acquisition**:

(a) Dealing R193551 - Easement for electricity purposes;

(b) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Dinh Thi Nguyen & Linh Truc Phuong Nguyen dated 29 October 2018 in respect of Shops 3, 4 and 5, 61B George Street, Parramatta, which premises are said to be in the possession of Dinh Thi Nguyen, Linh Truc Phuong Nguyen and D.T Nguyen and L.T Nguyen ABN 17 730 513 057;

(c) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Izo Pty Ltd ACN 166 889 854 which commenced on 24 October 2014 in respect of Shop 6, 61B George Street, Parramatta;

(d) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and National Forex Pty Ltd dated 7 October 2011 in respect of Shop 7, 61B George Street Parramatta, which premises are said to be in the possession of 60E International Pty Ltd ABN 12 354 063 515, Kwang Chul Shin, Alfred Shin and Dong Pil Lee;

(e) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Denise Ellis dated 10 November 2017 in respect of Shop 8, 61B George Street, as assigned by Deed of Assignment of Lease between Sterling House 88 Pty Ltd ACN 102 819 072, Denise Ellis and Jacob Najjar dated 3 September 2018, which premises are said to be in the possession of Jacob Najjar;

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(f) Dealing AG230594 - Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Creative Accounting & Financial Services Pty Ltd ABN 47 129 056 088 which commenced on 18 May 2010 in respect of Shop 11, 61B George Street, Parramatta, which premises are said to be in the possession of Complete Business and Taxation Solutions Pty Ltd formerly known as Creative Accounting & Financial Services Pty Ltd ABN 47 129 056 088 trading as CBTax Parramatta;

(g) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Signature Training Pty Ltd ABN 45 136 467 153 dated 28 July 2019 in respect of Shops 15 and 16, 61B George Street, Parramatta, which premises are said to be in the possession of Signature Training Pty Ltd ABN 45 136 467 153, Roo's Consultants Pty Ltd ABN 64 143 440 064 and Uber for Age Care Pty Ltd ABN 58 617 614 070;

(h) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Shan Shai Wei which commenced on 10 February 2011 in respect of Shop 17A, 61B George Street, Parramatta, which premises are said to be in the possession of Shan Shai Wei and Candy Ngo & Shan Shai Wei trading as Parramatta Alterations ABN 66 753 568 480;

(i) Lease between Sterling House 88 Pty Ltd and The Bike Bar Parramatta dated 27 October 2020 in respect of Shop 20, 61B George Street Parramatta, which premises are said to be in the possession of Benjamin Steinfelder ABN 75 830 996 253;

(j) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Billabong Station Meat Company and Billabong Station Meat Company Trust dated 22 April 2020 in respect of Shop 22, 61B George Street, Parramatta;

(k) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Everest International Pty Ltd ACN 618 157 921 which commenced on 4 August 2017 in respect of Shop 23, 61B George Street, Parramatta, which premises are said to be in the possession of Everest International Pty Limited trading as Everest Momo Australia ACN 618 157 921;

(l) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and F & CC Australia Pty Ltd ACN 143 936 690 dated 12 September 2016 in respect of Shop 24, 61B George Street, Parramatta, which premises are said to be in the possession of F & CC Australia Pty Ltd trading as VP Photos ACN 143 936 690;

(m) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Young Soo Yoo dated 10 May 2004 in respect of Shop 25, 61B George Street, Parramatta, which premises are said to be in the possession of Young Soo Yoo trading as Parra Mall Shoe Repairs Key Cutting & Engraving ABN 40 535 695 567;

(n) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Trinhtran Pty Ltd ACN 635 415 842 trading as Viet Papas Kitchen dated 4 March 2020 in respect of Shop 26, 61B George Street, Parramatta;

(o) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Abhi's Creation Pty Ltd ACN 616 648 429 dated 9 March 2017 in respect of Shop 27, 61B George Street Parramatta as assigned by Deed of Assignment of Lease between Sterling House 88 Pty Ltd ACN 102 819 072, Abhi's Creation Pty Ltd ACN 616 648 429 and Impulse Group Pty Ltd ACN 623 051 258, which premises are said to be in the possession of Impulse Group Pty Ltd ACN 623 051 258 as trustee of the Impulse Trust ABN 61 770 246 908 and trading as Curry in a Box;

(p) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Raymund Estil trading as Urban Salsa ABN 68 938 199 527 dated 13 May 2019 in respect of Shop 28, 61B George Street, Parramatta;

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(q) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Auslim Pty Limited ACN 053 705 810 which commenced on 1 March 2016 in respect of Shops 29 and 30, 61B George Street, Parramatta;

(r) Lease between Sterling House 88 Pty Ltd ACN 102 819 072 and Pollet Martial Arts Centre Pty Ltd ACN 125 272 719 which commenced on 1 October 2017 in respect of Shop 31, 61B George Street, Parramatta, which premises are said to be in the possession of Pollet Martial Arts Centre Pty Ltd ACN 125 272 719 as trustee of The Pollet Family Trust ABN 99 213 159 766; and

(s) Lease between Sterling House 88 Pty Limited ACN 102 819 072 and Pouria Restaurant Pty Ltd ACN 632 473 440 dated 17 May 2019 in respect of Shop 32, 61B George Street, Parramatta, which premises are said to be in the possession of Pouria Resturant Pty Ltd ABN 39 632 473 440.

1.9 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 1 in DP711982 being the whole of land in Certificate of Title 1/711982 said to be in the ownership of Tetra-L Corporation Pty. Limited, **but excluding from the acquisition**:

(a) Dealing AI933543 - Lease between Tetra-L Corporation Pty. Limited ACN 000 965 248 and Teachers Federation Health Limited ACN 097 030 414 which commenced on 1 March 2015 in respect of Ground Floor, 68 Macquarie Street, Parramatta;

(b) Dealing AM154792 - Lease between Tetra-L Corporation Pty. Limited ACN 000 965 248 and Parramatta City Council ABN 49 907 174 773 which commenced on 1 October 2015 in respect of Suite 1, Level 1, 68 Macquarie Street, Parramatta;

(c) Dealing AM154791 - Lease between Tetra-L Corporation Pty. Limited ACN 000 965 248 and Parramatta City Council ABN 49 907 174 773 which commenced on 1 October 2015 in respect of Suite 1 & 2, Level 2, 68 Macquarie Street, Parramatta; and

(d) Lease between Tetra-L Corporation Pty. Limited ACN 000 965 248 and Wakefield International Business School Pty Ltd ACN 620 543 688 which commenced on 15 September 2019 in respect of Suite 2, Level 1, 68 Macquarie Street, Parramatta.

1.10 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 3 in DP218510 and Lot H in DP405846 being the whole of land in Certificate of Title 3/218510 and H/405846 said to be in the ownership of Golden Mile 1888 Pty Limited, **but excluding from the acquisition**:

(a) Dealing DP1040537 - Easement for underground cables 1 wide limited in height to 12.85 AHD.

1.11 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 100 in DP607789 being the whole of land in Certificate of Title 100/607789 said to be in the ownership of City of Parramatta Council, **but excluding from the acquisition**:

(a) Lease between City of Parramatta Council ABN 49 907 174 773 and Uncle Kurt's Pty. Ltd. ABN 61 610 793 505 which commenced 1 September 2016, in respect of Shop 1, 71 George Street, Parramatta; and

(b) Lease between City of Parramatta Council ABN 49 907 174 773 and Charlene Allanna Bordley ABN 28 763 760 810 which commenced 17 June 2019 in respect of Shop 3,

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71 George Street, Parramatta, which premises are said to be in the possession of Charlene Allanna Bordley trading as Addventageous ABN 28 763 760 810.

1.12 All that piece of land situated in the Local Government Area of City of Parramatta, parish of St John and County of Cumberland, comprising Lot 2 in DP701456, being the whole of land in Certificate of Title 2/701456, said to be in the ownership of City of Parramatta Council.

1.13 All that piece of land situated in the Local Government Area of City of Parramatta, parish of St John and County of Cumberland, comprising Lot 1 in Deposited Plan 591454, Auto Consol 11094-31 (comprising Lot 1 in Deposited Plan 207864, Lot 3 in Deposited Plan 207864 and Lot 4 in Deposited Plan 207864), part Auto Consol 11094-32 (Lot 8 in Deposited Plan 207864), being the whole of land in Certificate of Title 1/591454, Auto Consol 11094-31 and part of Auto Consol 11094-32, said to be in the ownership of City of Parramatta Council, **but excluding from the acquisition:**

(a) Dealing 322264 - 322265 Rights of way appurtenant;

(b) Dealing C244616 - Easement for support appurtenant;

(c) Dealing DP591454 - Easement for sewerage purposes over existing line of pipes;

(d) Dealing DP591454 - Restriction(s) on the use of land; and

(e) Dealing 3577538 - Easement for underground cables 1 wide.

1.14 All that piece of land situated in the Local Government Area of City of Parramatta, parish of St John and County of Cumberland which comprised the land previously described as Lot 2 in Deposited Plan 207864, Lot 3 in Deposited Plan 229762, Lot 4 in Deposited Plan 229762, Lot 6 in Deposited Plan 229762, Lot 7 in Deposited Plan 229762 and Lot 8 in Deposited Plan 229762, being the land in cancelled CT Vol 9796 Fol 248, cancelled CT Vol 6984 Fol 182, cancelled CT Vol 6984 Fol 186 and cancelled CT Vol 2520 Fol 229, understood to be dedicated as public road, said to be in the ownership of City of Parramatta Council.

SCHEDULE 2 – WESTMEAD

2. This Schedule sets out the land in the Local Government Area of Cumberland.

2.1 All that piece of land situated in the Local Government Area of Cumberland, Parish of St John and County of Cumberland, comprising Lot 2 of Section A in DP1409, being the whole of land in Certificate of Title 2/A/1409, said to be in the ownership of Rosa Hung.

2.2 All that piece of land situated in the Local Government Area of Cumberland, Parish of St John and County of Cumberland, comprising Lot 1 of Section A in DP 1409, being the whole of land in Certificate of Title 1/A/1409, said to be in the ownership of Peter Basil Sklavos and Anna Sklavos, **but excluding from the acquisition:**

(a) Lease or right of occupation between Peter Basil Sklavos and Anna Sklavos and Dr Barbara Frankowicz and Dr Barbara Frankowicz Pty Ltd ABN 38 123 591 793 in respect of 143 Hawkesbury Road, Westmead.

2.3 All that piece of land situated in the Local Government Area of Cumberland, Parish of St John and County of Cumberland, comprising Auto Consol 5524-79 (Lots 42, 43 and 44 of Section A in DP4036), being the whole of land in Certificate of Title Auto Consol 5524-79, said to be in the ownership of Mukul Kachwaha and Sheela Kachwaha.

2.4 All that piece of land situated in the Local Government Area of Cumberland, Parish of St John and County of Cumberland, comprising Auto Consol 6638-59 (Lots 49-50 of Section A in

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DP1409), being the whole of land in Certificate of Title Auto Consol 6638-59, said to be in the ownership of RMR Family Pty Limited.

2.5 All that piece of land situated in the Local Government Area of Cumberland, Parish of St John and County of Cumberland, comprising Auto Consol 13941-8 (Lots 35, 36 and 37 of Section A in DP4036), being the whole of land in Certificate of Title Auto Consol 13941-8, said to be in the ownership of Holleigh Noeline Mason, **but excluding from the acquisition**:

(a) Lease between Holleigh Noeline Mason and Ehsan Ahmadi dated 5 December 2019 in respect of 3 Hassall Street, Westmead, which premises are said to be in the possession of E Ahmadi & I Shafiey trading as Iman Auto Mechanic ABN 72 102 676 153, Ehsan Ahmadi and Iman Shafiey.

2.6 All that piece of land situated in the Local Government Area of Cumberland, Parish of St John and County of Cumberland, comprising Auto Consol 2645-171 (Lots 20 and 21 of Section A in DP4036), being the whole of land in Certificate of Title Auto Consol 2645-171, said to be in the ownership of Fred Sassine and Georgette Sassine, **but excluding from the acquisition**:

(a) Such rights (if any) affecting the part of Lots 20 & 21 being 5 feet wide along and within the north boundary and shown as reserve for drain in DP1409 & DP3543; and

(b) Lease to Khadija Ghulam Hussain Pir Muhammad dated 29 December 2014 in respect of 31B Bailey Street, Westmead.

2.7 All that piece of land situated in the Local Government Area of Cumberland, Parish of St John and County of Cumberland, comprising Lot 1 in DP949987, being the whole of land in Certificate of Title 1/949987, said to be in the ownership of Holleigh Noeline Mason, **but excluding from the acquisition:**

(a) Lease between Holleigh Noeline Mason and William Roden dated 1 July 2019 in respect of Level 1, 9-11 Hassall Street, Westmead; and

(b) Lease between Holleigh Noeline Mason and Mahavir Traders Pty Ltd dated 14 October 2019 in respect of Shop 2, 9-11 Hassall Street, Westmead.

2.8 All that piece of land situated in the Local Government Area of Cumberland comprising:

(a) Lot 6 in SP61570, being the whole of land in Certificate of Title 6/SP61570 said to be in the ownership of Charles Magri, but excluding from the acquisition:

(i) Lease between Charles Magri and Azad Kumar Singh dated 19 April 2013 in respect of Unit 6, 15-19 Hassall Street, Westmead;

(b) Lot 10 in SP61570, being the whole of land in Certificate of Title 10/SP61570 said to be in the ownership of Kyung Ah Yoon, **but excluding from the acquisition:**

(i) Lease between Kyung Yoon and Dhanavanthini Jayaraj and Jayaraj Thangarasu dated 22 May 2020 in respect of Unit 10, 15-19 Hassall Street, Westmead,

and remains subject to Strata Scheme 61570.

2.9 All that piece of land situated in the Local Government Area of Cumberland comprising:

(a) Lot 1 in SP67282, being the whole of land in Certificate of Title 1/SP67282 said to be in the ownership of Vivek Ramakant Shukla, **but excluding from the acquisition**:

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(i) Dealing SP67282 – Positive covenant; and

(ii) Dealing SP67282 – Restriction(s) on the use of land;

and remains subject to Strata Scheme 67282.

2.10 All that piece of land situated in the Local Government Area of Cumberland comprising:

(a) Lot 7 in SP51391, being the whole of land in Certificate of Title 7/SP51391 said to be in the ownership of Koshy John and Suja Koshy John, **but excluding from the acquisition:**

(i) Lease between Koshy John and Suja Koshy John and Arnish Kumar and Pooja Gupta dated 27 July 2013 in respect of Unit 7, 27-29 Bailey Street, Westmead,

and remains subject to Strata Scheme 51391.

SCHEDULE 3 – SYDNEY OLYMPIC PARK

3. This Schedule sets out the land in the Local Government Area of City of Parramatta.

3.1 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of Concord and County of Cumberland, comprising Lot 132 in DP1189734, being the whole of land in Certificate of Title Folio Identifier 132/1189734, said to be in the ownership of Sydney Olympic Park Authority ABN 68 010 941 405 **but excluding from the acquisition:**

(a) Dealing DP235225 - Right of way benefiting the land;

(b) Dealing Y816762 – Sublease of Lease X382212 to Alpha Distribution Ministerial Holding Corporation ABN 67 505 337 385 (pursuant to Change of Name AK971571) in respect of substation premises No. 6695 together with a right of way and easement for electricity purposes; and

(c) Dealing AK971351 – Sublease of Lease Y816762 to Blue Asset Partner Pty Ltd ACN 615 217 493, ERIC Alpha Asset Corporation 1 Pty Ltd ACN 612 974 044, ERIC Alpha Asset Corporation 2 Pty Ltd ACN 612 975 023, ERIC Alpha Asset Corporation 3 Pty Ltd ACN 612 975 032 and ERIC Alpha Asset Corporation 4 Pty Ltd ACN 612 975 078;

(d) Mortgage AK971502 - Mortgage of Lease AK971351 to ANZ Fiduciary Services Pty Ltd ACN 100 709 493; and

(e) Dealing AK971352 – Sublease of Lease AK971351 to Blue Op Partner Pty Ltd ACN 615 217 500, ERIC Alpha Operator Corporation 1 Pty Ltd ACN 612 975 096, ERIC Alpha Operator Corporation 2 Pty Ltd ACN 612 975 121, ERIC Alpha Operator Corporation 3 Pty Ltd ACN 612 975 185 and ERIC Alpha Operator Corporation 4 Pty Ltd ACN 612 975 210.

3.2 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of Concord and County of Cumberland, comprising Lot 58 in DP786296, being the whole of land in Certificate of Title Folio Identifier 58/786296, said to be in the ownership of Sydney Olympic Park Authority ABN 68 010 941 405 **but excluding from the acquisition:**

(a) Dealing DP235225 - Right of way benefiting the land;

(b) Dealing 3723102 – Sublease of Lease Y282932 to Alpha Distribution Ministerial Holding Corporation ABN 67 505 337 385 (pursuant to Change of Name AK971571)

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in respect of Substation No:-6911 "Fig Tree Alpa" together with right of way and easement for electricity purposes 2, 4, 6.1 and variable width shown in plan with 3723102;

(c) Dealing AK971351 – Sublease of Lease 3723102 to Blue Asset Partner Pty Ltd ACN 615 217 493, ERIC Alpha Asset Corporation 1 Pty Ltd ACN 612 974 044, ERIC Alpha Asset Corporation 2 Pty Ltd ACN 612 975 023, ERIC Alpha Asset Corporation 3 Pty Ltd ACN 612 975 032 and ERIC Alpha Asset Corporation 4 Pty Ltd ACN 612 975 078;

(d) Dealing AK971502 - Mortgage of Lease AK971351 to ANZ Fiduciary Services Pty Ltd ACN 100 709 493;

(e) Dealing AK971352 – Sublease of Lease AK971351 to Blue Op Partner Pty Ltd ACN 615 217 500, ERIC Alpha Operator Corporation 1 Pty Ltd ACN 612 975 096, ERIC Alpha Operator Corporation 2 Pty Ltd ACN 612 975 121, ERIC Alpha Operator Corporation 3 Pty Ltd ACN 612 975 185 and ERIC Alpha Operator Corporation 4 Pty Ltd ACN 612 975 210;

(f) Dealing AH984681 – Sublease of Lease Y282932 to RichmondPRA Limited ACN 001 280 628 dated 4 April 2013 in respect of Office 'D' on Ground Floor and Office 'F' on First Floor, 5 Figtree Drive, Sydney Olympic Park;

(g) Dealing AM483264 – Sublease of Lease Y282932 to S P Jain School of Global Management Pty Limited ACN 136 711 567 dated 25 August 2016 in respect of Office Areas A, B, C and E, Mezzanine Areas A and B and the Warehouse, 5 Figtree Drive, Sydney Olympic Park (as varied by Variation of Lease AN865312);

(h) Sublease of part of Lease AM483264 to Lime Catering Pty. Ltd. ACN 613 451 835 dated 5 November 2018 in respect of part 5 Figtree Drive, Sydney Olympic Park; and

(i) Informal right of occupation between S P Jain School of Global Management Pty Limited ACN 136 711 567 and Parveen Singh commencing on or about 10 December 2018 in respect of Meeting Room 2, 5 Figtree Drive, Sydney Olympic Park.

3.3 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of Concord and County of Cumberland, comprising Lot 59 in DP786296, being the whole of land in Certificate of Title Folio Identifier 59/786296, said to be in the ownership of Sydney Olympic Park Authority ABN 68 010 941 405 **but excluding from the acquisition:**

(a) Dealing DP235225 - Right of way benefiting the land; and

(b) Dealing AG183690 – Sublease of Lease Y349209 to BSA Limited ACN 088 412 748 expiring on 31 March 2021 in respect of 7 Figtree Drive, Sydney Olympic Park (as varied by Variation of Lease AH338403 and unregistered variations of lease).

SCHEDULE 4 – CLYDE

4. This Schedule sets out the land in the Local Government Area of City of Parramatta.

4.1 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 50 in DP 791656, being the whole of

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land in Certificate of Title 50/791656, said to be in the ownership of Old Bawn Construction Pty Ltd ACN 158 286 769, **but excluding from the acquisition:**

(a) Dealing I152655 - Restriction(s) on the use of land.

4.2 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising a half share in Lot 201 in DP870298, being the whole of land in Certificate of Title Folio Identifier 201/870298A, said to be in the ownership of National Mutual Life Nominees Pty Limited ACN 004 387 133, **but excluding from the acquisition:**

(a) Dealing C297447 – Easement for water pipes 0.915 wide;

(b) Dealing D137289 – Easement for sewerage purposes 1.83 metre(s) wide;

(c) Dealing D198498 – Easement for sewerage purposes 1.83 metre(s) wide;

(d) Dealing DP817742 - Easement for drainage 4 metre(s) wide;

(e) Dealing DP817742 - Easement for drainage 5 metre(s) wide;

(f) Dealing DP817742 - Easement for sewerage over existing line of pipes;

(g) Dealing DP817742 - Easement for electricity purposes 2.5 metre(s) wide;

(h) Dealing DP817742 - Restriction(s) on the use of land;

(i) Dealing DP646249 - Easement for communications cables 2 metres wide;

(j) Dealing DP870298 - Easement to drain water 3 wide;

(k) Dealing AN946661 – Lease to AKA Industries Pty Ltd ACN 616 760 635 which commenced on 7 October 2018 in respect of Blocks 1-3, Hillrose Business Park, 1B Unwin Street, Rosehill;

(l) Dealing AP851202 – Lease to CHEP Australia Limited ACN 117 266 323 dated 18 November 2019 in respect of Block 4, Hillrose Business Park, 1B Unwin Street, Rosehill;

(m) Dealing AP851337 – Lease to Manitou Australia Pty Ltd ACN 114 388 591 dated 18 November 2019 in respect of Office 1 and Warehouse, Block 6, Hillrose Business Park, 1B Unwin Street, Rosehill; and

(n) Dealing AP851343 – Lease to Manitou Australia Pty Ltd ACN 114 388 591 dated 18 November 2019 in respect of Office 2, Block 6, Hillrose Business Park, 1B Unwin Street, Rosehill.

4.3 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising a half share in Lot 201 in DP870298, being the whole of land in Certificate of Title Folio Identifier 201/870298B, said to be in the ownership of The Trust Company Limited ACN 004 027 749, **but excluding from the acquisition:**

(a) Dealing C297447 – Easement for water pipes 0.915 wide;

(b) Dealing D137289 – Easement for sewerage purposes 1.83 metre(s) wide;

(c) Dealing D198498 – Easement for sewerage purposes 1.83 metre(s) wide;

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(d) Dealing DP817742 - Easement for drainage 4 metre(s) wide;

(e) Dealing DP817742 - Easement for drainage 5 metre(s) wide;

(f) Dealing DP817742 - Easement for sewerage over existing line of pipes;

(g) Dealing DP817742 - Easement for electricity purposes 2.5 metre(s) wide;

(h) Dealing DP817742 - Restriction(s) on the use of land;

(i) Dealing DP646249 - Easement for communications cables 2 metres wide;

(j) Dealing DP870298 - Easement to drain water 3 metres wide;

(k) Dealing AN946661 – Lease to AKA Industries Pty Ltd ACN 616 760 635 which commenced on 7 October 2018 in respect of Blocks 1-3, Hillrose Business Park, 1B Unwin Street, Rosehill;

(l) Dealing AP851202 – Lease to CHEP Australia Limited ACN 117 266 323 dated 18 November 2019 in respect of Block 4, Hillrose Business Park, 1B Unwin Street, Rosehill;

(m) Dealing AP851337 – Lease to Manitou Australia Pty Ltd ACN 114 388 591 dated 18 November 2019 in respect of Office 1 and Warehouse, Block 6, Hillrose Business Park, 1B Unwin Street, Rosehill; and

(n) Dealing AP851343 – Lease to Manitou Australia Pty Ltd ACN 114 388 591 dated 18 November 2019 in respect of Office 2, Block 6, Hillrose Business Park, 1B Unwin Street, Rosehill.

4.4 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 1 in DP520478, being the whole of land in Certificate of Title Folio Identifier 1/520478, said to be in the ownership of GTA Industrial Custodian Pty Limited ACN 081 823 743, **but excluding from the acquisition:**

(a) Dealing K494463 - Covenant;

(b) Licence Agreement to Killard Infrastructure Pty Ltd ACN 086 740 650 (formerly known as Killard Excavation Pty Ltd) dated 18 January 2018 in respect of the 'Yard Area', 2 Shirley Street, Rosehill;

(c) Dealing AN946786 – Lease to Winning Appliances Pty Ltd ACN 002 193 688 dated 6 December 2018 in respect of 'Tenancy D1 South', Building D, Rosehill Industrial Estate, 5-7 Shirley Street, Rosehill;

(d) Dealing AP211259 – Lease to Winning Appliances Pty Ltd ACN 002 193 688 dated 6 December 2018 in respect of Tenancy D1 North, Building D, Rosehill Industrial Estate, 5-7 Shirley Street, Rosehill; and

(e) Dealing AP528961 – Lease to Winning Appliances Pty Ltd ACN 002 193 688 dated 30 August 2019 in respect of Unit D1 Office, Rosehill Industrial Estate, 3-11 Shirley Street, Rosehill.

4.5 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 1 in DP1160433, being the whole of land in Certificate of Title Folio Identifier 1/1160433, said to be in the ownership of Bauweavel Properties Pty Ltd ACN 169 513 320, **but excluding from the acquisition:**

(a) Dealing DP1160433 - Positive covenant; and

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(b) Dealing AP503885 – Lease to Transport Engineering Solutions Pty Ltd ACN 006 368 583 (formerly known as Gough Transport Solutions Pty Ltd) dated 21 August 2019 in respect of the parts shown hatched in plan with AP503885 (as varied by an unregistered Variation of Lease (undated) and an unregistered Surrender of Lease (undated)).

4.6 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 10 in DP263068, Lot C in DP349610 and Lot D in DP349610, being the whole of land in Certificate of Title Folio Identifiers 10/263068, C/349610 and D/349610 said to be in the ownership of J & M Nassif Property Group Pty Ltd ACN 608 108 729.

4.7 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot B in DP344102, being the whole of land in Certificate of Title Folio Identifier B/344102 said to be in the ownership of J & M Nassif Property Group Pty Ltd ACN 608 108 729, **but excluding from the acquisition:**

(a) Dealing F151348 - Covenant.

4.8 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 4 in DP805263, being the whole of land in Certificate of Title Folio Identifier 4/805263 said to be in the ownership of Steven Lo Iacono, **but excluding from the acquisition:**

(a) Dealing V367785 - Covenant.

4.9 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 9 in DP263068, being the whole of land in Certificate of Title Folio Identifier 9/263068 said to be in the ownership of Steven Lo Iacono.

4.10 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 6 in DP263068, being the whole of land in Certificate of Title Folio Identifier 6/263068, said to be in the ownership of Kingsley Graeme Truswell.

4.11 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 3 in DP805263, being the whole of land in Certificate of Title Folio Identifier 3/805263, said to be in the ownership of Rita Haddad, **but excluding from the acquisition:**

(a) Dealing V367785 – Covenant; and

(b) Lease to Art Civil Pty Ltd ACN 119 965 007 which commenced on 1 July 2020 in respect of the whole of 7-9 Kay Street, Clyde.

4.12 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 7 in DP263068, being the whole of land in Certificate of Title Folio Identifier 7/263068, said to be in the ownership of Rita Haddad, **but excluding from the acquisition:**

(a) Dealing Z15049 – Covenant;

(b) Dealing Z15049 – Easement for maintenance; and

(c) Lease to Art Civil Pty Ltd ACN 119 965 007 which commenced on 1 July 2020 in respect of the whole of 7-9 Kay Street, Clyde.

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4.13 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 4 in DP1116474, being the whole of land in Certificate of Title Folio Identifier 4/1116474, said to be in the ownership of Parramatta/Granville Sportsground (R100217) Reserve Trust, **but excluding from the acquisition**:

(a) the reversionary freehold interest of Parramatta/Granville Sportsground (R100217) Reserve Trust;

(b) Dealing V516000 – Easement for underground mains 3 metre(s) wide;

(c) Dealing AD557185 – Reserve No. 100217 for public recreation and urban services notified 20/12/1991 Folio 10608; and

(d) Dealing AN153289 – Easement to drain water 3 wide.

4.14 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 23 of Section 2 in DP5944, being the whole of land in Certificate of Title Folio Identifier 23/2/5944, said to be in the ownership of Whitbourn Holdings Pty Ltd ACN 071 139 127, **but excluding from the acquisition:**

(a) Dealing DP1053137 - Easement for support 0.255 metres wide affecting the part(s) shown so burdened in DP1053137;

(b) Dealing DP1053137 - Easement for support 0.255 metre(s) wide appurtenant to the land;

(c) Dealing DP1053137 - Easement for support variable width affecting the part(s) shown so burdened in DP1053137;

(d) Dealing DP1053137 - Easement for support variable width appurtenant to the land above described;

(e) Dealing DP1138778 - Restriction(s) on the use of land; and

(f) Dealing AM924582 - Lease to Access Print Solutions Pty Ltd ACN 109 908 376 dated 24 August 2017 in respect of the whole of the land.

4.15 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 24 of Section 2 in DP5944, being the whole of land in Certificate of Title Folio Identifier 24/2/5944, said to be in the ownership of Whitbourn Holdings Pty Ltd ACN 071 139 127, **but excluding from the acquisition:**

(a) Dealing DP1053137 - Easement for support 0.255 metre(s) wide affecting the part(s) shown so burdened in DP1053137;

(b) Dealing DP1053137 - Easement for support 0.255 metre(s) wide appurtenant to the land;

(c) Dealing DP1053137 - Easement for support variable width affecting the part(s) shown so burdened in DP1053137;

(d) Dealing DP1053137 - Easement for support variable width appurtenant to the land;

(e) Dealing DP1138778 - Easement for Padmount substation 2.75 metre(s) wide;

(f) Dealing DP1138778 - Restriction(s) on the use of land; and

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(g) Dealing AM924583 - Lease to Access Print Solutions Pty Ltd ACN 109 908 376 dated 24 August 2017 in respect of the whole of the land..

4.16 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 25 in Section 2 in DP5944 and Lot 26 in Section 2 in DP5944, being the whole of land in Certificate of Title Auto Consol 8390-123, said to be in the ownership of B & A Corporation Pty Limited ACN 146 866 444.

4.17 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 50 in DP777202, being the whole of land in Certificate of Title Folio Identifier 50/777202, said to be in the ownership of Zhen Yuan Chen and Ying Xiu Guo.

4.18 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 4 in DP701596, being the whole of land in Certificate of Title Folio Identifier 4/701596, said to be in the ownership of Highco Electrics Pty. Ltd. ACN 079 181 070.

4.19 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 1 in DP1180007, being the whole of land in Certificate of Title Folio Identifier 1/1180007, said to be in the ownership of Gialouris Holdings Pty Ltd ACN 142 813 090 and Bestmach Holdings Pty Ltd ACN 600 301 326, **but excluding from the acquisition:**

(a) Dealing P198499 – Easement for electricity purposes;

(b) Dealing Q737665 – Right of carriageway 3.66 metre(s) wide; and

(c) Dealing AQ548998 (unregistered) – Lease to VO Group Australia Pty Ltd (formerly known as VO Homes Construction Pty. Ltd.) ACN 169 482 571 dated 22 November 2017 in respect of Ground Level Warehouse and Level 1 Office, 50-54 Wentworth Street, Clyde.

4.20 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 101 in DP739030, being the whole of land in Certificate of Title Folio Identifier 101/739030, said to be in the ownership of Sydney Metro ABN 12 354 063 515, **but excluding from the acquisition:**

(a) Dealing L467065 – Covenant;

(b) Dealing N42432 – Covenant; and

(c) Dealing W455854 – Covenant.

4.21 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 9 in Section 6 in DP5944, being the whole of land in Certificate of Title Folio Identifier 9/6/5944, said to be in the ownership of SDCCH Property Pty Ltd ACN 150 318 782, **but excluding from the acquisition:**

(a) Undocumented Lease to Budget Demolition & Excavation Pty Ltd ACN 084 229 872 arising pursuant to the exercise of an option to renew contained in a lease which commenced on 31 August 2016 in respect of the whole of the land.

4.22 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 58 in Section 6 in DP5944 and Lot A in

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DP385416, being the whole of land in Certificate of Title Auto Consol 6799-177, said to be in the ownership of Malcolm James Fraser.

4.23 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 53 in Section 6 in DP5944, Lot 54 in Section 6 in DP5944, Lot 55 in Section 6 in DP5944, Lot 56 in Section 6 in DP5944 and Lot B in DP385416, being the whole of land in Certificate of Titles Auto Consol 7864-76, Folio Identifier 55/6/5944 and Auto Consol 6782-225, said to be in the ownership of Davcron Engineering Pty Ltd ACN 003 287 492.

4.24 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 51 in Section 6 in DP5944 and Lot 52 in Section 6 in DP5944, being the whole of land in Certificate of Title Auto Consol 7864-75, said to be in the ownership of Davcron Engineering Pty Ltd ACN 003 287 492, **but excluding from the acquisition:**

(a) Dealing Q378057 - Easement to drain water.

4.25 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising:

(a) Lot CP in SP35152, being the whole of land in Certificate of Title CP/SP35152, said to be in the ownership of The Owners – Strata Plan No. 35152**, but excluding from the acquisition:**

(i) Dealing T326709 - Easement for electricity purposes;

(b) Lot 1 in SP35152, being the whole of land in Certificate of Title Folio Identifier 1/SP35152, said to be in the ownership of Metropol Pizza Supplies (NSW) Pty Limited ACN 080 194 421;

(c) Lot 2 in SP35152, being the whole of land in Certificate of Title Folio Identifier 2/SP35152, said to be in the ownership of Lal Singh Gill;

(d) Lot 3 in SP35152, being the whole of land in Certificate of Title Folio Identifier 3/SP35152, said to be in the ownership of Rene Farrugia and Maureen Ann Farrugia, **but excluding from the acquisition:**

(i) Commercial Lease Agreement to A1 Hard Chrome Pty Ltd ACN 002 799 359 dated 22 July 2019 in respect of the whole of the land;

(e) Lot 4 in SP35152, being the whole of land in Certificate of Title Folio Identifier 4/SP35152, said to be in the ownership of R M S Service Centre (Properties) Pty Ltd ACN 002 017 478, **but excluding from the acquisition:**

(i) Commercial Lease Agreement to A1 Hard Chrome Pty Ltd ACN 002 799 359 dated 22 July 2019 in respect of the whole of the land;

(f) Lot 6 in SP35152, being the whole of land in Certificate of Title Folio Identifier 6/SP35152, said to be in the ownership of W.I.I.F.M.Com Pty Limited ACN 092 372 873, **but excluding from the acquisition:**

(i) Lease to Hospitality Equipment 2020 Pty. Limited ACN 003 971 926 which commenced on 1 January 2020 in respect of the whole of the land;

(g) Lot 7 in SP35152, being the whole of land in Certificate of Title Folio Identifier 7/SP35152, said to be in the ownership of Lal Singh Gill; and

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(h) Lot 8 in SP35152, being the whole of land in Certificate of Title Folio Identifier 8/SP35152, said to be in the ownership of Lal Singh Gill and Maandeep Gill,

and remains subject to Strata Scheme 35152.

4.26 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 10 in DP712049, being the whole of land in Certificate of Title Folio Identifier 10/712049, said to be in the ownership of Oli & Eli Pty Ltd ACN 158 867 791.

4.27 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 23 in DP733500, being the whole of land in Certificate of Title Folio Identifier 23/733500, said to be in the ownership of Venera Hope Nohra and Carole Jean Carpenter, **but excluding from the acquisition:**

(a) Dealing Q276012 – Covenant; and

(b) Dealing Q288530 – Covenant.

4.28 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 47 in Section 6 in DP5944 and Lot 48 in Section 6 in DP5944, being the whole of land in Certificate of Title Folio Identifiers 47/6/5944 and 48/6/5944, said to be in the ownership of Able Liquid Waste Pty Ltd ACN 003 418 906.

4.29 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 9 in DP242917, being the whole of land in Certificate of Title Folio Identifier 9/242917, said to be in the ownership of Sydney Metro ABN 12 354 063 515, **but excluding from the acquisition:**

(a) Dealing N460314 – Covenant; and

(b) Dealing R220511 – Easement for water main.

4.30 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 44 in DP855702, being the whole of land in Certificate of Title Folio Identifier 44/855702, said to be in the ownership of Sydney Metro ABN 12 354 063 515, **but excluding from the acquisition:**

(a) Dealing R220511 – Easement for watermain variable width.

4.31 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 45 in DP855702 and Lot 46 in DP855702, being the whole of land in Certificates of Title Folio Identifier 45/855702 and 46/855702, said to be in the ownership of Sydney Metro ABN 12 354 063 515.

4.32 All that piece of land situated in the Local Government Area of City of Parramatta, Parish of St John and County of Cumberland, comprising Lot 11 in DP1271374, being part of land in Lot 1 in DP126879 being part of land in Certificate of Title Auto Consol 13550-62, said to be in the ownership of Australian Turf Club Limited ACN 148 157 288, **but excluding from the acquisition:**

(a) Dealing R539193 – Easement for Underground Mains;

(b) Dealing W373858 – Easement for Underground Mains 4 wide and Var. Width;

(c) Dealing W547509 - Covenant;

(d) Dealing X51 – Easement for Transmission Line Var. Width;

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(e) Dealing 3025232 - Easement for Water Supply Works;

(f) Dealing 9588266 - Positive Covenant; and

(g) Dealing 9588267 - Restriction as to User (S. 88E(3) Conveyancing Act, 1919).

SCHEDULE 5 – BURWOOD

5. This Schedule sets out the land in the Local Government Areas of Burwood and Canada Bay.

5.1 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 27 in DP10928, being the whole of land in Certificate of Title Folio Identifier 27/10928, said to be in the ownership of Axfield Pty Ltd ACN 002 129 688.

5.2 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 25 in DP10928 and Lot 26 in DP10928, being the whole of land in Certificate of Title Auto Consol 3832-229, said to be in the ownership of Nickitas Katris, Agapitos Katris and Litsa Zavras, **but excluding from the acquisition:**

(a) Dealing AM534422 – Lease in favour of Wellness Local Pty. Ltd. ACN 612 920 706 in respect of Unit 1, Ground Floor, 3-5 Burwood Road, Concord (as varied by Variation of Lease AP323622); and

(b) Lease in favour of Katris Architects Pty Ltd. ACN 001 639 970 dated 16 August 2019 in respect of Level 1, 3-5 Burwood Road, Concord.

5.3 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 23 in DP10928 and Lot 24 in DP10928, being the whole of land in Certificate of Title Auto Consol 6808-1, said to be in the ownership of Chi Soo Eo and Jin Ok Eo.

5.4 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 21 in DP10928 and Lot 22 in DP10928, being the whole of land in Certificate of Title Auto Consol 5290-119, said to be in the ownership of George Dracos.

5.5 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 4 in DP333924, being the whole of land in Certificate of Title Folio Identifier 4/333924, said to be in the ownership of Constance Soldatos **but excluding from the acquisition**:

(a) Dealing AG127196 – Lease in favour of Midas Australia Pty. Ltd. ACN 005 241 798 dated 17 March 2011 in respect of 1 Parramatta Road, Concord (as varied by variation Dealing AG763529); and

(b) Licence in favour of M2M Functions Pty Ltd ACN 602 675 909 pursuant to licence between Midas Australia Pty. Ltd. ACN 005 241 798 and M2M Functions Pty Ltd ACN 602 675 909 dated 4 October 2016 and any subsequent licence between those parties in respect of 1 Parramatta Road, Concord.

5.6 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 100 in DP1154740, being the whole of

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land in Certificate of Title Folio Identifier 100/1154740, said to be in the ownership of Reece Australia Pty Ltd ACN 004 097 090, **but excluding from the acquisition:**

(a) Dealing AI174872 – Restriction(s) on the use of land; and

(b) Dealing AI174873 – Positive Covenant.

5.7 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 1 in DP1027871, being the whole of land in Certificate of Title Folio Identifier 1/1027871, said to be in the ownership of Ben Panoyan and Rosette Panoyan, **but excluding from the acquisition:**

(a) Dealing AP69313 – Lease in favour of Building United Pty. Ltd. ACN 623 241 074 in respect of Ground Floor Showroom, Warehouse and Office, 7-9 Parramatta Road, Concord;

(b) Dealing AP235210 – Lease in favour of Building United Pty. Ltd. ACN 623 241 074 in respect of First Floor, 7-9 Parramatta Road, Concord; and

(c) Lease in favour of Austwin (Australia) Pty. Limited ACN 065 111 480 dated 15 June 2019 in respect of in respect of 2/7-9 Parramatta Road, Concord.

5.8 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 1 in DP839095, being the whole of land in Certificate of Title Folio Identifier 1/839095, said to be in the ownership of Gabriella Bakas and Annette Petalotis **but excluding from the acquisition**:

(a) Sublease in favour of Amata Corp. Pty Limited ACN 144 508 510 dated 20 October 2020 in respect of part of 13 Paramatta Road, Concord identified on the plan annexed to the sublease.

5.9 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot A in DP340812, Lot B in DP340812, Lot C in DP340812 and Lot B in DP344400, being the whole of land in Certificates of Title Folio Identifier A/340812, Folio Identifier B/340812 and Auto Consol 14165-227, said to be in the ownership of Duggan Family Hotels Pty. Limited ACN 003 897 498.

5.10 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 28 in DP10928, being the whole of land in Certificate of Title Folio Identifier 28/10928, said to be in the ownership of Sydney Hostel Pty Ltd ACN 124 754 061.

5.11 All that piece of land situated in the Local Government Area of Burwood, Parish of Concord and County of Cumberland, comprising Lot 19 in DP1217020, being the whole of land in Certificate of Title Folio Identifier 19/1217020, said to be in the ownership of Giuseppe Marino, Maria Connie Marino, Giovanni Garigali and Josephine Garigali, **but excluding from the acquisition:**

(a) Dealing D228421 – Cross easements (s 181B Conveyancing Act, 1919) affecting the party wall(s) shown on the common boundary of Lots 19 & 20 in DP1217020.

5.12 All that piece of land situated in the Local Government Area of Burwood, Parish of Concord and County of Cumberland, comprising Lot 18 in DP1217020, being the whole of land in Certificate of Title Folio Identifier 18/1217020, said to be in the ownership of John Joseph Paul Sandra and Lynette Anna Sandra, **but excluding from the acquisition:**

(a) Dealing J707434 – Cross easements (s 181B Conveyancing Act, 1919) affecting the party wall(s) shown on the common boundary of Lots 18 & 17 in DP1217020; and

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(b) Lease in favour of George Kulinberg dated 21 January 2016 in respect of 1/338 Parramatta Road, Burwood.

5.13 All that piece of land situated in the Local Government Area of Burwood, Parish of Concord and County of Cumberland, comprising Lot 17 in DP1217020, being the whole of land in Certificate of Title Folio Identifier 17/1217020, said to be in the ownership of Ranko Jakovljevic and Jessie Jakovljevic, **but excluding from the acquisition:**

(a) Dealing J707434 – Cross easements (s 181B Conveyancing Act, 1919) affecting the party wall(s) shown on the common boundary of Lots 17 & 18 in DP1217020; and

(b) Lease in favour of Giuseppe Antonio Scuderi commencing on 13 February 2017 in respect of 340 Parramatta Road, Burwood.

5.14 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising:

(a) the Common Property in the strata scheme based on Strata Plan 73535 within the parcel shown in SP73535, being the whole of land in Certificate of Title Folio Identifier CP/SP73535, said to be in the possession of The Owners – Strata Plan No. 73535, **but excluding from the acquisition:**

(i) Dealing SP73535 - Restriction(s) on the use of land; and

(ii) Dealing SP73535 - Positive Covenant.

(b) Lot 1 in SP73535, being the whole of land in Certificate of Title Folio Identifier 1/SP73535, said to be in the ownership of Zheng Wang and Yingli Sun.

(c) Lot 2 in SP73535, being the whole of land in Certificate of Title Folio Identifier 2/SP73535, said to be in the ownership of Tian Ma Australia Property Developer Pty Ltd ACN 094 375 685.

(d) Lot 3 in SP73535, being the whole of land in Certificate of Title Folio Identifier 3/SP73535, said to be in the ownership of Tian Ma Australia Property Developer Pty Ltd ACN 094 375 685.

(e) Lot 4 in SP73535, being the whole of land in Certificate of Title Folio Identifier 4/SP73535, said to be in the ownership of Tian Ma Australia Property Developer Pty Ltd ACN 094 375 685.

(f) Lot 5 in SP73535, being the whole of land in Certificate of Title Folio Identifier 5/SP73535, said to be in the ownership of David Hong Huan Ma and Ching Yee Wong.

(g) Lot 6 in SP73535, being the whole of land in Certificate of Title Folio Identifier 6/SP73535, said to be in the ownership of Ja Hyuk Yum.

(h) Lot 7 in SP73535, being the whole of land in Certificate of Title Folio Identifier 7/SP73535, said to be in the ownership of Tian Ma Australia Property Developer Pty Ltd ACN 094 375 685.

(i) Lot 8 in SP73535, being the whole of land in Certificate of Title Folio Identifier 8/SP73535, said to be in the ownership of Tian Ma Australia Property Developer Pty Ltd ACN 094 375 685.

(j) Lot 9 in SP73535, being the whole of land in Certificate of Title Folio Identifier 9/SP73535, said to be in the ownership of Ying Liu.

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(k) Lot 10 in SP73535, being the whole of land in Certificate of Title Folio Identifier 10/SP73535, said to be in the ownership of Shaun Han Young MacDonald.

(l) Lot 11 in SP73535, being the whole of land in Certificate of Title Folio Identifier 11/SP73535, said to be in the ownership of Tian Ma Australia Property Developer Pty Ltd ACN 094 375 685, **but excluding from the acquisition:**

(i) Lease in favour of Cristina Ecalnir and Benito Ecalnir dated 21 April 2018 in respect of Unit 11, 20 Burton Street.

(m) Lot 12 in SP73535, being the whole of land in Certificate of Title Folio Identifier 12/SP73535, said to be in the ownership of Chunping Guo.

SCHEDULE 6 – FIVE DOCK

6. This Schedule sets out the land in the Local Government Area of Canada Bay.

6.1 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot A in DP333934, being the whole of land in Certificate of Title Folio Identifier A/333934, said to be in the ownership of Cordaro Pty Ltd ACN 603 150 385 **but excluding from the acquisition:**

(a) Lease in favour of Southern Alliance Valuation Services Pty Ltd ACN 099 913 210 commencing on 20 April 2020 and arising pursuant to the exercise of an option granted under Lease AM66987 in respect of Suite 5, 2 East Street, Five Dock;

(b) Dealing AP728720 – Lease in favour of LED US Light Pty Ltd ACN 149 792 647 dated 24 August 2018 in respect of Suite 3, 2 East Street, Five Dock;

(c) Lease in favour of Sandra Graudins ABN 15 473 443 807 commencing on 1 October 2020 and arising pursuant to the exercise of an option granted under Lease AP728721 in respect of Suite 4 and Suite 6, 2 East Street, Five Dock;

(d) Lease in favour of Prime Tutoring Australia Pty Ltd ACN 162 659 118 commencing on 8 March 2020 in respect of Suite 2, 2 East Street, Five Dock;

(e) Interest held by Optimistic Health Pty Limited ACN 109 511 748 pursuant to an agreement for lease dated 11 December 2018 in respect of Tenancy 3, 2 East Street, Five Dock; and

(f) Interest held by Porters Corporation Pty Limited ACN 053 688 716 pursuant to an agreement for lease dated 27 November 2018 in respect of Tenancy 1, 2 East Street, Five Dock.

6.2 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot B in DP373732, being the whole of land in Certificate of Title Folio Identifier B/373732, said to be in the ownership of Antonio Paul Geronimo, **but excluding from the acquisition:**

(a) Dealing F469772 – Easement; and

(b) Lease in favour of Westpac Banking Corporation ACN 007 457 141 commencing on 7 February 2021 and arising pursuant to the exercise of an option granted under Lease AK721599 in respect of 155 Great North Road, Five Dock.

6.3 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot X in DP414325 and Lot Y in DP414325,

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being the whole of land in Certificate of Title Auto Consol 15182-9, said to be in the ownership of Geraldina Rizzo, **but excluding from the acquisition:**

(a) Dealing DP868504 – Right of carriageway variable width;

(b) Dealing DP868504 – Right of carriageway 2.695 wide;

(c) Dealing DP868504 – Right of carriageway 3.905 wide; and

(d) Dealing AN416121 – Lease to Modum Pty Ltd ACN 003 342 210 in respect of First Floor Suite, Level 1, 157 Great North Road, Five Dock.

6.4 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 5 in DP219715, being the whole of land in Certificate of Title Folio Identifier 5/219715, said to be in the ownership of Bibat Pty Ltd ACN 001 672 313, **but excluding from the acquisition:**

(a) Dealing J518788 – Cross easements (s 181B Conveyancing Act, 1919) affecting party wall shown on the common boundary of Lots 4 and 5 in DP219715;

(b) Dealing DP868504 – Right of carriageway variable width;

(c) Dealing DP868504 – Right of carriageway 2.69 wide;

(d) Dealing DP868504 – Right of carriageway 3.905 wide;

(e) Dealing DP868504 – Easement to drain water 0.6 wide;

(f) Dealing DP868504 - Right of carriageway 3.905 wide;

(g) Lease in favour of Philip Previte dated 21 August 2019 in respect of 159 Great North Road, Five Dock; and

(h) Sublease in favour of Maurice Robert Marshan as a periodic tenant in respect of Suite 1, 159 Great North Road, Five Dock pursuant to a periodic tenancy.

6.5 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 4 in DP219715, being the whole of land in Certificate of Title Folio Identifier 4/219715, said to be in the ownership of Dibrik Pty Ltd ACN 002 755 982 and Saljoe Pty Ltd ACN 002 094 877, **but excluding from the acquisition:**

(a) Dealing J518788 – Cross easements (s 181B Conveyancing Act, 1919) affecting the party wall shown on the common boundary of Lots 3 and 4 & 4 and 5 in DP219715;

(b) Dealing DP868504 – Right of carriageway variable width;

(c) Dealing DP868504 – Right of carriageway 3.905 wide;

(d) Dealing DP868504 – Easement to drain water 0.6 wide;

(e) Dealing DP868504 – Right of carriageway 2.695 wide;

(f) Dealing DP868504 – Right of carriageway 3.905 wide;

(g) Dealing AP61400 – Lease in favour of La Compania de Humo Pty Limited ACN 616 081 684 in respect of Lock Up Shop 1, 161 Great North Road, Five Dock; and

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(h) Lease in favour of Donna Lee Syron dated 27 April 2020 in respect of Unit 1, 161 Great North Road, Five Dock.

6.6 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 2 in DP868504, being the whole of land in Certificate of Title Folio Identifier 2/868504, said to be in the ownership of Philip Previte, **but excluding from the acquisition:**

(a) Dealing J517725 – Cross easements (s 181B *Conveyancing Act, 1919*) affecting the party wall(s) shown on the common boundary of Lots 1 & 2 shown in DP868504;

(b) Dealing J518788 – Cross easements (s 181B *Conveyancing Act, 1919*) affecting the party wall(s) shown on the common boundary of Lot 2 in DP868504 and Lot 4 in DP219715;

(c) Dealing DP868504 – Right of carriageway variable width;

(d) Dealing DP868504 – Right of carriageway 2.695 wide;

(e) Dealing DP868504 – Right of carriageway 3.905 wide;

(f) Dealing DP868504 – Easement to drain water 0.6 wide;

(g) Dealing AP303869 – Sublease of Lease AP303868 in favour of Cosimo Jewellery Pty Ltd ACN 605 961 180 dated 20 May 2019 in respect of Shop 1, 163 Great North Road, Five Dock;

(h) Sublease in favour of Reece Callum McKay and Jessica Alexandra Avellaneda Jimenez dated 3 September 2019 in respect of Unit 2, 163 Great North Road, Five Dock; and

(i) Sublease in favour of Victoria Charlotte Wright dated 2 September 2019 in respect of Unit 1, 163 Great North Road, Five Dock.

6.7 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 1 in DP868504, being the whole of land in Certificate of Title Folio Identifier 1/868504, said to be in the ownership of John Whitford Real Estate Pty Ltd ACN 000 185 679, **but excluding from the acquisition:**

(a) Dealing D19833 – Easement 0.355 wide;

(b) Dealing J517725 – Cross easements (s 181B Conveyancing Act, 1919) affecting the party wall(s) shown on the common boundary of Lots 1 & 2 shown in DP868504;

(c) DP868504 – Right of carriageway variable width;

(d) DP868504 – Right of carriageway 2.695 wide; and

(e) DP868504 – Easement to drain water 0.6 wide.

6.8 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 1 in DP166975, being the whole of land in Certificate of Title Folio Identifier 1/166975, said to be in the ownership of John Whitford Real Estate Pty Ltd ACN 000 185 679, **but excluding from the acquisition:**

(a) Dealing D19833 – Easement; and

(b) Dealing AK785048 – Lease in favour of Anytime Five Dock Pty Limited ACN 616 516 146 in respect of 169 Great North Road, Five Dock (as transferred pursuant to Transfer of Lease AM868673 and varied by an unregistered variation).

Req:R579044 /Doc:DL AQ911258 /Rev:29-Jun-2021 /NSW LRS /Pgs:ALL /Prt:20-Dec-2024 12:15 /Seq:32 of 32
© Office of the Registrar-General /Src:InfoTrack /Ref:163 Great North Road? Five Dock

6.9 All that piece of land situated in the Local Government Area of Canada Bay, Parish of Concord and County of Cumberland, comprising Lot 1 in DP986284 and Lot E in DP158552, being the whole of land in Certificates of Title Folio Identifier 1/986284 and E/158552, said to be in the ownership of John Whitford Real Estate Pty Ltd ACN 000 185 679.

(Sydney Metro Document Number: [XCO21/00001; BN-SM-21-000323])

32 of 32

NSW Government Gazette 19 March 2021

LAND REGISTRY SERVICES Title Search InfoTrack

NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: 2/868504

SEARCH DATE	TIME	EDITION NO	DATE
19/12/2024	1:47 PM	5	21/9/2021

LAND

LOT 2 IN DEPOSITED PLAN 868504
AT FIVE DOCK
LOCAL GOVERNMENT AREA CANADA BAY
PARISH OF CONCORD COUNTY OF CUMBERLAND
TITLE DIAGRAM DP868504

FIRST SCHEDULE

SYDNEY METRO (RA AQ911258)

SECOND SCHEDULE (6 NOTIFICATIONS)

1	J517725	CROSS EASEMENTS (S181 B CONVEYANCING ACT, 1919) AFFECTING THE PARTY WALL(S) SHOWN ON THE COMMON BOUNDARY OF LOTS 1 & 2 SHOWN IN THE TITLE DIAGRAM
2	J518788	CROSS EASEMENTS (S181 B CONVEYANCING ACT, 1919) AFFECTING THE PARTY WALL(S) SHOWN ON THE COMMON BOUNDARY OF LOT 2 IN DP868504 & LOT 4 IN DP219715
3	DP868504	RIGHT OF CARRIAGEWAY VARIABLE WIDTH APPURTENANT TO THE LAND ABOVE DESCRIBED
4	DP868504	RIGHT OF CARRIAGEWAY 2.695 WIDE APPURTENANT TO THE LAND ABOVE DESCRIBED
5	DP868504	RIGHT OF CARRIAGEWAY 3.905 WIDE APPURTENANT TO THE LAND ABOVE DESCRIBED
6	DP868504	EASEMENT TO DRAIN WATER 0.6 WIDE APPURTENANT TO THE LAND ABOVE DESCRIBED

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

163 Great North Road, Five Dock... PRINTED ON 19/12/2024

* Any entries preceded by an asterisk do not appear on the current edition of the Certificate of Title. Warning: the information appearing under notations has not been formally recorded in the Register. InfoTrack an approved NSW Information Broker hereby certifies that the information contained in this document has been provided electronically by the Registrar General in accordance with Section 96B(2) of the Real Property Act 1900.

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ABN: 36 092 724 251
Ph: 02 9099 7400
(Ph: 0412 199 304)

Level 14, 135 King Street, Sydney
Sydney 2000
GPO Box 4103 Sydney NSW 2001
DX 967 Sydney

Summary of Owners Report

Address: 168 Great North Road, Five Dock, NSW 2046

Description: - Lot 1 D.P. 795743

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
05.08.1914 (1914 to 1933)	Emily Louisa Reid (Married Woman)	Volume 2499 Folio 111
08.02.1933 (1933 to 1939)	Milicent Helen Service (Married Woman)	Volume 2499 Folio 111 Now Volume 4575 Folio 119
20.04.1939 (1939 to 1941)	Edward William Service (Motor Garage Proprietor) Marjorie Jean Service (Spinster) (Transmission Application not investigated)	Volume 4575 Folio 119
28.10.1941 (1941 to 1971)	Edward William Service (Motor Garage Proprietor)	Volume 4575 Folio 119 Now Volume 5347 Folio 190
04.02.1971 (1971 to 1978)	Beryl May Service (Widow) (Section 93 Application not investigated)	Volume 5347 Folio 190 Now Volume 13513 Folio 120
02.02.1978 (1978 to Date)	# R. & D. Lo Surdo Pty. Limited	Volume 13513 Folio 120 Then 2/328636 Now 1/795743

 # Denotes current registered proprietor

Leases, excluding premises: - NIL

Easements: - NIL

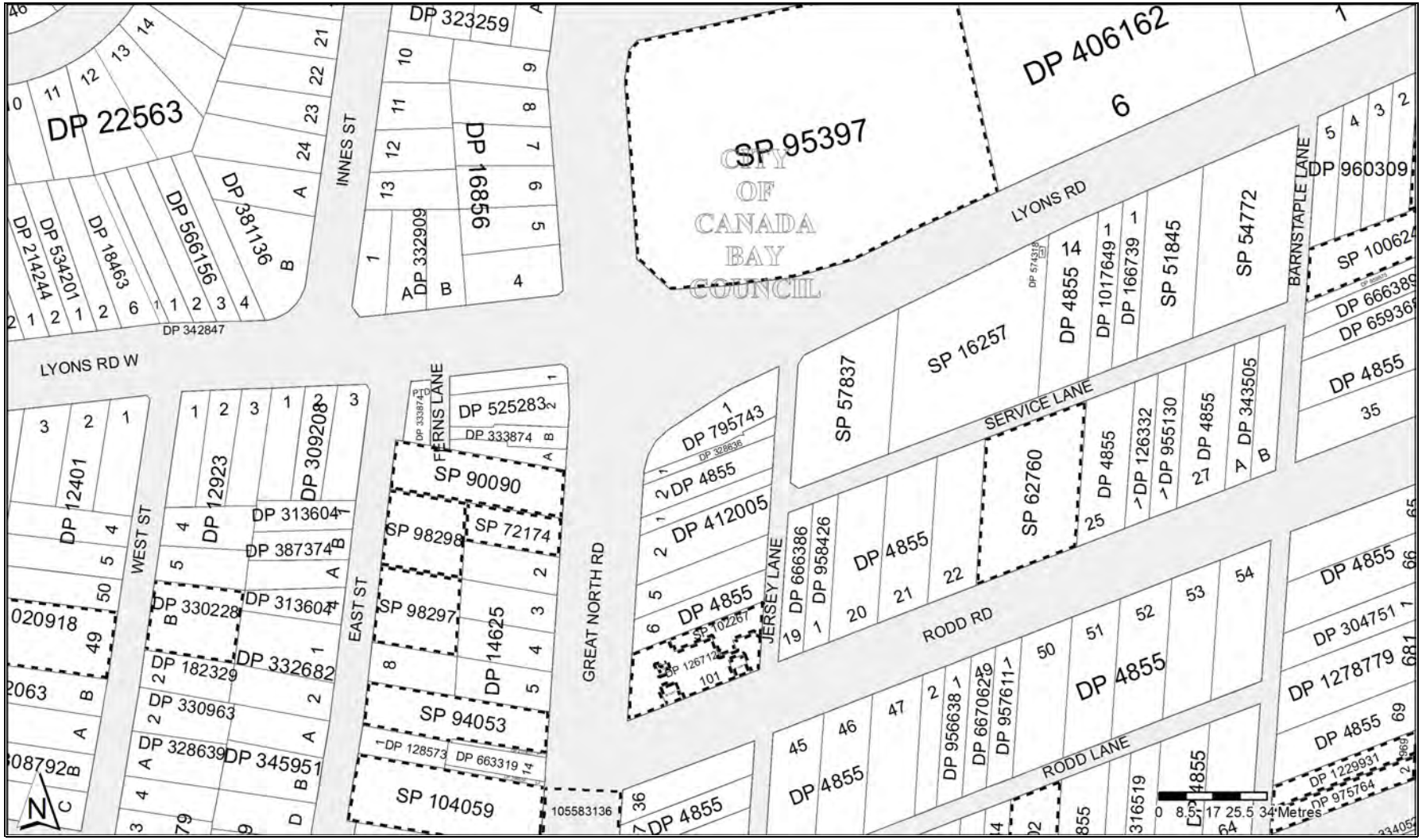
Yours Sincerely
Taylor Wilson
20th December 2024

LAND REGISTRY SERVICES

Cadastral Records Enquiry Report : Lot 1 DP 795743

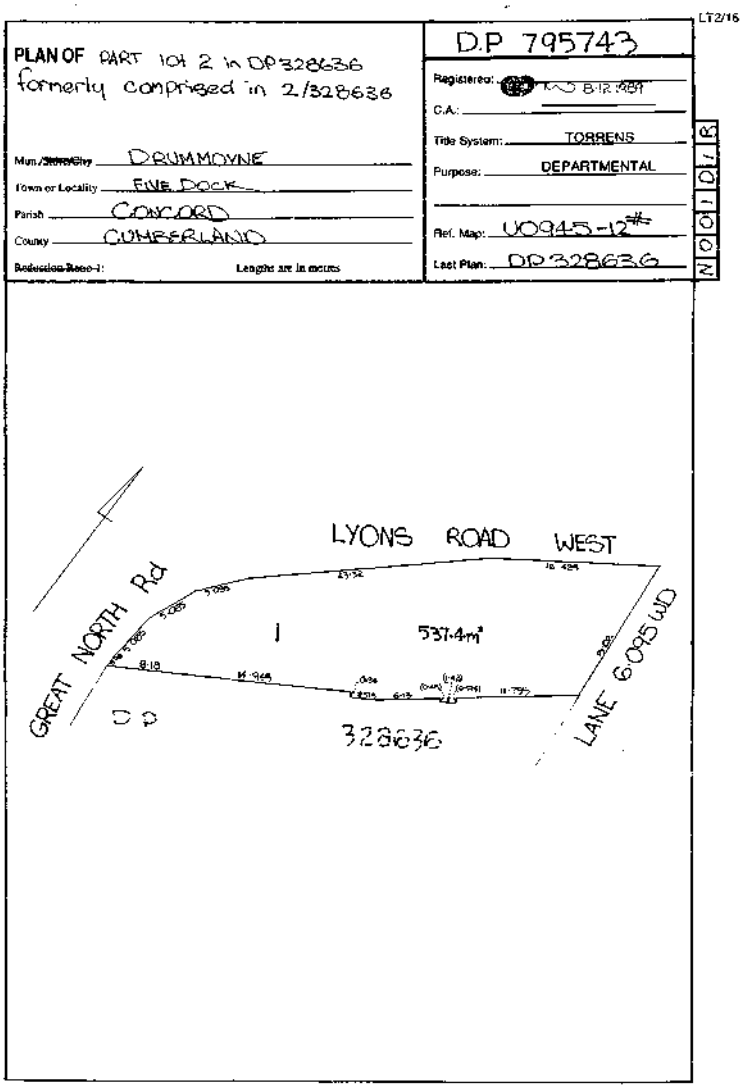
Ref : 168 Great North Road, Five Dock

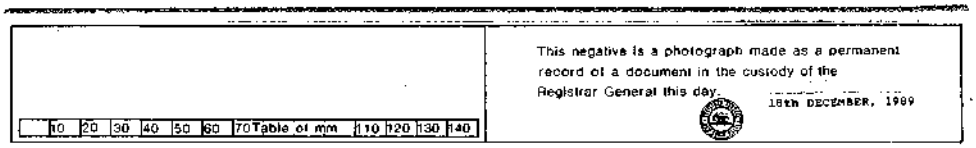
Locality : FIVE DOCK
Parish : CONCORD
LGA : CANADA BAY
County : CUMBERLAND



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This information is provided as a searching aid only.Whilst every endeavour is made to ensure that current map, plan and titling information is accurately reflected, the Registrar General cannot guarantee the information provided. For ALL ACTIVITY PRIOR TO SEPTEMBER 2002 you must refer to the RGs Charting and Reference Maps





InfoTrack
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Req:R574076 /Doc:DP 0795743 P /Rev:21-Oct-1992 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:34 /Seq:1 of 1

Req:R574080 /Doc:CT 13513-120 CT /Rev:23-Dec-2010 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:35 /Seq:1 of 8
© Office of the Registrar-General /Src:InfoTrack /Ref:168 Great North Road? Five Dock

NEW SOUTH WALES

CERTIFICATE OF TITLE

PROPERTY ACT, 1900

Vol. 13513 Fol. 120

Appln No 1367

Prior Title Vol. 5347 Fol. 190

EDITION ISSUED

16 12 1977

I certify that the person described in the First Schedule is the registered proprietor of the undermentioned estate in the land within described subject nevertheless to such exceptions encumbrances and interests as are shown in the Second Schedule.

CANCELLED

Registrar General.

SEE AUTO FOLIO

(Page 1 of Vol. 13513 Fol. 120)

ESTATE AND LAND REFERRED TO

Estate in Fee Simple in the part of Lot 2 in Deposited Plan 328636 shown in the plan hereon at Five Dock in the Municipality of Drummoyne Parish of Concord and County of Cumberland being part of Portion 256 granted to John Harris on 1-1-1806.

FIRST SCHEDULE

BERYL MAY SERVICE of ~~Ashfield, Widow.~~

SECOND SCHEDULE

1. Reservations and conditions, if any, contained in the Crown Grant above referred to.
2. C162037 Easement for Gutter appurtenant to the land above described affecting the part of Lot 1 shown so burdened in the plan hereon.
3. ~~L288017 Lease to Caltex Oil (Australia) Pty. Limited.~~ Surrendered to Crown 6567

PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

WARNING: THIS DOCUMENT MUST NOT BE REMOVED FROM THE REGISTRAR GENERAL'S OFFICE.

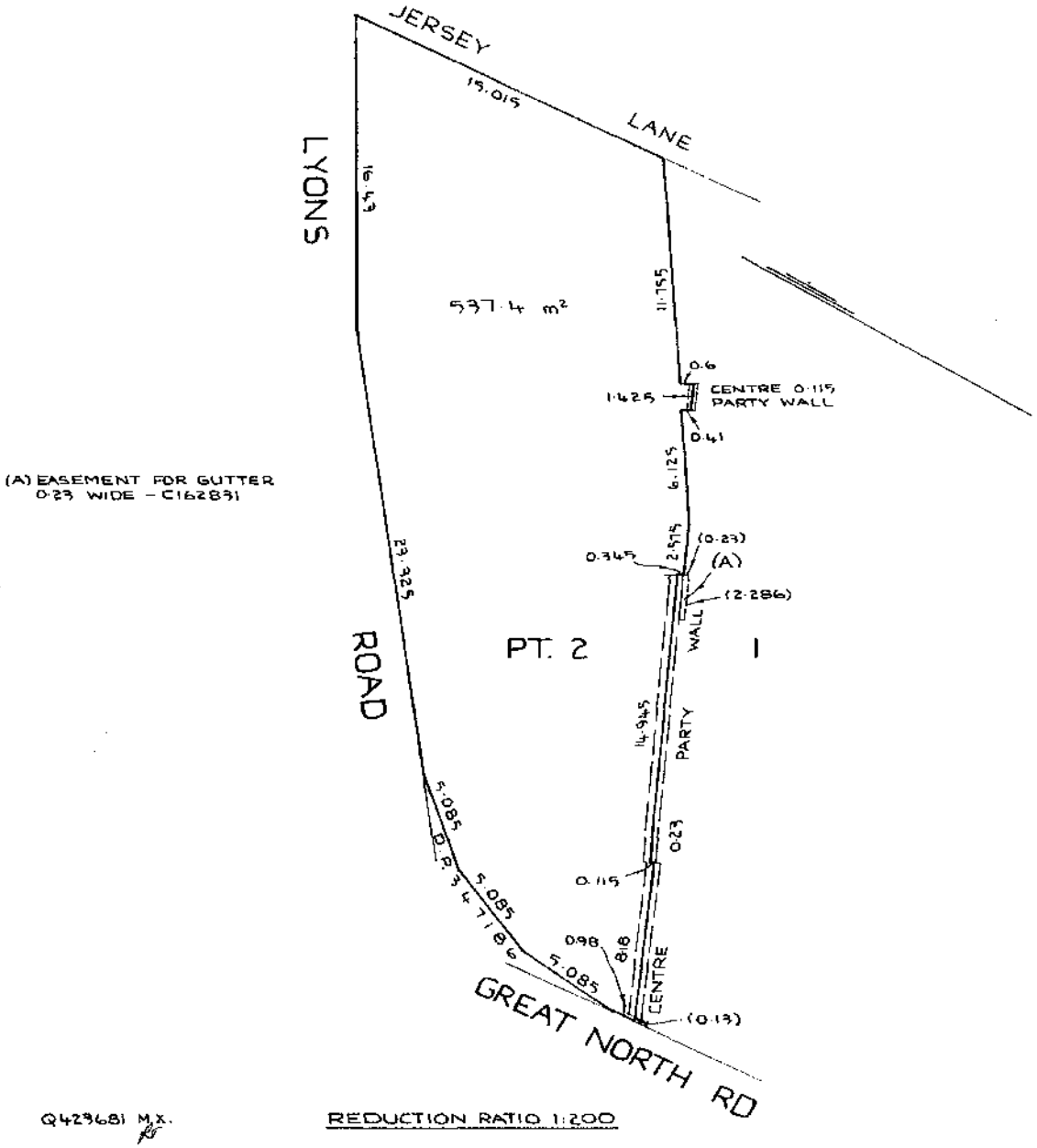
RG 2/68 NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

Req:R574080 /Doc:CT 13513-120 CT /Rev:23-Dec-2010 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:35 /Seq:2 of 8
© Office of the Registrar-General /Src:InfoTrack /Ref:168 Great North Road? Five Dock

120

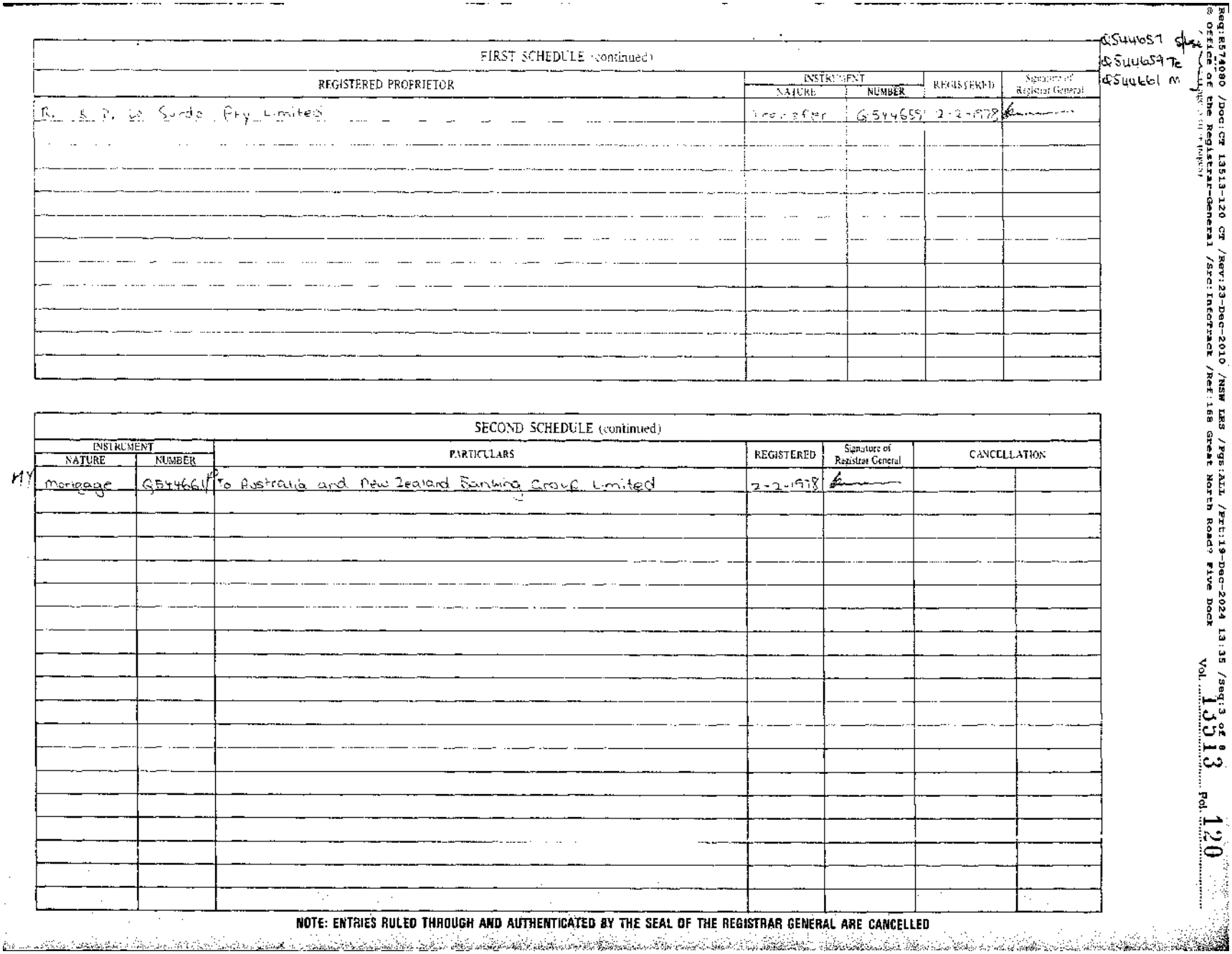
PLAN SHOWING LOCATION OF LAND

LENGTHS ARE IN METRES



Q429681 M.K.

REDUCTION RATIO 1:200



FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	REGISTERED	Signature of Registrar General
B. K. P. (as Trustee Pty Limited	Transfer	G544659	2-2-1978	

SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	PARTICULARS	REGISTERED	Signature of Registrar General	CANCELLATION	
Mortgage	G544661	To Australia and New Zealand Banking Group Limited	2-2-1978			

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

Req:R574080 /Doc:CT 13513-120 CT /Rev:23-Dec-2010 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:35 /Seq:3 of 3
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Vol. 13513 Fol. 120

Req:R574000 /Doc:CT 13513-120 CT /Rev:23-Dec-2010 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:35 /Seq:4 of 8
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Vol. 13513 Fol. 120

FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	REGISTERED	Signature of Registrar General

SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	PARTICULARS	REGISTERED	Signature of Registrar General	CANCELLATION	

CANCELLED
SEE AUTO FOLIO

(Page 4 of 4 pages)

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

Req:R574080 /Doc:CT 13513-120 CT /Rev:23-Dec-2010 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:35 /Seq:5 of 8
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CERTIFICATE OF TITLE

13513120

NEW SOUTH WALES

REAL PROPERTY ACT, 1900

Vol. 13513 Fol. 120

Appln No 1367

Prior Title Vol. 5347 Fol. 190

EDITION ISSUED

16 12 1977

I certify that the person described in the First Schedule is the registered proprietor of the undermentioned estate in the land within described subject nevertheless to such exceptions encumbrances and interests as are shown in the Second Schedule.

Registrar General.

(Page 1) Vol. 13513 Fol. 120

PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

ESTATE AND LAND REFERRED TO

Estate in Fee Simple in the part of Lot 2 in Deposited Plan 328636 shown in the plan hereon at Five Dock in the Municipality of Drummoyne Parish of Concord and County of Cumberland being part of Portion 256 granted to John Harris on 1-1-1806.

FIRST SCHEDULE

~~BERYL MAY SERVICE of [redacted]field, Widow.~~

SECOND SCHEDULE

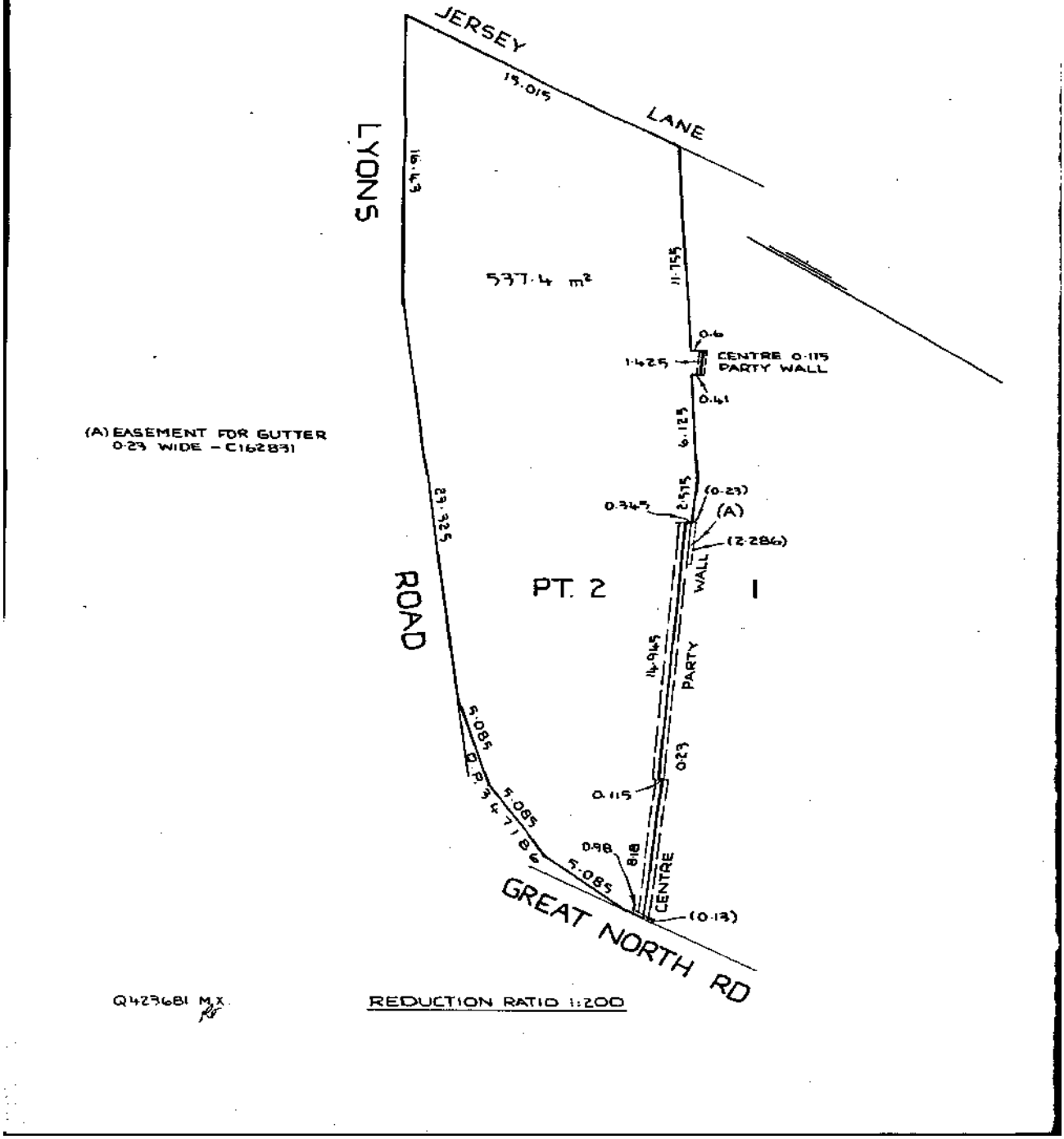
1. Reservations and conditions, if any, contained in the Crown Grant above referred to.
2. C162831 Easement for Gutter appurtenant to the land above described affecting the part of Lot 1 shown so burdened in the plan hereon.
3. ~~L288017 Lease to Caltex Oil ([redacted]alia) Pty. Limited.~~ Surrendered 054465

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED.

Req:R574080 /Doc:CT 13513-120 CT /Rev:23-Dec-2010 /NSW LRS /Pgs:ALL /Prt:19-Dec-2024 13:35 /Seq:6 of 8
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PLAN SHOWING LOCATION OF LAND

LENGTHS ARE IN METRES



FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	ENTERED	Signature of Registrar General
R. & D. Le Surdo Pty Limited	Transfer	Q544659		2-2-1978	
R & D LE SURDO PTY LIMITED OF PART BEING LOT 1 IN DP 795743					
& ROADS AND TRAFFIC AUTHORITY OF NEW SOUTH WALES OF PART BEING LOT 1 IN DP 397186 by DD Y766890. REGISTERED 19-12-1989					

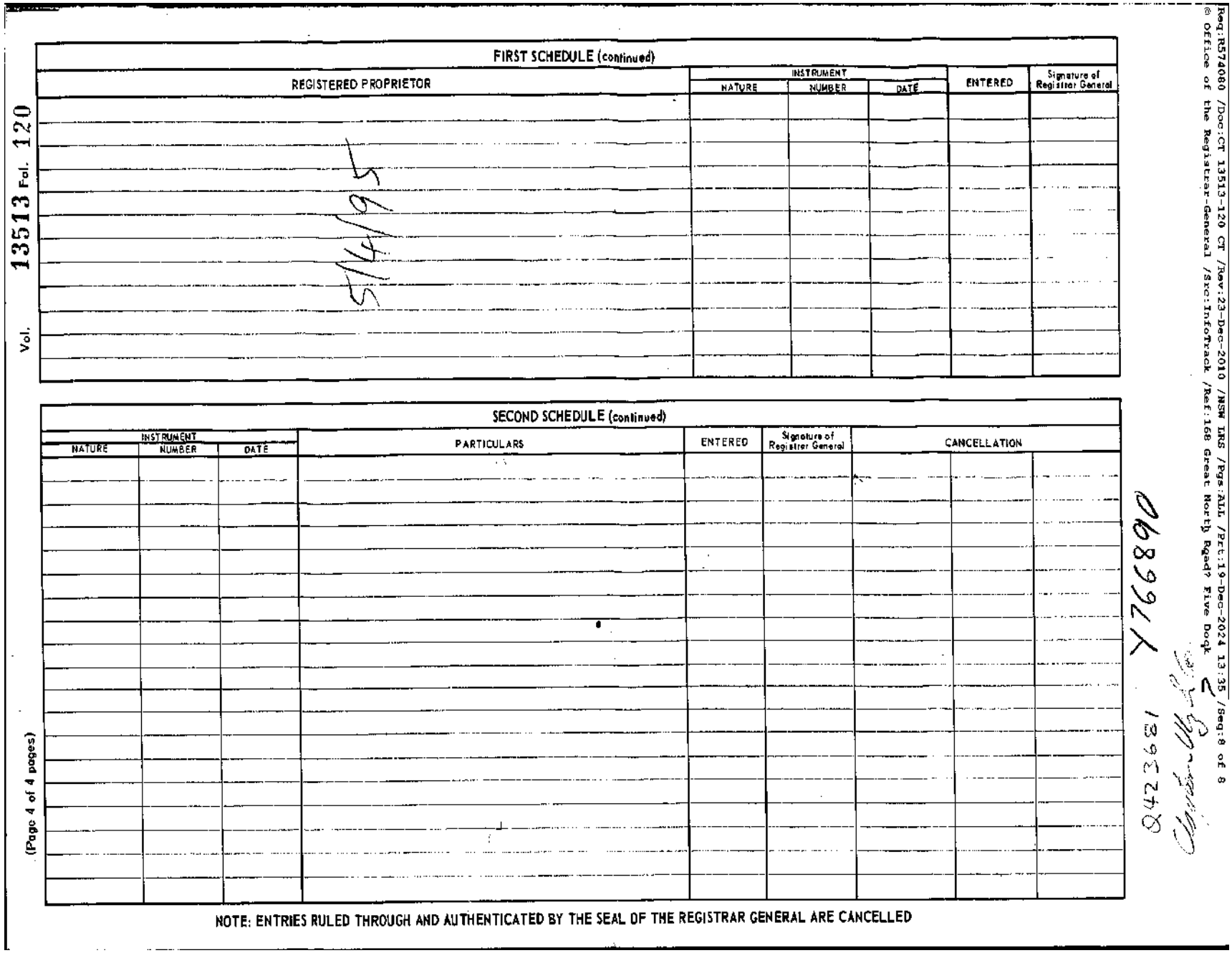
SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	DATE	PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION		
mortgage	Q544661		To Australia and New Zealand Banking Group Limited	2-2-1978				
			CANCELLED W ON ISSUE OF NEW FOLIOS 1/397186 1/795743					

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

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Vol. 13513 Fol. 120



Vol. 13513 Fol. 120

FIRST SCHEDULE (continued)

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	ENTERED	Signature of Registrar General

SECOND SCHEDULE (continued)

INSTRUMENT NATURE	INSTRUMENT NUMBER	INSTRUMENT DATE	PARTICULARS	ENTERED	Signature of Registrar General	CANCELLATION		

(Page 4 of 4 pages)

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED

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Historical Title

NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE
19/12/2024 1:35PM

FOLIO: 2/328636

First Title(s): SEE PRIOR TITLE(S)
Prior Title(s): VOL 13513 FOL 120

Recorded	Number	Type of Instrument	C.T. Issue
21/8/1988		TITLE AUTOMATION PROJECT	LOT RECORDED FOLIO NOT CREATED
1/3/1989		CONVERTED TO COMPUTER FOLIO	FOLIO CREATED CT NOT ISSUED
14/12/1989	Y766890	DEPARTMENTAL DEALING	FOLIO CANCELLED
27/9/1999	6228132	DEPARTMENTAL DEALING	
27/3/2001	7408114	DEPARTMENTAL DEALING	

*** END OF SEARCH ***

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LAND REGISTRY SERVICES Historical Search

NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE
19/12/2024 1:35PM

FOLIO: 1/795743

First Title(s): OLD SYSTEM
Prior Title(s): 2/328636

Recorded	Number	Type of Instrument	C.T. Issue
14/12/1989	DP795743	DEPOSITED PLAN	FOLIO CREATED CT NOT ISSUED
5/4/1995	O138519	DISCHARGE OF MORTGAGE	EDITION 1
27/3/2001	7408114	DEPARTMENTAL DEALING	
12/1/2007	AC867674	MORTGAGE	EDITION 2
1/9/2018	AN678863	DEPARTMENTAL DEALING	EDITION 3 CORD ISSUED

*** END OF SEARCH ***

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Received: 19/12/2024 13:35:10

LAND REGISTRY SERVICES

Title Search

InfoTrack

NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: 1/795743

SEARCH DATE	TIME	EDITION NO	DATE
19/12/2024	1:34 PM	3	1/9/2018

LAND

LOT 1 IN DEPOSITED PLAN 795743
AT FIVE DOCK
LOCAL GOVERNMENT AREA CANADA BAY
PARISH OF CONCORD COUNTY OF CUMBERLAND
TITLE DIAGRAM DP795743

FIRST SCHEDULE

R. & D. LO SURDO PTY. LIMITED

SECOND SCHEDULE (3 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2 C162831 EASEMENT FOR GUTTER APPURTENANT TO THE LAND ABOVE DESCRIBED AFFECTING LOT 1 SHOWN SO BURDENED IN DP328636
3 AC867674 MORTGAGE TO AUSTRALIA AND NEW ZEALAND BANKING GROUP LIMITED

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

168 Great North Road, Five Dock... PRINTED ON 19/12/2024

* Any entries preceded by an asterisk do not appear on the current edition of the Certificate of Title. Warning: the information appearing under notations has not been formally recorded in the Register. InfoTrack an approved NSW Information Broker hereby certifies that the information contained in this document has been provided electronically by the Registrar General in accordance with Section 96B(2) of the Real Property Act 1900.

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ABN: 36 092 724 251
Ph: 02 9099 7400
(Ph: 0412 199 304)

Level 14, 135 King Street, Sydney
Sydney 2000
GPO Box 4103 Sydney NSW 2001
DX 967 Sydney

Summary of Owners Report

Address: - 231 – 235 Great North Road, Five Dock

Description: - Lots 2, 3 & 4 D.P. 14625

As regard to Lot 2 D.P. 14625

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
30.10.1917 (1917 to 1922)	Robert Sidney Ferns (& his deceased estate)	Volume 2799 Folio 248
02.02.1922 (1922 to 1927)	Herbert Sidney John Ferns (Master Carrier) Clyde George Richard Ferns (Master Carrier)	Volume 2799 Folio 248
18.07.1927 (1927 to 1954)	Frank Leslie Crossing (Freeholder)	Volume 2799 Folio 248 Now Volume 5051 Folio 7
26.10.1954 (1954 to 1955)	Charles James Purser Holton (Radio Supervisor) Bessie Leah Holton (Married Woman)	Volume 5051 Folio 7
30.08.1955 (1955 to 1960)	Charles James Purser Holton (Radio Supervisor) (Notice of Death)	Volume 5051 Folio 7
30.05.1960 (1960 to 1961)	Walter John Charles Forsyth (Solicitor)	Volume 5051 Folio 7
16.01.1961 (1961 to 1988)	The Shell Company of Australia Limited	Volume 5051 Folio 7
22.04.1988 (1988 to 1991)	Pacific Seven Pty. Limited	Volume 5051 Folio 7 Now 2/14625
09.09.1991 (1991 to 1995)	Anthony Di Francesco (Medical Practitioner) Patricia Margaret Di Francesco (Married Woman)	2/14625
21.09.1995 (1995 to Date)	# Kirtas Pty Limited	2/14625

 # Denotes Current Registered Proprietor(s)

Continued Over.

ABN: 36 092 724 251
Ph: 02 9099 7400
(Ph: 0412 199 304)

Level 14, 135 King Street, Sydney
Sydney 2000
GPO Box 4103 Sydney NSW 2001
DX 967 Sydney

As regard to Lot 3 D.P. 14625

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
30.10.1917 (1917 to 1922)	Robert Sidney Ferns (& his deceased estate)	Volume 2799 Folio 248
02.02.1922 (1922 to 1927)	Herbert Sidney John Ferns (Master Carrier) Clyde George Richard Ferns (Master Carrier)	Volume 2799 Folio 248
18.07.1927 (1927 to 1955)	Frank Leslie Crossing (Builder)	Volume 4179 Folio 185
04.02.1955 (1955 to 1960)	Thomas Dunn (Fitter) Lorna May Dunn (Married Woman)	Volume 4179 Folio 185
01.04.1960 (1960 to 1961)	Walter John Charles Forsyth (Solicitor)	Volume 4179 Folio 185
16.01.1961 (1961 to 1988)	The Shell Company of Australia Limited	Volume 4179 Folio 185
22.04.1988 (1988 to 1991)	Pacific Seven Pty. Limited	Volume 4179 Folio 185 Now 3/14625
09.09.1991 (1991 to 1995)	Anthony Di Francesco (Medical Practitioner) Patricia Margaret Di Francesco (Married Woman)	3/14625
21.09.1995 (1995 to Date)	# Kirtas Pty Limited	3/14625

 # Denotes Current Registered Proprietor(s)

Continued Over.

ABN: 36 092 724 251
Ph: 02 9099 7400
(Ph: 0412 199 304)

Level 14, 135 King Street, Sydney
Sydney 2000
GPO Box 4103 Sydney NSW 2001
DX 967 Sydney

As regard to Lot 4 D.P. 14625

Date of Acquisition and term held	Registered Proprietor(s) & Occupations where available	Reference to Title at Acquisition and sale
30.10.1917 (1917 to 1922)	Robert Sidney Ferns (& his deceased estate)	Volume 2799 Folio 248
02.02.1922 (1922 to 1927)	Herbert Sidney John Ferns (Master Carrier) Clyde George Richard Ferns (Master Carrier)	Volume 2799 Folio 248
18.07.1927 (1927 to 1955)	Frank Leslie Crossing (Builder)	Volume 2799 Folio 248 Now Volume 5051 Folio 8
09.09.1955 (1955 to 1960)	David Sidney Bruce Garlick (P.M.G. Linesman)	Volume 5051 Folio 8
30.05.1960 (1960 to 1961)	Walter John Charles Forsyth (Solicitor)	Volume 5051 Folio 8
17.01.1961 (1961 to 1988)	The Shell Company of Australia Limited	Volume 5051 Folio 8
22.04.1988 (1988 to 1991)	Pacific Seven Pty. Limited	Volume 5051 Folio 8 Now 4/14625
09.09.1991 (1991 to 1995)	Anthony Di Francesco (Medical Practitioner) Patricia Margaret Di Francesco (Married Woman)	4/14625
21.09.1995 (1995 to Date)	# Kirtas Pty Limited	4/14625

 # Denotes Current Registered Proprietor(s)

Easements, as regard to the whole subject land: - NIL

Leases, as regard to the whole subject land: -

- Various leases were found between 30.04.1992 to 19.09.2002 that have since expired or surrendered. These have not been investigated.
- 11.08.2008 (AE43121) Lease to 7-Eleven Stores Pty Limited of 231-235 Great North Road, Five Dock. Expires: 03.09.2013. Option of Renewal: 6 Years.
    - 19.03.2014 (AI401715) Variation of Lease AE43121 expiry date now 03.09.2019. Option of renewal: 6 Years.

Yours Sincerely
Emily Shackleton
20 December 2024

LAND REGISTRY SERVICES

Cadastral Records Enquiry Report : Lot 2 DP 14625

Ref : 231 ? 235 Great North Road

Locality : FIVE DOCK
Parish : CONCORD
LGA : CANADA BAY
County : CUMBERLAND



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This information is provided as a searching aid only.Whilst every endeavour is made to ensure that current map, plan and titling information is accurately reflected, the Registrar General cannot guarantee the information provided. For ALL ACTIVITY PRIOR TO SEPTEMBER 2002 you must refer to the RGs Charting and Reference Maps

Req:R575776 /Doc:DP 0014625 P /Rev:19-Feb-2019 /NSW LRS /Prt:19-Dec-2024 16:54 /Seq:1 of 2
© Office of the Registrar-General /Src:InfoTrack /Ref:231 ? 235 Great North Road

Plan Form No. 2 (for Deposited Plan)

B531282 12.7.27

Municipality of Drummoyne
Shire of

PLAN

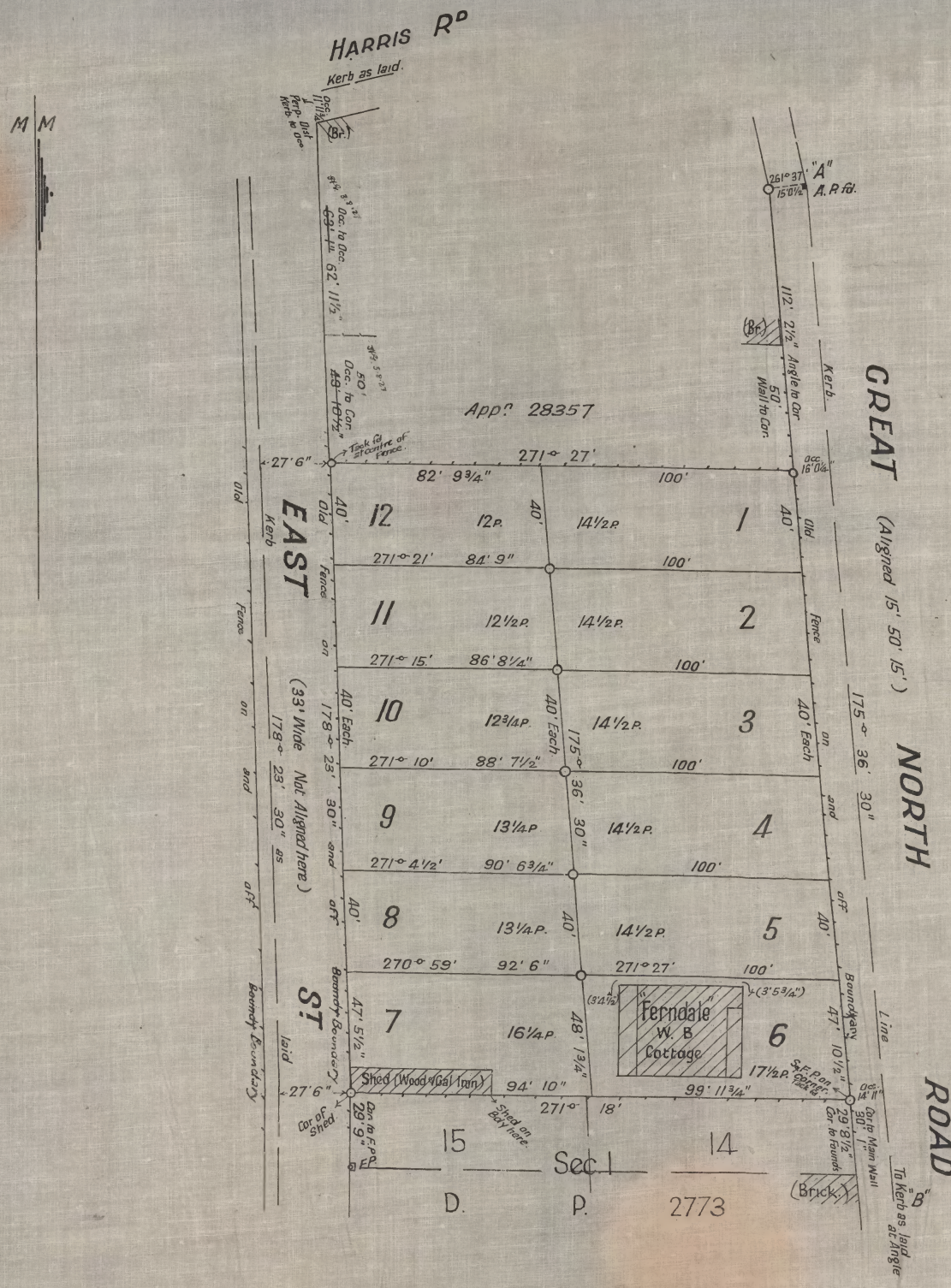
DP 14625

of Subdivision of the land comprised in C. T. Vo. 2799 Fo. 248

AT FIVEDOCK

PARISH OF CONCORD COUNTY OF CUMBERLAND

Scale 40 feet to an inch



Municipality of Drummoyne
Affixed and covered by
Town Clerk's Certificate
No. 595.
11 July 1927.
Town Clerk.

Restrictive covenants (if any) will be embodied in the Transfers of the lots hereon.

Covered by Council Clerks Certificate
No. _____ of _____
_____ Council Clerk.

Datum line of Azimuth A-B.

Subscribed and declared before me at Sydney
this 7th day of June A.D. 19 _____
_____ J.P.

I Harry Griffiths of 38 Martin Place Sydney
Licensed Surveyor specially licensed under the Real Property Act, 1900, do hereby solemnly and sincerely declare (a) that all boundaries and measurements shown on this plan are correct, (b) that all survey marks found and relevant physical objects on or adjacent to the boundaries are correctly represented, (c) that all physical objects indicated actually exist in the positions shown, (d) that the whole of the material facts in relation to the land are correctly represented, (e) that the survey has been made * by me, and I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of the Oaths Act, 1900.

Licensed Surveyor

Date of Survey July 1927

*Add here by me or under my immediate supervision as the case may be.

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30/4/1992	E422516	LEASE	
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21/9/1995	O549918	MORTGAGE	EDITION 5
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19/9/2002	8967969	LEASE	EDITION 6
11/8/2008	AE43121	LEASE	EDITION 7
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Z 902661 W

TRANSFER

REAL PROPERTY ACT, 1900

T | of | $ | R

Torrens Title Reference	If Part Only, Delete Whole and Give Details	Location
DESCRIPTION OF LAND Note (a)		
Folio Identifier 2/14625 3/14625 4/14625	WHOLE	County Cumberland Parish Concord

TRANSFEROR Note (b): PACIFIC SEVEN PTY. LIMITED

ESTATE Note (c): (the abovenamed TRANSFEROR) hereby acknowledges receipt of the consideration of $ 910,000.00 and transfers an estate in fee simple in the land above described to the TRANSFEREE

TRANSFEREE Note (d): ANTHONY DI FRANCESCO of 26 Mookara Place, Lilli Pilli, Medical Practitioner and PATRICIA MARGARET DI FRANCESCO of the same address, his wife.

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TENANCY Note (e): as joint tenants/[redacted]

PRIOR ENCUMBRANCES Note (f): subject to the following PRIOR ENCUMBRANCES 1. Nil 2. 3.

DATE 4-9-91

We hereby certify this dealing to be correct for the purposes of the Real Property Act, 1900.

EXECUTION Note (g): Signed in my presence by the transferor who is personally known to me

THE COMMON SEAL of PACIFIC-SEVEN PTY. LIMITED was hereunto affixed in accordance with its articles of association in the presence of:

PACIFIC-SEVEN PTY. LTD. A.C.N. 005 299 427 COMMON SEAL

Name of Witness (BLOCK LETTERS)

Address and occupation of Witness

DIRECTOR DIRECTOR

Signature of Witness

Signature of Transferor

Signed in my presence by the transferee who is personally known to me

Note (g)

Signature of Witness

Name of Witness (BLOCK LETTERS)

Address and occupation of Witness

Signature of Transferee

TREVOR KELVIN NEILL
Solicitor for the Transferees

TO BE COMPLETED BY LODGING PARTY Notes (h) and (i)

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LAND REGISTRY SERVICES

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LAND

LOT 2 IN DEPOSITED PLAN 14625
LOCAL GOVERNMENT AREA CANADA BAY
PARISH OF CONCORD COUNTY OF CUMBERLAND
TITLE DIAGRAM DP14625

FIRST SCHEDULE

KIRTAS PTY LIMITED (T O549917)

SECOND SCHEDULE (2 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2 AE43121 LEASE TO 7-ELEVEN STORES PTY LIMITED OF 231-235 GREAT NORTH ROAD, FIVE DOCK. EXPIRES: 3/9/2013. OPTION OF RENEWAL: 6 YEARS.
AI401715 VARIATION OF LEASE AE43121 EXPIRY DATE NOW 3/9/2019. OPTION OF RENEWAL: 6 YEARS.

NOTATIONS

UNREGISTERED DEALINGS: NIL

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5/7/1989		CONVERTED TO COMPUTER FOLIO	FOLIO CREATED CT NOT ISSUED
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9/9/1991	Z902661	TRANSFER	
9/9/1991	Z902662	MORTGAGE	EDITION 2
28/2/1992	E287559	DISCHARGE OF MORTGAGE	
28/2/1992	E287560	MORTGAGE	EDITION 3
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FOLIO: 3/14625

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LAND

LOT 3 IN DEPOSITED PLAN 14625
LOCAL GOVERNMENT AREA CANADA BAY
PARISH OF CONCORD COUNTY OF CUMBERLAND
TITLE DIAGRAM DP14625

FIRST SCHEDULE

KIRTAS PTY LIMITED (T O549917)

SECOND SCHEDULE (2 NOTIFICATIONS)

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2 AE43121 LEASE TO 7-ELEVEN STORES PTY LIMITED OF 231-235 GREAT NORTH ROAD, FIVE DOCK. EXPIRES: 3/9/2013. OPTION OF RENEWAL: 6 YEARS.
AI401715 VARIATION OF LEASE AE43121 EXPIRY DATE NOW 3/9/2019. OPTION OF RENEWAL: 6 YEARS.

NOTATIONS

UNREGISTERED DEALINGS: NIL

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Prior Title(s): VOL 5051 FOL 8

Recorded	Number	Type of Instrument	C.T. Issue
18/12/1988		TITLE AUTOMATION PROJECT	LOT RECORDED FOLIO NOT CREATED
15/6/1989		CONVERTED TO COMPUTER FOLIO	FOLIO CREATED CT NOT ISSUED
30/7/1990	Z120449	MORTGAGE	EDITION 1
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LAND

LOT 4 IN DEPOSITED PLAN 14625
LOCAL GOVERNMENT AREA CANADA BAY
PARISH OF CONCORD COUNTY OF CUMBERLAND
TITLE DIAGRAM DP14625

FIRST SCHEDULE

KIRTAS PTY LIMITED (T O549917)

SECOND SCHEDULE (2 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2 AE43121 LEASE TO 7-ELEVEN STORES PTY LIMITED OF 231-235 GREAT NORTH ROAD, FIVE DOCK. EXPIRES: 3/9/2013. OPTION OF RENEWAL: 6 YEARS.
AI401715 VARIATION OF LEASE AE43121 EXPIRY DATE NOW 3/9/2019. OPTION OF RENEWAL: 6 YEARS.

NOTATIONS

UNREGISTERED DEALINGS: NIL

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		Name	Name	Signature	Date
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CONTEXT

FIVE DOCK PUBLIC DOMAIN PLAN

City of Canada Bay Council / July 2025

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

Five Dock Public Domain Plan

By

CONTEXT

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

City of Canada Bay Council

DRAFT

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

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

Document Control

Revision	Date	Description	By	Approved
A	21.03.2025	Preliminary Draft	HW	KP
B	05.06.2025	Final issue	HW / RL	SJ
C	16.07.2025	Revised Final Issue	HW /RL	SJ


CONTEXT acknowledges the Traditional Custodians of the land, and recognise Elders past and present. Through authentic engagement with Aboriginal people and the landscapes within which we work, we strive to deepen our understanding of Country and our relationship with its People.

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1.1 Executive Summary

Five Dock Public Domain Plan Objectives

The objectives of the Public Domain Plan are to:

(a) Provide guidance on delivery of public domain elements and infrastructure (such as open space, road widening and closures, prioritised walking links and proposed cycle links, lighting, footpath treatments, tree planting and other landscaping) to support delivery of the Masterplan;

(b) Determine what changes, if any, need to be made to relevant planning and policy documents to achieve Council's target of 25% tree canopy coverage across the precinct;

(c) Provide a list of required public domain infrastructure and high-level indicative costings for public domain components, provided by a Quantity Surveyor.

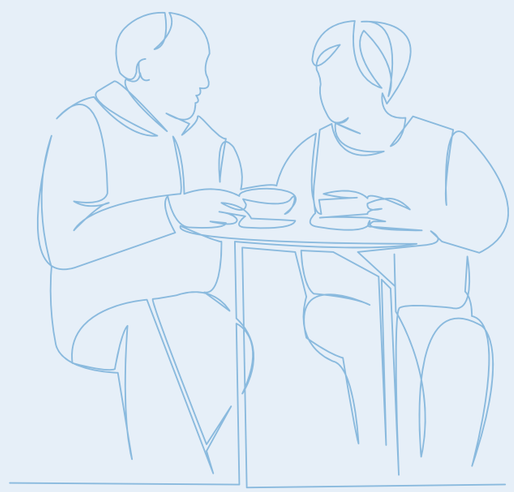
(d) Ensure that any variations to the Masterplan or Council's plans and studies will increase the quality of the urban design outcomes and are justified on planning and public amenity grounds;

(e) Ensure that the Public Domain Plan delivers high quality public domain outcomes and creates environments with a high level of amenity for future residents;


MAYERS
Fragosto
8753 4700
144
PHARMACY
SAND ART
CONTEXT
FIVE DOCK PUBLIC DOMAIN PLAN
CITY OF CANADA BAY COUNCIL | JULY 2025
City of Canada Bay

2.0 Introduction

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



CONTEXT

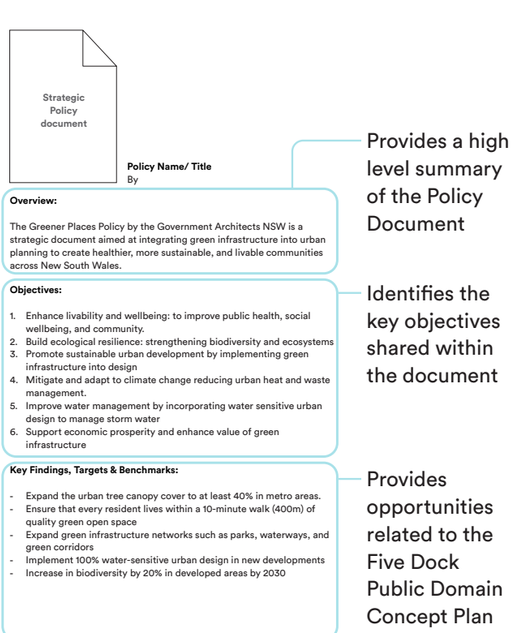


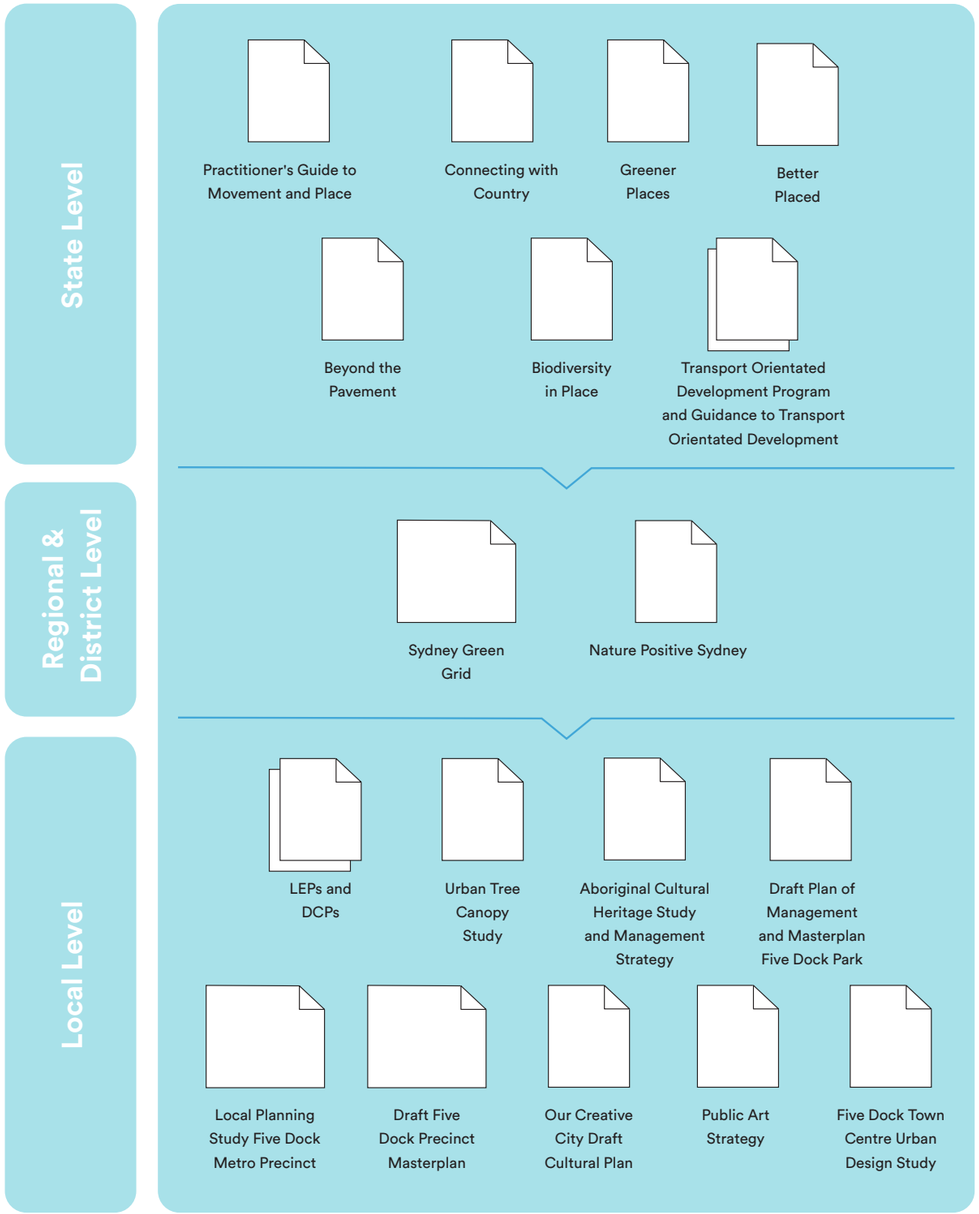
2.1 Background Documents

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

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

Document layout: How to Read





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



Land use



Built form



Landscape

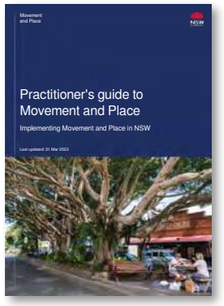


Culture and Character



Mobility

2.1 Background Documents



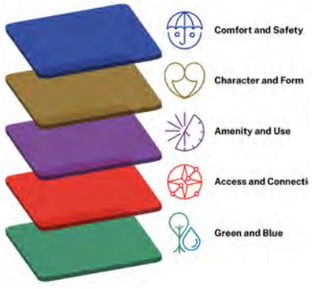
Practitioner's guide to Movement and Place
TfNSW

Overview:

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

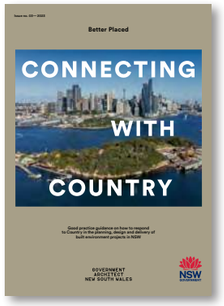
Objectives:

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



Key Findings, Targets & Benchmarks:

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



Connecting with Country
GANSW

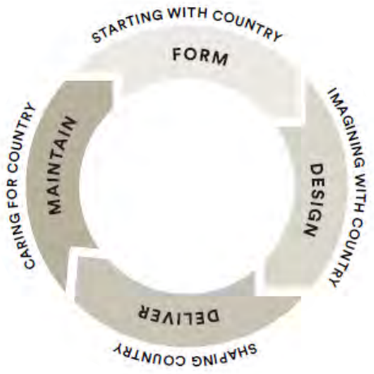
Overview:

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

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

Objectives:

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





Greener Places
GANSW

Overview:

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

Objectives:

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

Key Findings, Targets & Benchmarks:

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

2.1 Background Documents



Better Placed
GANSW

Overview:

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

Objectives:

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

Key Findings, Targets & Benchmarks:

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



Beyond the Pavement
TfNSW

Overview:

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

Objectives:

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

Key Findings, Targets & Benchmarks:

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



Biodiversity in Place
GANSW

Overview:

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

Objectives:

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

Key Findings, Targets & Benchmarks:

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

2.1 Background Documents



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

Overview:

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

Objectives:

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

Key Findings, Targets & Benchmarks:

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



Sydney Green Grid
NSW Department of Planning

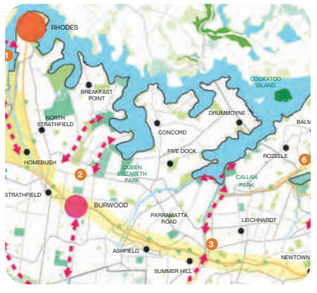
Overview:

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

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

Objectives:

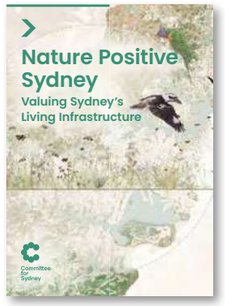
1. Enhance Connectivity of Green Spaces
2. Improve Access to Green Spaces for All Communities
3. Mitigate Climate Change and Urban Heat
4. Support Biodiversity and Ecosystem Health
5. Encourage Active Lifestyles and Wellbeing



Central District Access to Open Space Plan

Key Findings, Targets & Benchmarks:

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



Nature Positive Sydney
GANSW

Overview:

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

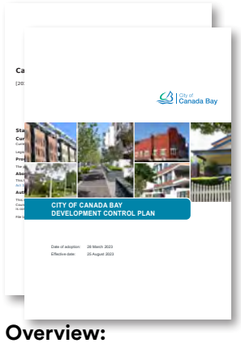
Objectives:

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

Targets & Benchmarks:

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

2.1 Background Documents



LEP and DCP
City of Canada Bay Council

Overview:

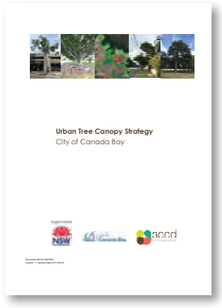
The Canada Bay Council Local Environmental Plan (LEP) and Development Control Plans (DCPs) aim to guide development within the local government area while maintaining its character and promoting sustainability.

Objectives:

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

Targets & Benchmarks:

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



Urban Tree Canopy Study
City of Canada Bay Council

Overview:

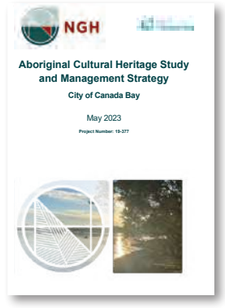
- Five Dock comprises 12.3% of the Council area and has a higher than average proportion of impervious cover (62%) and unplantable space (8%).
- Five Dock has approximately 15.6% tree canopy coverage.
- Highest amount of tree canopy coverage is located on private land rather than public land, making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

Objectives:

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

Targets & Benchmarks:

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



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

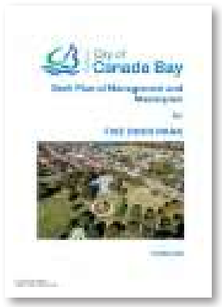
Overview:

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

Objectives:

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

2.1 Background Documents



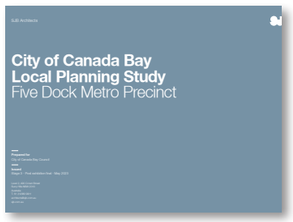
Draft Plan of Management and Masterplan Five Dock Park
City of Canada Bay Council

Overview:

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

Objectives:

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



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

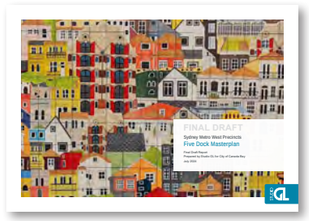
Overview:

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

Key Findings, Targets & Benchmarks:

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

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



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

Overview:

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

Overarching Urban Design Principles:

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

2.1 Background Documents



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

Overview:

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

Vision:

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



Public Art Strategy
City of Canada Bay Council

Overview:

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

Key Findings, Targets & Benchmarks:

• The City of Canada Bay has increasingly used art as part of place making across the City.

• There are 10 existing public art pieces in Five Dock.

• The City of Canada Bay will promote art that reflect the cultural, social and environmental significance of the area, respond to major sites as well as smaller localities, create connections along and across the foreshore and Parramatta River, celebrate heritage yet add contemporary cultural layers, support a culture of interaction, engagement and dialogue, achieve sustainable design and fabrication, exemplify excellence in public art & design.

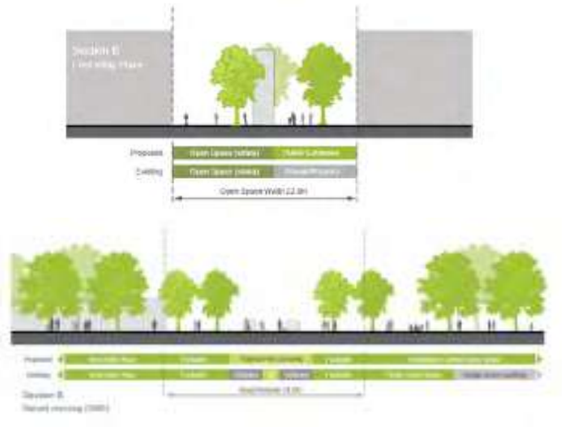
• Public art has an exciting role in defining the boundaries and entry points of local government areas especially in a time of growth and new residential development. Place marking on both a city-wide and a neighbourhood level can build local distinctiveness and a sense of arrival to city places.



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

Overview:

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



2.2 Site Context

Sydney Metro West

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

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

The Burwood/Concord Metro Station is located north of the Burwood Town Centre and capitalises on the visions and aspirations of PRCUTS.

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

Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)

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

Within the City of Canada Bay there are three (3) PRCUTS Precincts; located at Kings Bay, Burwood/ Concord and Homebush North. Kings Bay is the closest to the Five Dock Precinct and it is envisioned to be a residential and mixed-use precinct with buildings up to twenty-four (24) storeys along Parramatta Road.



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

2.3 Site Location

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

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

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



Five Dock Precinct Diagram

Not to scale

2.4 Landscape Character

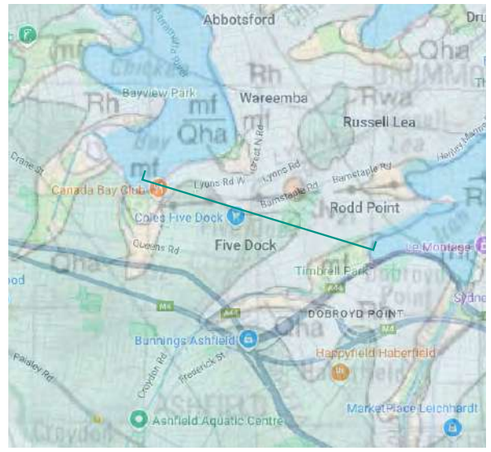
Five Dock, is characterised by its position within the Parramatta River catchment, an integral part of its natural landscape. The area's topography gently slopes towards the river, creating a network of natural drainage patterns and watercourses.

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

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



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



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















2.5 Cultural Context

Location on Country

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

Aboriginal cultural landscape

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

Five Dock is marked by estuarine inlets. These were once swamps at the mouths of small freshwater streams that ran into the harbour from large flat areas of shale and clay overlying sandstone. These flat areas were formed by many years of gentle erosion. Mangroves grew in muddy marshes, also known as flats. The sandstone around the Five Dock area derives from the fertile, deep clay soils of shale from the Wianamatta Group which is a geological feature of the Sydney Basin. Wianamatta means 'mother place'.

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

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

Implication on Public Domain Concept Plan

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


Yellow-Tailed Black Cockatoo


Sulpher-crested Cockatoo


Goanna, Lace Monitor


Turpentine Tree, Syncarpia glomulifera

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

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

2.5 Cultural Context

Designing with Country

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

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

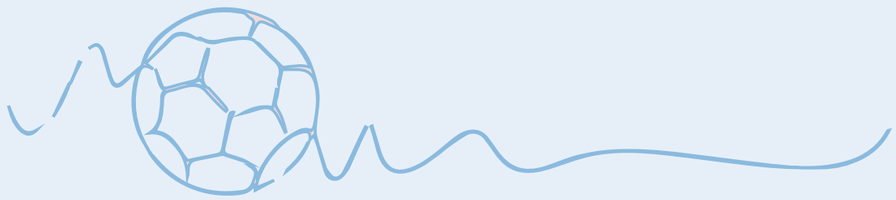
Cultural narratives have not been interpreted at this stage, but we understand that this process must be led in collaboration with Traditional Custodians.

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

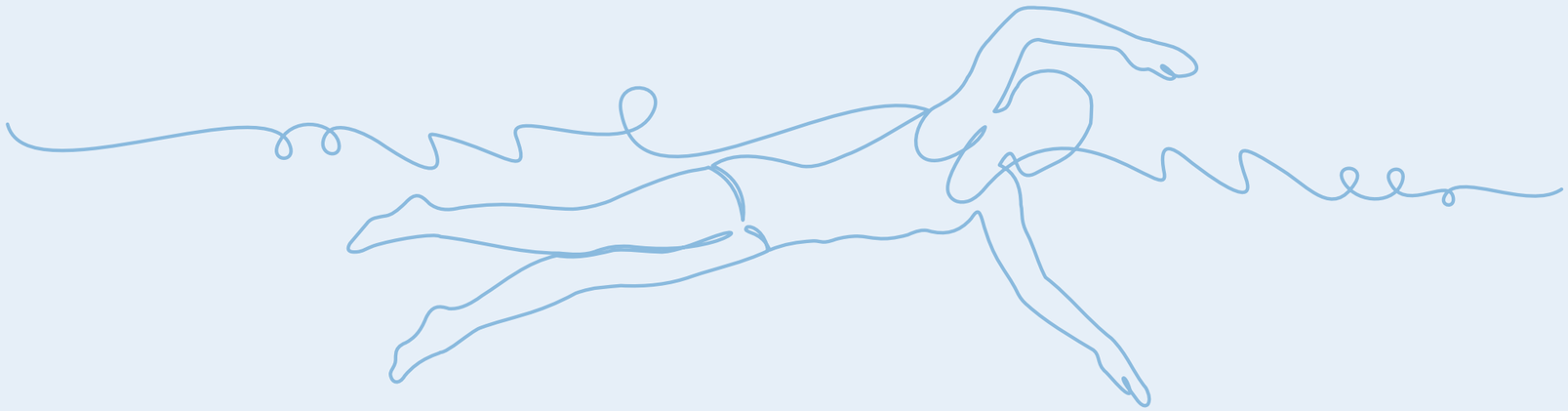
Although urbanisation has often obscured the presence of Country, it is never truly lost. Country exists beneath and within the built environment -remembered in the soil, in the stories, and in the living systems that persist. Future project phases should aim to support the reawakening of these layers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

03 Site Analysis and Opportunities

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



CONTEXT



3.0 Site Analysis and Opportunities

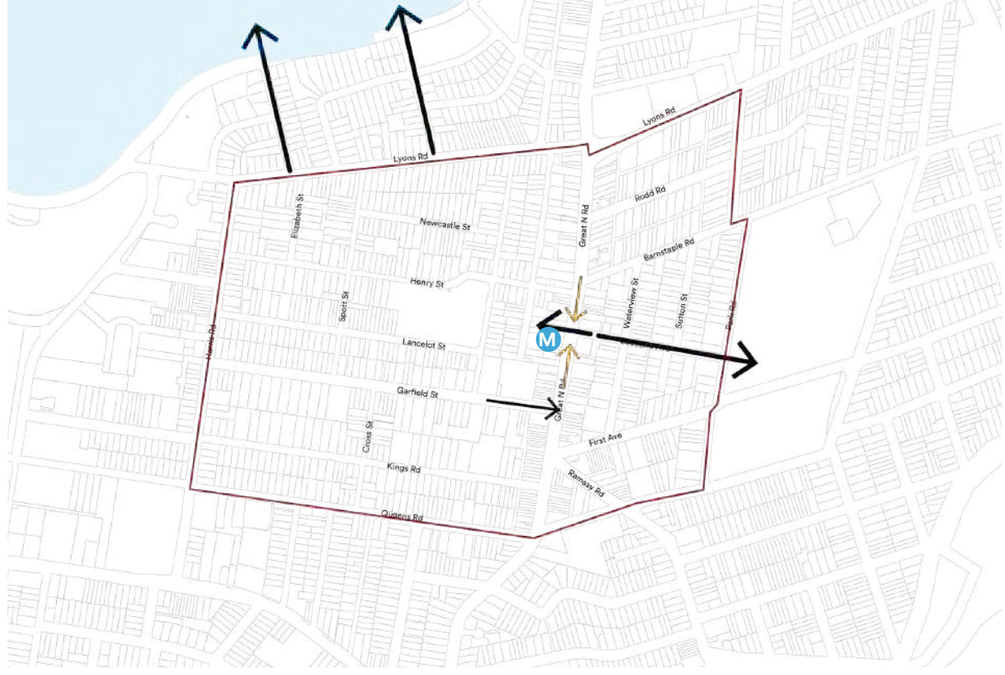
3.1 Arrival Points & Landmarks

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



3.2 Views & Vistas

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



0 200 400 m
1 : 10,000 @ A3

CONTEXT

3.0 Site Analysis and Opportunities

3.3 Land Use

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

LEGEND

- PRECINCT BOUNDARY
- R3 MEDIUM DENSITY RESIDENTIAL
- R2 LOW DENSITY RESIDENTIAL
- MU1 MIXED USE
- E1 LOCAL CENTRE
- OPEN SPACE
- E3 ENVIRONMENTAL MANAGEMENT
- SP2 INFRASTRUCTURE

3.4 Active Transport

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

LEGEND

- PRECINCT BOUNDARY
- SHARED PATH
- FUTURE SHARED PATH
- FUTURE METRO
- BUS STOPS



3.0 Site Analysis and Opportunities

3.5 Road Width

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

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

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

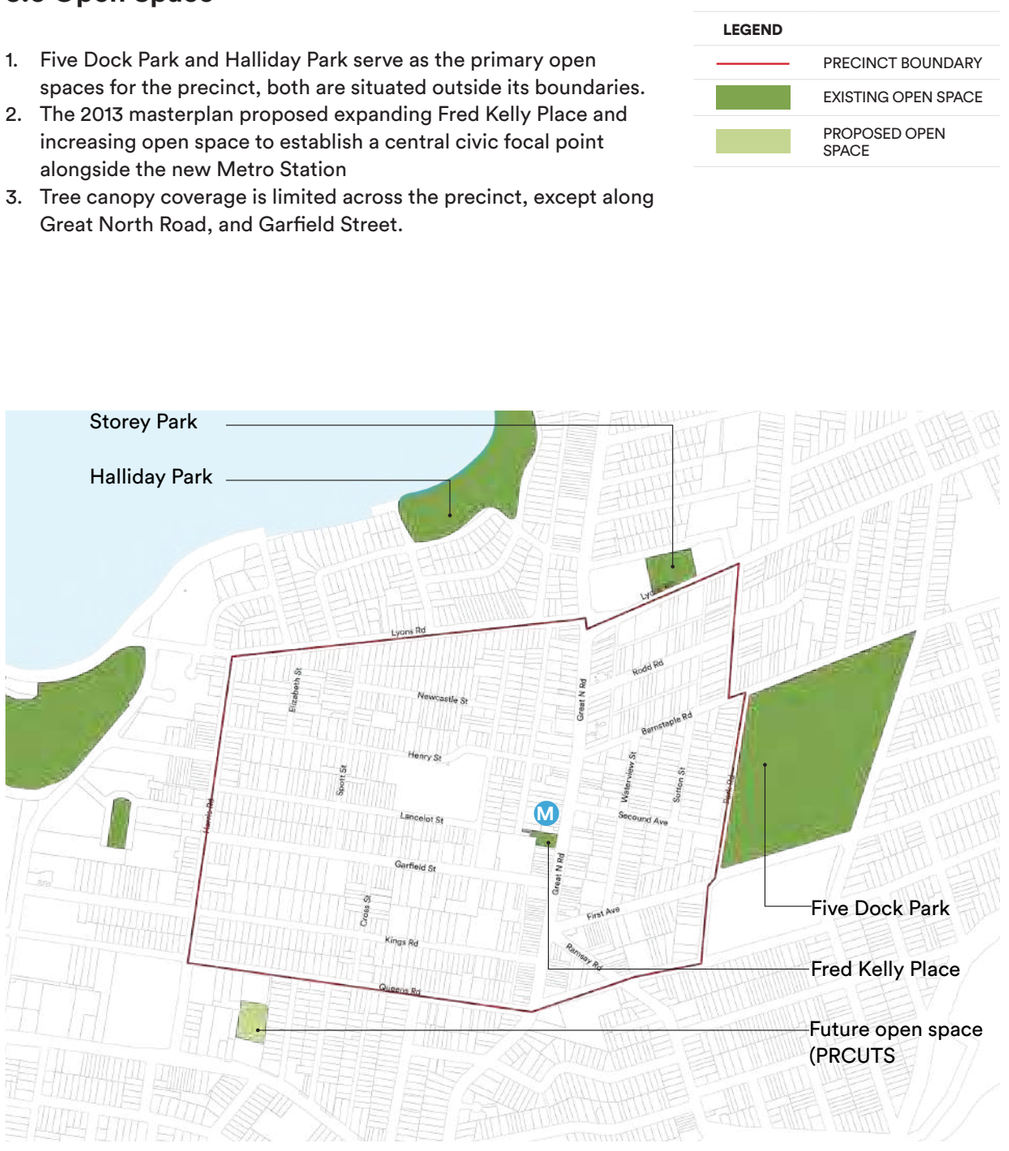


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Five Dock Existing Road Width Diagram
Source: Five Dock Masterplan, Prepared by Studio GL for City of Canada Bay Council

3.6 Open Space

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

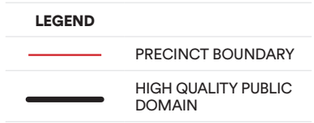


3.0 Site Analysis and Opportunities

3.7 High Quality

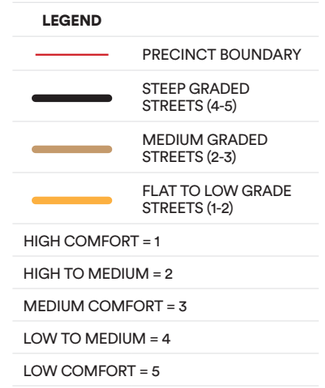
The existing Five Dock Village along Great North Road has undergone upgrades since the 2013 urban design study. It has been shown that high quality of pedestrian environments should be categorised by;

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



3.8 Accessibility

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





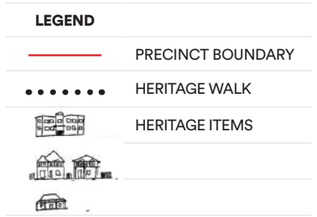


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1 : 10,000 @ A3

3.0 Site Analysis and Opportunities

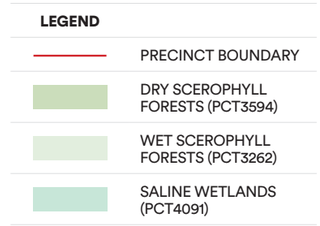
3.9 Heritage

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



3.10 Vegetation Community Group Areas

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







0 200 400 m
1 : 10,000 @ A3

Source: City of Canada Bay Council GIS VCG Data

3.0 Site Analysis and Opportunities

3.11 Urban Canopy

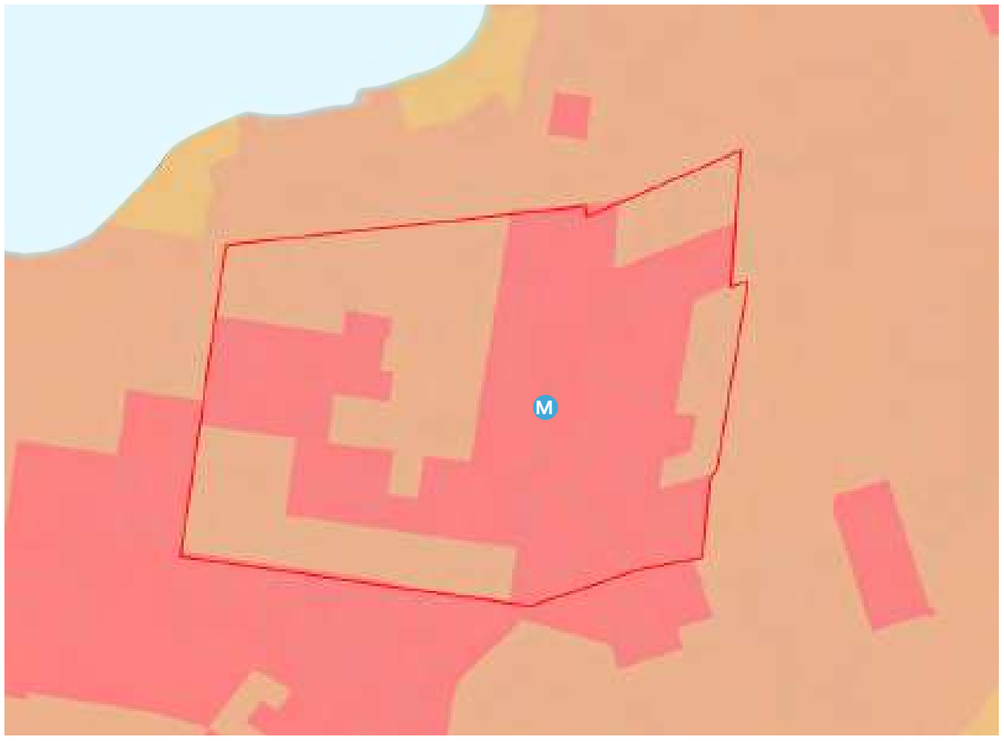
1. Five Dock has approximately 15.6% tree canopy coverage (as per Urban Tree Canopy Strategy 2019).
2. There is minimal green infrastructure beyond a few key streets like Great North Road and Garfield Street.
3. Existing tree canopy is concentrated primarily along specific streets, while large portions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



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

3.12 Urban Heat

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

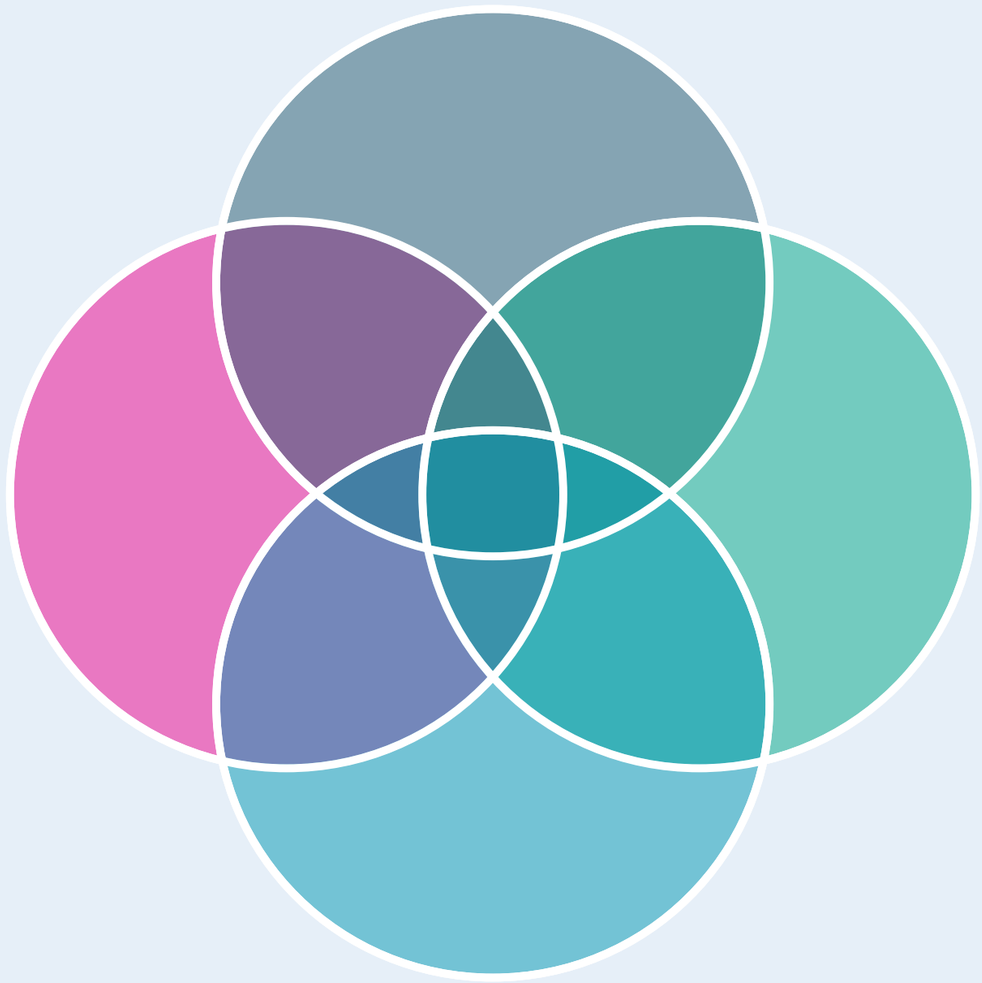


Source: SEED, NSW Government (https://www.seed.nsw.gov.au/)

4.0 Public Domain Plan Objectives

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

CONTEXT



4.1 City of Canada Bay Strategic Directions



DIRECTION:

INFRASTRUCTURE AND TRANSPORT

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



DIRECTION:

SUSTAINABLE AND THRIVING ENVIRONMENT

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



DIRECTION:

CONNECTED COMMUNITY

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



DIRECTION:

VIBRANT URBAN LIVING

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

Addressed in the Public Domain Plan by CONTEXT

4.2 City of Canada Bay Targets



DIRECTION:

INFRASTRUCTURE AND TRANSPORT

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



DIRECTION:

SUSTAINABLE AND THRIVING ENVIRONMENT

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



DIRECTION:

CONNECTED COMMUNITY

2036 GOAL 1	Foster an inclusive community where diversity is welcomed and celebrated
2036 GOAL 2	Celebrate, recognise, and honour Aboriginal and Torres Strait Islander cultures
2036 GOAL 3	Provide the community with equitable access to a range of programs, services, and facilities
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DIRECTION:

VIBRANT URBAN LIVING

2036 GOAL 1	Create vibrant local village centres and community hubs
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Addressed in the Public Domain Plan by CONTEXT

4.3 Five Dock Methodologies



DIRECTION:

INFRASTRUCTURE AND TRANSPORT

See City of Canada Bay Public Domain Plan

- 4.1 Active Transport
- 4.2 Mobility and Access



DIRECTION:

SUSTAINABLE AND THRIVING ENVIRONMENT

See City of Canada Bay Public Domain Plan

- 2.1 Environment
- 2.2 Sustainability
- 2.3 Public Domain



DIRECTION:

CONNECTED COMMUNITY

See City of Canada Bay Public Domain Plan

- 1.1 Heritage
- 1.2 Inclusive & Safe
- 1.3 Arts & Culture



DIRECTION:

VIBRANT URBAN LIVING

See City of Canada Bay Masterplan

- 3.1 Built Form
- 3.2 LEP Landuse
- 3.3 Employment

Addressed in the Public Domain Plan by CONTEXT

4.4 Five Dock Masterplan, City of Canada Bay

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

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

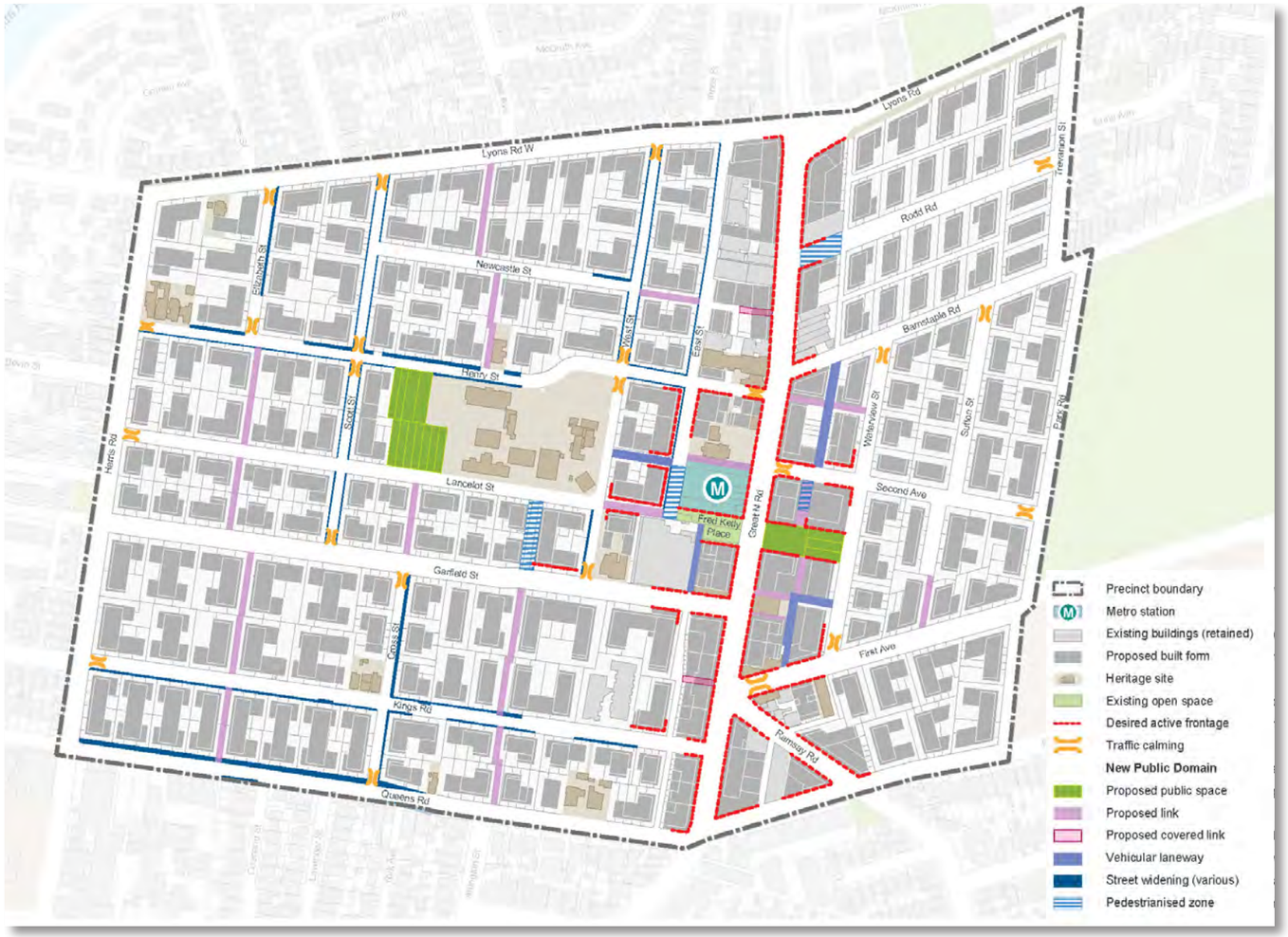
In response, the City of Canada Bay Council has developed the Five Dock Precinct Masterplan, building on years of strategic planning and community engagement. Prepared by Studio GL, the Masterplan outlines how increased housing and dwelling diversity can be delivered alongside high-quality urban design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

The key elements of the Masterplan include:

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

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

Road changes are subject to further traffic assessment.



Five Dock Masterplan - Proposed public domain plan

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

Not to scale

5.0 Public Domain Vision

5.1 Five Dock Public Domain Vision

5.2 Design Principles



CONTEXT

Five Dock Public Domain Vision

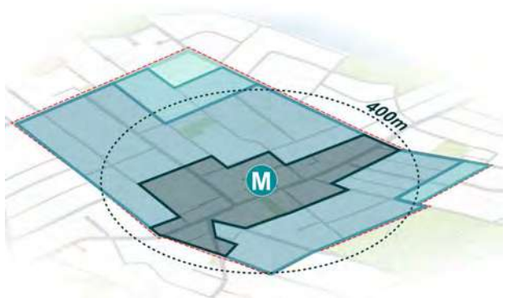
Five Dock Town Centre will be a local urban centre that hums with culture and life. Great North Road serves as the primary north-south spine of the vibrant Town Centre and comprises a mix of fine grain commercial, retail, community, residential and civic open space uses. Fred Kelly Place is a focal point of the centre and this community core will be strengthened with the new Metro Station entry and expanded public domain in this centralised location.

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

5.2 Design Principles

5.2.1 Urban Design

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



1. Support Transport Oriented Development (TOD)

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



2. Protect the character of the place and reduce impacts on heritage items

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



3. Expand and enhance the open space network

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



4. Preserve and expand tree canopy coverage

Increase the number of trees and the quality of the tree canopy across the precinct. Ensure existing trees, especially any high ecological value trees are not lost when development occurs. Require deep soil landscaping in front and rear setbacks to allow continuous landscape corridors, and widen and redesign road reserves to increase opportunities for landscaping, especially along priority Green Streets (Queens Road, Garfield Street, Second Avenue, Great North Road).



5. Prioritise pedestrians within safe and quieter urban blocks

Establish four key, traffic calmed 'super blocks' with slow speed (maximum 40km/hr but preferably lower speed) local roads that prioritise pedestrian safety .
Create a clearer and enhanced street hierarchy including the widening of road reserves in key locations to provide sufficient width to support the future population and increased pedestrian and traffic numbers. A one-way vehicle loop is proposed around the school to enhance traffic flow and support increased pedestrian safety.



6. Improve accessibility across the Precinct

Small block sizes encourage pedestrian and cycle access in and around the Precinct. The provision of mid-block links in key locations increase the amount of land that can easily access core facilities and to encourage increased pedestrian and cycle movement.
Shared vehicular and pedestrian laneways improve traffic flow and ensure existing and future development retains vehicle access and loading facilities away from busy pedestrian streets.



7. Strengthen active cycle links

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



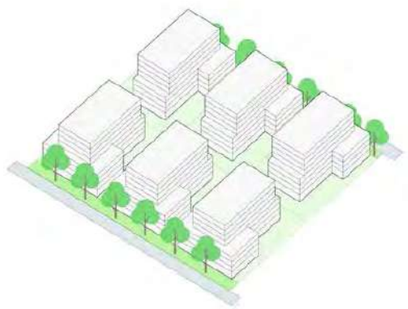
8. Reinforce the high street and civic facilities

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

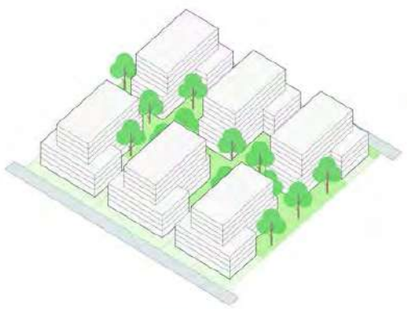
5.2 Design Principles

5.2.2 Built Form Principles

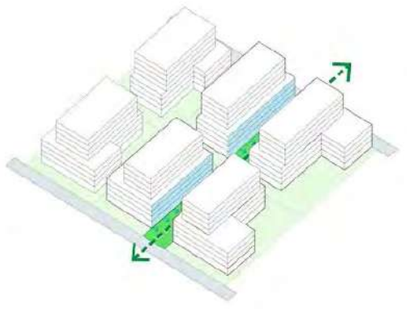
The following built form principles have identified in the Five Dock Masterplan (Studio GL, 2025) and serve as guiding principles that control the proposed built form for the Five Dock Precinct.



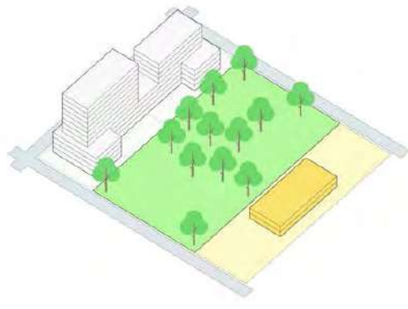
1. Provide a front landscape setback of 4.5m in residential zones or 6m along key Green Streets to facilitate tree canopy and landscaping.



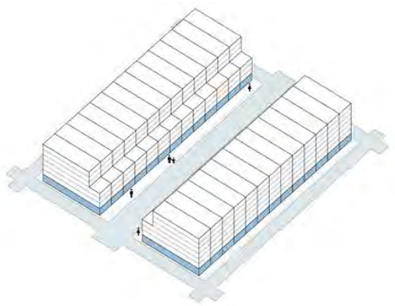
2. Preserve and enhance tree canopy coverage by protecting existing trees and requiring deep soil zones and enhanced streetscapes to reduce urban heat.



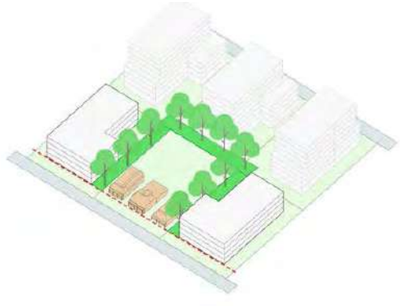
3. Integrate accessible pedestrian links into long blocks to increase permeability and improve connectivity. Orient built form to front pedestrian links to increase surveillance and create a safer environment at ground level.



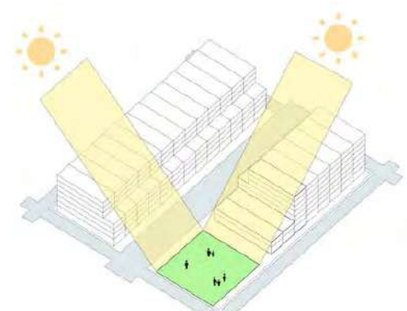
4. Co-locate open space with the Five Dock Primary School to provide opportunities for shared uses and increased building separation to reduce overlooking of the school.



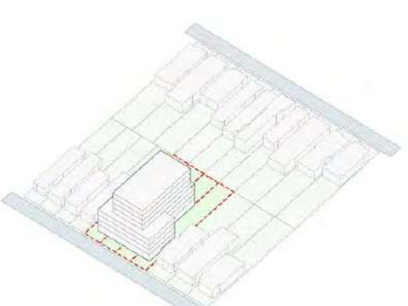
5. Retain and/or recreate the fine grain character of Great North Road with narrow shop fronts with residential uses above to encourage lively street frontages. Focus activity on the streets as a place for community and people, particularly along Great North Road.



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



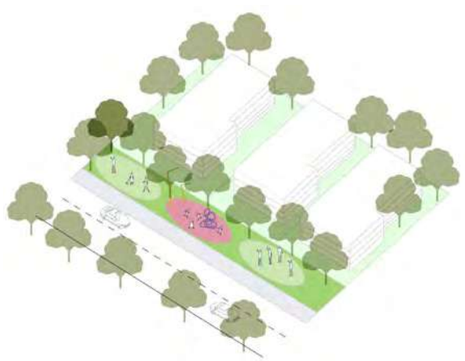
7. Protect solar amenity to existing and future open spaces, especially the upgraded Fred Kelly Place.



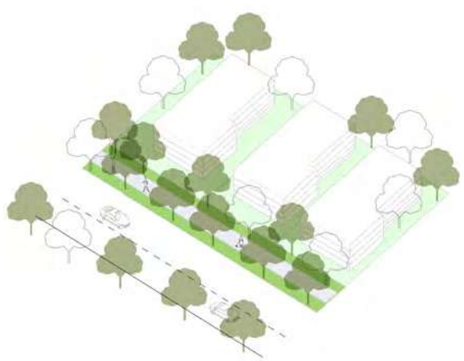
8. Encourage amalgamation of lots to create efficient buildings with suitable separation distances for development over three (3) storeys. Require minimum lot sizes outside the town centre core of approximately 1,000m2.

5.2 Design Principles

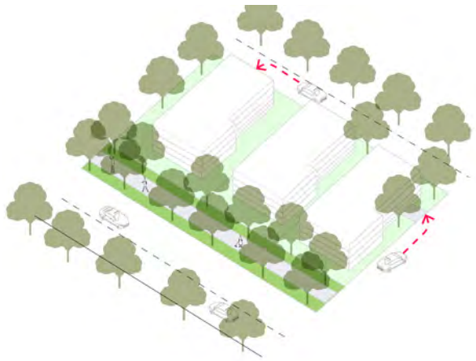
5.2.3 Public Domain Principles



1. Increase capacity for canopy coverage and local activation by providing linear parks within large setback zones of wide street reserves.



2. Preserve and enhance tree canopy coverage by protecting existing trees and requiring deep soil zones and enhanced streetscapes to reduce urban heat.



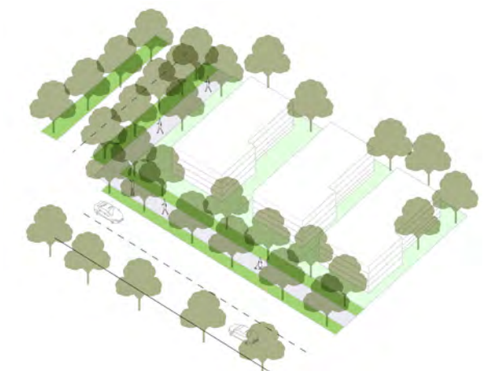
3. Support generous setbacks by designing access driveways into laneways or side streets.



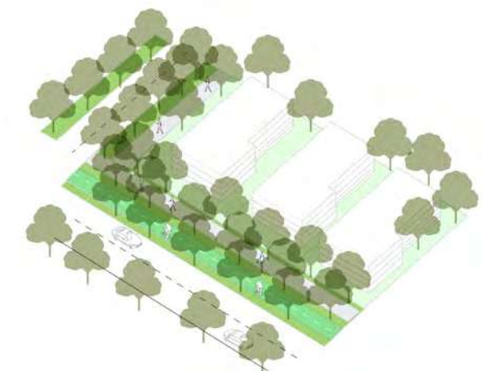
4. Co-locate open space with Five Dock Primary School and provide increased building separation to minimise overlooking of the school.

5.2 Design Principles

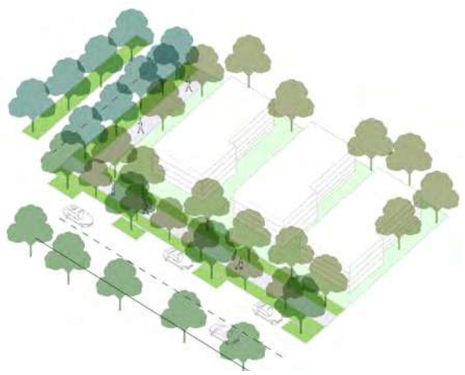
5.2.4 Streetscape Principles



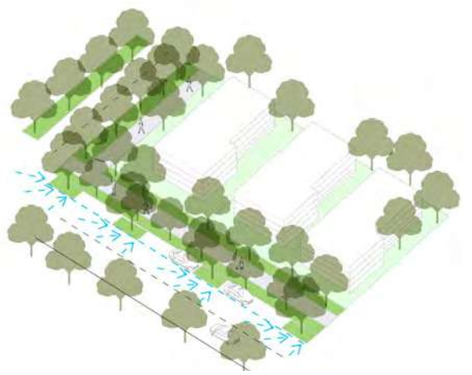
1. Enhance shading and cooling streets by placing street trees on northern and western aspects to shade over footpaths, cycleways and roads



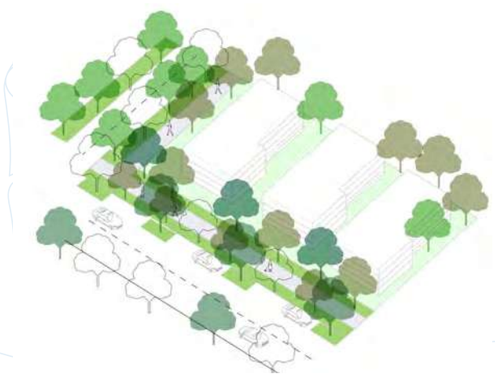
2. Provide planted and kerb barriers to provide safe and shaded separation between cyclists and motorists



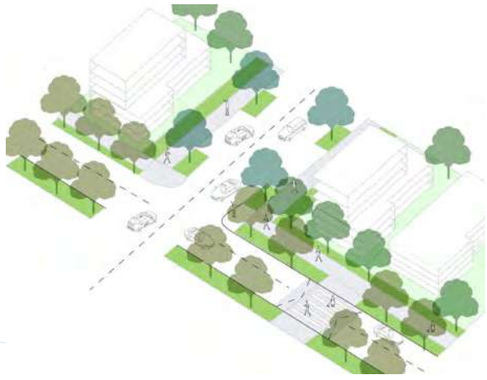
3. Utilise smaller tree species in footpaths and larger species in Blisters Parking zones to accommodate for future root growth capacity



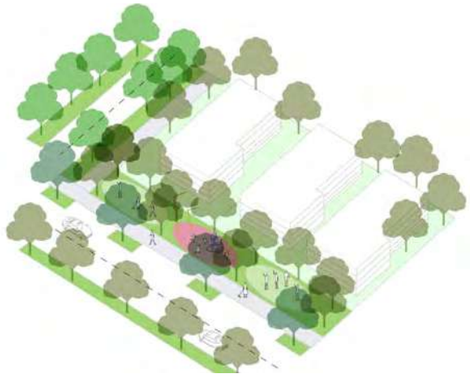
4. Support passive water irrigation by integrating kerb channels



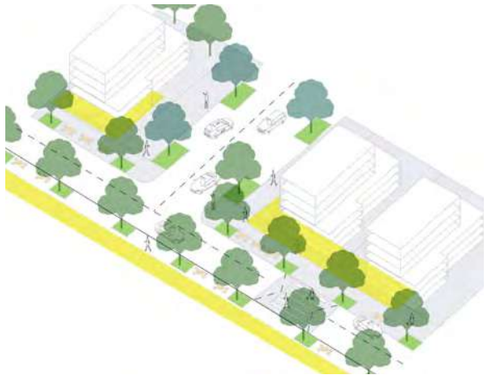
5.Increase language of place and continuation of native species by infilling existing avenues



6. Support safe pedestrian experience by designing generous High Street and Secondary Street footpath widths and encouraging pedestrian connections away from Main Roads



7. Define local characteristics by designing avenue lined streets that link canopy coverage across to Linear Parks



8. Enhance the High Street of Great North Road by increasing the capacity to provide outdoor seating and activated frontages.

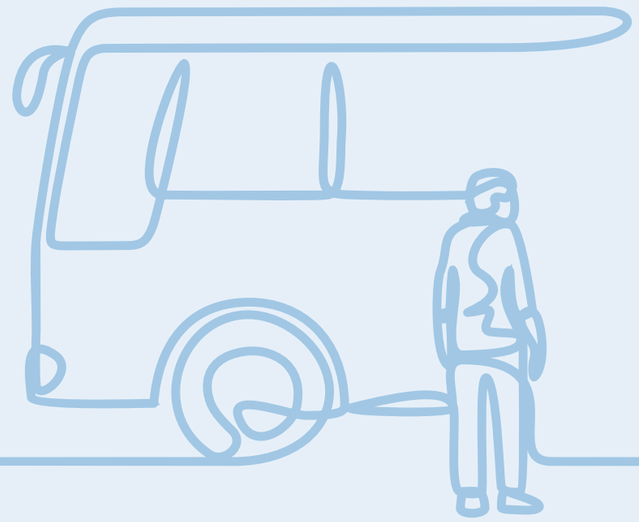
6.0 Site Wide Strategies

6.1 Direction: Infrastructure and Transport

6.2 Direction: Sustainable and Thriving Environment

6.3 Direction: Connected Community

CONTEXT



6.1 Direction: Infrastructure and Transport

STREET TYPOLOGIES

DIRECTION DRIVERS	VISION
Transport Mobility and Access	Create an integrated, diverse network of street typologies that enhance urban connectivity, safety, and amenity. Design streetscapes that reflect the local character, promote active transport, and support environmental sustainability and community vitality.

The Street Typologies Plan provides a detailed strategy for the street reserves across Five Dock masterplan.

1. The streets are defined by Great North Road high street, main streets, secondary streets, school streets, local streets, linear park streets and various laneways
2. The high street prioritises activity and movement associated with the Town Centre and Mixed Use zoning, including spaces for outdoor seating, parking, bus parking and tree canopy coverage
3. Main streets focus on increasing tree planting and the formalisation of cycle links along Queens Road
4. The secondary streets look to provide avenues of tree planting in road blisters and wide footpaths
5. Local streets focus on achieving shaded streetscapes utilising tree planting while providing functional access for inhabitants
6. The Laneways help relocate driveways away from linear parks and the high streets
7. Linear parks create the "local's" pocket parks and increase a sense of place within the community.

TARGETS	
1.	Integrate dedicated cycling and pedestrian pathways into all major streetscape redevelopments
2.	Length and connectivity of newly implemented pedestrian and cycling infrastructure
3.	Increase opportunities for the community to walk, cycle and use public transport
4.	Safe, accessible and dynamic streetscapes set within a shaded and natural public domain.

Refer to chapter 8 of this PDP for further details regarding the different street typologies, laneways, active transport links and accessible pedestrian links.

Refer to Chapter 8.0 Streetscape Typologies for breakdown of Street Profiles.



LEGEND

- FIVE DOCK MASTERPLAN BOUNDARY
- HIGH STREET — 23.6m - 24.6m Street Reserve
- MAIN STREETS — 15.5 - 23m Street Reserve
- SCHOOL STREET - TYPE 1 — 12.5 - 15.3m Bi-direc Cycleway Street Reserve
- SCHOOL STREET - TYPE 2 — 13.3 - 14.5m Drop Off / Pick Up Zones
- SCHOOL STREET - TYPE 3 — 12m One Way Street Reserve
- SCHOOL STREET - TYPE 4 — 10m One Way Street Reserve
- SECONDARY STREET - TYPE 1 — 20m Harris Road Reserve
- SECONDARY STREET - TYPE 2 — 20m Tree Avenue Street Reserve
- SECONDARY STREET - TYPE 3 — 12.6 - 15.4m Bi-direc Cycleway Street Reserve
- SECONDARY STREET - TYPE 4 — 14.4 - 15m Connection to Existing Street Reserve
- LOCAL STREET - TYPE 1 — 15 - 16.5m Tree Avenue Street Reserve
- LOCAL STREET - TYPE 2 — 11.5 - 14m One Sided Parking & Trees
- LOCAL STREET - TYPE 3 — 13 - 14.2m One Sided Parking & Southern Shared User Path
- LOCAL STREET - TYPE 4 — 10.8 - 12.3m One Sided Parking & Trees Connecting to 0m Setback
- LANEWAYS
- LINEAR PARK STREETS

6.1 Direction: Infrastructure and Transport

CONNECTIVITY INFRASTRUCTURE

DIRECTION DRIVERS	VISION
Transport **Mobility and Access**	Five Dock will be supported by connected, accessible, and resilient infrastructure that enables safe, sustainable, and inclusive movement for all. Integrated transport and well-maintained public assets will enhance community connection, support active lifestyles, and meet the evolving needs of our growing population.

The connectivity infrastructure plan outlines the pedestrian and cyclist connectivity links which strengthen ease of movement throughout the precinct.

1. Activation and enhancement of Great North Road high street
2. Enhancement of public domain within town centre and residential laneways through tree and vegetation planting, gathering and seating zones, formalised parking and high quality material finishes
3. Inclusion of 3 x linear parks within streetscapes to provide park space for the community and promote a heightened sense of place and shaded streets
4. A walkable town centre that prioritises equitable movement for everyone.

TARGETS
1. Focus new development within walking distance of centres, parks and public transport to reduce car dependency
2. Support high amenity, walkable, cycling friendly streetscapes underpinned by mixed use development
3. Prioritise walkable neighbourhoods with, pedestrian infrastructure including safe crossings, smart technology driven lighting, clear and legible wayfinding and places for rest and respite
4. Aim to significantly increase walking / cycling mode share (currently only 5%) through better infrastructure and safer environments.

Refer to chapter 8 of this PDP for further details regarding the different street typologies, laneways, active transport links and accessible pedestrian links.

Refer to Chapter 8.0 Streetscape Typologies for breakdown of Street Profiles.



LEGEND

- FIVE DOCK MASTERPLAN BOUNDARY
- HIGH STREET
- 3M PROPOSED ACCESSIBLE PEDESTRIAN LINK
- 6M PROPOSED ACCESSIBLE PEDESTRIAN LINK
- 6M PROPOSED COVERED ACCESSIBLE PEDESTRIAN LINK
- ACTIVE TRANSPORT LINK
- SHARED USER PATH
- 6M PEDESTRIAN TOWN CENTRE LANEWAY
- 11M PEDESTRIAN TOWN CENTRE LANEWAY
- 6M VEHICULAR RESIDENTIAL LANEWAY
- 6M VEHICULAR TOWN CENTRE LANEWAYS
- 8M VEHICULAR TOWN CENTRE LANEWAY
- 15M VEHICULAR TOWN CENTRE LANEWAYS
- 2M SPECIAL PRECINCT LANEWAY
- 6M SPECIAL PRECINCT LANEWAY
- 11M SPECIAL PRECINCT LANEWAY
- LINEAR PARKS
- PLAZA
- PARK

6.1 Direction: Infrastructure and Transport

ACTIVE TRANSPORT

DIRECTION DRIVERS	VISION
Transport Mobility and Access	A walkable and bike-friendly precinct where people of all ages can move safely and easily through a connected and accessible pathway / cycle network within and with links to beyond the Five Dock precinct.

The active transport plan outlines the key implementations of active transport within the Five Dock masterplan.

1. Shared user path spatial allowances included on Harris Road and on Lancelot Street between Harris Road and West Street
2. Implementation of a bi-directional separated cycle lane along the northern side of Henry Street and Barnstaple Road as part of the Kings Bay - Bay Run Cycle Route
3. Creation of a north-south primary cycle route which connects Arlington Street (south of the precinct) through a series of active transport links to the new metro station, then north through more active transport links, across Lyons Road to Udall Avenue and the River Run Cycle Route
4. Generous width footpaths throughout the precinct to encourage walking and other forms of active transport.

TARGETS
1. Measure sustainable transport journeys, trips taken by walking, cycling and public transport
2. Increase the percentage of trips conducted fully or partly by walking, cycling or public transport
3. Deliver sections of the City of Canada Bay cycling infrastructure by expanding the on and off road cycling routes



LEGEND	
	FIVE DOCK MASTERPLAN BOUNDARY
	SEPARATED BI-DIRECTIONAL CYCLE LANE (NORTH OF STREET RESERVE)
	ONE WAY CYCLE LANE (NORTH & SOUTH OF STREET RESERVE)
	ACTIVE TRANSPORT LINK
	PEDESTRIAN AND CYCLIST SHARED PATH
	SHARED SPACE ACTIVE TRANSPORT LINK
	PLAZA

6.1 Direction: Infrastructure and Transport

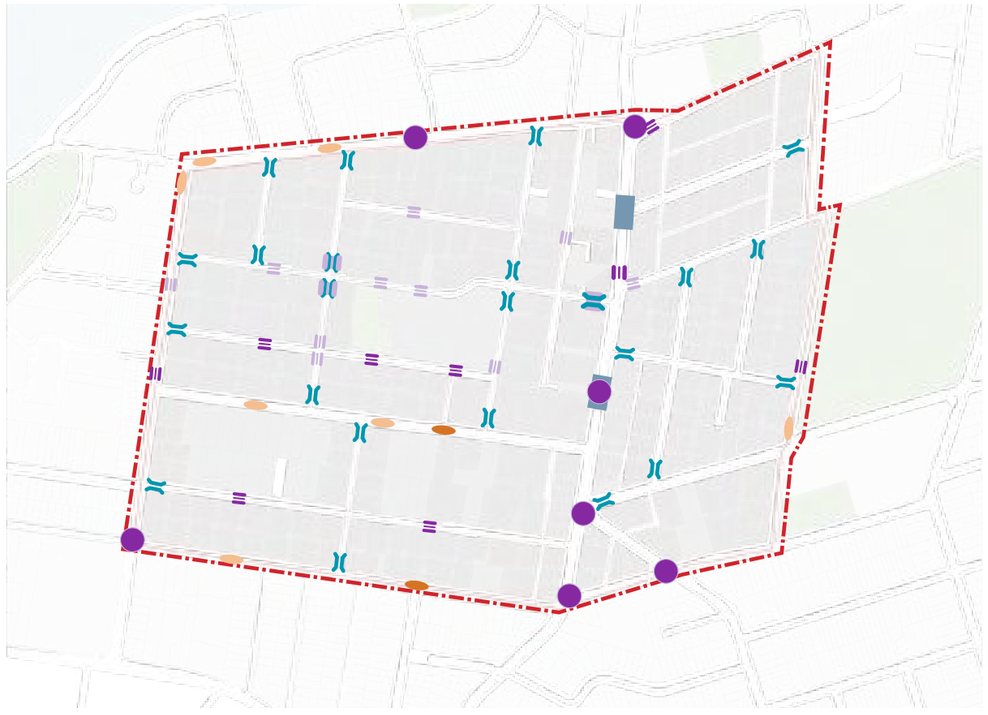
CROSSINGS AND INTERSECTIONS

DIRECTION DRIVERS	VISION
Transport Mobility and Access	A precinct where pedestrian and cyclist crossings are safe, accessible, and seamlessly integrated into the transport network, enabling active transport as a desirable option for all residents. Through considered intersection and crossing design, reduce congestion, enhance safety, and promote sustainable, healthy lifestyles for the community.

The crossings and intersections plan outlines the proposed treatments applied throughout the precinct:

1. 3m wide pedestrian / cyclist refuge islands are included on Garfield Street and Queens Road along the identified primary north-south cycling route (outlined within the *Studio GL Masterplan - Active Transport Strategy*)
2. Traffic calming measures applied within Secondary and Local Street typologies in alignment with the Studio GL Masterplan
3. Clear identification, signage and visibility of all pedestrian crossings applied within the precinct
4. A tabled intersection including pedestrian crossings in two locations:
   - Fred Kelly Place on Great North Road
   - The Rodd Road closure which meets Great North Road
5. Pedestrian refuge islands or crossings where active transport links or accessible pedestrian links meet streets.

TARGETS
1. Expand and improve the footpath and pedestrian walking network
2. Increase walking mode share within the precinct
3. Improve intersection safety for pedestrians
4. Improve access to key destinations
5. Promote and support the implementation of the 15 min city concepts within the precinct
The following aspirational future target is also to be noted:
6. Create continuous threshold between Garfield Street and Second Avenue.



LEGEND	
	FIVE DOCK MASTERPLAN BOUNDARY
	RAISED PEDESTRIAN CROSSING
	PEDESTRIAN CROSSING
	TRAFFIC CALMING
	TABLED INTERSECTION
	PEDESTRIAN REFUGE ISLANDS 2M WIDTH
	PEDESTRIAN REFUGE ISLANDS 3M WIDTH
	SIGNALISED INTERSECTIONS

6.1 Direction: Infrastructure and Transport

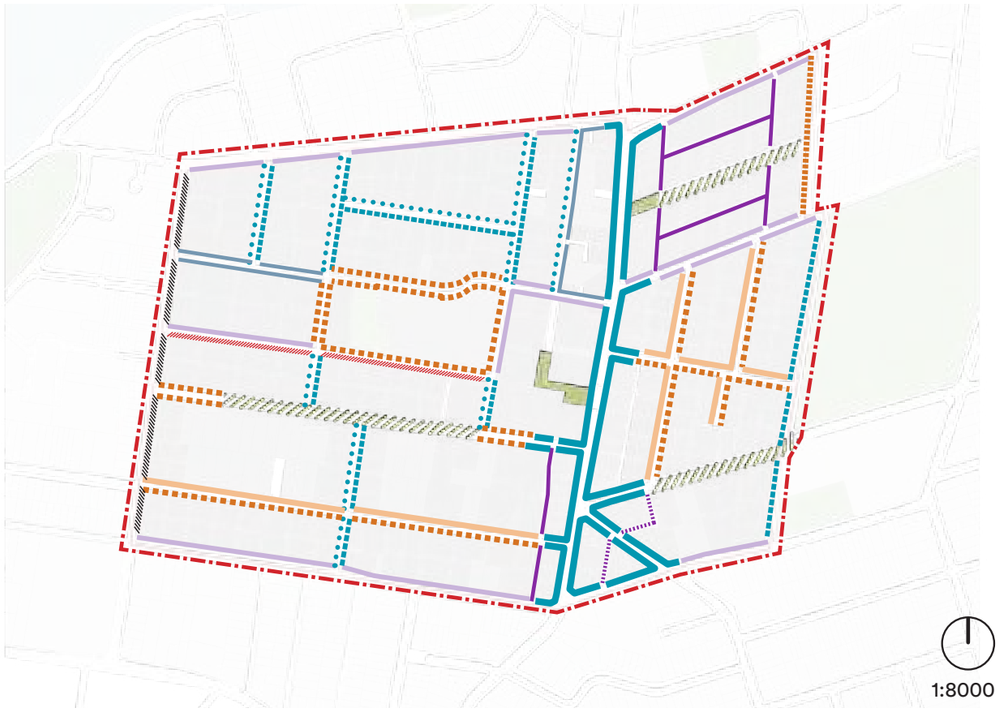
PEDESTRIAN WALKABILITY

DIRECTION DRIVERS	VISION
Transport **Mobility and Access**	A connected and accessible urban environment where walking is a safe, convenient, and preferred mode of transport for residents and visitors alike. By enhancing pedestrian infrastructure, reducing traffic congestion, and improving public space design, the aim is to create vibrant, walkable communities that support healthy, active lifestyles and reduce reliance on cars.

The pedestrian walkability plan defines the footpath width strategy by:

1. Optimising the town centre walkability by providing the following:
   - A minimum 4m width footpath allowance along the High Street typology
   - Comfortable spatial allowances for pedestrian movement within all the town centre laneway typologies
2. Utilising narrower footpaths on main road typologies to increase verge space for large tree avenue planting and promote a safer pedestrian experience by orienting pedestrian movement onto High Streets, Secondary Streets and Linear Park Streets
3. Provide generous widths for pedestrians around Five Dock Public School and the new Five Dock park
4. Incorporation of shared user paths along Harris Road (eastern side) and on Lancelot Street between Harris Road and West Street (southern side)
5. Provide generous footpaths along Secondary and Local Street typologies where large tree planting provides canopy coverage and shade for users.

TARGETS	
1.	Expand and improve the footpath and pedestrian walking network
2.	Increase walking mode share within the precinct
3.	Improve intersection safety for pedestrians
4.	Improve access to key destinations
5.	Promote and support the implementation of the 15 min city concepts within the precinct



LEGEND	
	FIVE DOCK MASTERPLAN BOUNDARY
	4.0 - 4.8m FOOTPATH
	3.5m SHARED USER PATH
	NOM. 2.0-2.5m FOOTPATH
	2.5m SHARED USER PATH
	2.0m FOOTPATH
	NOM. 1.8m FOOTPATH
	1.8m FOOTPATH
	1.5m FOOTPATH
	1.2m FOOTPATH
	SLOW SPEED SHARED SPACE PEDESTRIAN, VEHICLE, CYCLIST
	AS PER EXISTING
	LINEAR PARK
	PLAZA

6.2 Direction: Sustainable and Thriving Environment

TREE CANOPY STRATEGY

DIRECTION DRIVERS

- **Environment**
- Sustainability
- Public Domain

VISION

Establish an extensive and resilient urban canopy that significantly improves environmental quality, enhances public health, and promotes urban biodiversity. Foster a comfortable and attractive public realm by strategically increasing tree coverage throughout the precinct.

The tree canopy strategy plan outlines key drivers and actions to support the vision.

1. Substantially expand tree canopy coverage across streets, parks, and public open spaces to mitigate urban heat and improve air quality
2. Enhance local biodiversity and ecological connectivity through strategic species selection and planting
3. Improve community health, well-being, and comfort by providing shaded and pleasant outdoor environments
4. Establish clear guidelines and strategies for the sustainable management and maintenance of the urban canopy.

OBJECTIVES

1	To maximise the coverage of native vegetation
2	Retain existing native vegetation where feasible.
3	Retain and protect existing vegetation and habitat on site until replacement vegetation and habitat are established.

TARGETS

1. 25% tree canopy coverage by 2040
2. Plant new native and climate resilient tree species
3. No net loss of native species



1:8000

LEGEND

- FIVE DOCK MASTERPLAN BOUNDARY
- PROPOSED CANOPY
- RETAINED EXISTING CANOPY
- REMOVED EXISTING CANOPY

NOTE: The current Five Dock Masterplan can achieve a canopy coverage percentage of 29.8%. This is based on a calculation of the tree planting within the public domain, front setbacks and the retained existing trees.

6.2 Direction: Sustainable and Thriving Environment

TREE CANOPY, SPECIES SELECTION AND CHARACTER STRATEGY

DIRECTION DRIVERS

- **Environment**
- Sustainability
- Public Domain

OBJECTIVES

1	Use native and locally endemic species wherever possible.
2	To protect and enhance endangered and vulnerable species from negative impacts of urban development
3	To provide improved connectivity along existing or broken habitat corridors.

VISION

Develop a vibrant, sustainable, and diverse tree canopy that aligns with the distinct character zones throughout the precinct. Enhance local biodiversity, cultural heritage, and streetscape aesthetics through strategic tree species selection and placement.

1. Curate a diverse palette of predominantly native tree species which can be further tailored to specific character zones
2. Enhance local biodiversity and ecological resilience through careful species selection
3. Complement the heritage and contemporary architectural character of each precinct zone
4. Support community well-being by providing appropriate shade, reducing urban heat, and creating a visually appealing public domain
5. Utilise best practise design initiatives to ensure all tree planting has the best chances of successful healthy growth
6. Integrate sustainable and low-maintenance species suitable for the local climate and soil conditions
7. Encourage residents and the local community to participate in tree planting programs fostering a collaborative approach and increasing local custodianship.

TARGETS

1. Ensure a minimum of 80% native species planting in all new streetscapes and public domain projects
2. 25% tree canopy coverage by 2040



LEGEND

- FIVE DOCK MASTERPLAN BOUNDARY
- LARGE CANOPY TREE SPECIES
- MEDIUM CANOPY TREE SPECIES
- SMALL CANOPY TREE SPECIES

Refer to the City of Canada Bay Development Control Plan, Part B - B6.3 City of Canada Bay tree species for suitable tree species

6.2 Direction: Sustainable and Thriving Environment

STREET TREE TYPOLOGIES

DIRECTION DRIVERS	VISION
Environment	Develop a vibrant, sustainable, and diverse tree canopy that assists with defining distinct character zones throughout the precinct. Enhance local biodiversity, cultural heritage, and streetscape aesthetics through strategic tree species selection and placement.
Sustainability	
Public Domain	

The street tree typologies plan defines the condition of trees across Five Dock Masterplan.

1. Trees in road blisters are located within High, Secondary and Local Streets to allow provision of adequate soil depth to achieve large street trees within the street reserves
2. Trees in the footpath are positioned in narrower streets or laneways which will utilise smaller tree species
3. Trees in the median aim to enhance tree canopy coverage along Great North Road
4. Trees in tree grates are proposed generally within the town centre precinct, in particular outside the new Five Dock metro station and laneways to optimise flexible use of space particularly in front of activated ground floor frontages and key locations of the precinct
5. Ensure trees in grates within hardscapes are provided ample soil volumes to establish and maintain healthy growth
6. Verge tree planting is generally positioned along the Main Roads typologies to increase canopy coverage and help shade streets. This principle is also located in particular streets within the precinct adapting to changing road reserve widths
7. Linear parks largely incorporate tree planting within garden beds with deep soil zones.

TARGETS	
1.	25% tree canopy coverage by 2040
2.	Plant new native and climate resilient tree species



LEGEND	
	FIVE DOCK MASTERPLAN BOUNDARY
	TREES IN ROAD BLISTERS
	TREES IN FOOTPATH
	MEDIAN TREE PLANTING
	TREES IN PAVEMENT TREE GRATES
	VERGE TREE PLANTING
	LINEAR PARK TREES

6.2 Direction: Sustainable and Thriving Environment

URBAN COOLING

DIRECTION DRIVERS
Environment
Sustainability
Public Domain

VISION

A more climate-resilient community, prioritising strategies that reduce impacts from extreme heat, enhance environmental sustainability, and support equitable access to cooling resources. A public domain where the landscape performance helps cool the urban environment.

The Five Dock Urban Cooling plan addresses the resilience strategies proposed to achieve urban cooling, aiming to reduce heat absorption and increase water retention and infiltration across the Five Dock precinct by:

1. Enhancing the use of permeability and porous surfaces in park and open spaces to maximum rainwater retention and infiltration into the ground. Increase in soil moisture and promote evaporative cooling to lower local ambient temperatures.
2. Providing large planted setbacks to residential properties to increase canopy coverage for a cooler pedestrian and cyclist experience within the public domain
3. Reduction in certain road widths to reduce overall hard surfaces and increase planting within streetscapes aims to reduce heat absorption
4. Utilise design principles such as large tree planting on western and northern sides of road corridors to optimise shading of the public domain
5. Promote tree planting within built form setbacks to increase canopy coverage and assist in cooling the urban environment.

TARGETS
1. 25% tree canopy coverage by 2040
2. Plant new native and climate resilient tree species
All new development must prioritise the use of permeable materials in the private and public domain for:
1. Pedestrian pathways
2. Parks and open spaces
3. Civil spaces



LEGEND	
	FIVE DOCK MASTERPLAN BOUNDARY
	PUBLIC DOMAIN PLANTING
	SETBACK PLANTING
	PUBLIC DOMAIN TURF

6.2 Direction: Sustainable and Thriving Environment

SOCIAL INFRASTRUCTURE

DIRECTION DRIVERS	VISION
Environment Sustainability **Public Domain**	Develop inclusive, accessible, and vibrant social infrastructure that enhances community cohesion, well-being, and resilience. Provide adaptable spaces and facilities that support diverse community activities, foster social connections, and enrich residents' quality of life.

The social infrastructure plan identifies existing and proposed social infrastructure within the precinct. The Five Dock Masterplan aligns with and expands upon the City of Canada Bay's Social Infrastructure Action Plan (2019) including:

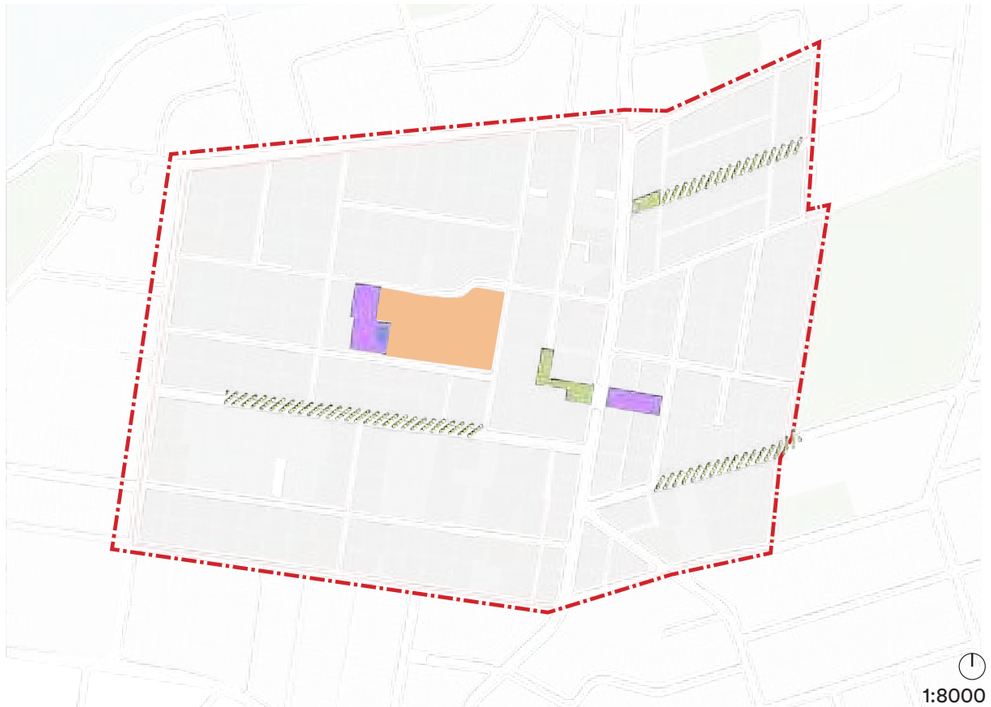
1. Improve and share the community spaces and places already existing
2. New multi-purpose community facilities to address existing gaps and cater to forecast population growth
3. Services and programs responding to exiting and emerging community and cultural interests
4. Build and maintain effective partnerships between Council, services providers, private sectors and government bodies

Other social infrastructure improvements within the precinct include:

5. Upgrade of Fred Kelly Place: extension of the plaza into 106 Great North Road
6. The closure of Rodd Road at the connection to Great North Road and the creation of a linear park on Rodd Road.
7. The introduction of linear parks on Garfield Street and First Avenue
8. The new Five Dock park west of the Five Dock Public School.

TARGETS

1. New open space in the town centre (minimum 0.3ha)



LEGEND

- FIVE DOCK MASTERPLAN BOUNDARY
- PLAZAS
- PARKS
- LINEAR PARKS
- EDUCATION - SCHOOL
- OUTDOOR MULTI-SPORTS COURTS

6.2 Direction: Sustainable and Thriving Environment

OPEN SPACE WALKABILITY

DIRECTION DRIVERS

- Environment
- Sustainability
- **Public Domain**

OBJECTIVES

1	To connect people with nature
2	To contribute to maintaining or improving the City of Canada Bay open space area
3	To provide sufficient and high quality of local open space within reasonable walking distance.

VISION

Foster community health and well-being offering residents the Opportunity for physical activity and relaxation within the built Environment within a 400m walking catchment.

The open space walkability plan demonstrates the open and civic spaces across the Five Dock Masterplan including the 400m radii catchments.

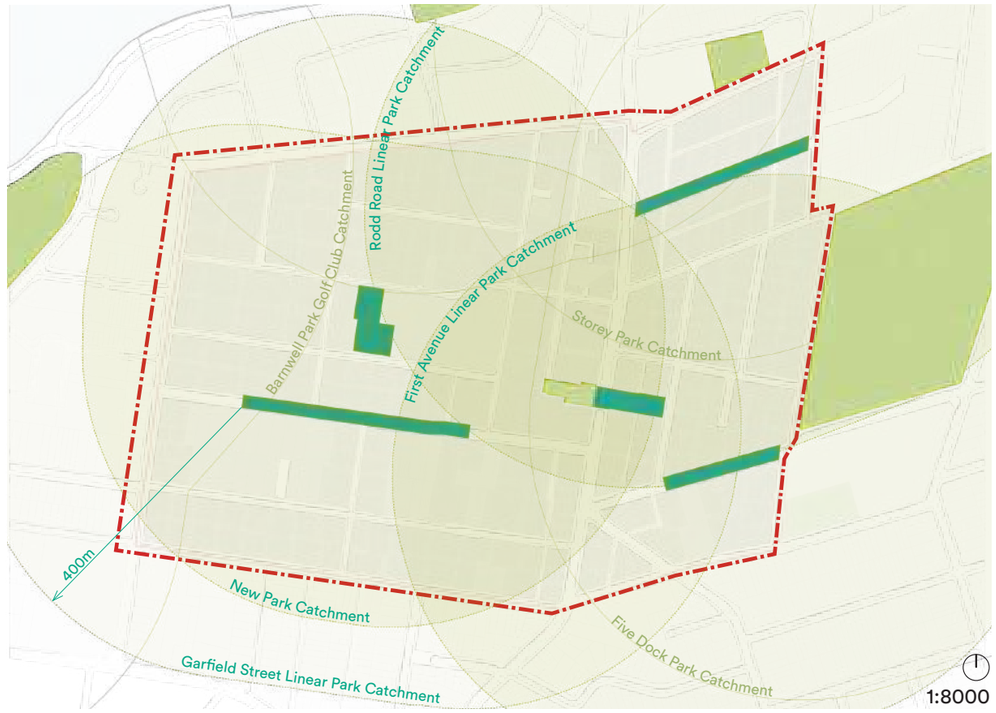
1. The Masterplan and Pubic Domain Plan introduces a New Five Dock Park adjacent to Five Dock School
2. A closure of a portion of Rodd Road and introduction of a local's linear park for the remainder of the road
3. Introduction of 2 x additional local's linear parks on portions of Garfield Street and First Avenue
4. Identifying the civic space around the new metro station, Fred Kelly Place and 106 Great North Road as usable public open space

TARGETS

1. 20% of all trips made by walking by 2036
2. Develop and maintain a network of pedestrian pathways that connect key destinations, including: parks, schools, the civic centre and commercial areas
3. Ensure that all residents have access to quality open spaces within a short walking distance from their homes
4. Align open space development with public transport routes to facilitate easy access without the need for private vehicles.

PROVISIONS

1. All new development not within 400m walking distance to an existing open space must investigate opportunities for, and if possible, integrate public open space within the site or nearby
2. All new multi-residential development must provide open space that complies with Apartment Design Guidelines (ADG) part 3D Communal and public open space
3. All new multi-residential development with 60 or more dwellings not within 200m walking distance to 0.1 ha of existing open space is encouraged to exceed the ADG minimum open space area requirement.



LEGEND

- FIVE DOCK MASTERPLAN BOUNDARY
- EXISTING PUBLIC OPEN SPACE
- PROPOSED PUBLIC OPEN SPACE
- EXISTING 400M WALKING CATCHMENT
- PROPOSED 400M WALKING CATCHMENT

6.3 Direction: Connected Community

SIGNAGE AND WAYFINDING

DIRECTION DRIVERS

- Heritage
- **Inclusive and Safe**
- Arts and Culture

VISION

Utilise public art as a cornerstone of placemaking and cultural expression, enriching public spaces with works that reflect the area's identity, heritage, and diversity. Integrate public art and walking trails / loops to enhance placemaking and community engagement.

This strategy provides guidance on key locations and the types of wayfinding and signage.

1. A wayfinding and signage strategy should be developed to capture a precinct wide approach and detail it's application throughout Five Dock and it's connection to the broader Council area
2. Directional signage and wayfinding should direct the various users, including cyclists and pedestrians to key destinations or points of interest (for example: cycle routes, community running routes, loops / trails, links beyond the extents of this Public Domain Plan - i.e. bay run)
3. Informative signage should clearly communicate information. Some key locations envisaged to include informative signage are: heritage buildings, Five Dock Town Centre, public art / interpretive pieces, community spaces / places, parks and linear parks
4. The town centre will incorporate informative signage to convey essential information to help people navigate, understand and use public spaces safely and effectively
5. Smart technology incorporated into informative signage, particularly in key high traffic locations
6. Signage is to be consistent and contextual with a design language that is responsive to the character of Five Dock.

TARGETS

1. Signage and wayfinding that is accessible for all users
2. Improve access to key destinations
3. Increase walking mode share within the precinct
4. Easy to navigate to and from the new metro station location



LEGEND

- FIVE DOCK MASTERPLAN BOUNDARY
- DIRECTIONAL
- HERITAGE
- INFORMATIVE
- ART

6.3 Direction: Connected Community

PUBLIC ART WALKING LOOP

DIRECTION DRIVERS

- Heritage
- Inclusive and Safe
- **Arts and Culture**

OBJECTIVES

1	Implement principles identified within the City of Canada Bay Council Public Art Strategy.
2	A future where public art and walking are integral to the community's cultural expression and placemaking efforts

VISION

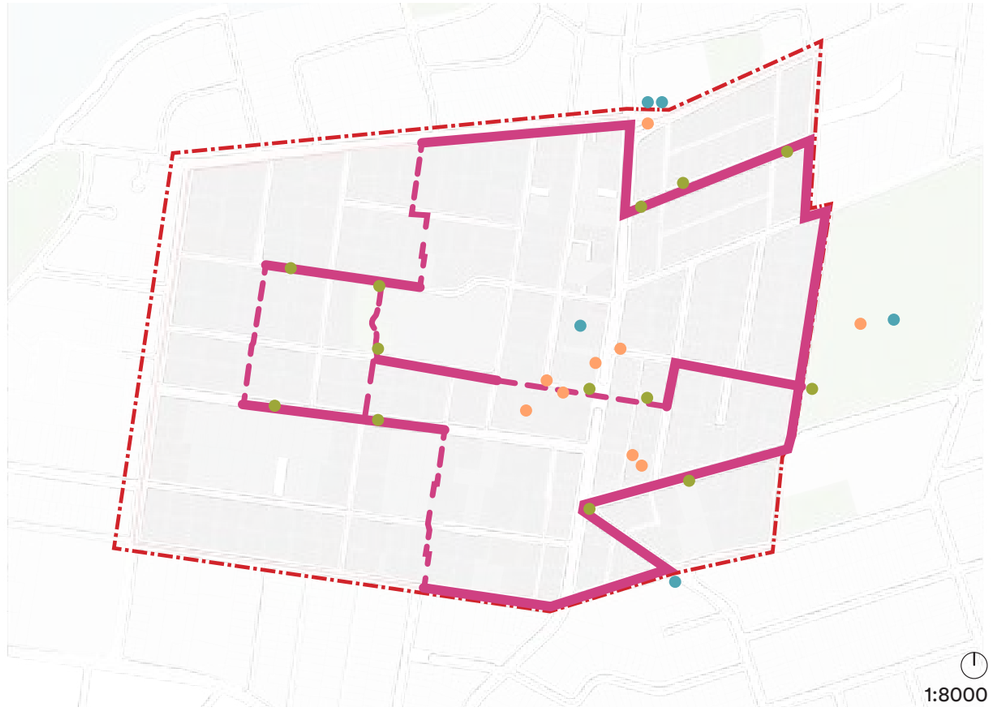
Utilise public art as a cornerstone of placemaking and cultural expression, enriching public spaces with works that reflect the area's character, heritage, and diversity. Integrate public art and walking trails / loops to stimulate engagement in shared public spaces.

The public art walking loop provides guidance on the potential of connections within Five Dock to enable a public art walking loop.

1. Foster a vibrant, inclusive and culturally rich environment while ensuring the sustainability and long-term impact of public art within the precinct
2. Celebrate, showcase and depict themes as outlined in the CoCB Public Art Strategy within the public domain
3. Encourage the combination of physical activity with cultural experiences
4. Create site-specific cultural references and environmentally friendly, culturally sensitive art that enhances public spaces
5. Art of all scales woven into the urban fabric (murals, painting, sculpture, engravings, interactive, ephemeral and more)
6. Engage local artists or community groups annually to promote community participation.

TARGETS

1. Develop public artworks along walking and cycling trails with themes like environment, heritage, and maritime culture
2. Celebrate Aboriginal heritage and industrial working life through interpretive artworks and cultural projects
3. Develop public art projects that reflect the aspirations of the City's cultural policies and local issues
4. Allocate a 'percent for art' in major capital infrastructure projects.



LEGEND

- FIVE DOCK MASTERPLAN BOUNDARY
- WALKING LOOP ROUTE
- PEDESTRIAN LINKS
- EXISTING PUBLIC ART
- EXISTING MONUMENT & PLAQUES
- PROPOSED PUBLIC ART

6.3 Direction: Connected Community

SMART TECHNOLOGY AND LIGHTING

DIRECTION DRIVERS

Heritage

Inclusive and Safe

Arts and Culture

OBJECTIVES

1	Improve accessibility to quality services for the community through smart practices
2	Apply international best practice Dark Sky principles throughout the precinct
3	Implement principles identified within the City of Canada Bay Council Smart City Plan.

VISION

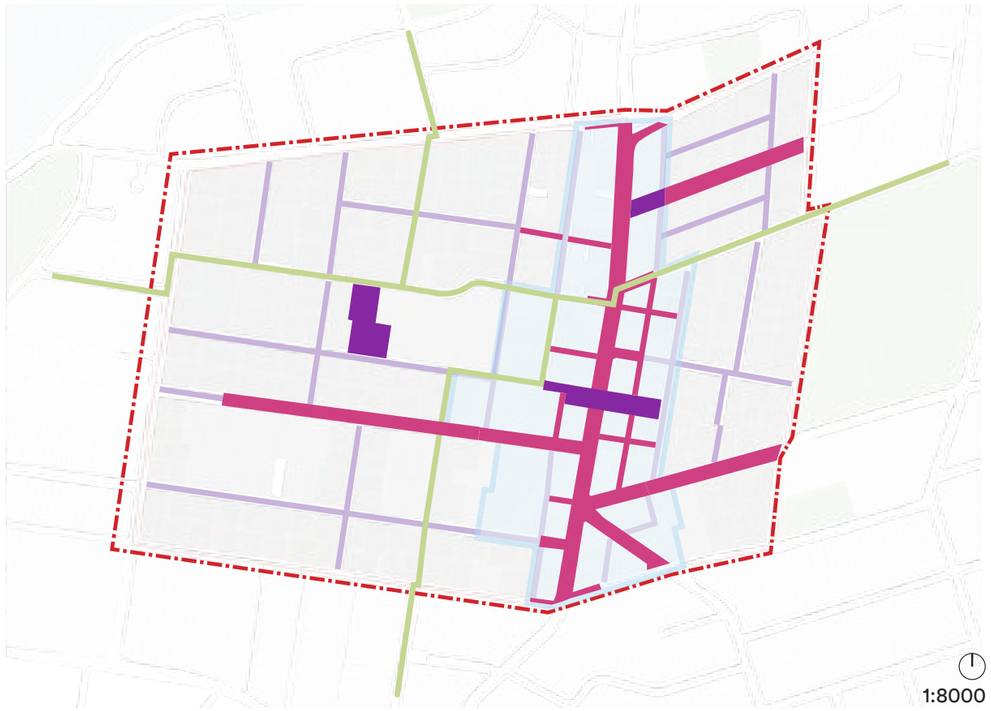
Harness innovative smart technology to transform the public domain into an intelligent, sustainable, and responsive urban environment. Improve community well-being, safety, efficiency, and connectivity by integrating advanced technological solutions into urban infrastructure. Apply international Dark Sky best practice principles throughout the precinct.

The smart technology and lighting plan provides guiding statements and locations to implement smart technology and apply targeted best practice lighting principles.

1. A lighting strategy should be developed to capture lighting hierarchy and how it's applied throughout the precinct. Town centre core and civic spaces, laneways, active transport links and different street typologies all have varying requirements
2. Enhance public accessibility and navigation with smart technology and information capture systems to assist with wayfinding
3. Foster community engagement and digital inclusion through interactive technological platforms
4. Deploy smart technologies and intelligent automated systems to enhance safety, security and surveillance of public spaces
5. Improve efficiency in resource management, maintenance and environmental sustainability through smart monitoring and controls
6. Signature multifunctional lighting along the High Street typology, throughout Fred Kelly Place and around the new metro station.

TARGETS

1. Implement integrated smart lighting and surveillance systems across key public spaces by 2028
2. Achieve at least 30% reduction in energy and water usage within public facilities through smart resource management systems
3. Install comprehensive smart wayfinding systems at all major entry points and key precinct locations
4. Apply international best practice Dark Sky principles throughout the precinct.



LEGEND

- FIVE DOCK MASTERPLAN BOUNDARY
- SIGNATURE MULTI FUNCTIONAL LIGHTING
- ARTISTIC AND MULTI FUNCTIONAL LIGHTING
- LOW LEVEL FUNCTIONAL LIGHTING
- SURVEILLANCE AND SECURITY FOCUS
- KEY CYCLIST ROUTES

6.3 Direction: Connected Community

EVENTS

DIRECTION DRIVERS

- Heritage
- Inclusive and Safe
- **Arts and Culture**

OBJECTIVES

1	Enhance the vibrancy of town centres by supporting a diverse range of events that reflect the community's cultural diversity and interests.
2	A flexible and event-ready public domain that incorporates adaptable spaces, integrated infrastructure and accessible amenities to support the hosting of events

VISION

A vibrant and inclusive community where diverse, place-based events activate public spaces, celebrate local culture, and strengthen social and economic connections

1. Support annual City of Canada Bay events such as Ferragosto, Christmas carols and Neon Nightfall by providing modern flexible spaces which cater to a variety of event types
2. Create more inviting public spaces suitable for hosting events, community gatherings, performances or festivals with improvements to pedestrian areas and amenities
3. Use events as a platform to build social cohesion, encourage community participation, and promote inclusivity
4. Organisation of cultural events that celebrate the precinct's diversity including art walks and exhibitions featuring local and indigenous artists and community groups
5. Leverage events to stimulate local economies by increasing foot traffic and supporting local business
6. Utilise the open space created within the Five Dock New Park for small scale community gatherings or events such as weekend markets

TARGETS

1. Encouragement of local festivals, markets, and cultural celebrations to activate public spaces and foster community spirit
2. Promotion of Five Dock as a destination for cultural and recreational events, attracting visitors and boosting local commerce



LEGEND

- FIVE DOCK MASTERPLAN BOUNDARY
- NEW PARK
- GREAT NORTH ROAD
- FRED KELLY PLACE
- RODD ROAD CLOSURE

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7.0 Five Dock Character

7.1 Five Dock Masterplan

7.2 Five Dock Character

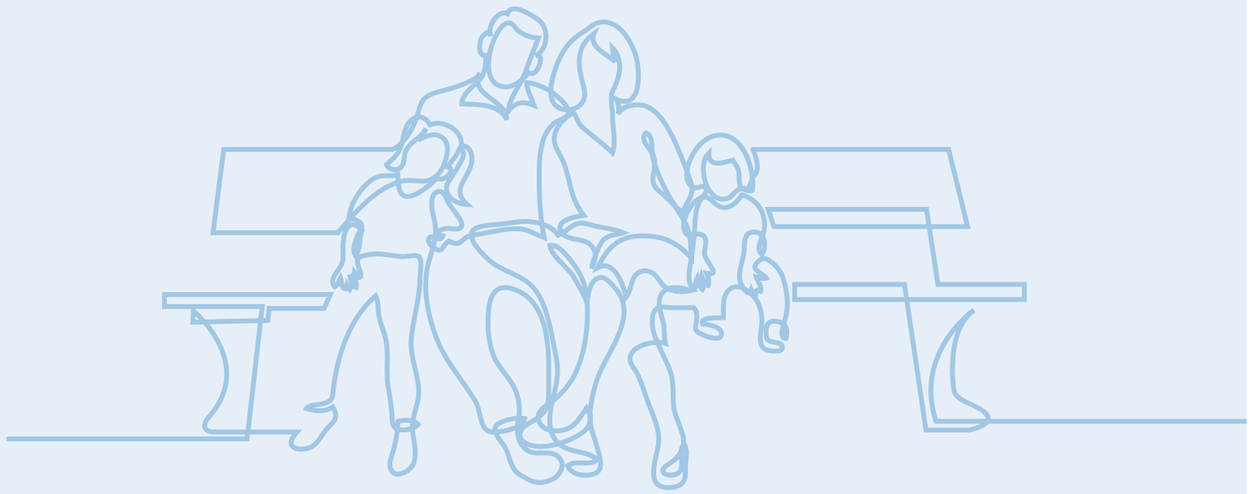
7.3 Town Centre Character Plan

7.4 Western Residential Character Plan

7.5 Kings Road Residential Character Plan

7.6 Eastern Residential Character Plan

7.7 Interface Zone Residential Character Plan



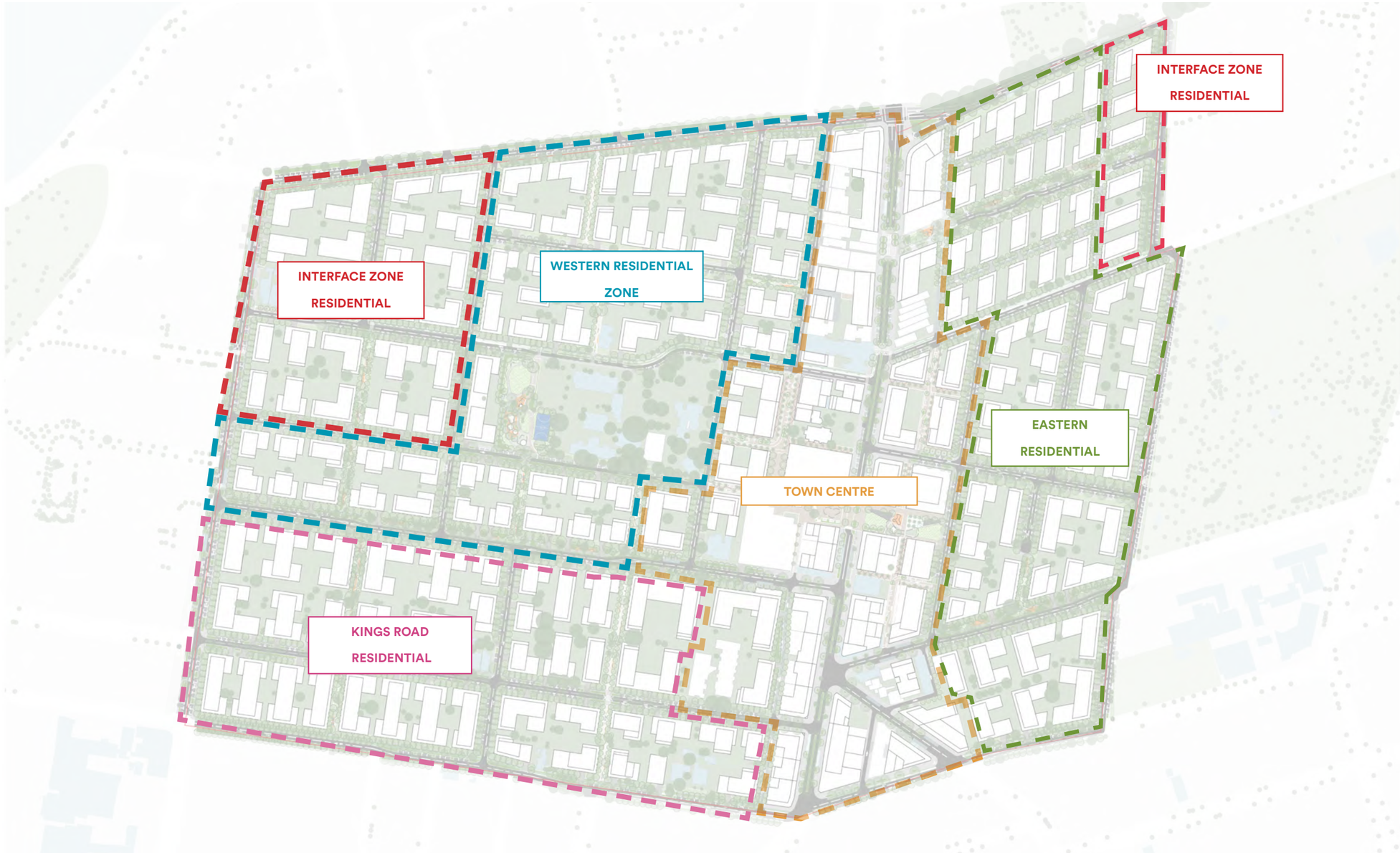
CONTEXT



7.1 Five Dock Masterplan



7.2 Five Dock Character



7.3 Town Centre Character Plan



NTS

TOWN CENTRE

The Town Centre Core serves as the vibrant heart of Five Dock, focusing on lively pedestrian environments and active public spaces. Public domain enhancements will foster social interaction, support a robust commercial and community life, and promote easy access to public transport and local amenities.

Key Qualities:

- Enhanced pedestrian-friendly streetscape along Great North Road
- Active street frontages encouraging retail and dining with outdoor spaces coupled with mixed use built form development
- Extended and upgraded Fred Kelly Place as a prominent civic gathering area
- Integrated public art installations highlighting local culture
- Streetscape improvements with consistent landscaping, seating, and lighting.



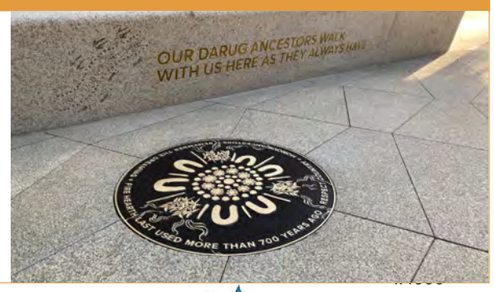
CHARACTER











7.4 Western Residential Character Plan



NTS

WESTERN RESIDENTIAL ZONE

The Western Residential precinct is envisioned as an attractive residential neighbourhood that prioritises pedestrian and cyclist-friendly environments and high-quality public spaces. Its leafy streets and comfortable pedestrian connections will create a peaceful community atmosphere suitable for families and residents.

Key Qualities:

- Tree-lined streets providing shade and visual amenity
- Improved pedestrian connections and safer street crossings
- Generous green setbacks and landscape buffers enhancing residential character
- Public seating and street furniture strategically located to encourage community interaction
- Traffic calming measures to promote a safe and quiet environment.



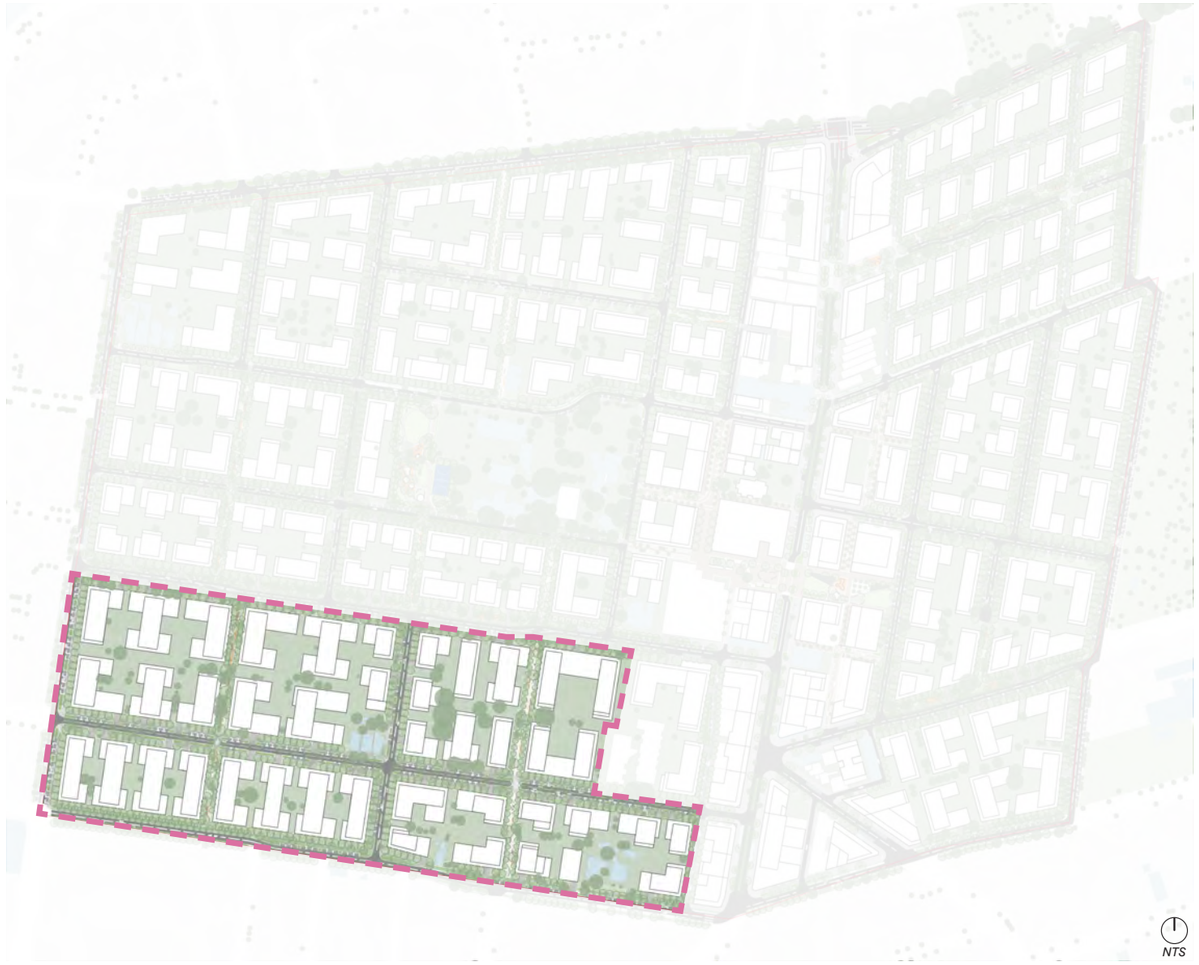
CHARACTER








7.5 Kings Road Residential Character Plan



KINGS ROAD RESIDENTIAL

This precinct will accommodate a medium-density residential character, serving as a transitional zone towards higher density areas to the south. Public spaces will support increased residential population while providing comfortable and attractive pedestrian experiences.

Key Qualities:

- Wide pedestrian paths and dedicated cycling routes
- Ample street trees enhancing canopy coverage for environmental and aesthetic benefits
- Enhanced streetscape design promoting safety, comfort, and attractiveness
- Pedestrian-friendly crossings and intersection improvements
- Community gathering spaces and green corridors linked to surrounding parks and open spaces.



CHARACTER







7.6 Eastern Residential Character Plan



NTS

EASTERN RESIDENTIAL

The Eastern Residential precinct will capitalise on its proximity to Five Dock Park, offering a serene residential setting enriched by quality open spaces and enhanced walkability. The streets and public spaces will integrate seamlessly with natural surroundings, creating a visually cohesive and community-oriented environment.

Key Qualities:

- Strengthened pedestrian links to Five Dock Park
- Increased native tree planting and biodiversity-focused landscaping
- Consistent public domain treatments, including seating, lighting, and footpaths
- Traffic-calmed streets fostering a quiet and relaxed residential atmosphere
- Improved public amenities, including park access points and rest areas.



CHARACTER







7.7 Interface Zone Residential Character Plan



NTS

INTERFACE ZONE RESIDENTIAL

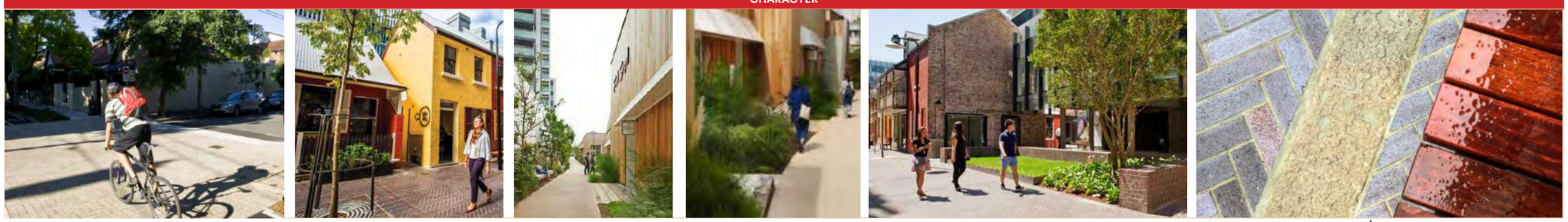
The Interface Zone Residential area aims to sensitively transition from the higher-density core towards the established residential zones. Public domain elements will emphasis harmony with adjacent heritage sites and residential neighbourhoods, enhancing local character through thoughtful design.

Key Qualities:

- Landscaped buffers and gardens to provide visual and acoustic privacy
- Pedestrian pathways clearly defined and accessible, linking to main activity areas
- Street designs sensitive to heritage elements, respecting their visual prominence
- Enhanced street lighting and consistent wayfinding
- Selective use of materials and landscaping to reinforce local identity.



CHARACTER



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8.0 Streetscape Typologies

8.1 High Street
8.2 Main Streets
8.3 School Streets
8.4 Secondary Streets
8.5 Local Streets
8.6 Linear Park Streets
8.7 Laneways
8.8 Active Transport Links
8.9 Accessible Pedestrian Links



Refer to Chapter 6.0 Infrastructure and Transport Directions Street Typologies and Connectivity Infrastructure for Strategic Key Plan.

CONTEXT


HATTON GARDEN JEWELL
MAX SOLUTIONS
Employment Support Consultants
Mortgage
gage Choice

8.1 High Street

Great North Road 23-24.6m street reserve

The proposed character of Great North Road is to create a vibrant, pedestrian-friendly street where lush landscaping enhances the urban environment and permeability along a linear town centre and improves pedestrian connectivity to and from the Metro Station.

Design Guides

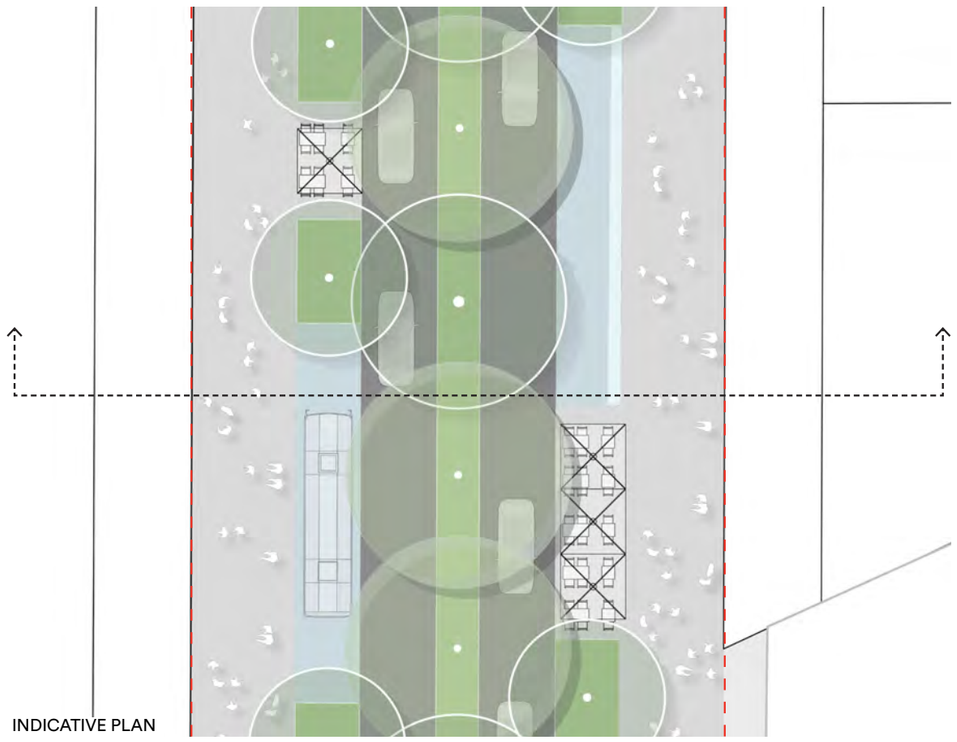
1. Maintain and enhance central green spine with canopy tree planting
2. Retain seating frontages to existing buildings being retained
3. Define a special precinct approach to Five Dock Station and Fred Kelly Place *(See Detailed Precincts Plan: Town Centre Core)*
4. Enhance performance of bus transport capacity and stops along Great North Road with introduction of a southern bus drop off zone
5. Introduction of Kiss and Ride outside Five Dock Metro Station
6. Introduce raised table crossing across Fred Kelly Place and 106 Great North Road to slow traffic and encourage safe pedestrian movement
7. Retain minimum 4m wide pedestrian corridor / active frontage areas and 3m wide flexible zone offering seating, parking, trees and bus stop zones.

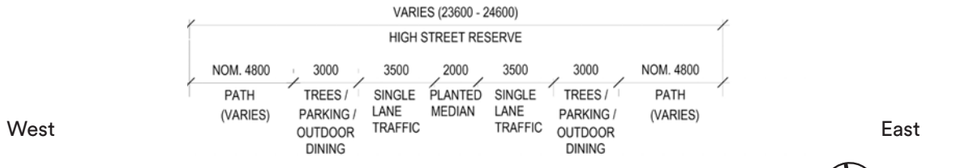


NOTE: *Ramsey Street applies the High Street typology without the central planted median and reduced path widths*

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8.2 Main Streets

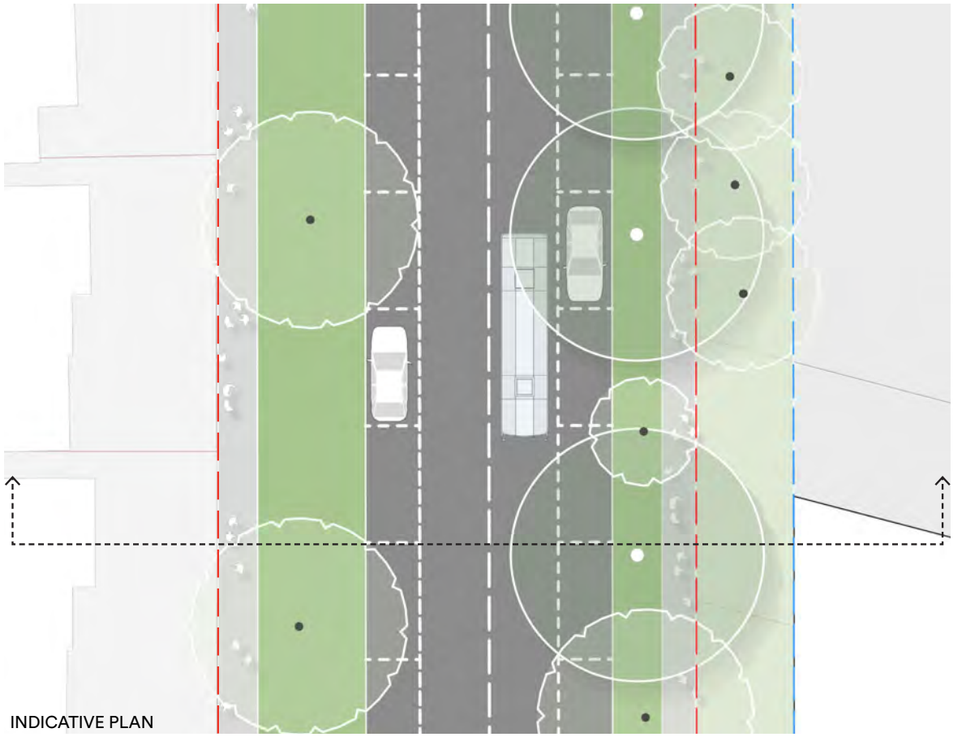
Lyons Road West 23m street reserve

The proposed character of Lyons Road has been considered to maintain vehicular transport routes while increasing tree canopy coverage and planting. Existing large canopy trees to be retained and protected where possible.

Design Guides

1. Existing northern verge conditions largely to be retained including existing large canopy trees
2. Existing southern verge power lines to be relocated underground
3. Reduction in car parking width from 3.6m to 2.5m
4. Widening of existing travel lanes from 3m to 3.2m
5. Utilise a 1.5m footpath on southern side of road with verge planting/turf to promote pedestrians ease of access into secondary, local and active transport links within Five Dock.







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CONTEXT

FIVE DOCK PUBLIC DOMAIN PLAN /
CITY OF CANADA BAY COUNCIL / JULY 2025

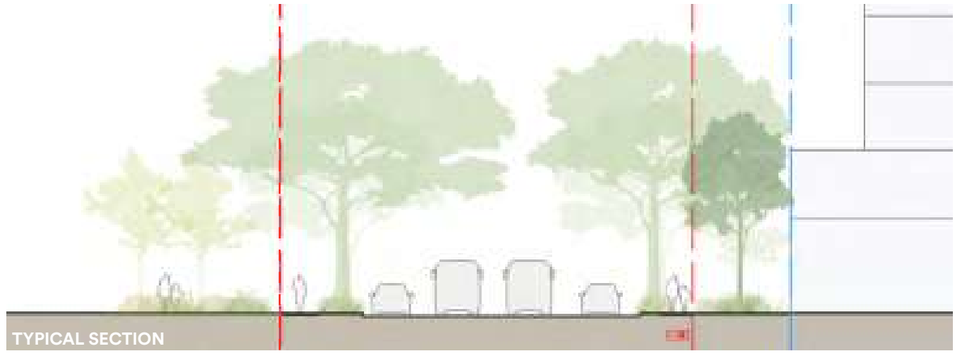
8.2 Main Streets

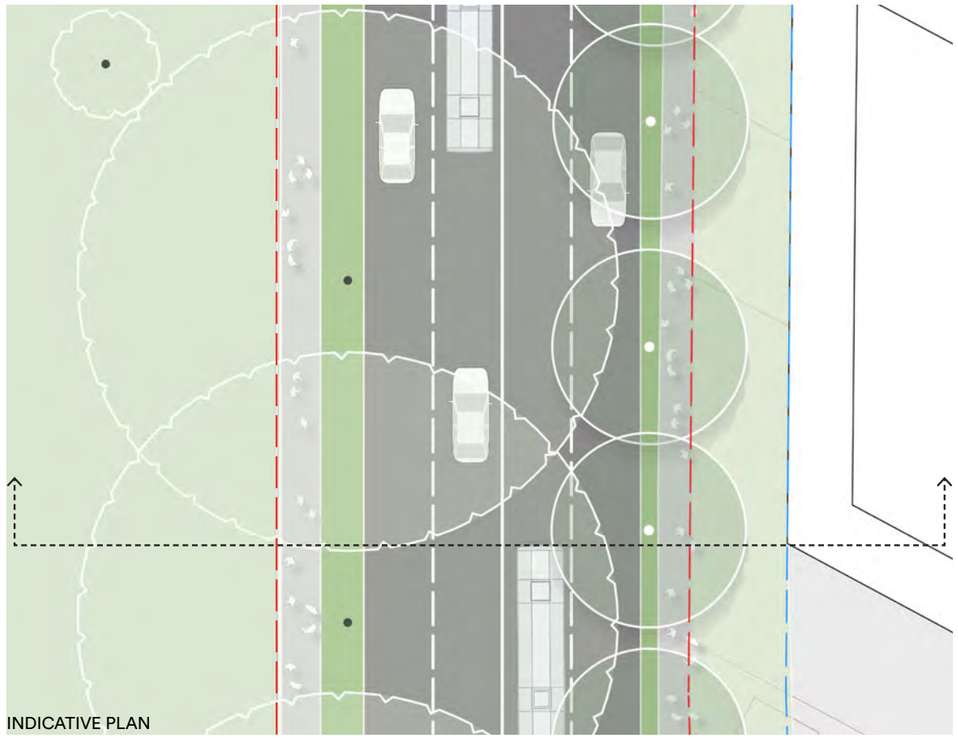
Lyons Road East 20m street reserve

The proposed character of Lyons Road has been considered to enhance the existing residential connectivity of the street. Maintaining existing vehicular movement and existing large canopy trees lead to street level upgrades on the southern side of the reserve.

Design Guides

1. Retention of northern verge and existing figs
2. Existing southern verge power lines to be relocated underground
3. Removal of low quality planting on southern side of road reserve
4. Create a formalised Ficus Avenue, by increasing tree planting on southern side
5. Utilise a 1.5m footpath on southern side of road with verge planting/turf to promote pedestrians ease of access into secondary streets and laneways within Five Dock.







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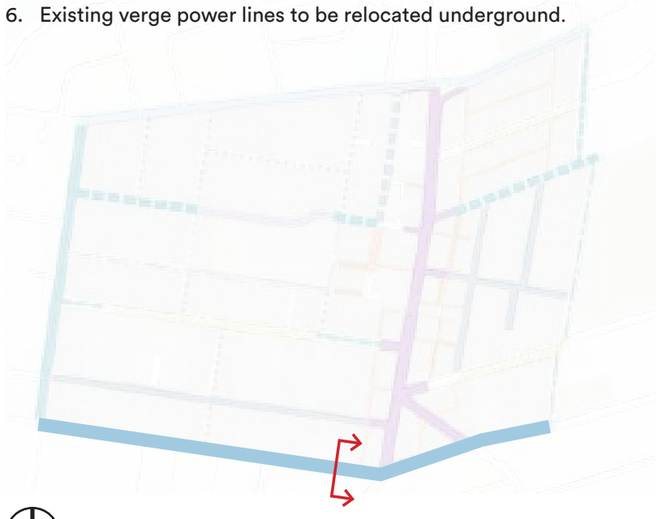
8.2 Main Streets

Queens Road Reserve varies

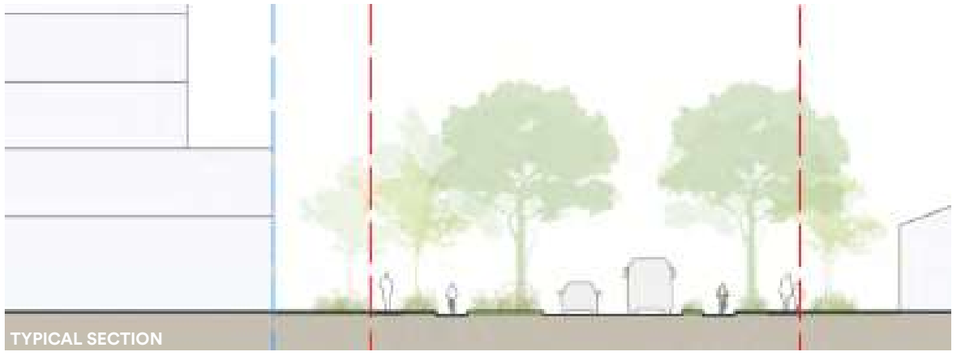
The proposed character of Queens Road has been considered to enhance the existing residential and recreational activity of the street, while prioritising pedestrian movement through cycling and generous pedestrian footpaths.

Design Guides

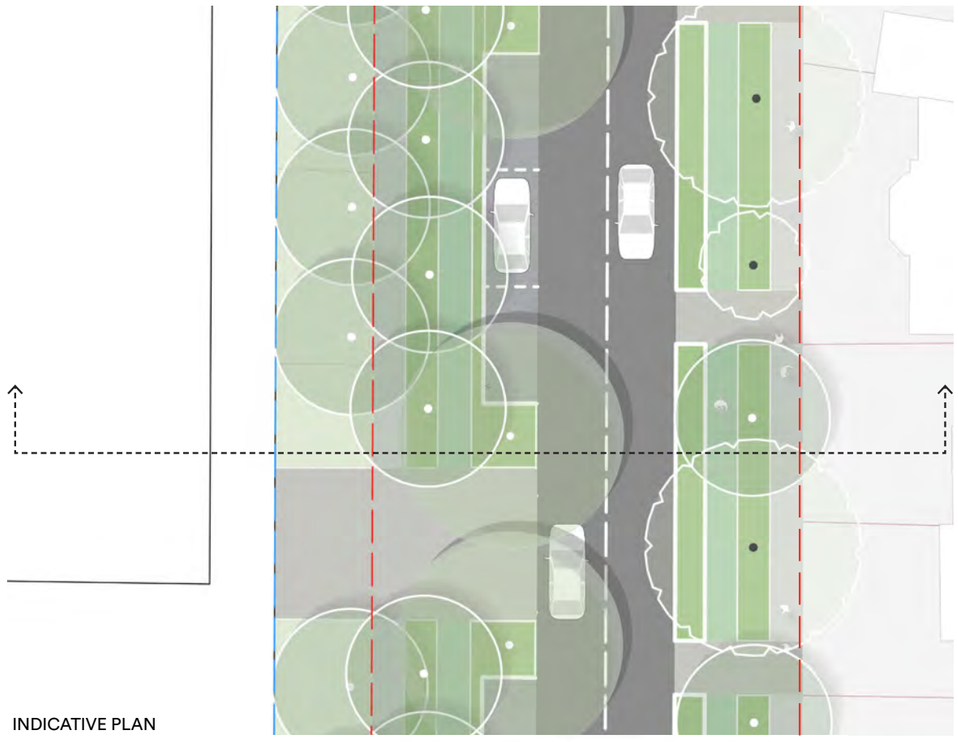
1. Enhance CoCB cyclist routes along Queens Road and connect to the strategies applied in the PRCUTS by providing an east-west cycle on either side of the road with generous planting buffers and kerb barriers
2. Design a shaded a cool environment for cyclists and pedestrians by designing and positioning planting and trees to the northern aspect of footpaths and cycle lanes.
3. Utilise a 1.5m footpath on the northern side of the road with verge planting
4. Promote pedestrians ease of access into local, secondary streets and laneways within the Five Dock precinct
5. When road reserve narrows, the 2.5m trees / parking is the first spatial allowance to be removed from this typology
6. Existing verge power lines to be relocated underground.



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TYPICAL SECTION

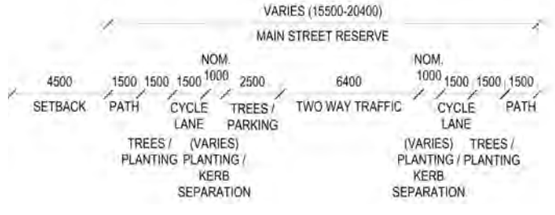


INDICATIVE PLAN





Indicative precedent imagery



North

South

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CONTEXT

FIVE DOCK PUBLIC DOMAIN PLAN /
CITY OF CANADA BAY COUNCIL / JULY 2025

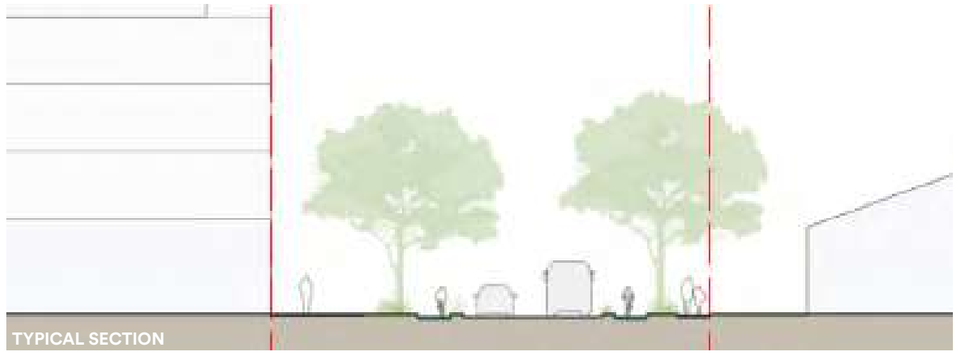
8.2 Main Streets

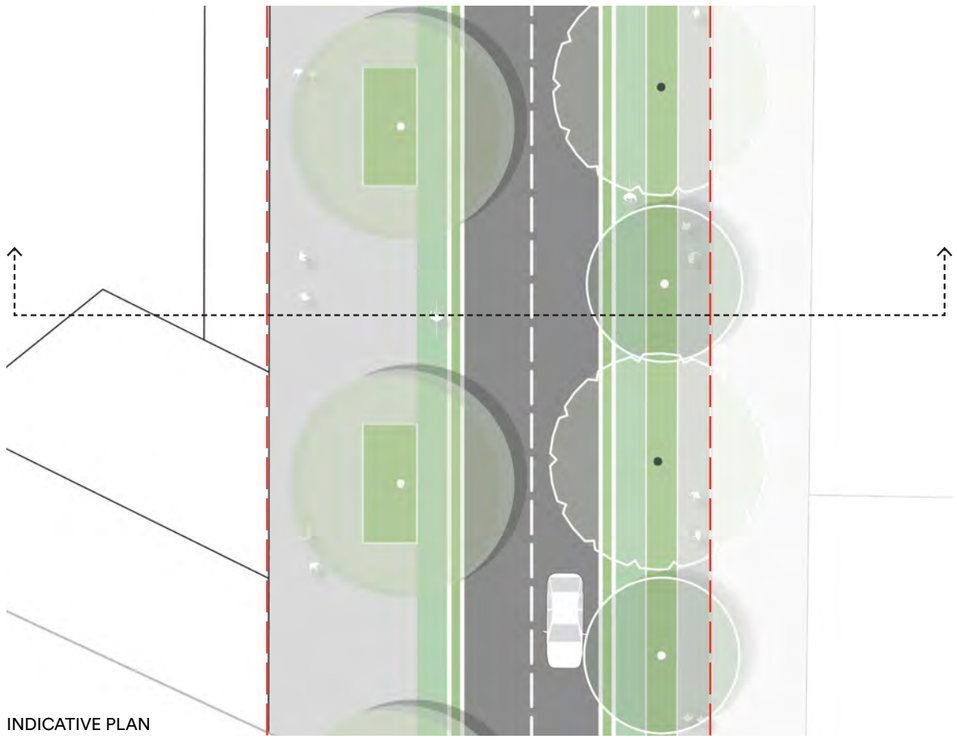
Queens Road Reserve varies

The proposed character of Queens Road has been considered to enhance the existing residential and recreational activity of the street, while prioritising pedestrian movement through cycling and generous pedestrian footpaths.

Design Guides

1. Enhance CoCB cyclist routes along Queens Road and connect to the strategies applied in the PRCUTS by providing an east-west cycle on either side of the road with generous planting buffers and kerb barriers
2. Design a shaded a cool environment for cyclists and pedestrians by designing and positioning planting and trees to the northern aspect of footpaths and cycle lanes
3. Along the interface with the Town Centre - High Street typology, the minimum 4m wide pedestrian corridor and tree planting is to be applied on the northern side of Queens Road
4. Kerb and planting separation between cycle lanes and vehicular traffic
5. Existing verge power lines to be relocated underground.

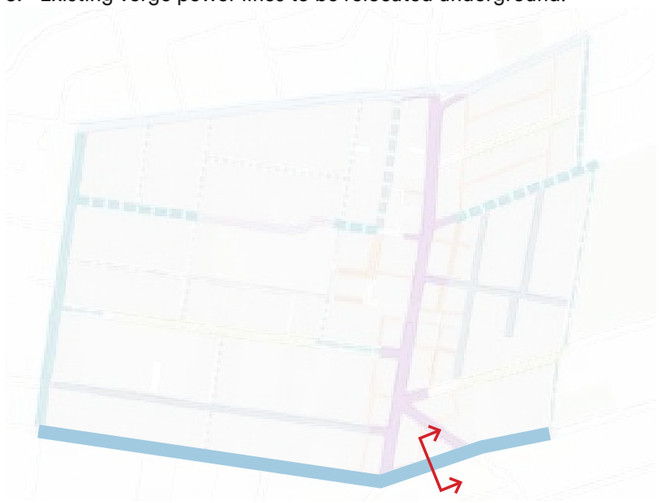




INDICATIVE PLAN

North

South



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CONTEXT

FIVE DOCK PUBLIC DOMAIN PLAN /
CITY OF CANADA BAY COUNCIL / JULY 2025

City of Canada Bay

8.2 Main Streets

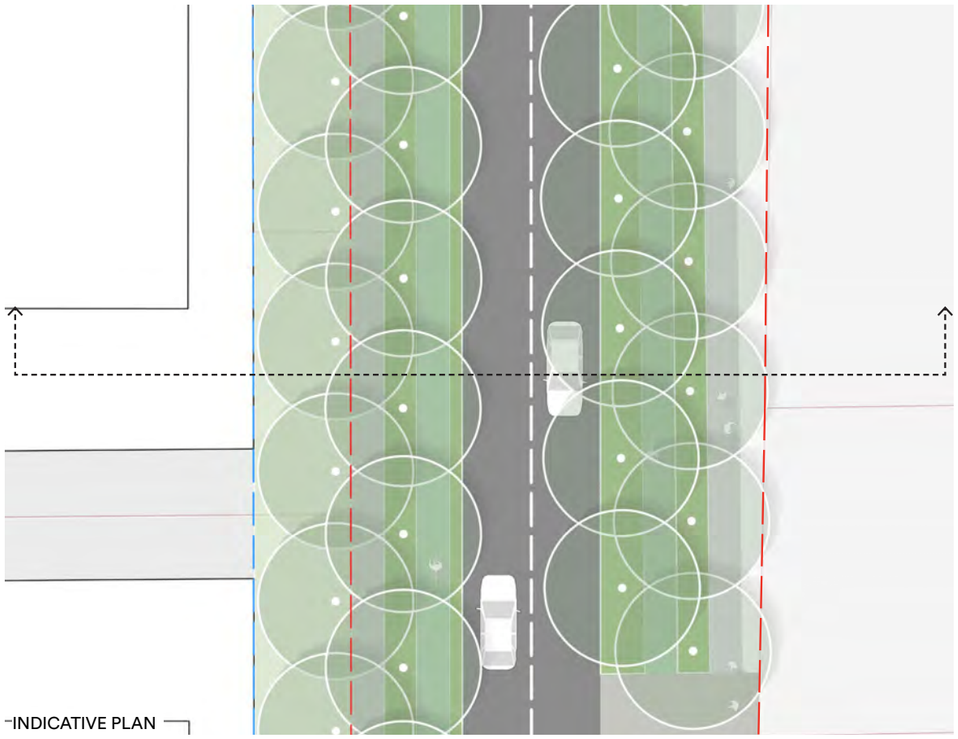
Queens Road Reserve varies

The proposed character of Queens Road has been considered to enhance the existing residential and recreational activity of the street, while prioritising pedestrian movement through cycling and generous pedestrian footpaths.



Design Guides

1. Enhance CoCB cyclist routes along Queens Road and connect to the strategies applied in the PRCUTS by providing an east-west cycle on either side of the road with generous planting buffers and kerb barriers
2. Design a shaded a cool environment for cyclists and pedestrians by designing and positioning planting and trees to the northern aspect of footpaths and cycle lanes.
3. When road reserve narrows, the 2.5m trees / parking is the first spatial allowance to be removed from this typology to establish a shaded streetscape
4. Existing verge power lines to be relocated underground.





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CONTEXT

FIVE DOCK PUBLIC DOMAIN PLAN /
CITY OF CANADA BAY COUNCIL / JULY 2025

8.3 School Streets

Type 1 12.5-15.3m cycleway street reserve

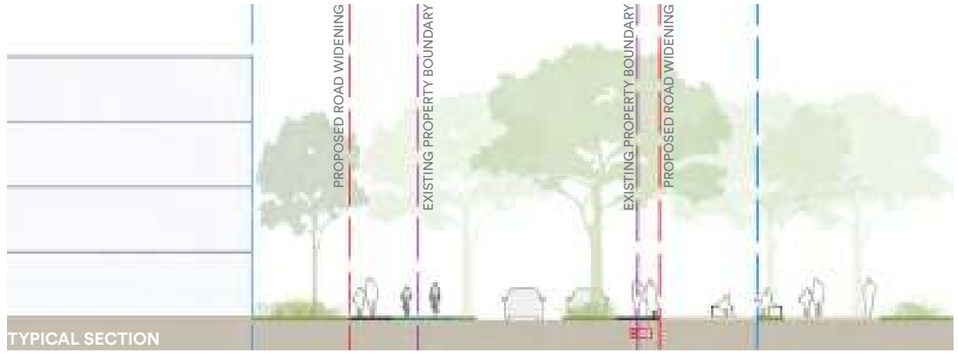
Henry Street serves as a vital connector, incorporating a separated bi-directional cycleway that forms a key link of the regional network. Enhanced with new street tree plantings, the design prioritises a comfortable and inviting experience for pedestrians, promoting shade and a greener streetscape.

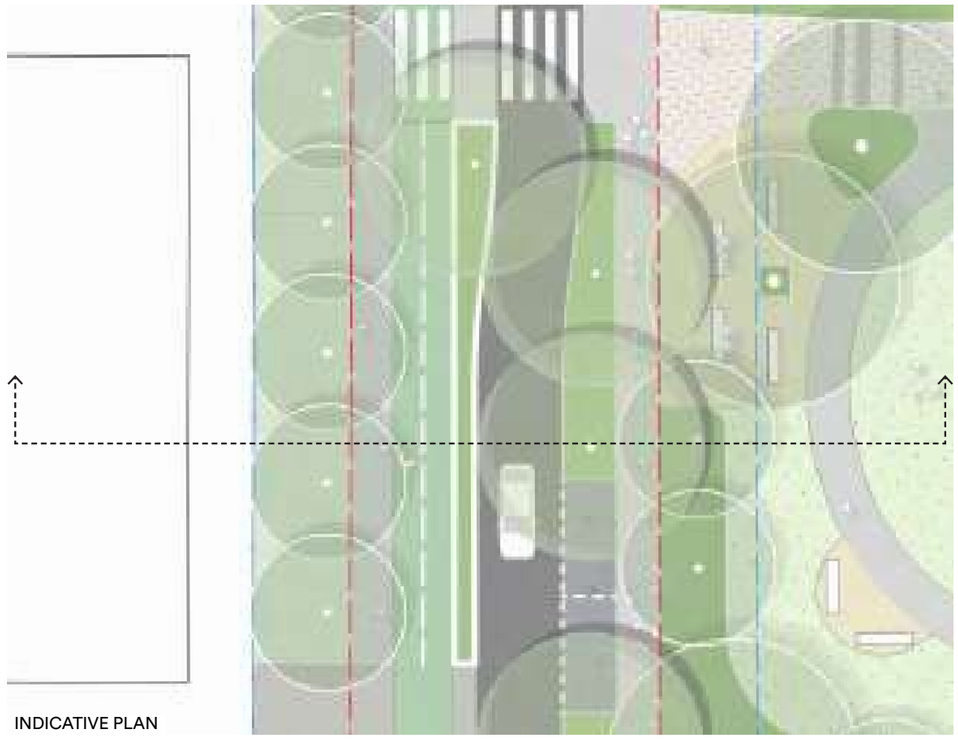
Design Guides

1. Enhance CoCB cyclist routes along Henry Street by providing a separated bi-directional east-west cycle lane with generous planting buffers and kerb barriers
2. Design a shaded and cool environment for cyclists and pedestrian by designing and positioning planting and trees to the northern aspect of footpaths and cycle lanes
3. One way westbound traffic lane forming part of the anti-clockwise loop around Five Dock Public School
4. Canopy trees and car parking located on the southern side
5. Planting separation between road and cyclists for safety and cooling
6. Kerb allowances between cyclists and pedestrian for safety
7. Existing verge power lines to be relocated underground
8. Pedestrian priority through this area including crossings and connections to the wider pedestrian connectivity network.



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Indicative precedent imagery

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8.3 School Streets

Type 2 13.3-14.5m street reserve

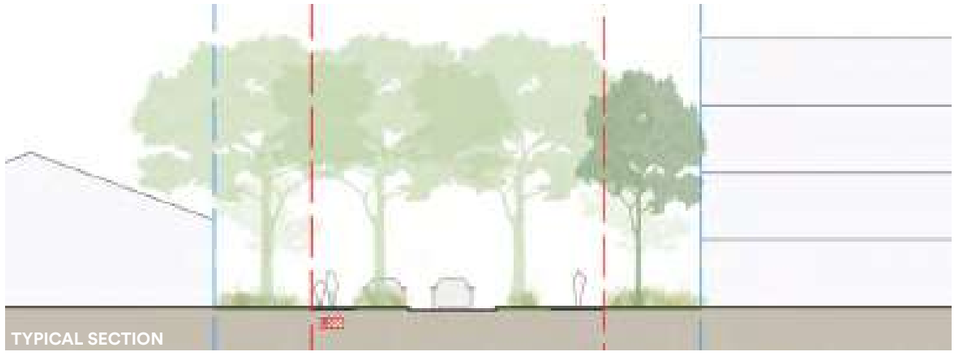
The proposed character of Lancelot Street envisions creating intimate, pedestrian-friendly spaces enriched with greenery and shade-providing trees, fostering a calm and inviting atmosphere. Dedicated drop off / pick up zones are strategically integrated to support access to Five Dock Public School.

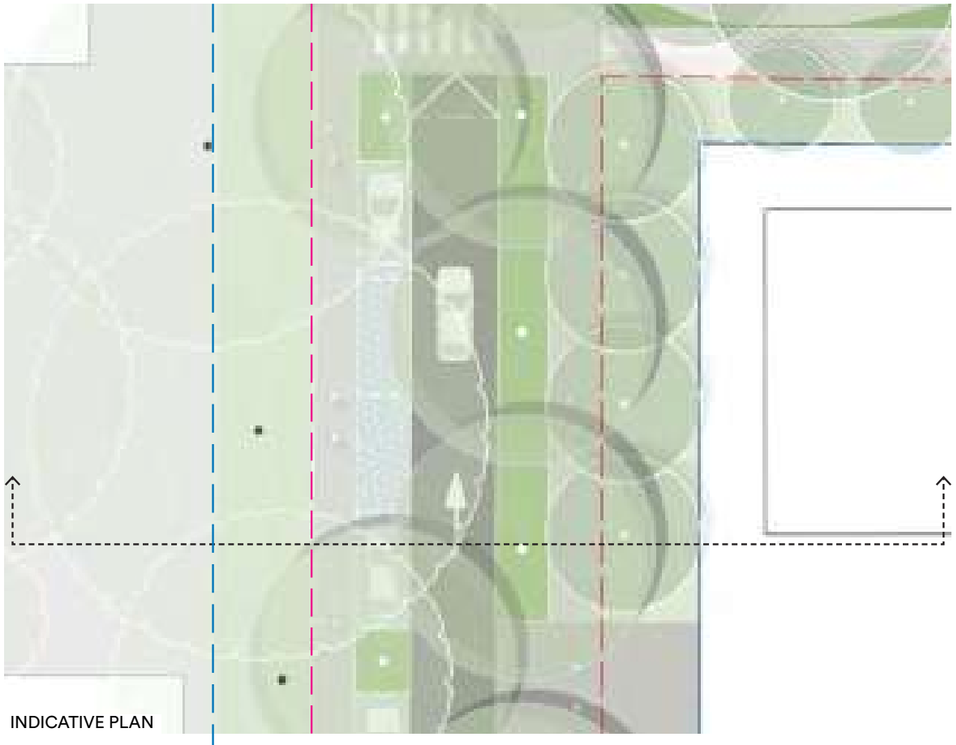
Design Guides

1. Drop off / pick up parking spaces combined with canopy tree planting on northern side of the road adjacent Five Dock School for cooling over road
2. One way eastbound traffic lane forming part of the anti-clockwise loop around Five Dock Public School
3. Generous 2.5m shared path for cyclists and pedestrians to southern side of road reserve
4. Consistent tree planting to southern side of road reserve for cooling over shared footpath
5. Pedestrian priority through this area including crossings and connections to the wider pedestrian connectivity network.



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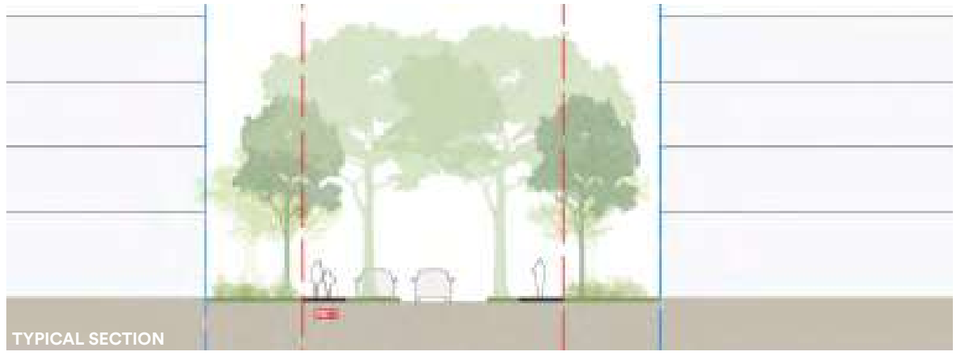
8.3 School Streets

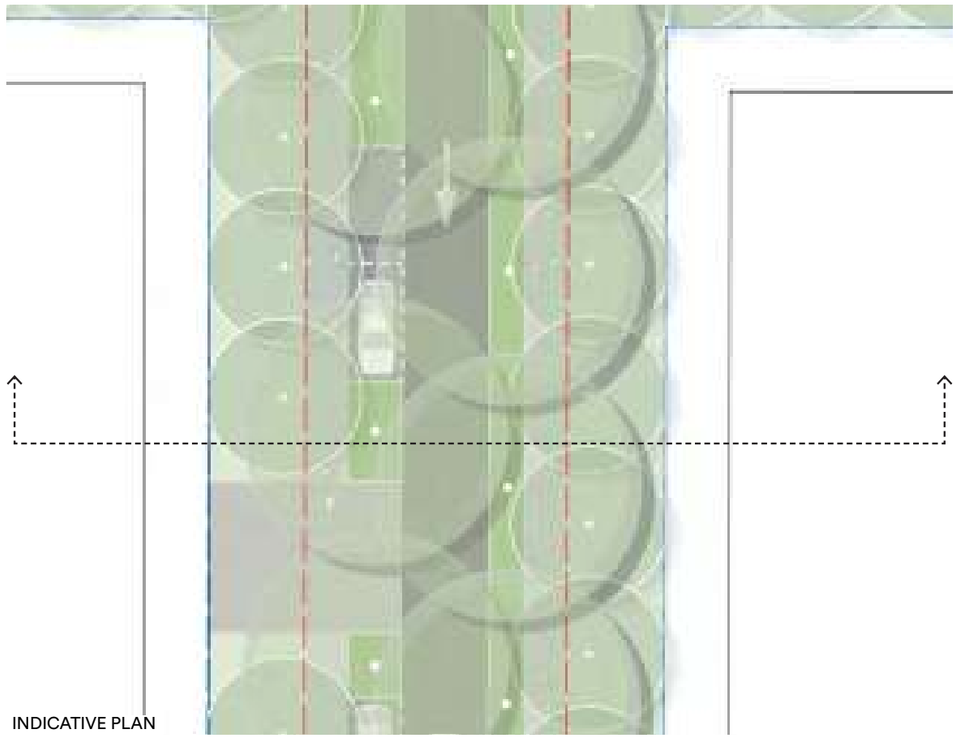
Type 3 12m street reserve

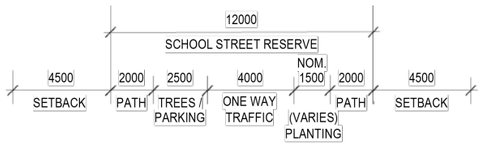
This block of Scott Street aims to enhance the streetscape with new street tree plantings, the design prioritises a comfortable and inviting experience for pedestrians, promoting shade and a greener streetscape.

Design Guides

1. One way southbound traffic lane forming part of the anti-clockwise loop around Five Dock Public School
2. Existing verge power lines to be relocated underground
3. Western side tree planting to provide shading over paths and roadway
4. One sided car parking amongst the trees positioned on the western side of the reserve
5. Comfortable 2m wide footpaths catering to an expected high volume of pedestrians
6. Design a shaded a cool environment with trees and planting on the eastern edge road verge.







West

East



Not to scale

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CONTEXT

FIVE DOCK PUBLIC DOMAIN PLAN /
CITY OF CANADA BAY COUNCIL / JULY 2025

City of Canada Bay

80

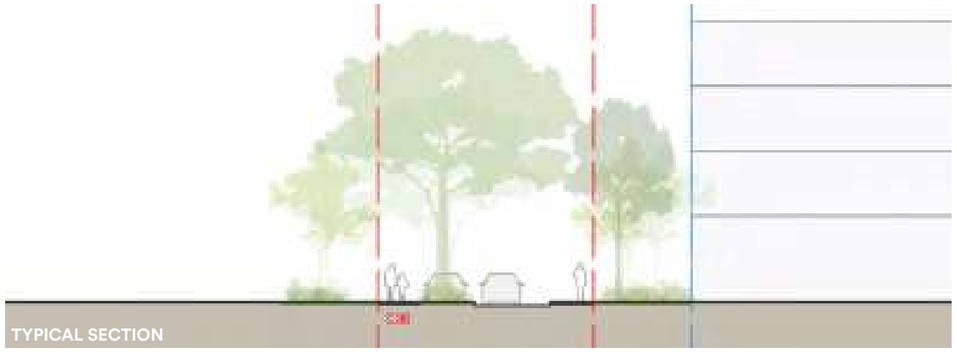
8.3 School Streets

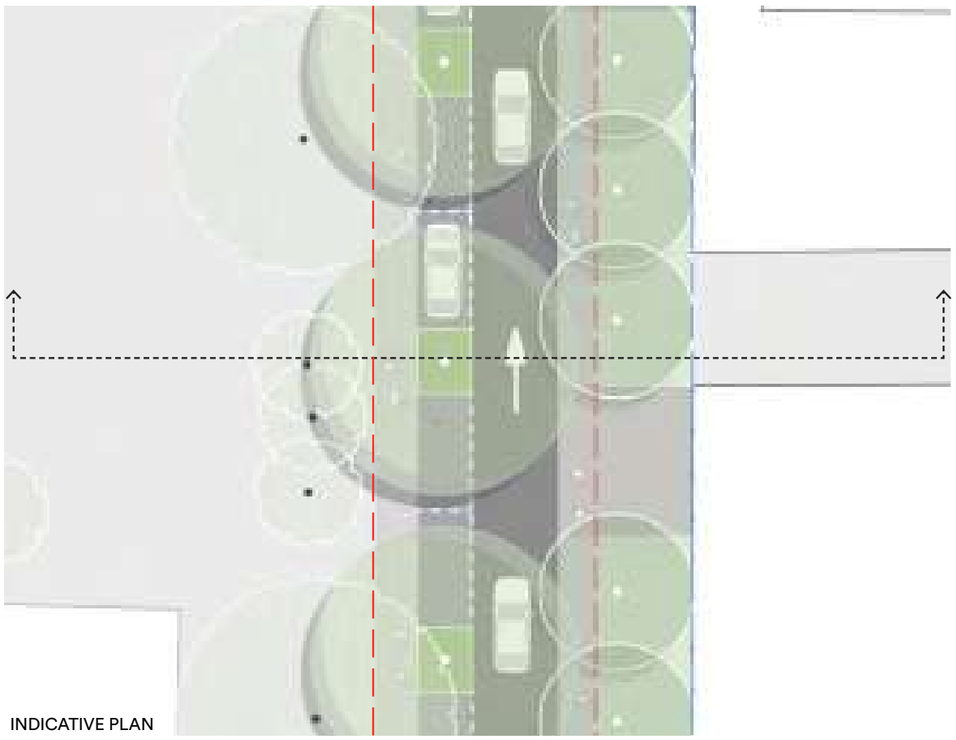
Type 4 10m street reserve

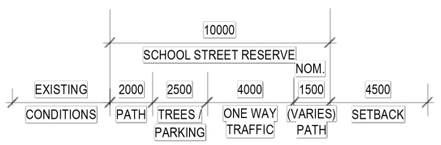
This block of West Street aims to enhance the streetscape with new street tree plantings, the design prioritises a comfortable and inviting experience for pedestrians, promoting shade and a greener streetscape.

Design Guides

1. One way northbound traffic lane forming part of the anti-clockwise loop around Five Dock Public School
2. Existing verge power lines to be relocated underground
3. Western side tree planting to provide shading over paths and roadway
4. One sided car parking amongst the trees positioned on the western side of the reserve
5. Comfortable 2m wide footpath along Five Dock Public School boundary catering to an expected high volume of pedestrians.







West

East



Not to scale

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CONTEXT

FIVE DOCK PUBLIC DOMAIN PLAN /
CITY OF CANADA BAY COUNCIL / JULY 2025

8.4 Secondary Streets

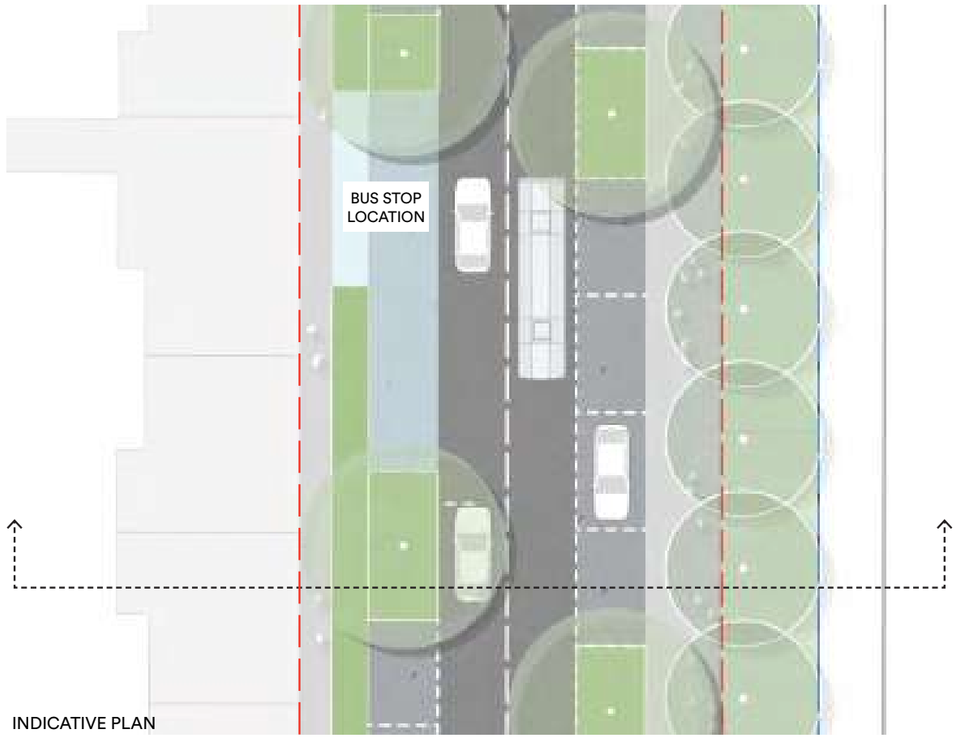
Type 1 Harris Road 20m street reserve

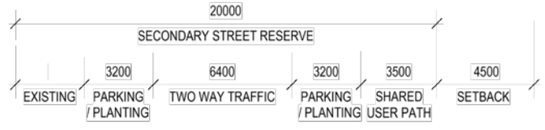
The Masterplan aims to preserve Harris Road's role as a vital local connection to the major corridor of Parramatta Road and connection to Parramatta River. The proposal enhances pedestrian amenities including a 3.5m wide shared user pathway to create a more welcoming and accessible streetscape.

Design Guides

1. Retention of western footpath, verge and tree planting as existing
2. Existing eastern verge power lines to be relocated underground
3. Generous 3.5m wide shared user pathway on the eastern side of the street
4. Canopy tree planting added to the western side of the street to help shade the roadway
5. Introduction of tree planting in parking lanes to shade the shared user path on eastern side of street reserve.







West

East



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8.4 Secondary Streets

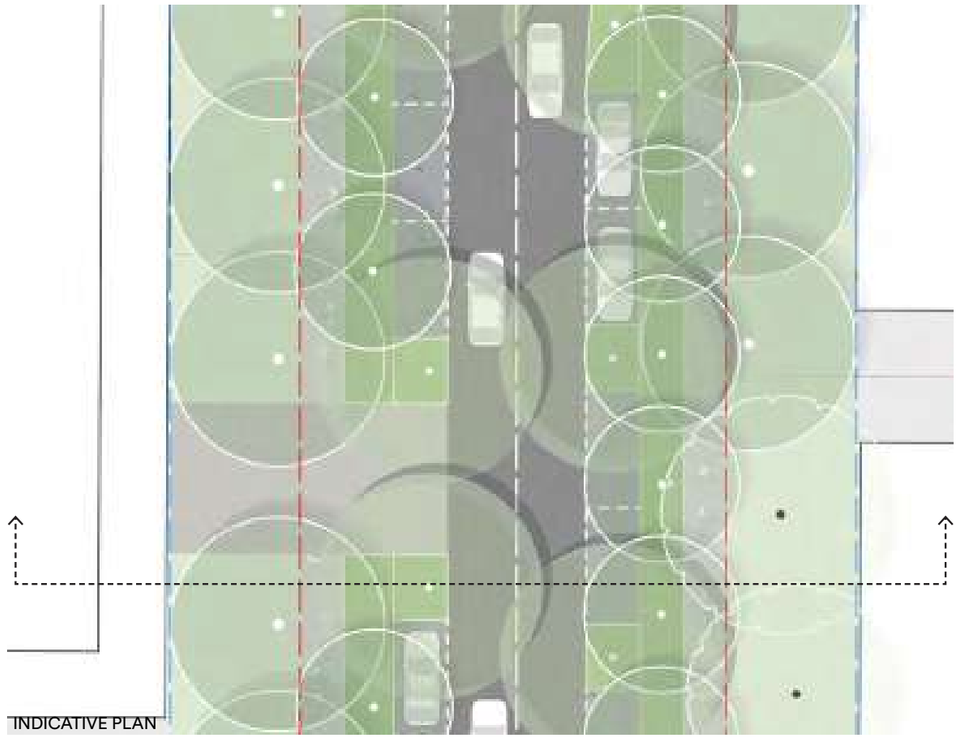
Type 2 Tree avenue 20m street reserve

The tree avenue typology acts as a multi-functional space that supports vehicular traffic and on-street parking, featuring landscaped verges and wide footpaths that promote walkability and human comfort.

Design Guides

1. Human comfort drives the addition of canopy trees, planting and the creation of a shaded public domain
2. Existing verge power lines to be relocated underground
3. Comfortable 2m wide pathways on the either side of the street
4. Canopy tree planting added to the western / northern sides of the street to help shade the roadway
5. Introduction of tree planting in parking lanes to shade the shared user path on eastern side of street reserve.
6. Trevanion Street will retain it's existing condition along it's eastern edge.







North / West

South / East



Not to scale

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CONTEXT

FIVE DOCK PUBLIC DOMAIN PLAN /
CITY OF CANADA BAY COUNCIL / JULY 2025

City of Canada Bay

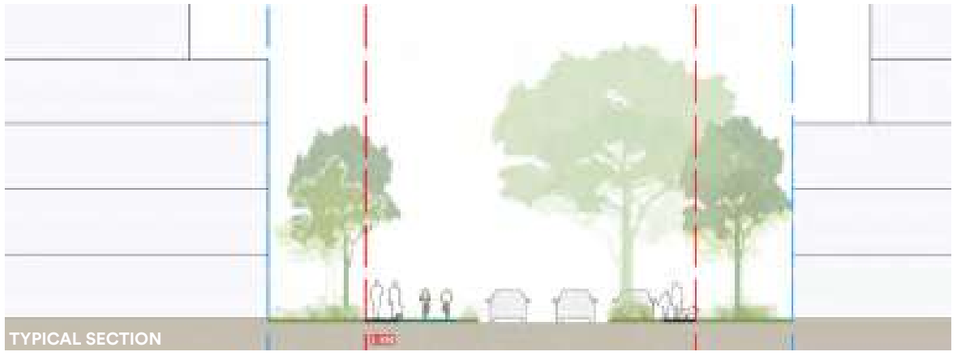
8.4 Secondary Streets

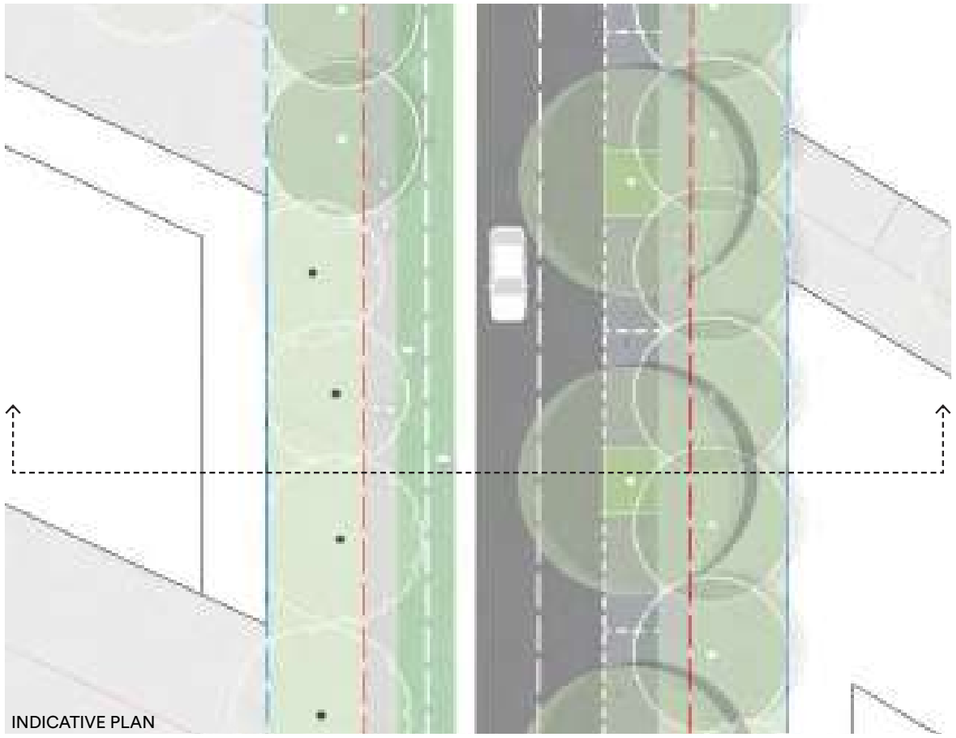
Type 3 12.6-15.4m cycleway street reserve

The proposed character of Barnstaple Road & Henry Street (outside the school street typology) prioritises safety, movement and connection. These streets incorporate a separated bi-directional cycleway that forms a key link of the regional network.

Design Guides

1. Orientation of parking and tree planting to southern side of road to provide shade and cooling
2. Existing verge power lines to be relocated underground
3. Enhance CoCB cyclist routes by providing a separated bi-directional east-west cycle lane with planting buffers and kerb barriers
4. Canopy trees and car parking located on the southern side
5. Planting / kerb separation between road and cyclists for safety and cooling
6. Built form driveway locations to be provided in rear laneways or adjacent north south streets where possible.

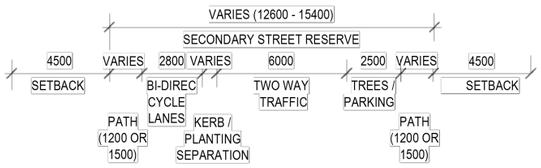








Indicative precedent imagery



North

South



Not to scale

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CONTEXT

FIVE DOCK PUBLIC DOMAIN PLAN /
CITY OF CANADA BAY COUNCIL / JULY 2025

City of Canada Bay

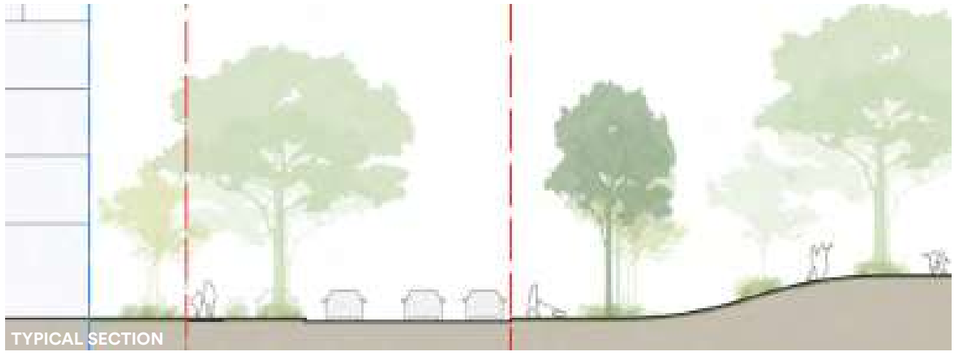
8.4 Secondary Streets

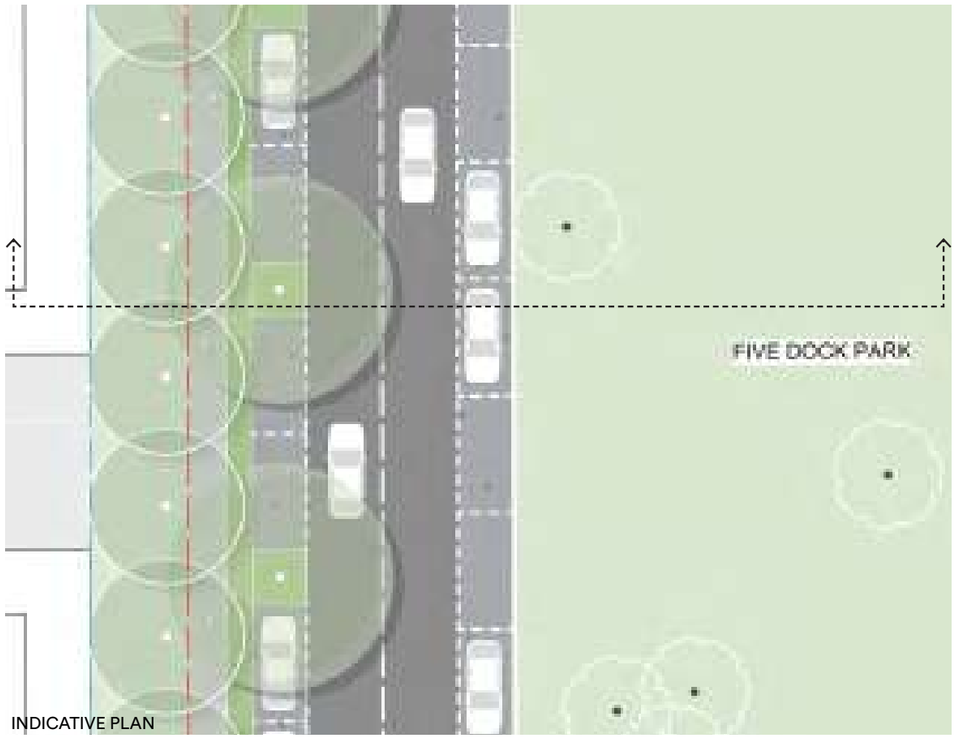
Type 4 Park Road 14.4-15m street reserve

The street design along Park Road will be characterised by plentiful Planted beds lining comfortable paths of travel for motorist and pedestrian movement, enhancing pedestrian and landscape amenity along Five Dock Park.

Design Guides

1. Orientation of canopy trees and parking to the western side of road providing shade to footpaths and roadway
2. Connection to existing eastern conditions maintained
3. Improved pedestrian connections to and from Five Dock Park in key locations
4. Wider 1.8m footpath positioned along the western edge of the street reserve









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CONTEXT

FIVE DOCK PUBLIC DOMAIN PLAN /
CITY OF CANADA BAY COUNCIL / JULY 2025

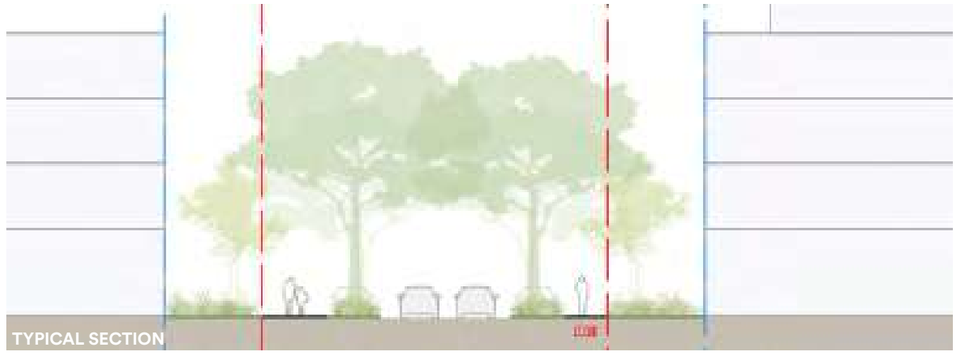
8.5 Local Streets

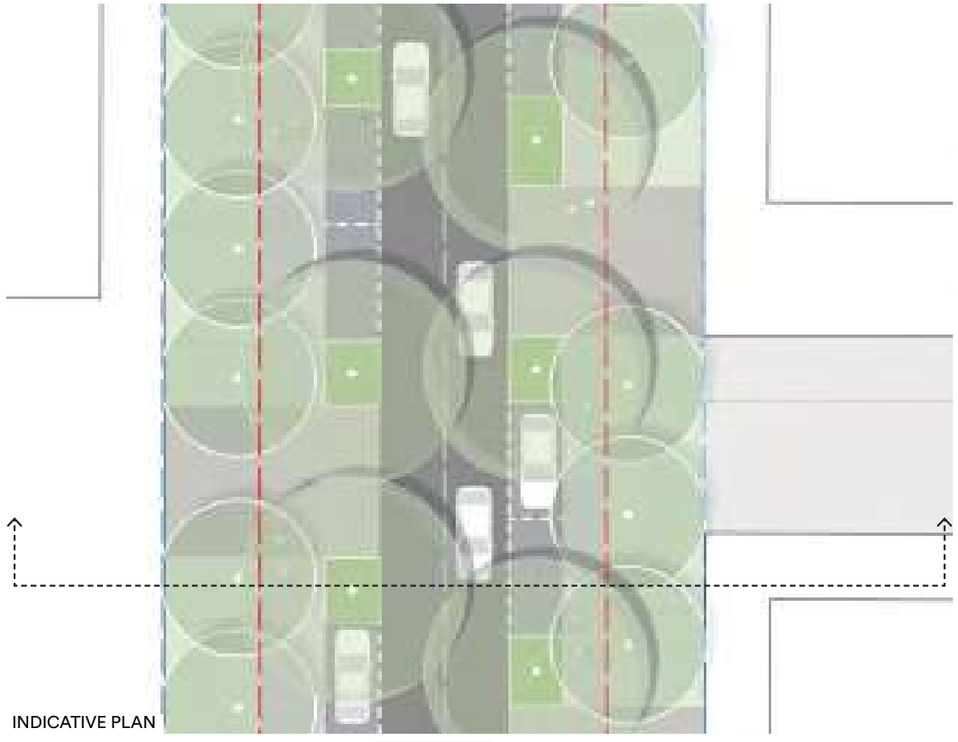
Type 1 Tree avenue 15-16.5m street reserve

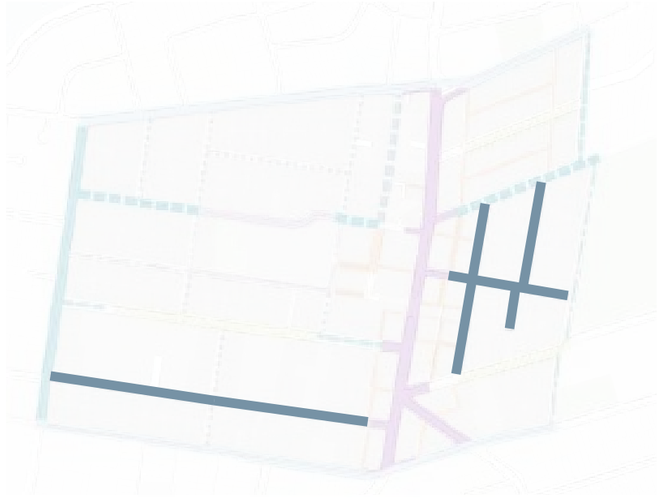
The tree avenue typology acts as a multi-functional typology that supports vehicular traffic and on-street parking, featuring landscaped blisters and wide footpaths that promote walkability and human comfort.

Design Guides

1. Human comfort drives the addition of canopy trees, planting and the creation of a shaded public domain
2. Existing verge power lines to be relocated underground
3. Generous 2m wide footpaths on the south / eastern side and variable 2-2.5m wide footpaths on the north / western side of the streets
4. Built form driveway locations provided in local streets where possible when adjacent secondary streets
5. Canopy tree planting added to both sides of the street to help shade the road and pathways







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CONTEXT

FIVE DOCK PUBLIC DOMAIN PLAN /
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City of Canada Bay

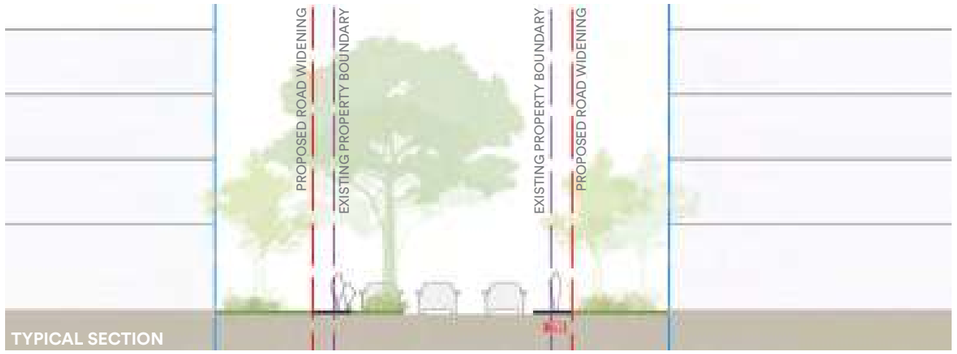
8.5 Local Streets

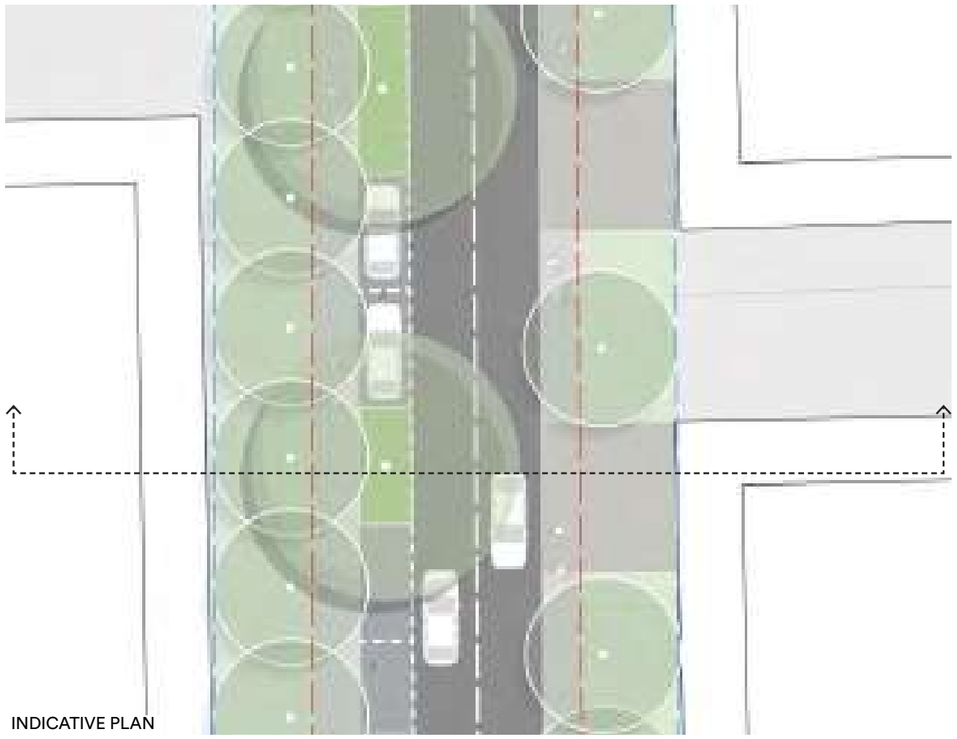
Type 2 11.5-14m street reserve

This local street typology aims to enhance the streetscape with new street tree plantings, the design prioritises a comfortable and inviting experience for pedestrians, promoting shade and a greener streetscape.

Design Guides

1. Northern or western side tree planting to provide shading over paths and roadway
2. Existing verge power lines to be relocated underground
3. One sided car parking amongst the trees positioned on the western or northern side of the street reserve
4. Where the street reserve is > 12m wide, a 2.5m wide row of tree planting and parking can be included on the southern / eastern road edge (in addition to what is shown here adjacent)
5. Built form driveway locations provided in local streets where possible when adjacent school or secondary streets







Not to scale

North / West

South / East

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CONTEXT

FIVE DOCK PUBLIC DOMAIN PLAN /
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City of Canada Bay

87

8.5 Local Streets

Type 3 Lancelot Street West 13-14.2m street reserve

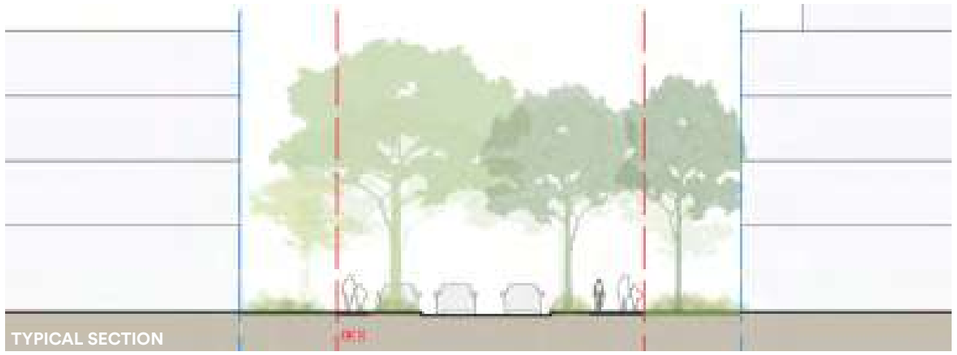
The proposed character of Lancelot Street envisions creating a comfortable, pedestrian-friendly streetscape enriched with greenery and shade-providing trees, promoting a cooler streetscape. A shared user path on the southern side of the street reserve helps create a consistent shared user path from Harris Road to West Street.

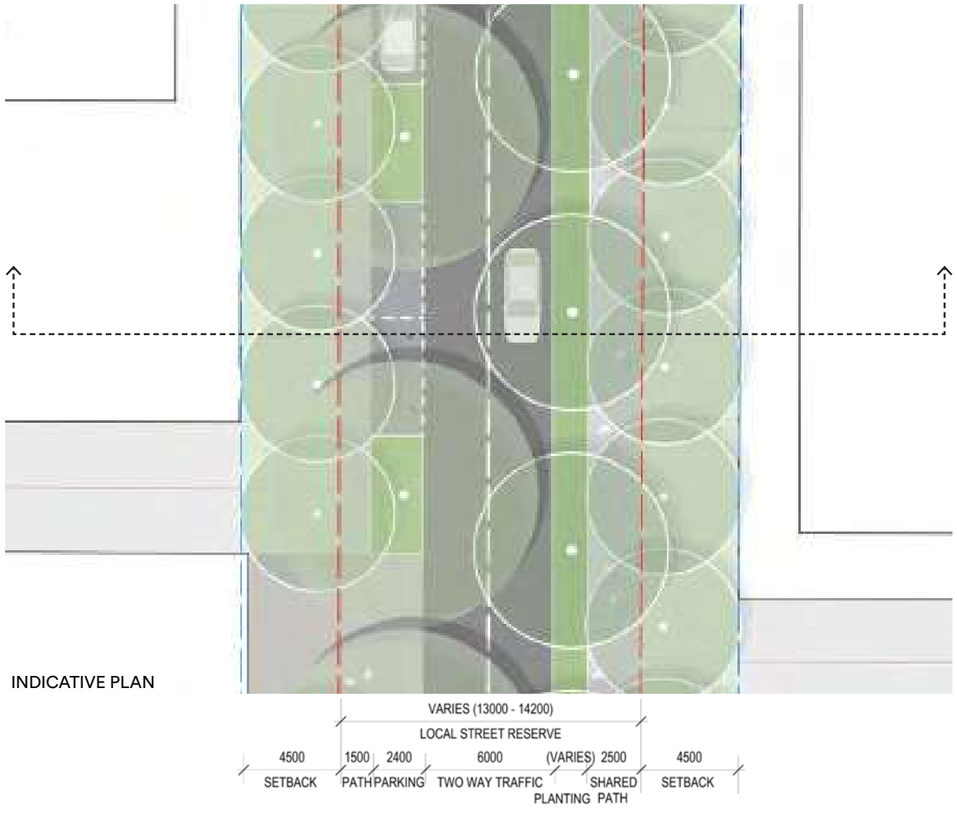
Design Guides

1. Human comfort and urban cooling drive the positioning of canopy tree planting amongst the car parking on the northern side, shading the paths and roadway
2. Existing verge power lines to be relocated underground
3. A 1.5m wide footpath on the northern side of the street reserve
4. Generous 2.5m wide shared path for cyclists and pedestrians to the southern side of the road reserve
5. Canopy tree planting introduced where possible on the southern verge to shade the SUP
6. Two-way traffic allowance from Harris Road to Scott Street.



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CONTEXT

FIVE DOCK PUBLIC DOMAIN PLAN /
CITY OF CANADA BAY COUNCIL / JULY 2025

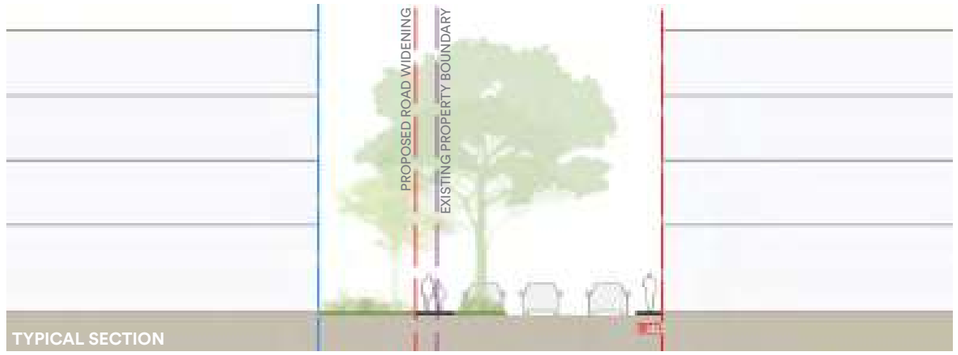
8.5 Local Streets

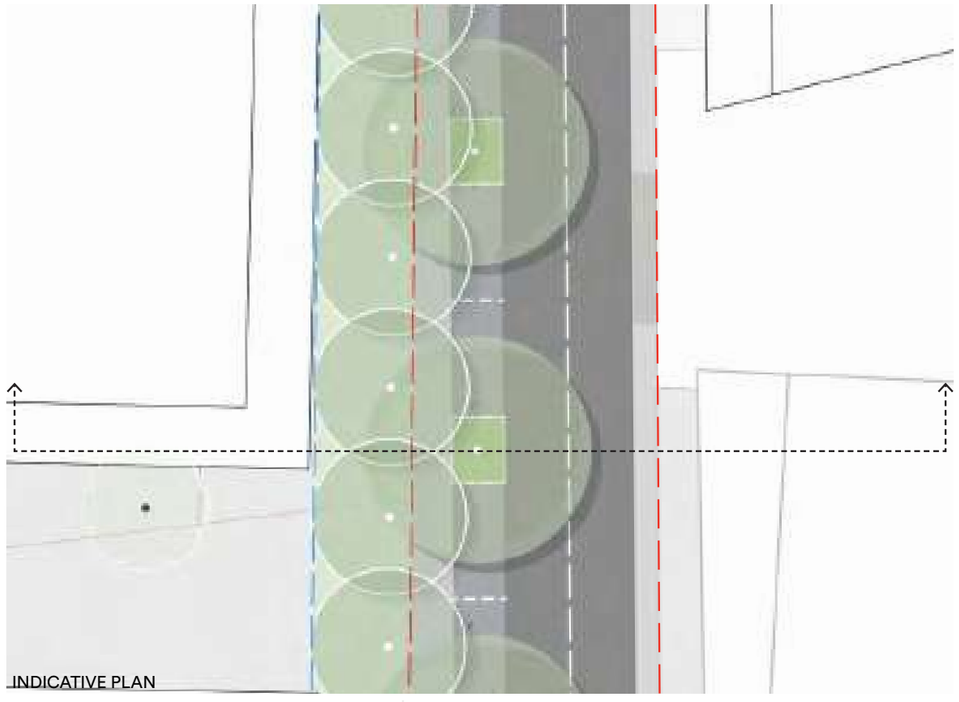
Type 4 East Street North 10.8-12.3m street reserve

This block of East Street aims to enhance the streetscape with new street tree plantings, the design prioritises connection with existing retained infrastructure to create a comfortable and inviting experience for pedestrians, promoting shade and a cooler streetscape.

Design Guides

1. Western side tree planting to provide shading over paths and roadway
2. Existing verge power lines to be relocated underground
3. One sided car parking amongst the trees positioned on the western side of the street reserve
4. Maintain the existing driveways and existing 1.2m wide eastern footpath
5. The width of the western footpath is variable
6. Built form driveway locations provided in local streets where possible when adjacent school or secondary streets







West

East

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8.6 Linear Park Streets

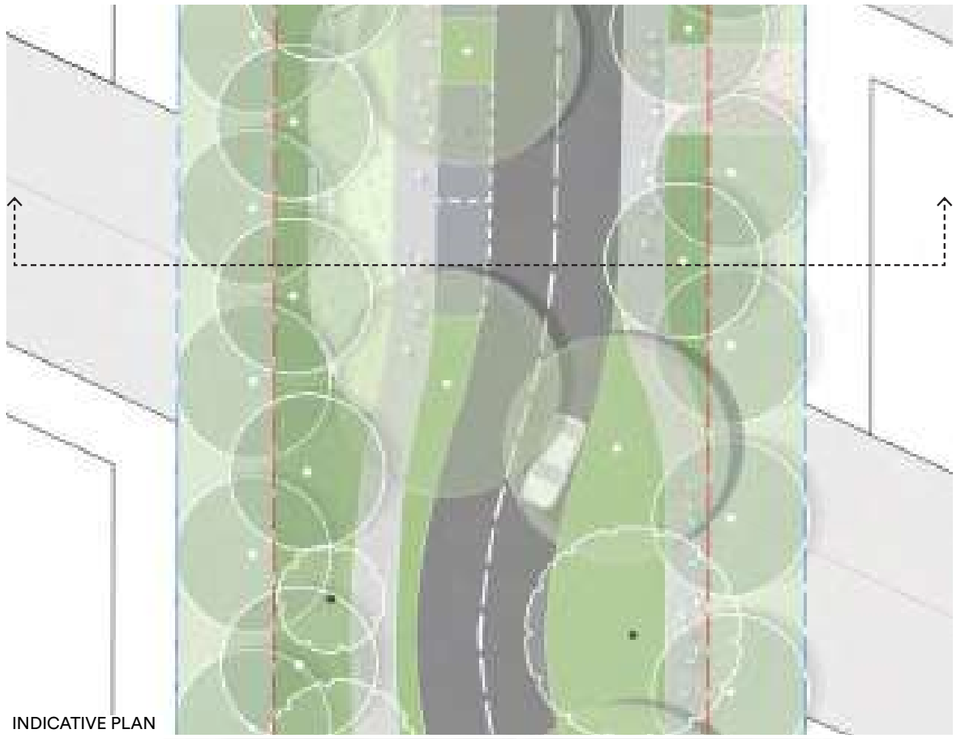
Linear Park Streets 20m street reserve

The vision for Linear park streets is to transform them into a vibrant 'green' community street, serving as an urban front yard. This design incorporates activated turf areas, play spaces, spaces for respite and community gathering and provides space for spill-out green environment from adjacent frontages, fostering connection to nature, community and social engagement.

Design Guides

1. Human comfort drives the addition of canopy trees, planting and the creation of a shaded public domain
2. Incorporation of places of pause and respite within a meandering and robustly planted public realm
3. Create moments for play opportunities within this typology to allow for community connection and activation
4. Pedestrian access provided to all new developments
5. Existing verge power lines to be relocated underground
6. Retention of healthy existing canopy trees where possible
7. Driveway locations to be provided in adjacent / parallel local streets or laneways where possible
8. Garfield Street to incorporate a 6.4m wide two-way traffic roadway following CoCB engineering advice.





NOTE: Garfield Street includes 2 × 3200mm wide lanes of traffic to cater for existing bus routes following CoCB engineering advice.



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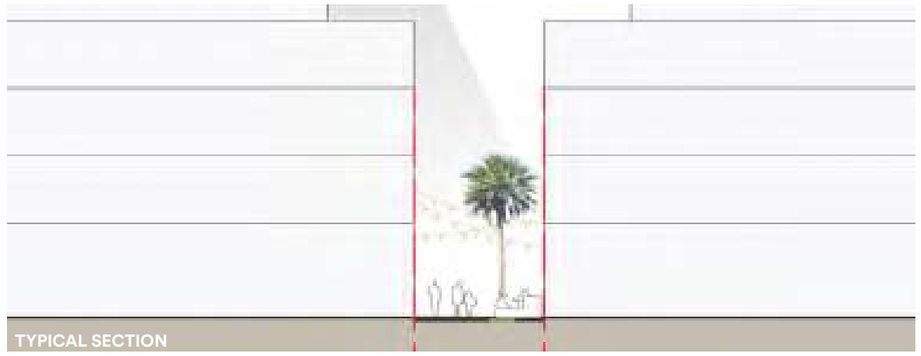
8.7 Laneways

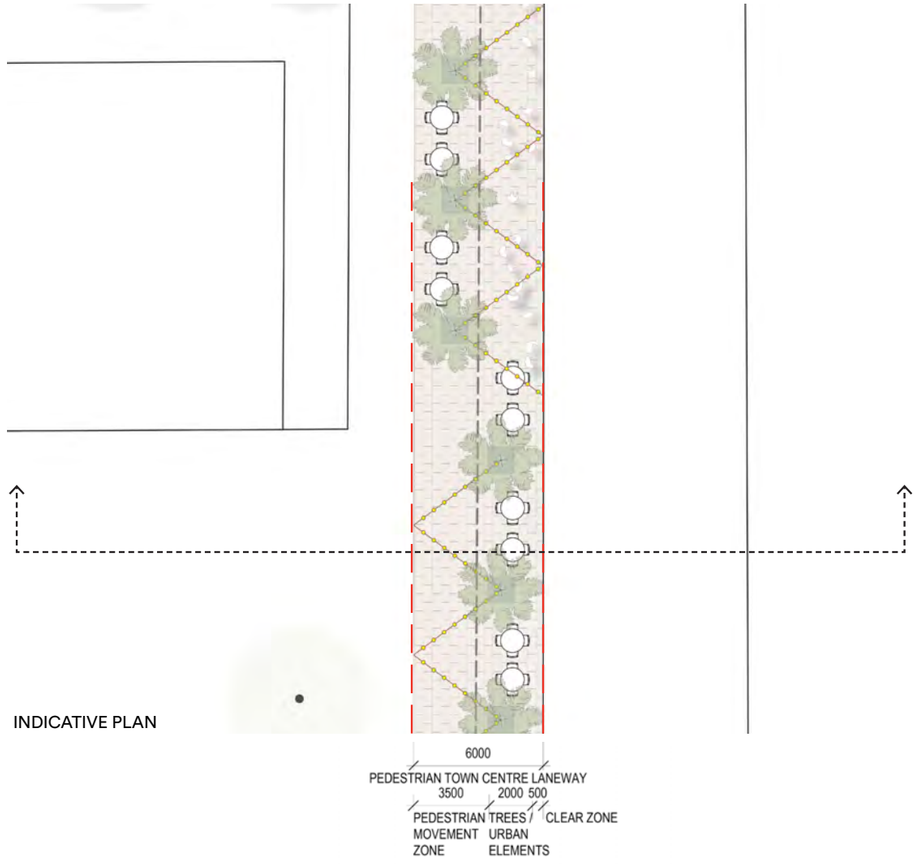
Type 1 6m Pedestrian Town Centre Laneways

The proposed character of these town centre laneways focuses on high quality planting, materiality and urban elements to compliment the town centre character.

Design Drivers

1. Town centre laneways adding to a connected and accessible urban fabric which are safe and comfortable for users at all hours
2. Smart technology and dark sky principles drive the lighting responses within the town centre laneways
3. A 3.5m movement zone meanders through the laneways allowing access to built form where required
4. This typology can be applied in either orientation enabling the clear zone to be applied to built form where applicable
5. Incorporation of palm trees or clean single trunk tree species in tree grates within the town centre core.





INDICATIVE PLAN







Indicative precedent imagery



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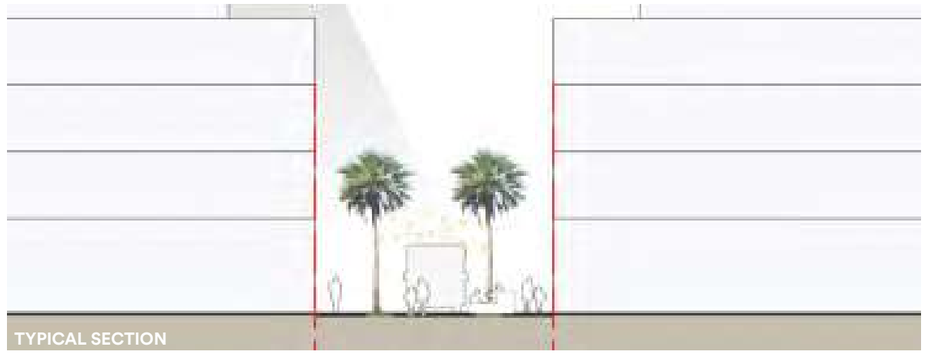
8.7 Laneways

Type 2 11m Pedestrian Town Centre Laneways

The proposed character of this town centre laneways focuses on high quality planting, materiality and urban elements to compliment the town centre character.

Design Guides

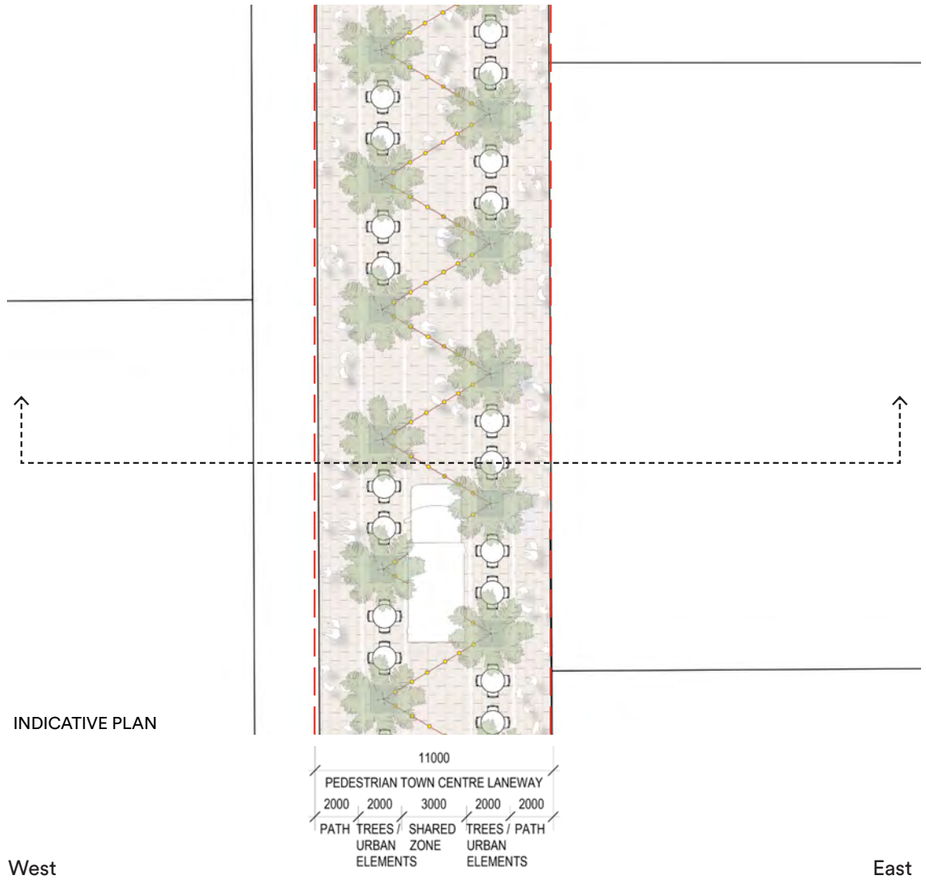
1. A laneways connection which acts as shared space while also providing emergency vehicle access to Fred Kelly Place when required.
2. A shared 3m central movement zone acts as the primary movement zone for pedestrians and cyclists alike
3. Dedicated 2m paths adjacent the built form on either side
4. Smart technology and dark sky principles drive the lighting responses within the town centre laneways
5. Incorporation of palm trees or clean single trunk tree species in tree grates within the town centre core.







Indicative precedent imagery





INDICATIVE PLAN

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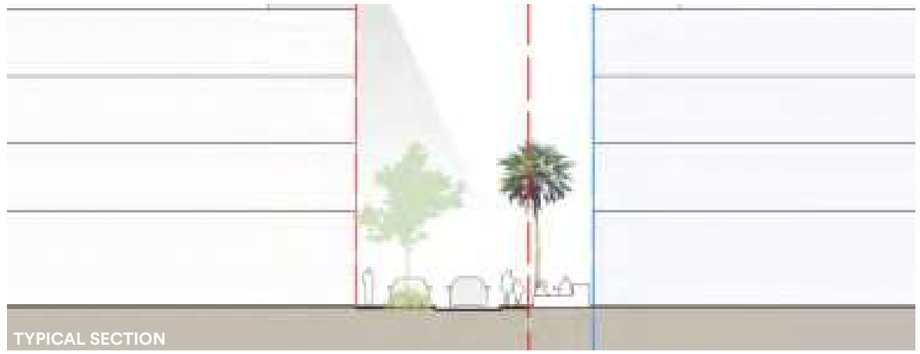
8.7 Laneways

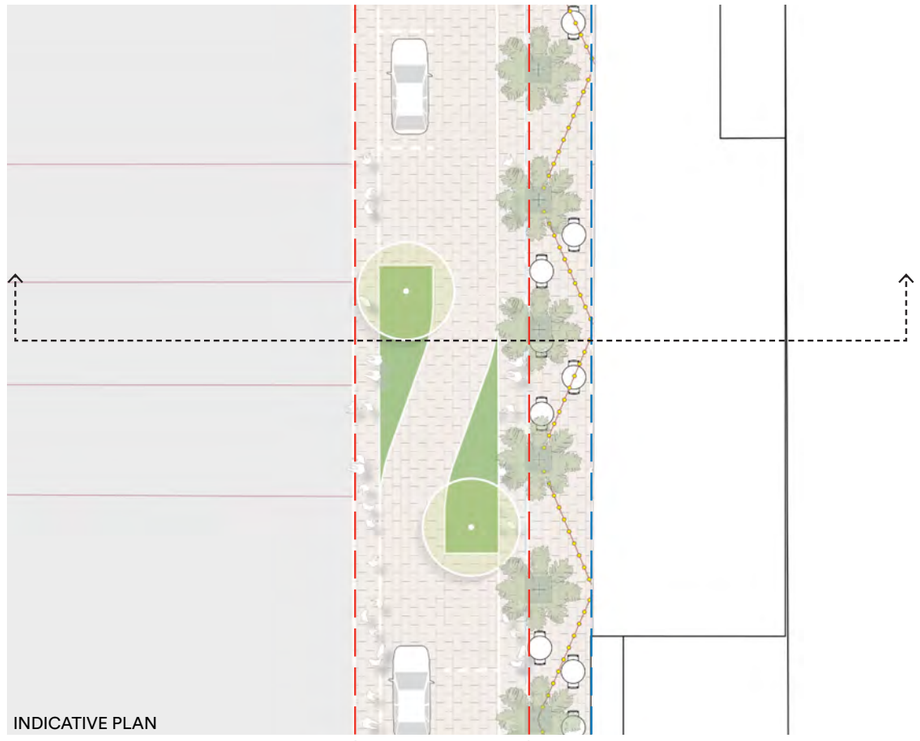
Type 3 8m Vehicular Town Centre Laneways

The slow speed vehicular laneways within the town centre aim to support ground floor active frontages while enabling one-way vehicular movement within a shared space. Planting, materiality and high quality urban elements compliment the town centre character.

Design Guides

1. Urban connections within the town centre core with a 3m one-way vehicular movement zone
2. Traffic calming measures, threshold material changes and signage articulate these laneways as shared spaces
3. Incorporation of palm trees or clean single trunk trees in tree grates within the town centre core
4. Canopy trees included in blisters where the shared movement zone meanders to increase shade within the public realm
5. Smart technology and dark sky principles drive the lighting responses within the town centre laneways
6. Typical setback as detailed adjacent can be applied either side of this typical 8m typology.













North / West

South / East



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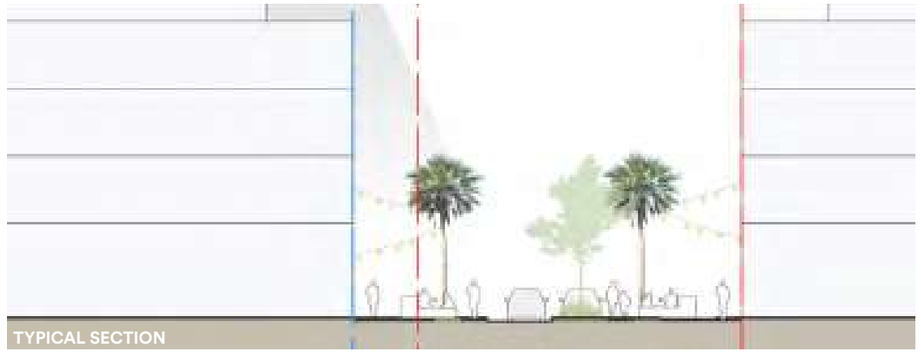
8.7 Laneways

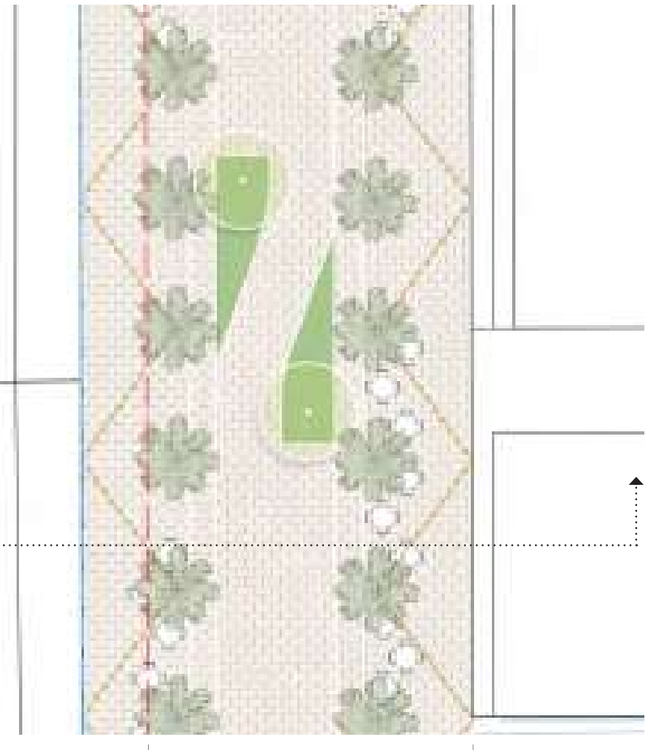
Type 4 15m Vehicular Town Centre Laneways

The proposed character of this slow speed laneways connection to the new metro supports ground floor active frontages while enabling one-way vehicular traffic, pedestrians and cyclists to seamlessly reach and depart the town centre core. Planting, materiality and high quality urban elements compliment the town centre character.

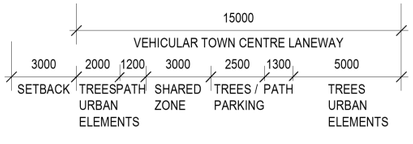
Design Guides

1. A connection which acts as vital link from the town centre to the northern half of the neighbourhood
2. A shared 3m movement zone acts as a key link of the primary north-south cycle route into the town centre and new metro station
3. Traffic calming measures, threshold material changes and signage articulate this laneway as a shared space
4. Canopy trees included in blisters where the shared movement zone meanders to increase shade within the public realm
5. Smart technology and dark sky principles drive the lighting responses within the town centre laneways
6. Incorporation of palm trees or clean single trunk tree species in tree grates within the town centre core.





INDICATIVE PLAN



West

East







Indicative precedent imagery



NOTE: *Refer to Chapter 6.1 of this PDP - Connectivity Infrastructure for identification of the public domain adjacent the proposed Metro Station location.*

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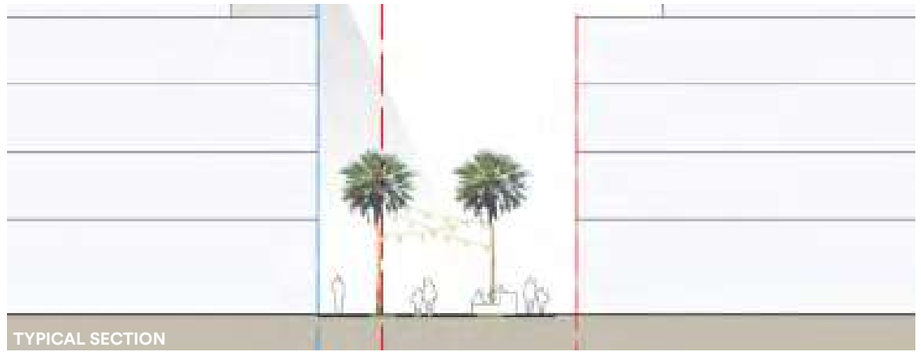
8.7 Laneways

Type 5 11m Special Precinct Laneways

The proposed character of this laneways connection to Fred Kelly Place and the new metro supports ground floor active frontages while enabling pedestrians and cyclists to seamlessly reach and depart the town centre core. Planting, materiality and high quality urban elements compliment the town centre character.

Design Guides

1. A laneways connection which acts as vital link from the town centre to the school, new park and western half of the neighbourhood
2. A shared 3m movement zone acts as a key link of the primary north-south cycle route into the town centre and new metro station
3. Dedicated 2m paths adjacent the built form on either side allowing entry and exit from ground floor activated frontages
4. The 3m setback is to be included within the streetscape as captured in this special precinct laneways typology
5. Smart technology and dark sky principles drive the lighting responses within the town centre laneways
6. Incorporation of palm trees or clean single trunk tree species in tree grates within the town centre core.











INDICATIVE PLAN



North

South

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8.7 Laneways

Type 6 6m Residential Laneways

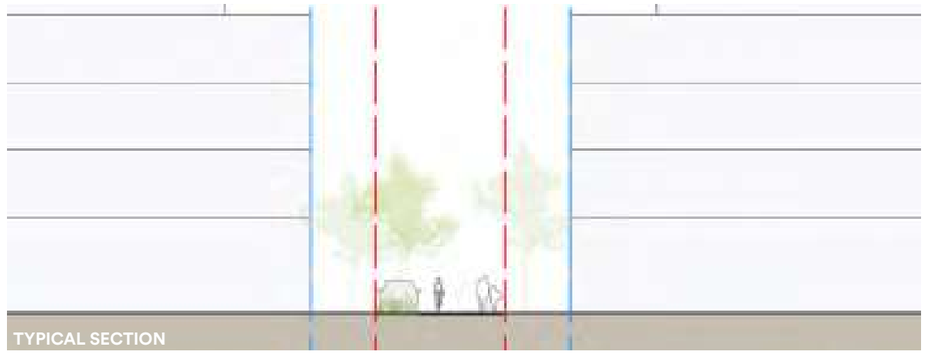
The proposed character of the residential laneways are to create functional one-way slow speed shared movement areas. Pedestrians, cyclists and vehicles share the space and connect to both the built form and beyond to the wider neighbourhood.

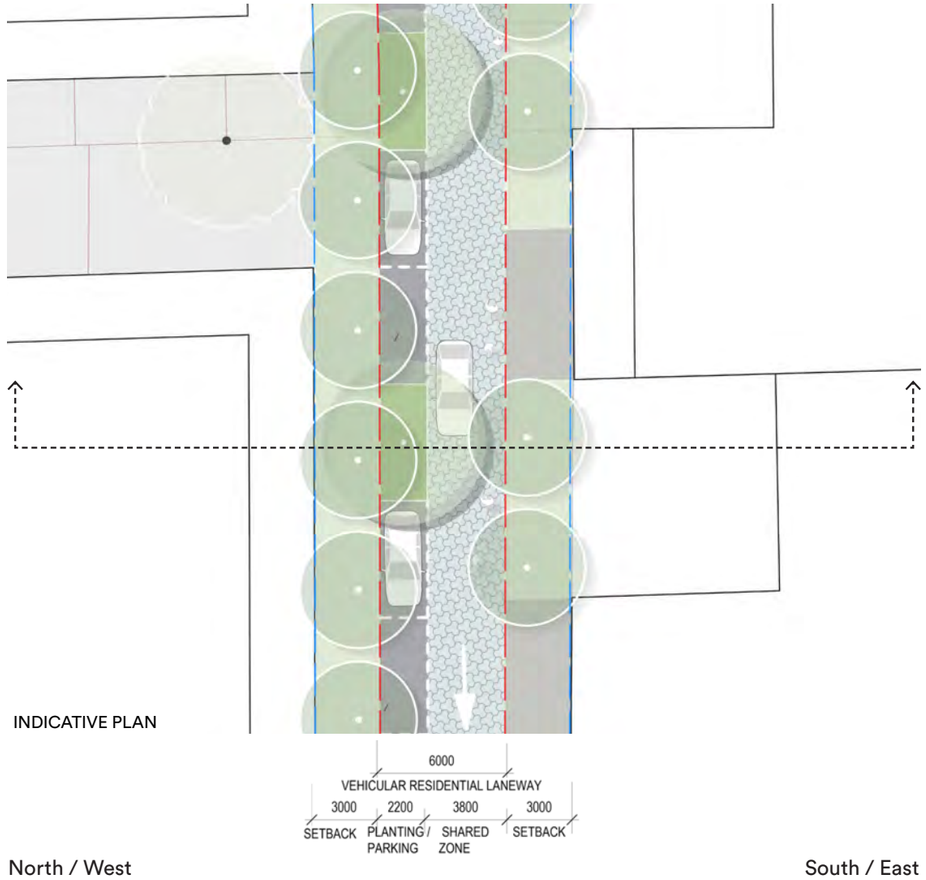
Design Drivers

1. Laneways focused on reducing cars / driveways on key Secondary Streets such as Rodd Road, by locating driveway entries to the built form within the residential laneways
2. Provide a safe shared space road corridor that encourages slow local movements for all users
3. Increase a safe parking experience for locals by formalising parking already utilised by community
4. Increase tree canopy coverage and reduce heat emitted by the road through integration of tree blisters into parking spatial allowance on the north or western sides
5. Enhance sense of residential place by implementing no fences or barriers at property boundaries adjacent residential laneways. This encourages passive surveillance while opening and unifying the street reserve and built form setbacks.



Not to scale





INDICATIVE PLAN

North / West

South / East





Indicative precedent imagery

0 2 4 6 8m
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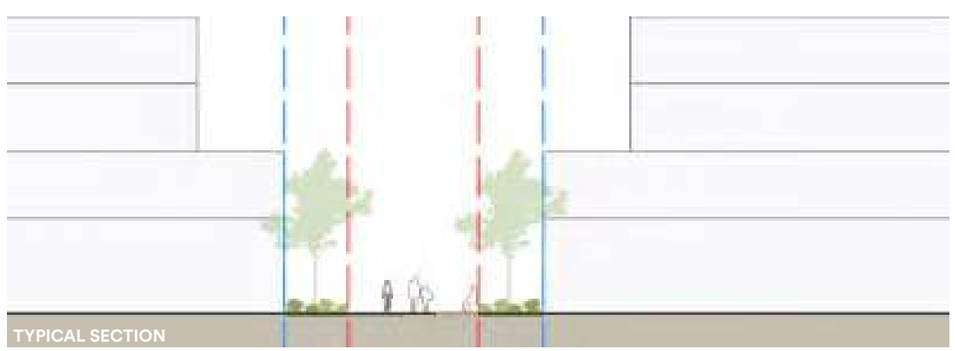
8.8 Active Transport Links

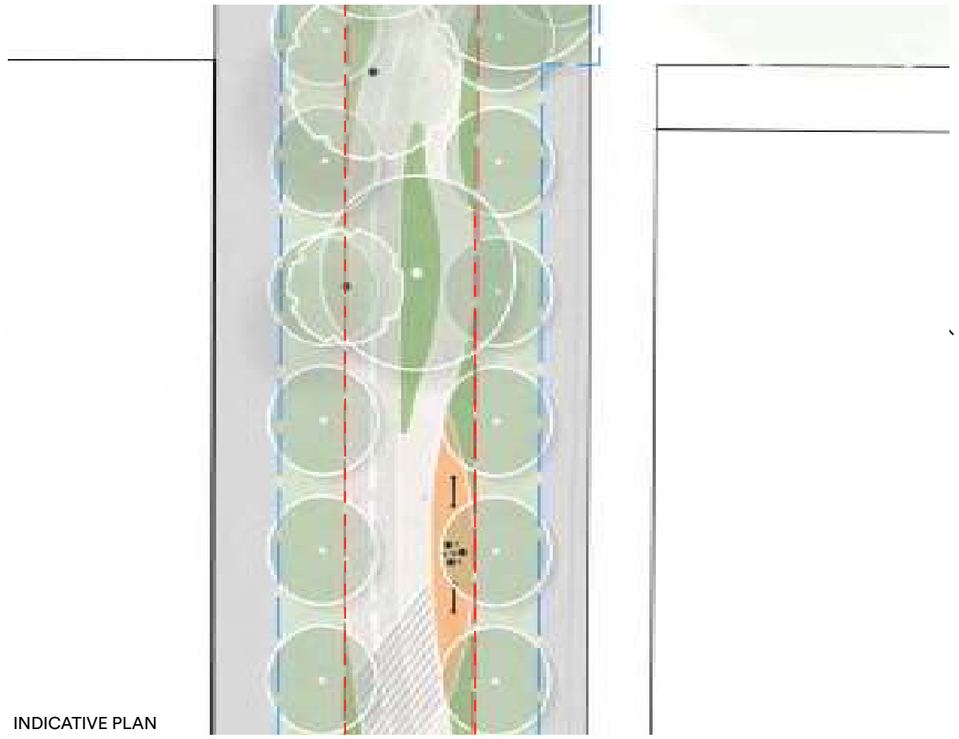
Active Transport Links 6-8m reserves

The precinct Masterplan Active Transport Strategy has proposed a series of connected, safe, accessible corridors that prioritise cyclist connections to / from the new metro station and beyond.

Design Drivers

1. Establish active transport links which allow cyclists enhanced accessibility through the urban fabric strengthening the 15-min neighbourhood concept
2. Encourage walking and cycling by providing continuous, shaded, and well-connected off-road pathways
3. Create safe, dedicated off-road movement corridors for all-abilities cyclists, including children and independent mobility users, with strong links to schools and the new metro station
4. Link to surrounding active transport strategic pathways to enhance accessibility and connection for both visitors and locals to and from Five Dock
5. Design linear corridors that accommodate higher-speed cycling while integrating safe pedestrian crossings and rest nodes
6. Active transport links encourage a healthy community by providing outdoor fitness equipment and water bubblers
7. Implement entry / exit thresholds, material changes and signage to encourage cyclists to slow down at corners, intersections or crossings





INDICATIVE PLAN





West

East



Not to scale

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8.9 Accessible Pedestrian Links

Accessible Pedestrian Links

The precinct Masterplan has proposed a series of connected, safe, accessible corridors that prioritise pedestrians and cyclists, seamlessly integrating lush landscaping with opportunity for gathering, play, public art overlays and activation areas.



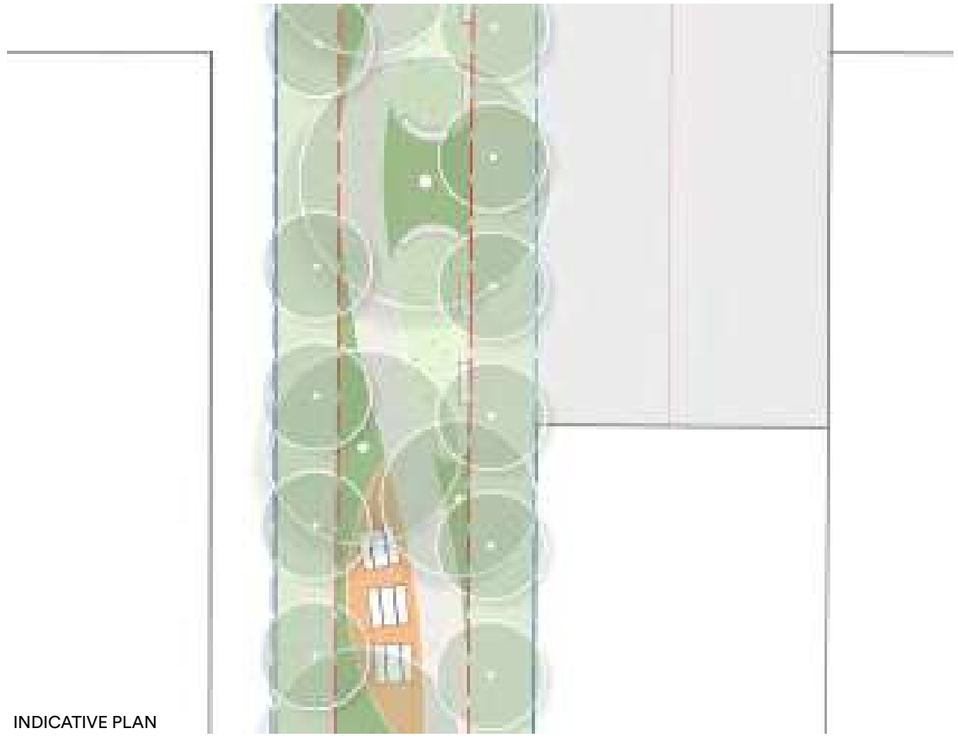


Design Drivers

1. Establish pedestrian-focused movement and social corridors
2. Introduce accessible pedestrian links to enhance accessibility within the urban fabric
3. Pedestrian priority is paramount, cyclist use is possible, however cyclists are encouraged to use the 'active transport links'
4. Implement entry thresholds, material changes and signage to encourage cyclists to slow down
5. Design meandering links that create spacious corners for local gatherings and social interactions
6. Foster social interactions between laneways and residential entries to enhance community interaction and sense of place
7. Reinforce the identity of “A Local’s Place” through amenities like community gardens, threshold meeting points, and safe off-road play areas.



INDICATIVE PLAN



North / West



South / East

Indicative precedent imagery

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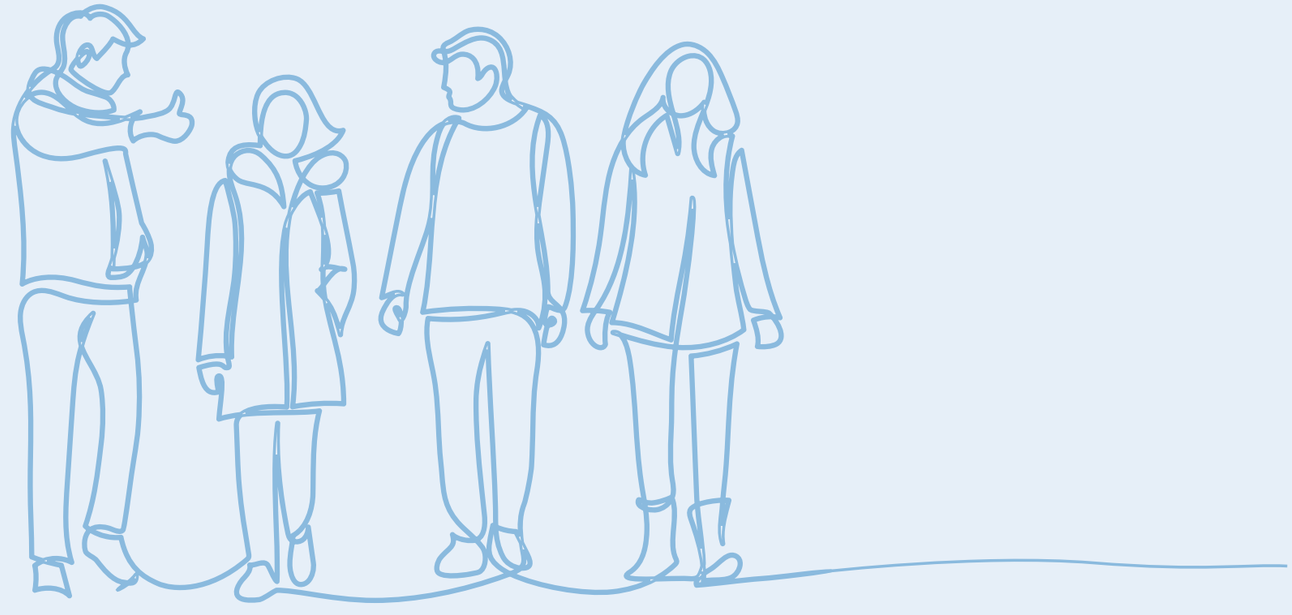
09 Detailed Precincts

9.1 Rodd Road Linear Park and Plaza

9.2 Fred Kelly Place & 106 Great North Rd

9.3 Five Dock New Park

CONTEXT

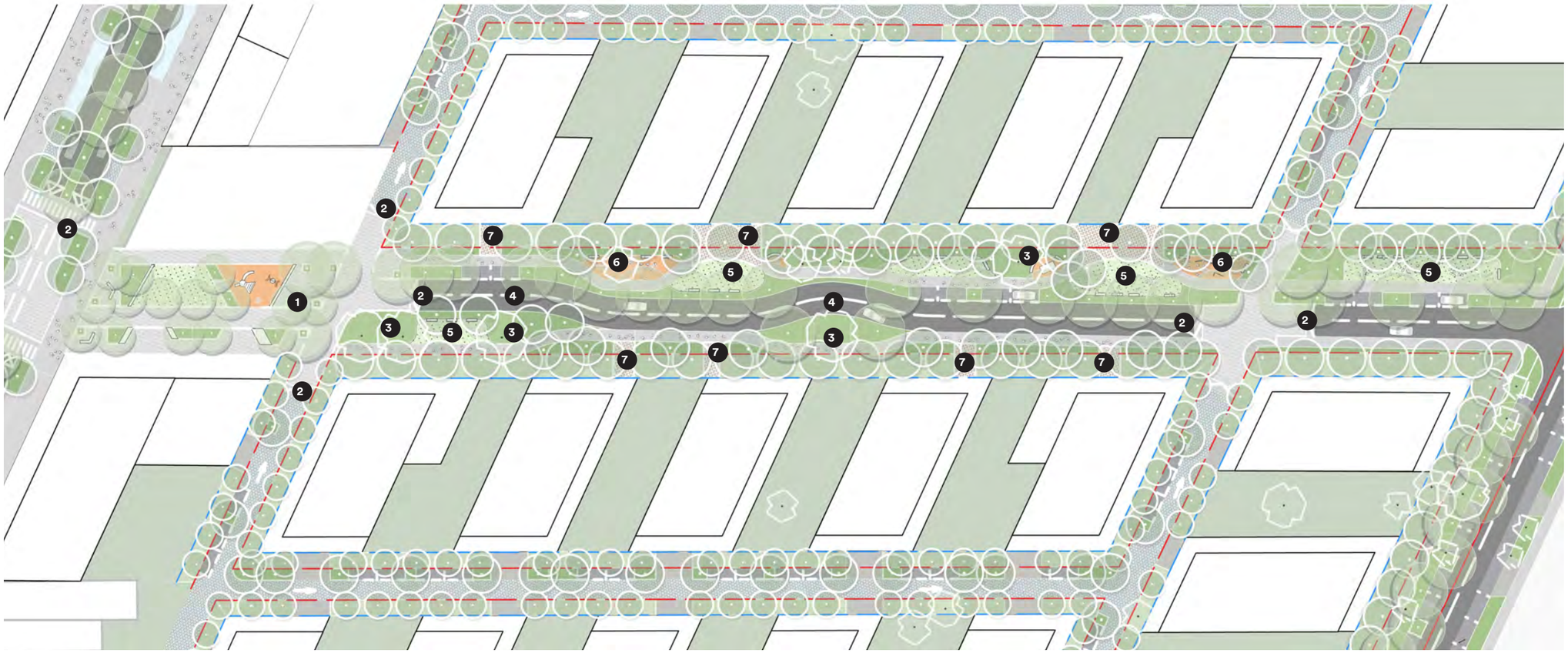


Five Dock Detailed Precincts



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9.1 Rodd Road Linear Park and Plaza



NOTE: *Potential road closure and reconfiguration of road is subject to a detailed design, community consultation and a detailed traffic assessment.*

LEGEND	
01	ROAD CLOSURE FOR CIVIC PLAZA
02	RAISED TRAFFIC TABLE TO SLOW TRAFFIC MOVEMENT AND PROVIDE SAFE PEDESTRIAN ACCESS
03	RETENTION OF EXISTING LARGE NATIVE TREES
04	REALIGNMENT OF ROAD TO RETAINED EXISTING NATIVE TREES
05	OPEN SMALL COMMUNITY LAWNS WITH PLANTING TO ROAD
06	HEALTHY LIVING EXERCISE EQUIPMENT
07	FUTURE PEDESTRIAN CONNECTION TO RESIDENTIAL PROPERTIES













9.2 Fred Kelly Place & 106 Great North Road



NOTE: *Potential reconfiguration of open space is subject to a detailed design and community consultation.*

CONTEXT

FIVE DOCK PUBLIC DOMAIN PLAN /
CITY OF CANADA BAY COUNCIL / JULY 2025

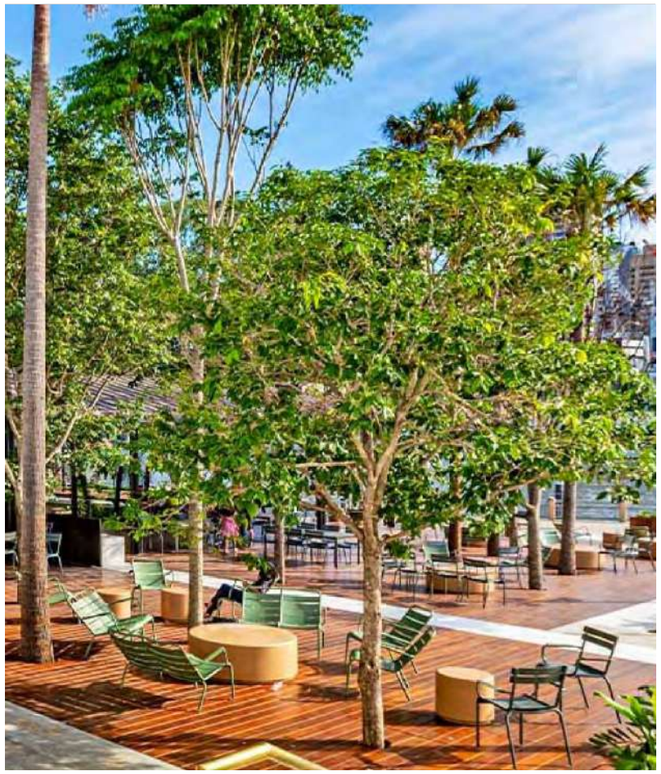
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City of Canada Bay

LEGEND	
01	EXISTING COLES
02	COLES OWNERSHIP
03	COURTYARD GARDEN
04	JACARANDA COURTYARD
05	ART STEPS
06	FIVE DOCK METRO STATION
07	FIVE DOCK PLAZA
08	PLAZA
09	URBAN GARDEN
10	ART WALK
11	GREAT NORTH ROAD
12	SHARED ZONE
13	PARK









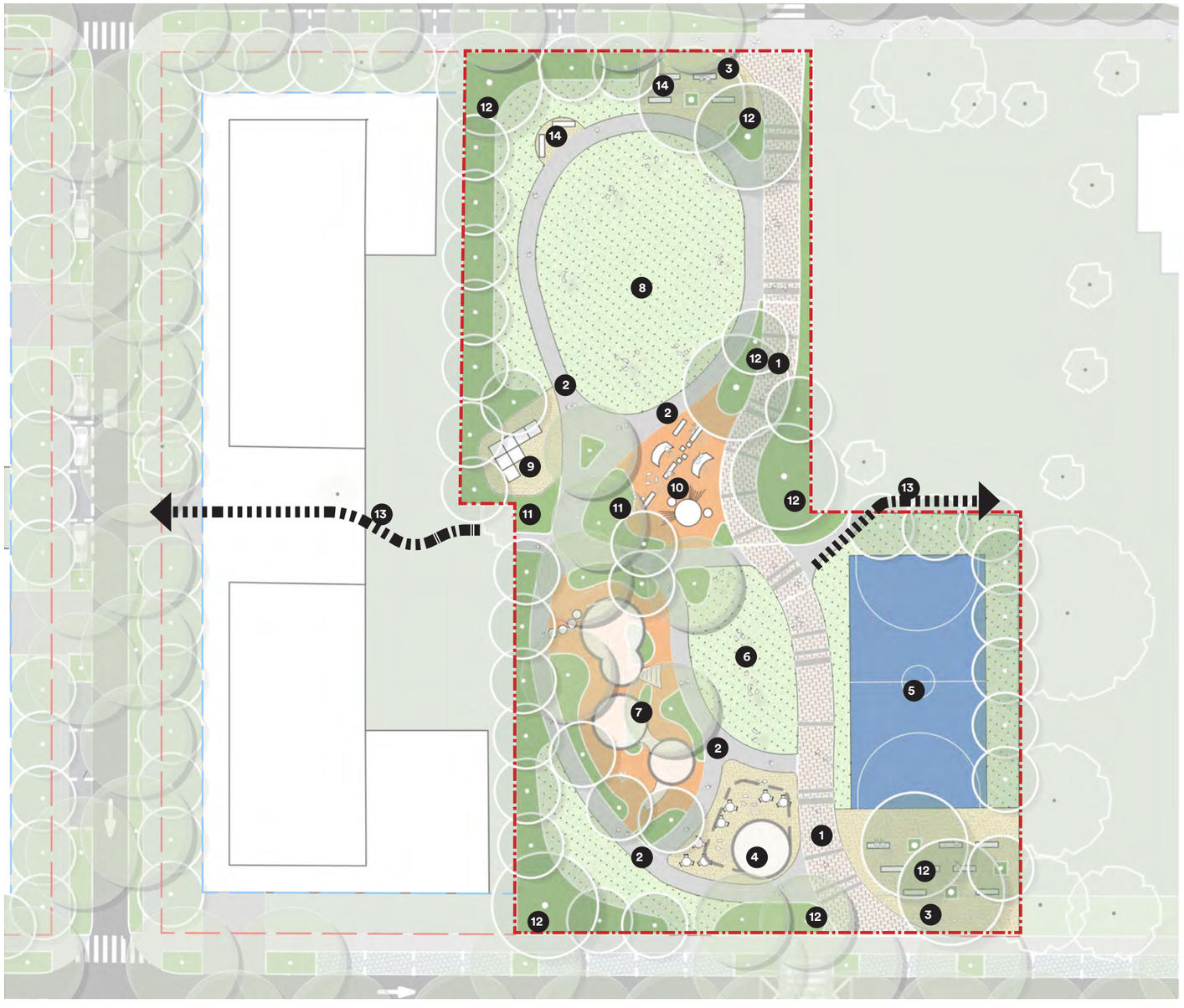






9.3 Five Dock New Park

LEGEND	
	FIVE DOCK NEW PARK LOT BOUNDARY
01	SHARED USER PATH
02	MAIN PEDESTRIAN LOOP PATH
03	FORECOURT ENTRIES TO PARK
04	AMENITY BUILDING Potential for Cafe, seating fronting onto play, lawn and multipurpose courts
05	MULTI PURPOSE COURT
06	LAWN
07	PLAYGROUND
08	LARGE FLEXIBLE USE LAWN
09	COMMUNITY PRODUCTION GARDEN
10	EXERCISE GYM
11	EXISTING TREES TO BE RETAINED
12	PROPOSED TREE AND PLANTING TO BOUNDARIES WITH FEATURE TREE CORNER AND ENTRY FEATURE TREES
13	FUTURE CONNECTIONS TO SCHOOL AND RESIDENTIAL DEVELOPMENT
14	SOCIAL GATHERING



NOTE: *New park is subject to a detailed design and community consultation.*













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Social infrastructure and open space assessment

Five Dock Masterplan

City of Canada Bay Council August 2025

Report title: Social infrastructure and open space assessment report - Five Dock Masterplan

Client: City of Canada Bay Council

Version: Revised Final

Date: August 2025

Proudly funded by the Commonwealth Government and NSW Government in association with the City of Canada Bay.

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Cred Consulting acknowledges the Traditional Custodians of the lands on which we operate. We pay our respects to the Traditional Custodians Ancestors and Elders, past and present. We recognise the strength, resilience and contributions of First Nations Peoples, and the eternal and spiritual connection held in the lands, skies and waters, through cultural practices and beliefs.

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1. Introduction

1.1 Background

The NSW State Government is addressing the current housing shortage by prioritising the building of more diverse homes in well-located areas near transport, open spaces, schools, hospitals and community facilities. Five Dock has been identified as one of the three confirmed Metro West stations located in the City of Canada Bay.

As we've seen in other areas of Sydney, a new metro station is a draw card for population growth and is a catalyst to unlock further opportunities. With that in mind, City of Canada Bay Council (Council) is currently undertaking planning to identify how to deliver the expected additional housing and increased dwelling diversity.

In light of this, there is a need to understand the magnitude of the change and consider recommendations that ensure that social infrastructure provision remains sufficient to meet the needs of current and future residents.

1.2 Purpose of this assessment

The purpose of this Needs Study is to consider social infrastructure:

- Compare existing provision to anticipated population growth and industry benchmarks.
- Provide input on how much additional infrastructure is required to service population growth.
- Provide recommendations on the prioritisation of social infrastructure projects.
- Highlight new opportunities that may arise as a result of the increased housing targets. An area like Five Dock, with high land values and limited available land, will require an innovative and pragmatic approach to delivering what is needed for the future community.

2021 Australian Infrastructure Plan defines social infrastructure as essential infrastructure.

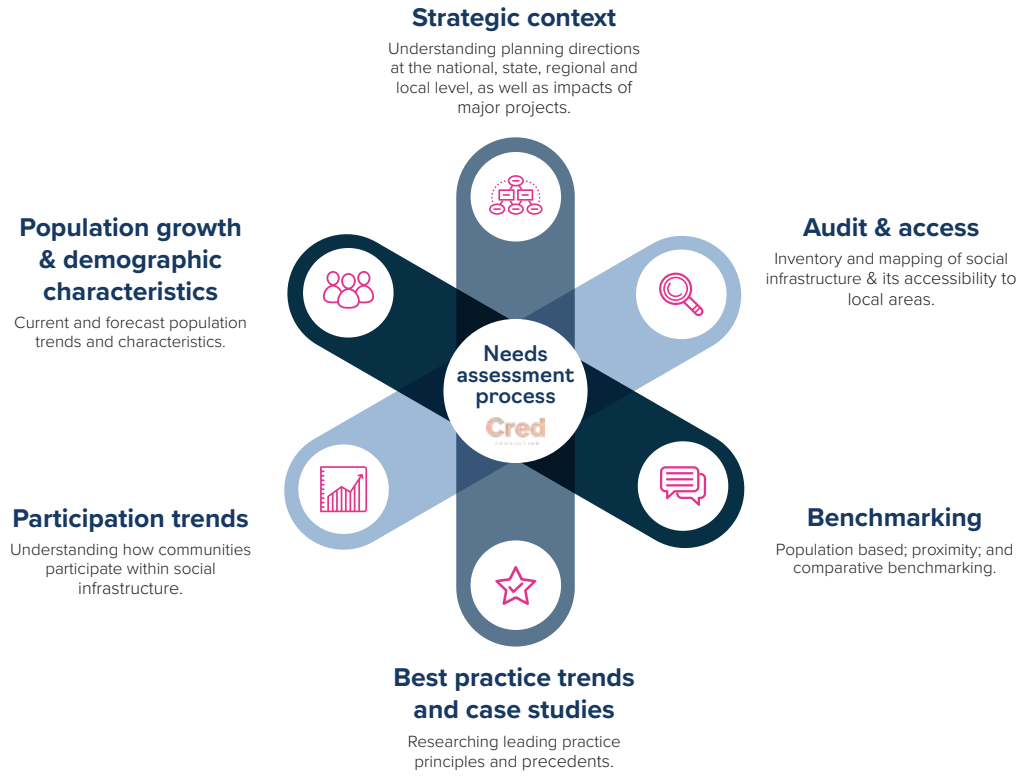
It notes that social infrastructure connects people and communities to services and opportunities that enhance their quality of life, enable them to live together and help each other, keep them safe and healthy, and boost national productivity.

1.3 Methodology

A range of indicators have been applied to determine the social infrastructure needs and opportunities, as shown in Figure 1 including:

- Population growth and demographic drivers
- Strategic context
- Participation trends
- Community drivers (expressed need)
- Social infrastructure inventory and mapping
- Benchmarking, and
- Case studies and best practice.

Figure 1 - Cred's needs assessment methodology (Sorce: Cred Consulting)



1.4 The masterplan

Council prepared a Five Dock Precinct Masterplan which builds upon the Urban Design Framework Structure Plan (2023) and also responds to recent planning policy changes by the NSW State Government (2024-25) to deliver additional housing in well located areas.

The detailed masterplan seeks to increase housing supply whilst also strengthening the existing centre and delivering additional public benefit such as improved connections, new through-site links, improved streetscapes and well located public open spaces.

Key elements of the detailed masterplan include:

- A northern expansion of Fred Kelly Place and a new Town Square on the eastern side of Great North Road, to create a generous entralised gathering space.
- A new public open space adjacent to the Five Dock Primary School.
- New and improved streets, laneways and links to provide improved access and connectivity across the Precinct. This includes new accessible pedestrian links and dedicated cycle paths along Henry Street and Queens Road.
- Green spine streets along Garfield Street and Second Avenue with increased front setbacks to accommodate increased tree canopy and deep soil landscaping.
- Taller built form concentrated around the Metro Station and Town Centre.
- A mix of building types including mixed-use buildings of twelve (12) to twenty (20) storeys in the Town Centre, typically surrounded by eight (8) storey apartment buildings.
- Lower apartment building heights of four (4) to six (6) storeys at the edges of the Precinct and close to lower scale heritage and residential buildings.
- Increased building heights on sites which provide public benefits such as open space, road widening, laneways and links.
- Deep soil zones within the front and rear setbacks of lots to provide tree canopy and continuous landscaped areas that flow across adjoining lot.

The findings of this Needs Study will inform the Five Dock Masterplan (which is currently underway) along with input from several other technical studies.

The Masterplan site is referred to as the Precinct throughout this report.

Figure 2 - Five Dock Precinct Masterplan (Source: StudioGL)



2. Defining social infrastructure

2.1 What's in scope

Social infrastructure functions as part of a network connected by centres and public transport. For the purposes of this Study, social infrastructure includes the following:

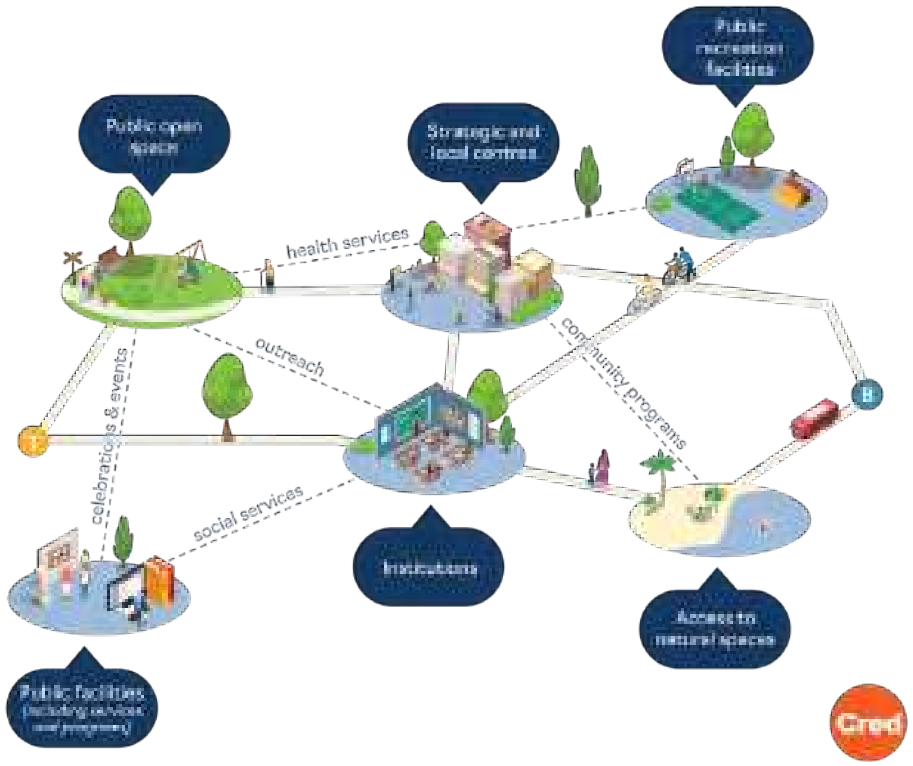
Community facilities

- Community centres
- Libraries
- Cultural facilities
- Educational facilities - childcare, schools, and
- Aged care services.

Public open space and recreation facilities

- Public open spaces including public parks and recreation areas.
- Natural areas and foreshores.
- Sports & recreation facilities, including:
  - Sporting fields
  - Indoor sports centre
  - Aquatic facility
  - Youth recreation spaces
  - Multiple-purpose outdoor courts
  - Outdoor fitness station
  - Off leash dog areas
  - Recreation trails, and
  - Playspaces.

Figure 3 - Social infrastructure network graphic (Source: Cred Consulting)



2.2 Why social infrastructure is key in high density areas

Social infrastructure

From 2016 to 2021, there has been a significant housing development shift in Australia's capital cities, with multi-apartment developments making up 70% of housing delivered in Greater Sydney (Western Sydney Local Health District, 2024).

Social infrastructure plays a vital role in enhancing quality of life and supporting the overall resilience of high-density areas, thus it is crucial that all of our high density areas provide these crucial assets. With increasing population within high density areas, our existing social infrastructure is working over time to support the social identity, inclusion and cohesion of the surrounding residents this infrastructure supports.

Social infrastructure is key in high density areas for several reasons,

- Fosters **community cohesion** through building a sense of belonging and community.
- Provide **access to services** for diverse populations with varying physical, financial and social needs .
- Providing open space and community and recreational facilities, **support health and wellbeing.**
- **Stimulate local economies** by creating jobs.
- Support **sustainable development** through promoting public transport and walkability.
- Ensure **inclusivity**, that all community members have access to resources and opportunities.

Density done well

According to the 'Committee for Sydney' Making Great Places, Density Done Well Discussion Paper', 'density done well' means:

"That we accommodate more people and homes in the space that we have, while at the same time improving liveability.." - Committee for Sydney, 2016

'Density Done Well' identifies that with the rapid increase of density within Greater Sydney, there is demand to invest in our social infrastructure assets, through improving amenity and public spaces and facilities for its residents.

The notion that increasing density, also increases public life and the need for more local, social amenities is not uncommon. Recently, the Committee for Sydney (CfS) released a paper called "Defining Density", which outlines five key main lessons for stakeholders and government to lean on when increasing density in areas across Greater Sydney.

Two of the five lessons outlines that:

- More density results in more public life identifying the importance of investing in public spaces, whilst also planning for active high streets and streets frontages.
- More density requires a commensurate increase in local amenities. Higher density in areas, requires planning for supporting amenities to ensure local needs are met without the need to travel far distances.

"The higher the density, the more important it is to make spaces for people to come together and be social." - Committee for Sydney, 2024

"Density done well" in Canada Bay LGA

Within the same CfS report, the CfS undertook analysis on how much space 10,000 people take up in 18 precincts across Greater Sydney, as well as their access to public open space, shops and transport. One of the 18 precincts analysed as a case study is Five Dock in the Canada Bay LGA.

This analysis identified:

- 'Publicness' (the amount shop fronts, open space, streets and other public spaces along the ground plane) is significantly higher in denser precincts of 10,000 people - clear link between more people in smaller areas and increase in 'publicness' of the area.
- Five Dock has less than 25% of 'Publicness' within a 1.87km^2 boundary. Highlighting that future development should include planning controls to encourage activated ground planes and inclusion of open space and public spaces, to make the Five Dock precinct more public.

- Notwithstanding the above, Five Dock is considered walkable to shops and open space. It has limited walkability to the nearest train station. Consideration to increasing canopy cover and landscaping should be considered.

What do these findings highlight?

These findings highlight the importance of how providing density alongside delivery and advocacy for social infrastructure is critical in making sure Sydney is able to adapt to population growth. When looking at local examples of "doing density well" within Sydney, Newtown in the Inner West LGA, highlights how pairing high density developments with social infrastructure assets, like open space, local amenities and connectivity to public transport options is achievable. Compactness of people, doesn't necessarily mean lack of amenity. Doing "density well" is not a foreign concept to Newtown and can be referred to as a local case study of providing density and social infrastructure together for the rest of the LGA.



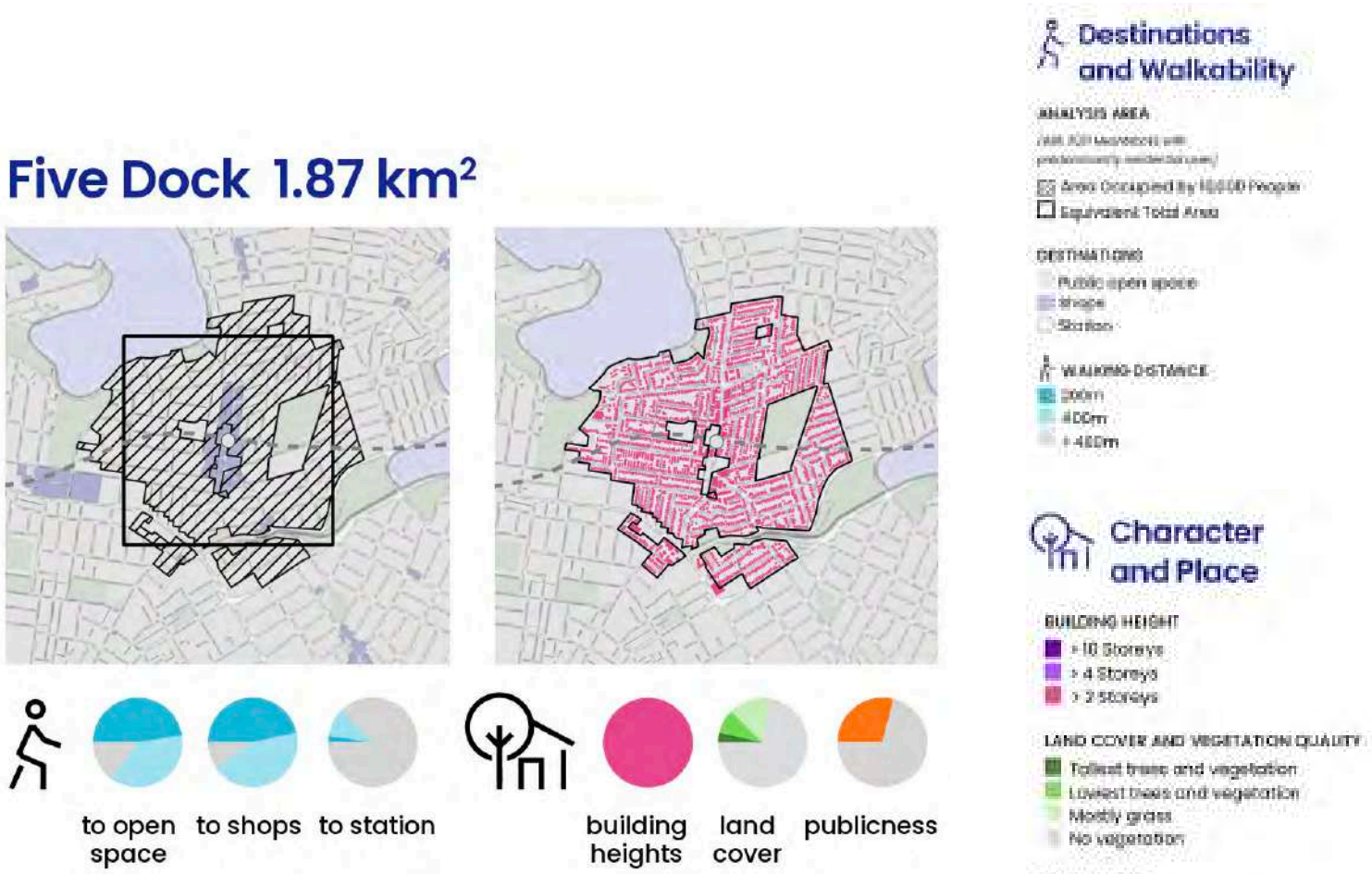


Figure 4 - Analysis of 10,000 people in Five Dock (Source: Committee for Sydney)



Dog walking in Five Dock Park (Source: Cred Consulting)

3. Strategic drivers

A range of national, regional and local strategies and policies influence social infrastructure. While a range of these strategies have been reviewed as part of this work, this section summarises findings from the most relevant strategies and policies.

3.1 International policies

The 2030 Agenda for Sustainable Development

Resolution adopted by the General Assembly on 25 September 2015. The United Nation's Sustainable Development Goals recognise that access to high quality public space (which includes social infrastructure) is critical to social, economic and environmental sustainability. The New Urban Agenda, a document that provides guidance for achieving the Sustainable Development Goals includes a commitment to:

"Promoting safe, inclusive, accessible, green and quality public spaces, including streets, sidewalks and cycling lanes, squares, waterfront areas, gardens and parks, that are multi-functional areas for social interaction and inclusion, human health and wellbeing, economic exchange, cultural expression and dialogue among a wide diversity of people and cultures, and that are designed and managed to ensure human development and build peaceful, inclusive and participatory societies as well as to promote living together, connectivity and social inclusion."

3.4 National policies

2021 Australian Infrastructure Plan

The 2021 Australian Infrastructure Plan includes social infrastructure as essential infrastructure acknowledging the critical role these physical spaces and assets play in supporting the nation's wellbeing and making Australia a great place to live.

The inclusion of social infrastructure as essential infrastructure was triggered post Covid-19 when community facilities became emergency service points for delivery of information and vaccination during Covid-19. During floods and fires, they became refuges for evacuations, and to access information, community connection, and emergency support.

Its social infrastructure reform agenda includes:

- Valuing social infrastructure - national consistency.
- Uniform access - healthy and prosperous communities.
- Embracing technology - optimised delivery.
- Education hubs - contemporary learning.
- Housing stock - addressing the shortfall social housing).
- Valuing our culture - enhancing liveability (arts and culture).
- Co-location and precincts - driving better outcomes (collaborative partnerships to create shared, well-used facilities and enable the co-location of health, education and other social facilities in mixed-use precincts).

The Plan's vision for social infrastructure is:

" Quality, accessible, future-focused, multipurpose and economically valued social infrastructure that supports a strong, healthy and prosperous nation and ongoing quality of life for all Australians."

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National Sport and Active Recreation Policy Framework, 2011

The Framework provides a mechanism for the achievement of national goals for sport and active recreation. The Framework identifies the roles of Regional/Local Government as:

- Facilitating a strategic approach to the provision of sporting and active recreation infrastructure, including open space, and other needs.
- Establishing local management and access policies to sport and recreation facilities.
- Supporting and coordinating local and regional service providers (venues and programs).
- Liaising and partnering with State and territory governments on targeted program delivery.
- Supporting and partnering with non-government organisations that enable sport and active recreation participation.
- Incorporating sport and recreation development and participation opportunities in Council plans.
- Collaborating, engaging and partnering across government departments on shared policy agendas.
- Investment in sport and active recreation infrastructure.



People playing Basketball in Prince Alfred Park (Photo source: Cred Consulting)

3.2 State policies

Greater Sydney Region Plan - A Metropolis of Three Cities (Greater Sydney Commission)

The Greater Sydney Region Plan: A Metropolis of Three Cities is built on a vision where people live within 30 minutes of their jobs, education and health facilities, services and great places. The Plan includes a focus on universal design, resilient and socially connected communities with walkable streets, and great places that bring people together.

The Plan seeks to transform Greater Sydney into a metropolis of three cities – the Western Parkland City; Central River City and the Eastern Harbour City (of which the City of Canada Bay is located), guided by ten strategic directions. Relevant directions include:

- A city for people. Celebrating diversity and putting people at the heart of planning. This includes services and infrastructure that meet communities' changing needs and to create healthy, resilient and socially connected communities. The arts, creative industries and innovation is highly supported.
- A city of great places. Designing places for people.
- A collaborative city. Working together to grow a Greater Sydney.
- A city supported by infrastructure and supporting new developments.

Eastern City District Plan (Greater Sydney Commission)

The Eastern City District includes the Canada Bay LGA along with Bayside, Burwood, City of Sydney, Inner West, Randwick, Strathfield, Waverley and Woollahra LGAs. The Plan aims to:

- Nurture quality lifestyles through well-designed housing in neighbourhoods close to transport and other infrastructure.
- Create sustainable communities through vibrant public places, walking and cycling, and cultural artistic and tourism assets.
- Align growth with infrastructure, including transport, social and green infrastructure, and delivering sustainable, smart and adaptable solutions.
- Through collaborative approaches, increase the use of public resources such as social infrastructure.

The planning priorities, which align to the objectives of the regional plan, and associated actions that aim to increase community cohesion and social connectedness include:

- Planning Priority E3: Providing services and social infrastructure to meet people's changing needs (A Metropolis of Three Cities: objective 6). This includes optimising the use of available public land for social infrastructure.
- Planning Priority E4: Fostering healthy, creative, culturally rich and socially connected communities (A Metropolis of Three Cities: objective 7, 8 and 9) through the delivery of healthy, safe and inclusive places for all ages and abilities, supporting active, resilient and socially connected communities and facilitating opportunities for creative and artistic expression and participation.
- Planning Priority E6: Creating and renewing great places and local centres and respecting the District's heritage (A Metropolis of Three Cities: objective12). Actions including using a place-based approach to deliver great places and integrating social infrastructure to support social connections and provide a community hub.

NSW Public Spaces Charter (NSW Government)

The NSW Public Spaces Charter principles are ten principles to include within the planning, design, delivery, management or evaluation of public spaces. Public spaces mentioned in the charter include, public open spaces, public facilities and streets.

The charter identifies the following 10 principles for quality public spaces:

- Healthy and active
- Open and welcoming
- Community focused
- Green and resilient
- Well managed
- Culture and creativity
- Local character and identity

- Designed for place
- Safe and secure
- Local business and economies

Better Placed (NSW Government Architect)

Better Placed is an integrated design policy for the built environment of NSW and seeks to place good design at the centre of all development processes from project definition to concept design through to construction and maintenance. Better Placed is based around seven distinct objectives that together seek to create a 'well-designed built environment that is healthy, responsive, integrated, equitable and resilient':

- Better fit: contextual, local and of its place
- Better performance: sustainable, adaptable and durable
- Better for the community: inclusive, connected and diverse
- Better for people: safe, comfortable and liveable
- Better working: functional, efficient and fit for purpose
- Better value: creating and adding value, and
- Better look and feel: engaging, inviting and attractive.

The principles above should also be applied to social infrastructure, creating functional facilities and spaces that people want to visit, feel comfortable within, that are fit for purpose and provide opportunities to build social capital.

Greener Places (NSW Government Architect)

'Greener Places' is a NSW Government policy that acknowledges the fundamental role that green infrastructure will play in ensuring community sustainability moving into the future.

Adopting a strategic approach to greening, the policy outlines four guiding principles:

- Integration: green infrastructure, urban development and Grey infrastructure.
- Connectivity: creating a network of open spaces.
- Multi-functionality: establishing multiple ecosystems.
- Participation: involve stakeholders.

The Draft Greener Places Design Guide sets a performance indicator for most high-density residential areas to be within 200m walking distance to a 0.15–0.5 ha public open space.

It also provides information on how to design, plan, and implement green infrastructure in urban areas throughout NSW.

Public Open Space Strategy for NSW, 2022

The strategy is a co-ordinated long term plan with a vision for thriving and resilient open space across NSW, enabled through leadership, coordinated direction and support. The five broader objectives for the above vision are:

- Better recognition for public open space.
- Stronger First Nations involvement.
- Co-ordinated planning, governance, planning and funding.
- Greater social, environmental and economic value.
- Better outcomes for regional NSW.

Places to Swim Guidelines (NSW Government)

Places to Swim provides planning, designing,delivering and managing swim sites into get in, on and around water in NSW. The guide encourages improved access to water for recreation across NSW. Places to Swim is about connecting people to water in places that need it the most, supporting the health and wellbeing of the community.

Resilient Sydney - A strategy for city resilience 2018 (Resilient Sydney)

The 100 Resilient Cities initiative – pioneered by the Rockefeller Foundation - helps cities around the world become more resilient to the physical, social and economic challenges that are a growing part of the 21st century. Resilient Sydney Strategy recognises no one

organisation can solve our problems and instead looks at how we can work together, across boundaries to protect and champion the needs and interests of communities for metropolitan Sydney. This Strategy sets the direction to strengthen our ability to survive, adapt and thrive in the face of increasing global uncertainty, local shocks and stresses and calls for business, government, academia, communities and individuals to lead and work as one city.

Direction 3 Connect for Strength aims for every Sydneysider to feel they belong in our community and city. This is to address Sydney's declining social cohesion and result in an outcome where people have equal access to engage in society, the economy and all the city has to offer.

Sydney Local Health District Strategic Plan (SLHD - NSW Government)

The Sydney Local Health District (SLHD) services the Canada Bay LGA as well as the City of Sydney, Inner West, Canterbury-Bankstown, Burwood and Strathfield LGAs. The SLHD provides tertiary, acute, primary care and health improvement services. The District includes principal teaching hospitals at Royal Prince Alfred (RPA) and Concord Repatriation General Hospital (CRGH) and district hospitals at Balmain and Canterbury which are complemented by a range of community-based health services.

SLHD is currently experiencing significant population growth and ageing population is projected to result in increased health care demands in the district. Cultural and socio-economic diversity will also continue to pose a challenge of equitable service delivery and require collaborative engagement with local communities and health providers.

NSW Healthy Eating and Active Living Strategy 2022-2032

The NSW Healthy Eating and Active Living Strategy 2022-2032 aims to improve the health of children and adults across the state by addressing rising obesity rates. Key objectives include reducing overweight and obesity among children and young people and reversing obesity trends in adults by 2030. The strategy focuses on prevention programs, routine clinical advice on healthy lifestyles, and promoting behavioral changes through social marketing. Additionally, it supports healthy food environments and built environments that encourage active living by focusing on the following areas:

- Prevention programs and services to support healthy eating and active living
- Routine advice on healthy eating and active living as part of clinical care
- Social marketing to support healthy eating and active living behaviour change, and
- Healthy food and built environments to support healthy eating and active living.

Adventurous Spaces Guide, 2024

The Adventurous Spaces guide is a practical tool to help anyone involved in creating skateparks, tracks and trails to meet the growing demand for places to skate, scoot and ride BMX and mountain bikes. It provides guidance on how to plan, design, deliver and manage quality adventurous open spaces for communities throughout NSW.

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Healthy Higher Density Living for Families with Children: An Advocacy Planning and Design Guide (Western Sydney LHD - NSW Government)

Housing and the built environment are fundamental to human health and can directly impact a child's early development. The Healthy Higher Density Living for Families with Children: An Advocacy Planning and Design Guide affirms this through identifying that good design can both improve the lives of families that are already living in higher-density and encourage more families to make that choice, resulting in a sustainable and compact city which accommodates for diverse needs. The guide applies an equity-focused lens, outlining that high density housing in the right location, with good design and accompanying amenity, can support and enhance health outcomes.

The Design Guide touches on the following urban design and architectural scale and elements that can support healthier higher-density outcomes for families, including;

- Building configuration
- Family - friendly apartment layouts (3 bedroom)
- Flexible community rooms
- Outdoor space and diverse play opportunities
- Lobbies and circulation zones
- Social circulation zones
- Child-friendly travel routes, and
- Infrastructure for care givers.

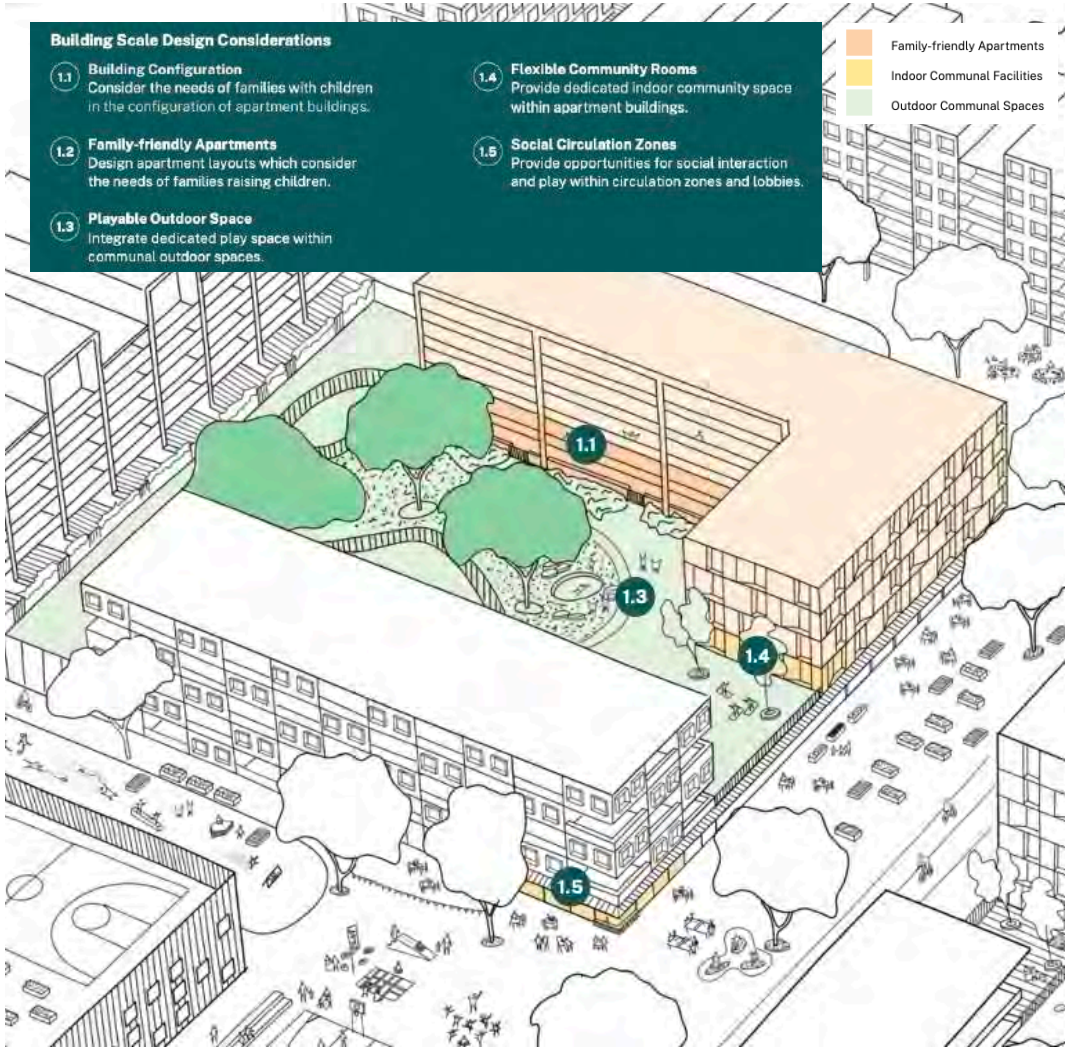


Figure 5 - Building configuration (Photo source: Healthier Higher Density Guide)

3.3 City of Canada Bay

Social Infrastructure (Community) Strategy and Action Plan, 2019

Social Infrastructure (Community) Strategy and Action Plan addresses identified social infrastructure needs over the short, medium and longer term.

The plan provides four key strategies to guide priority locations, funding, delivery options and Council's role to provide facilities and services for the community, including but not limited to:

- Improve and share the community spaces and places we already have
- New multipurpose community facilities to address existing gaps and forecast to population growth
- Services and programs responding to existing and emerging community and cultural interests, and
- Build and maintain effective partnerships between Council, service providers, private sector and government bodies.

Actions from this strategy have been pulled out into Section 5 of this Study.



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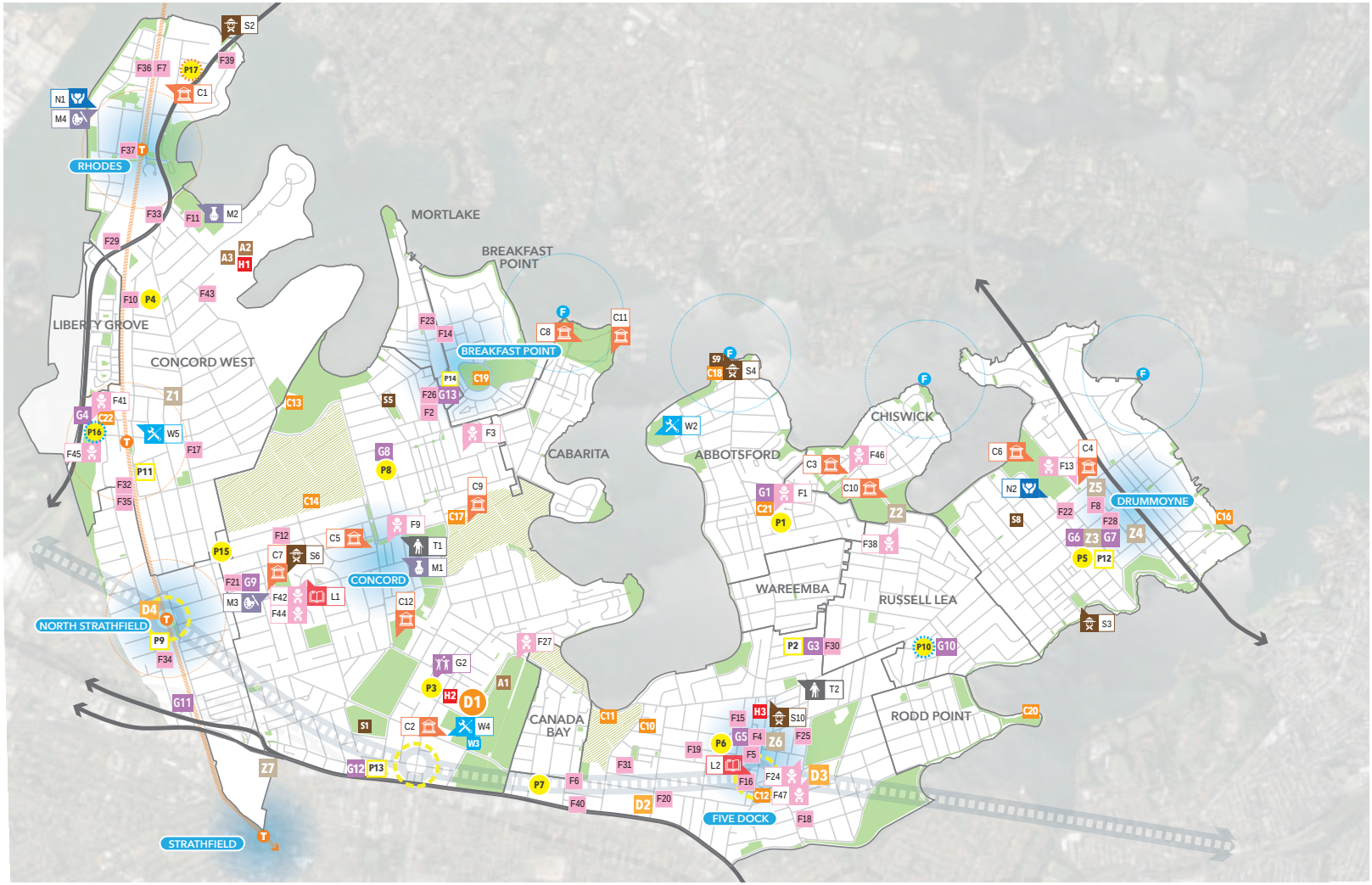


Figure 6 - Map of all social infrastructure facilities (Source: Cred Consulting and City of Canada Bay Council)

Social Infrastructure and Open Space Assessment Report



Figure 7 - Map of all social infrastructure facilities (Source: Cred Consulting and City of Canada Bay Council)

Social Infrastructure (Open Space and Recreation) Strategy and Action Plan, 2019

The Social Infrastructure (Open Space and Recreation) Strategy and Action Plan supports Council's planning of open space and recreation opportunities over the short, medium and longer term.

The following principles should drive the design, delivery and management of our open space and recreation facilities to 2036:

- Optimise capacity - address current and future gaps
- Diversity - deliver open space and recreation facilities, services and programs to cater for the informal and formal recreation needs of the diversity of age groups, cultures and genders
- Accessibility and connectivity - improve accessibility and connectivity to opens pace and recreation facilities
- Partnerships and collaboration - work in partnership and collaboratively with the private sector, government agencies, peak bodies and local sporting clubs
- Well designed - be adaptable and future proof open space for growth through co-located, multipurpose, shared use, diverse and flexible spaces, and
- Sustainability - Be environmentally and financially sustainable through the provision of recreation facilities.

Actions from this strategy have been pulled out into Section 5 of this Study.

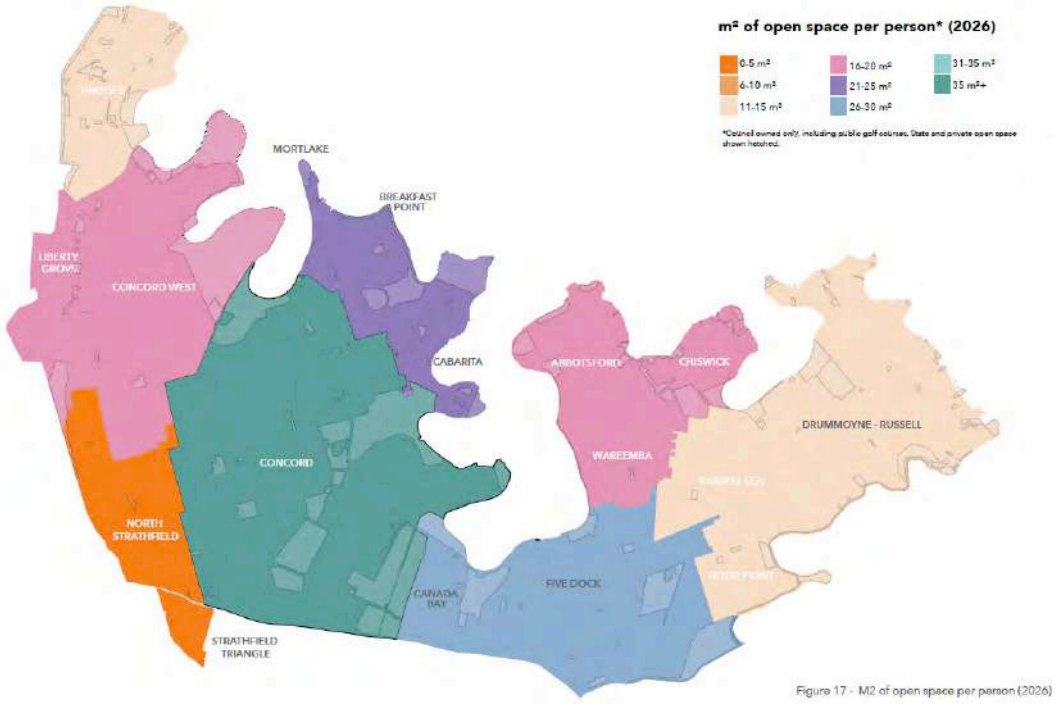


Figure 8 - M² of open space per person (2026) (Source: Consulting and City of Canada Bay Council)

Local Strategic Planning Statement - City of Canada Bay

The Local Strategic Planning Statement (LSPS) sets out the 20-year vision for land use in the local area and is the core strategic planning document for the City of Canada Bay.

The LSPS gives affect to the Eastern City District Plan, and aims to align the land use vision to key community priorities, including:

- Create great streets, places and buildings for people
- Plan for a diversity of housing types and affordability
- Protect and enhance local character
- Connect and strengthen neighbourhoods and centres
- Ensure Sydney Metro West delivers “density done well”
- Improve access to the Parramatta River foreshore
- Increase biodiversity and the urban tree canopy.

Our Future 2036 - Community Strategic Plan

Our Future 2036, identifies that the population of Canada Bay LGA is expected to increase to over 125,000 people by 2036. Council’s Community Strategic Plan identifies community’s vision and aspiration through five key foundational directions;

- Connected Community
- Sustainable and Thriving Environment
- Vibrant Urban Living
- Infrastructure and Transport
- Civic Leadership

City of Canada Bay Community Facilities Blueprint (2011-2031)

The Blueprint defines community facilities as programmed and staffed places to engage in, or conduct, a range of community, recreational, social, or health related activities that enhance community wellbeing.

The vision in the Blueprint is that: The City of Canada Bay will have a range of sustainable, strategically located and accessible multipurpose community facilities that support community connections and promote community wellbeing.

The Blueprint was driven by the following 7 Principles. Community facilities will be:

1. Sustainable
2. Multipurpose and flexible
3. Accessible
4. Equitably and appropriately located across the City
5. Safe and of high quality
6. Provided and managed in partnership with key stakeholders and communities, and
7. Promote a positive local identity.

The Blueprint set three key directions:

- Rationalise the number of single purpose community facilities to a smaller number of multipurpose community centres. This would include disposal of some facilities, redevelopment of others and change of use for some community centres to venues for hire
- Create three strategically located community hubs in Rhodes/Liberty Grove, Five Dock and Drummoyne Activity Hubs, in sites that are well connected to public transports commercial, retail and community activity, and
- Staff and provide neighbourhood functions within future community centres.

Cred Consulting

City of Canada Bay Affordable Housing Contribution Scheme

The City of Canada Bay Affordable Housing Contribution Scheme (AHCS), sets out how, where and what rate development contributions are collected by the Council for affordable housing.

The report identifies the level of rental stress translates to a demand of 5,058 social and affordable housing dwellings within Canada Bay.

The City of Canada Bay Housing Strategy supports the AHCS through the following vision;

"Affordability of housing will be addressed through the requirement for major redevelopment sites to provide affordable housing that can be managed by community housing providers. This will allow key workers and households on low-moderate incomes to live within the City of Canada Bay,and retain social and economic diversity" - Canada Bay AHCS.

Local Housing Strategy

The Local Housing Strategy provides an overview of the population, demographic and supply issues with housing in the Canada Bay LGA. The Strategy covers six housing priorities for Canada Bay LGA:

- Large scale urban renewal to deliver high density housing
- Ensure high density housing are comprised of sufficient dwelling diversity
- Local centres to provide opportunities for alternative low and moderate scale housing
- Housing diversity and choice to be addressed by infill development around centres in the form of low rise medium density
- Housing provides opportunities for key workers, low income households and other groups, and
- Character areas are to be identified and protected.

Urban Tree Canopy Strategy

The strategy sets out priorities and actions to increase urban canopy from 18% to 25% by 2040 in Canada Bay. The key priorities are:

- Tree management policies and programs to increase retention
- Ensure tree planting programs increase total canopy cover
- Manage the health and condition of urban trees to minimise risk and support urban forest
- Work with community and key stakeholder groups to enhance the urban forest, and
- Reduce conflicts between people, infrastructure and trees and ensure adequate funding.
- In order to achieve targets, Council aims to plant 1,500 trees in public space every year and a total of 2,500 together with the community.

3.5 What does this mean for Five Dock?

Strategic documents and policy analysis highlight the following key findings and implications for future social infrastructure planning in the Precinct and broader LGA:

Social infrastructure is essential

Strategic documents from the UN and the Australian Government recognise social infrastructure as vital, particularly in ensuring equitable access to sport and recreational facilities.

Long term vision

Many of the plans extend their vision to the year 2032 and beyond, emphasising the enduring importance of social infrastructure in shaping the quality of life for future generations.

Promoting socially connected, healthy communities

There is a shared priority among organisations like the NSW Government and Canada Bay Council to ensure that development fosters social sustainability, resilience and better health outcomes for the local community. Building strong social networks provides residents with more options for social connection and contributes to improved community well-being.

Green open space

Most, if not all, of the strategic plans identify the need to provide and improve the provision and diversity of open space. Many of the strategic plans note the current demand on our open spaces, green corridors and blue infrastructure, and the need to ensure future communities have access to this infrastructure.

Active community

Many of the strategic plans identify the challenges of being an active community, including car reliance and lack of quality cycling and walking infrastructure and open spaces. Most of the plans promote the need to facilitate opportunities and partnerships to provide indoor and outdoor recreation experiences.

Connecting active and public transport to social infrastructure

Strategic documents stress the significance of locating social infrastructure near transportation hubs and active transport corridors. Access to social infrastructure is viewed as a key factor in promoting healthy communities, particularly in high-density areas.



Canada Bay Event (Source: Ben Williams Photography)

4. Population drivers

This section includes an analysis of current and forecast population for the Precinct, Five Dock Suburb, the LGA and Greater Sydney.

According to Australian Bureau of Statistics (ABS) 2021, the existing population within the Precinct is 4,148 people. However, to understand the population characteristics of the Masterplan, a wider catchment of the Five Dock Suburb, LGA and Greater Sydney is shown in Table 1.

The Precinct consists of ten SA1 areas. The SA1 boundaries are slightly larger than the Precinct boundary. Notwithstanding, this provides a good overview of the demographic characteristics for the area.

4.1 Current population analysis

As shown in Table 1, an analysis of demographic data across the Precinct indicates that:

- **High median age:** The Precinct has a median age of 42 years. This age profile is similar across the Five Dock suburb.
- **Higher population density:** The Precinct has a higher population density of 5,530, which is slightly higher than the Five Dock suburb and the broader LGA.
- **Higher proportion of parents and homebuilders:** The largest age proportion within the Precinct are parents and homebuilders (35 to 49 years) with a total of 24.88%.
- **Ageing population:** The Precinct has a high ageing population, with 22.82% of the population being over the age of 50.
- **High proportion of young workforce**: Following parents and homebuilders and the ageing population, 14.23% of the Precinct is aged between the ages of 24 to 34.
- **High proportion of people born overseas:** Over a third of the Precinct's population (35.44%) is born overseas, with 33.25% of the Precinct, speaking a language other than English at home.
- **High proportion of people with long term health conditions:** Over one quarter of the current Precinct population live with one or more long-term health conditions. The most common conditions are arthritis, asthma, dementia etc. Additionally, 5.85% of the current population live with a disability.
- **High proportion of lone person households:** Within the Precinct, 24.96% of the population are living in lone-person households.

Cred Consulting

Table 1 - 2021 demographic indicators (data source: profile.id.com.au)								
2021 profile.id data	**Precinct (Number)**	**Precinct (Percentage)**	**Five Dock Suburb (Number)**	**Five Dock Suburb (Percentage)**	**LGA (Number)**	**LGA (Percentage)**	**Greater Sydney (Number)**	**Greater Sydney (Percentage)**
Population overview								
Usual resident population (URP)	4,148		11,131		89,117		5,231,147	
Population density (persons per sq km)	5,530		4,109		4,585		422	
Age overview								
Median age	42		41		39		37	
Babies and pre-schoolers (0 to 4 years)	242	5.83%	664	6.0%	4,921	5.4%	312,364	6.00%
Primary schoolers (5 to 11 years)	321	7.86%	920	8.2%	6,576	7.3%	459,694	8.8%
Secondary schoolers (12 to 17 years)	697	6.93%	775	6.9%	5,241	5.9%	369,610	7.1%
Tertiary education and independence (18 to 24 years)	228	5.60%	696	6.1%	7,155	7.90%	459,366	8.8%
Young workforce (25 to 34 years)	524	14.23%	1,448	12.5%	15,259	16.70%	811,314	15.5%

Table 1 - 2021 demographic indicators (data source: profile.id.com.au)

2021 profile.id data	Precinct (Number)	Precinct (Percentage)	Five Dock Suburb (Number)	Five Dock Suburb (Percentage)	LGA (Number)	LGA (Percentage)	Greater Sydney (Number)	Greater Sydney (Percentage)
Parents and homebuilders (35 to 49 years)	1,024	24.88%	2,668	24.0%	19,791	22.10%	1,122,467	21.5%
Older workers and pre-retirees (50 to 59 years)	532	12.53%	1,552	13.9%	1,115	12.50%	625,936	12.0%
Empty nesters and retirees (60 to 69 years)	434	10.29%	83	10.2%	8,957	10.10%	510,261	9.8%
Seniors (70 to 84 years)	401	9.43%	1,047	9.7%	8,408	9.60%	454,405	8.7%
Elderly aged (85 years and over)	106	2.42%	262	2.4%	2,182	2.50%	105,729	2.0%

Table 2 - 2021 demographic indicators (data source: profile.id.com.au)

2021 profile.id data	Precinct	Five Dock Suburb	LGA
Income and wellbeing overview			
SEIFA index of disadvantage	1,045.3	1,051.60	1,066.80
Need for assistance due to disability	5.85%	12.1%	11.1%
Long term health conditions	28.73%	28.60%	25.90%
Low income households (less than $800 per week)	18.80%	18.80%	15.4%

Cred Consulting

Cultural diversity overview			
Aboriginal and Torres Strait Islander	0.66%	0.7%	0.6%
People born overseas	35.44%	33.20%	40.10%
People who speak a language other than English at home	33.25%	32.4%	39.40%
Households overview			
Couples with children	32.35%	33.6%	20.80%
Couples with children aged under 15	24.09%	19.7%	17.60%
Couples without children	24.80%	24.4%	28%
One parent families with children	9.50%	9.9%	8.60%
One parent families with children aged under 15	2.85%	2.9%	2.50%
Lone person households	24.96%	24.7%	23.80%
Group households	3.75%	3.0%	4.30%
Dwellings overview			
High density dwellings	18.95%	20.80%	43.80%
Renting privately	34.92%	29.8%	34.4%
Social housing	3.60%	5.50%	2.40%
Medium density dwellings	32.73%	18.00%	22.70%
Spending over 30% of income on rent	31.83%	32.90%	31.70%

4.2 Future population

4.2.1. Total forecast population

Table 3 presents the forecast population for the Precinct and the wider Five Dock - Canada Bay Catchment.

Both are included because different types of social infrastructure serve different geographic areas. For instance, childcare services typically cater to a local area, in this case, the Precinct. In contrast, infrastructure such as libraries, community centres, and larger parks serve a broader catchment, such as the Five Dock - Canada Bay Catchment.

Understanding the current and future population of both the Precinct and the Catchment is essential to assess how population growth within the Precinct will impact the social infrastructure currently serving both areas.

It shows that:

- The Precinct's population is projected to increase by 27,085 people, representing a significant growth of approximately 653% compared to its 2021 population
- This indicates the Precinct will experience the most concentrated growth, likely requiring significant upgrades to local social infrastructure to meet the needs of the additional population.
- The Catchment, which includes the Precinct and surrounding areas, is projected to grow by 36,398 people (326%), indicating that areas outside the Precinct will also contribute significantly to the total population increase.
- This broader growth will increase the demand for district-level and regional infrastructure, such as libraries, community centres, and large parks.
- The LGA as a whole is expected to grow by 65,470 people (73%), reflecting broader urban densification and development trends.
- This growth emphasises the need for coordinated planning across all levels of infrastructure, as growth in the Precinct and Catchment will contribute to the overall demand for LGA-wide services.

Table 3 - Forecast population (Source: City of Canada Bay)

Investigation areas	2021 population (A)	2041 population projection (B)	Additional population compared to 2021 population (B-A)	Percentage change (B-A/A x100)
Precinct	4,148 people	31,233 people	+ 27,085 people	653%
Catchment	11, 131 people	47,529 people	+ 36,398 people	326%
LGA	**89, 117 people**	**154, 587 people**	**+ 65,470 people**	**73%**

The above population projects have been provided and confirmed by Council.
Percentages have been rounded up the nearest whole number.

4.2.2. Forecast age profile

Understanding the future age distribution is essential for planning social infrastructure, as different age groups drive demand for services like childcare and healthcare.

Forecast service age group percentages sourced from forecast.id for the Canada Bay LGA was applied to the 2041 forecast population for the Precinct to extrapolate the number of people across service age groups in the Precinct for 2041, as shown in Table 4.

Note, the SA1 population boundary is slightly larger than the Precinct boundary, so numbers in Table 4 will not align with the projected masterplan forecast, but provides an indication of which age groups will experience the most growth.

This data indicates that:

- Parents and homebuilders (35 to 49): Will make up the highest percentage within the LGA at 24.88%.
- Young workforce (25 to 34): Will have tbe the second highest project percentage within the LGA at 14.23%. Will have an additional 3,854 people within this group in 2041.
- Tertiary education and independence (18 to 24): Representing 5.6% within the LGA.
- Older workers and pre-retirees (50 to 59): Another significant age group in 2041, representing a total of 12.53%.
- Seniors (70 to 84) and elderly aged (85+): Combined, these older age groups will make up 11.85% of the LGA.

Table 4 - Population scenarios - Service age groups (Source: forecast.id)

Service age groups	The Precinct			
	2021 Population (Number of people in service age group, sourced from profile.id for the Precinct) = A	2041 proportion of population across service age groups (sourced from forecast.id for the LGA) = B	2041 Population (Number of people in service age group within the Precinct) C = B*31,233	Increase in number between 2021 and 2041 D= C - A
Babies and pre-schoolers (0 to 4)	242	5.83%	1,821	+1,579
Primary schoolers (5 to 11)	326	7.86%	2,455	+2,129
Secondary schoolers (12 to 17)	287	6.93%	2,164	+1,877
Tertiary education and independence (18 to 24)	232	5.60%	1,749	+1,517
Young workforce (25 to 34)	590	14.23%	4,444	+3,854
Parents and homebuilders (35 to 49)	1,032	24.88%	7,771	+6,739
Older workers and pre-retirees (50 to 59)	520	12.53%	3,913	+3,393
Empty nesters and retirees (60 to 69)	427	10.29%	3,214	+2,787
Seniors (70 to 84)	392	9.43%	2,945	+2,553
Elderly aged (85 and over)	100	2.42%	755	+655
TOTAL	**4,148**	**100%**	**31,233**	**+ 27,085**

4.3 What does this mean for the Precinct?

The future community in Five Dock will be a high proportion of young parents and children, young workforce and tertiary education aged people, as well as older and ageing population. This community will need access to a range of social infrastructure and services.

Families with children

Families with children need access to high quality social infrastructure that provide opportunities for easy access to services, social and health programs and play. Consider the following interventions:

- Walkable access to childcare
- Programs for babies and young children and spaces for these programs in social infrastructure and libraries.
- Community and recreational facilities like parks, playgrounds, and community centers catering to families

Engaging spaces and programs for young people

Five Dock has a significant younger population age profile. While there is a spectrum of interests across this age group, the social infrastructure needs include:

- Multi-functional spaces that feel safe and welcoming, and
- Formal and informal places to play, formally recreate, socialise and explore.

Welcoming, inclusive and universally accessible

It is fundamental that community infrastructure is welcoming and accessible to all.

Accessibility issues are a concern for a far broader population cohort than people with disability alone, such as young families and those in caring roles. Therefore, there is a need to ensure that community assets are universally accessible, including:

- Communities designed and built for inclusion and accessibility from the outset, and
- Accessible paths, parking and 'drop-off zones' – provide designated parking spaces for people with disability and maintain a continuous path of travel from the parking space to the facility.

Support older people

Providing housing options and access to services and spaces that support people to age in place, is an important consideration for Five Dock in order to be a socially sustainable, intergenerational and inclusive community. Social infrastructure will need to be multi-purpose, flexible and intergenerational.

Culturally diverse

Five Dock is culturally diverse. Considerations for community assets include:

- Providing opportunities for cross-cultural sharing and experiences,
- Providing free or low cost meeting places for programs such as English conversation classes and computer skills, and
- Providing flexible spaces (e.g. multipurpose rooms that can be divided, small meeting rooms that can be used for prayer) to support cultural practices and traditions).

Activated beyond business hours

With the high forecast working aged residents, there will be a need for:

- Extended opening hours and night-time programming
- Access to high quality health and social services
- Provide access to WiFi, collaboration spaces and co-working spaces.

Safe, welcoming and affordable

Residents living in the area need walkable access to community facilities that can deliver affordable and low cost services and programs for a range of age groups and that can support lifelong learning, employment and educational outcomes through social enterprise spaces and social connection and wellbeing.



Tai Chi at the Connection (Source: Cred Consulting)

5. Social infrastructure supply and demand analysis

This section provides an overview of existing and planned social infrastructure within the Precinct and nearby areas. It includes commentary on usage and capacity levels where data is available drawing on insights from Council Staff. It also includes population benchmarking, which assesses if existing infrastructure is adequate to cater to population growth and if not, how much additional infrastructure is required.

Emerging needs have also been compared with actions extracted from the Canada Bay Social Infrastructure (Community) Strategy and Action Plan and the Social Infrastructure (Open Space and Recreation) Strategy and Action Plan, to understand if these 2019 actions are still valid.

Best practice trends are also referred to in this section, to highlight innovative and new approaches in Australia and around the world in providing quality social infrastructure.

It's a perfect opportunity for Council to be bold and be leaders in providing creative and innovative solutions and ensuring that both the existing and future community continue to have a high quality of life.

5.1 Benchmarking approach

Benchmarks (also commonly referred to as provision standards) are a commonly-used tool for estimating the demand for various types of social infrastructure.

There are four kinds of benchmarks used for social infrastructure planning:

Population-based benchmarking

Population-based benchmarks are used to give an indication of the number and size of items of social infrastructure that would ideally be provided if opportunity exists, feasibility is demonstrated, funding is available, and the local context and site opportunities and limitations – as well as the broader provision close by – are taken into account.

Population-based benchmarks are important as they often form the 'nexus' between future population and future demand for developer contributions planning.

Benchmarking limitations

It is important to note that benchmarking processes are not without limitation.

Benchmarks take an historic approach to assumptions of future demand in calculating the quantum of social infrastructure required. The output of benchmarking is a numeric expression of demand that enables the comparison of like-for-like infrastructure across time and geography. However, benchmarking does not take into account:

- New and innovative methods for infrastructure delivery or current leading practice which may not be aligned with current benchmark assumptions.
- The manner in which people engage with and generate demand for infrastructure due to their technological, accessibility, cultural and urban density contexts.
- The ability of assets to be more efficiently utilised and satisfy a higher level of demand than benchmark outputs suggest.
- The practicality to deliver infrastructure, especially types with significant floor space or land area requirements particularly in places of high land value or with constrained land availability.

It is important that provision standards be interpreted as a guide only.

5.2 How to read benchmarking findings

This figure represents the benchmark demand, which indicates the demand triggered based on the population assumptions when the adopted benchmark standard is applied. It reflects the total benchmark need for this type of infrastructure.

Category	Benchmark standard	Number of existing/ planned facilities	2021 benchmark demand	2021 benchmark gap	2041 benchmark demand	2041 benchmark gap
Social assets	Provision	XXXXX sq.m	XXXXX sq.m	(+ XXX sq.m) / (- XXX sq.m)	XXXXX sq.m	(+ XXX sq.m) / (- XXX sq.m)

This figure represents either a benchmark surplus or deficit, reflecting the comparison between total provision (existing and planned) and the triggered benchmark demand. A (+) indicates a benchmark surplus, with the number next to it (xx) specifying the extent of the surplus. Conversely, a (-) denotes a benchmark deficit, with the number (xx) indicating how much additional provision is needed to meet the benchmark demand.

5.3 What do we currently have?

Existing Council owned social infrastructure includes:

- One library - Five Dock Library in the Precinct
- Two community centres - Drummoyne Muncipial Senior Citizen's and Five Dock Scout Hall within 400 metres of the Precinct
- Two sub-regional open spaces - Five Dock Park and Timbrell Park - within 400 metres of the Precinct
- Three play spaces within the Precinct and 400 metres of the Precinct - Five Dock Park, Fred Kelly Place Plaground and Kings Park Playground
- One outdoor fitness station within 400 metres of the Precinct at Five Dock Park, and
- One youth recreation space (skate park and basketball half court) at Five Dock Park.

In summary, the Precinct benefits from existing social infrastructure, including Five Dock Library and Five Dock Primary School. However, within a 400-metre distance of the Precinct boundaries, there are two sub-regional parks, including Five Dock Park, Timbrell Park, as well as Barnwell Park Golf Course. Five Dock Leisure Centre and the recently upgraded Charles Heath Reserve playground are also within this radius. Additionally, there area also has private recreational facilities, including The Home Grounds (formerly known as the Five Dock Bowling Club).

While this infrastructure positions Five Dock as viable locations for housing growth, these facilities currently serve the existing population and, in some cases, already face capacity constraints. As the population grows, substantial additional social infrastructure will be essential to maintain the quality of life in these areas.

Cred Consulting



Figure 9 - Existing social facilities within proximity of Five Dock Precinct (Source: Cred Consulting)

Refer to Figure 9 throughout this section, for a map detailing all of the existing social facilities within proximity of the Precinct and surrounding area.

Refer to Appendix A for the detailed social infrastructure audit and Appendix B for the detailed open space audit.

5.4 Community centres and venues

5.4.1. Current and planned provision

Council owns and manages two community centres and venues for hire. This includes Drummoyne Senior Citizen's Centre and Five Dock Scout Hall.

In addition, there are also several community centres that are privately owned and available for hire, within the Precinct's 400 metre buffer, including Barnwell Golf Course, the Home Grounds (previously the Five Dock Bowling Club), Club Five Dock RSL. Five Dock Leisure Centre is not considered a venue for hire, however, Concord Oval Recreation Centre is located within the broader LGA and can be hired by the public.



Figure 10 - The Connection, Rhodes (Source: Kane Constructions)

Cred Consulting

5.4.2. Community centre trends

Across Greater Sydney, existing community facilities are working over time to respond to the community's recreational, educational, artistic, social and cultural activities.

As the population grows and our metropolitan areas have less and less space to provide free-standing community facilities, integrated, co-located community facilities and shared school hubs are on the rise.

"Developing co-located and integrated community facilities, such as schools and sport and recreation facilities, can maximise the efficiency of travel networks and service provisions and enhance opportunities for sports participation, physical activity, well-being, community interaction and cohesion"

- Healthy Active by Design (Heart Foundation)

Co-located community facilities

Co-located community facilities usually consist of several buildings within a precinct that play a vital role in creating healthy communities, enhancing wellbeing and building social cohesion.

Integrated community facilities have several key benefits, including but not limited to:

- Maximum use of community facilities and services
- Reduced operating costs
- Increased usage and revenue
- Creation of a community hub
- Increased community ownership of facilities
- Increased viability of clubs and facilities.

Liverpool Civic Place, Liverpool

Liverpool's mixed-use precinct at the southern end of the Liverpool CBD is an example of co-locating several key social infrastructure assets and services, including new public space, council services, new library and community hub. In addition, commercial, hotel, retail and education spaces will also be provided.

As part of the 5,000 sqm library, a public art gallery space, working station, children's education areas are also included. Additionally, the "Create Space" has been fitted out with a range of technology, to support STEM and robotics education classes for children and adults, as well as content creation through providing video and podcasting equipment.

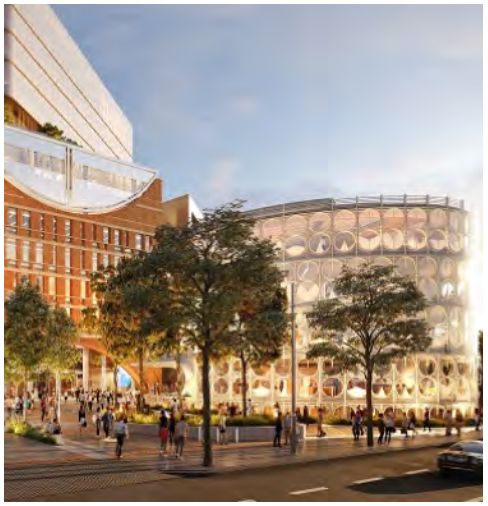


Photo source: The Urban Developer

Integrated community facilities

Similarly to co-located community facilities, integrated community facilities are considered a community hub, with several facilities and services within the same building. Integrated

The Connection, Rhodes

The Connection in Rhodes, within the City of Canada Bay, is a multipurpose community precinct of four themed pavilions along the Rhodes foreshore. Three of the pavilions are operated by Council, and includes a learning space, an event space and a meeting space, all designed around a central amphitheater and deck.

The facility provides a new space for library services, with a key focus on digital technology with digital resources and online collections, including a 3D printer, die cutter, sound recording etc.



Photo source: Architizer

PHIVE, Parramatta Square

PHIVE is Parramatta's community, cultural and civic hub within the heart of Parramatta's CBD. It's an integrated community facility over 6 levels, that includes Council's Library, flexible spaces for business and the community (including Smart Tech lab, meeting rooms, maker spaces and wellness studio), events and exhibitions, community hub and creative spaces and Council contact centre and visitor services.

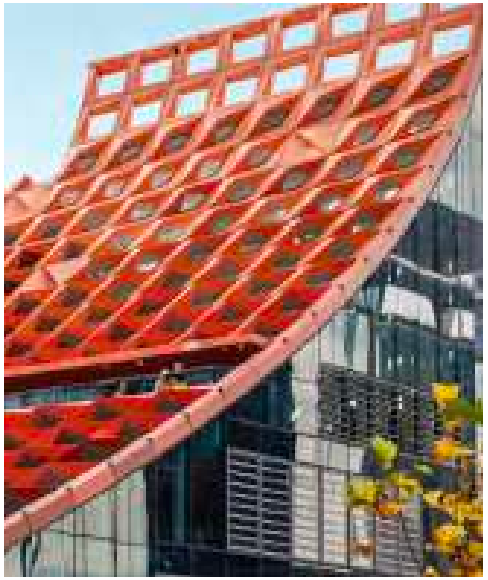


Photo source: City of Parramatta Council

5.4.3. Future demand

For benchmarking purposes, typically only Council-managed facilities are included because Council has limited to no control over other facilities within private clubs, etc.

Table 5 applies a benchmark standard of 80 sq.m per 1,000 people indicates a benchmark demand of 890 sqm community floorspace to cater to the Precinct and surrounding Five Dock-Canada Bay Catchment Bay. By 2041, this demand is expected to increase to 3,802 sq.m.

This indicates that an additional 3,502 sq.m of community centre and venue floorspace space will be required to meet benchmark demand.

5.4.4. 2019 Strategy Actions

The Canada Bay Social Infrastructure (Community) Strategy in 2019 included the following action for community centres.

Address the existing lack of a staffed district level multipurpose community centre to service the Five Dock-Canada Bay and Concord catchments, through the delivery of a 1,200m² community centre. This facility could include a 200+person hall, community office space, and arts and cultural facility space to support a range of age groups, and additional library program space.

Similarly to the social infrastructure needs identified in 2019, the need for a community centre in the Five Dock catchment is still required.

5.4.5. Summary of needs

Currently, there are no community centres, venues or spaces located within the Five-Dock Canada Bay Catchment. There is a need for a community facility (3,502 sq.m) to cater for population growth.

This aligns with the actions identified in 2019 Strategy for the need for a facility, but now required this to be larger responding to population growth.

Table 5 - Community centres benchmarking

Category	Benchmark Standard	Existing/ planned facilities floorspace	2021 benchmark demand	2021 benchmark gap	2041 benchmark demand	2041 benchmark gap
Community centre	80 sqm per 1,000 people	300 sq.m	890 sq.m	-590sqm	3,802 sq.m	-3,502 sq.m

(+XX) means benchmark surplus (-xx) means benchmark deficit

5.5 Library

5.5.1. Current and planned provision

Council owns and manages one library in the Precinct, Five Dock Library, one of the three libraries in the LGA.

Five Dock Library is located in a mixed use building within the main street of the Precinct. Five Dock Library has a floor space of 1,531m^2. The Five Dock Library currently services Five Dock, Canada Bay, Abbotsford, Wareemba, Rodd Point, Drummoyne, Russell Lea, and Chiswick.

5.5.2. Visitation and membership data

The following data was provided by Five Dock Library for the 2023/2024 financial year.

- Library membership
  - 32,562 library members across the LGA
  - 14,366 of these members joined at Five Dock Library
- Total loans
  - 398,346 total loans across the LGA
  - 163,446 total loans borrowed from Five Dock Library
- Total visits
  - 407, 783 total visits at all libraries across the LGA
  - 130, 830 total visits to Five Dock Library.

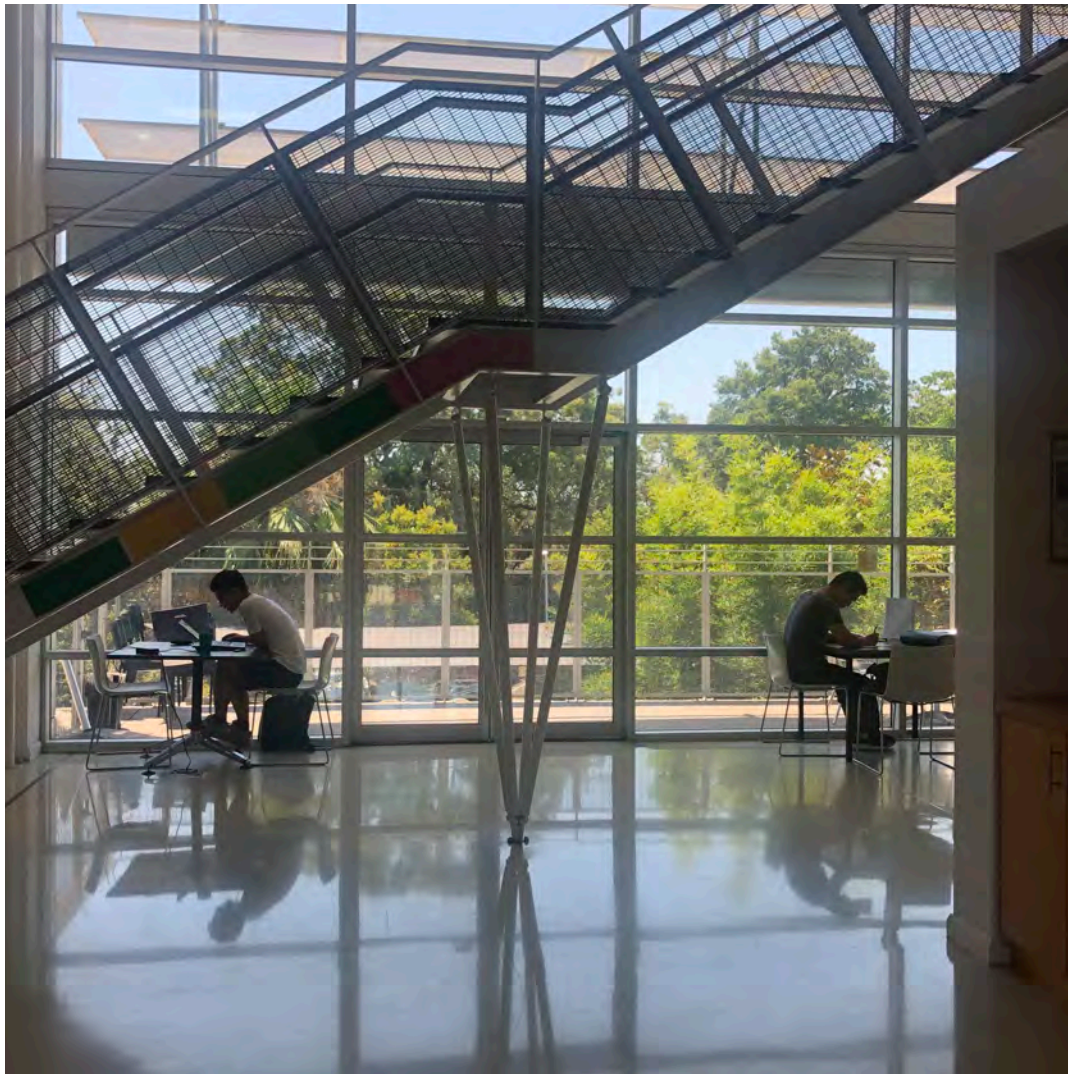


Figure 11 - Concord Library (Source: City of Canada Bay Council)

5.5.3. Library trends

The role of the traditional public library is shifting alongside the mainstreaming of digital resources, programs and technology. Libraries are increasingly seen as community spaces, where connections are built and where people can learn, find information, use technology and access a broad range of lifelong learning programs.

"Libraries and information services are at the heart of communities, collecting, preserving and ensuring access to knowledge and culture"

- Australian Library and Information Association Strategic Plan 2024-2026

naarm ngarrgu

Naarm Ngarrgu has recently opened within the Melbourne CBD and is an example of providing vital community facilities within the city core. Located at Queen Victoria Market. This community hub consists of a new library, family services, bookable spaces and a community rooftop terrace.

The facility provides community services and facilities that aim to foster community engagement and celebrates cultural diversity. The site is expected to deliver an estimated $70 million in public benefit.



Photo source: Six Degrees

The Concourse, Chatswood

The Concourse is a cultural hub that includes a civic pavilion, a concert hall, Chatswood library, a theatre and other venues for various cultural uses. It also has various open spaces available. Located close to retail and dining precincts and key transport connections, the Concourse is a vital community hub that provides community facilities and open space in a densely populated area.



Photo source: Willoughby City Council

5.5.4. Future demand

The commonly used approach to benchmarking for libraries is the State Library of NSW Library building calculator.

Table 6 applies this benchmark to cater to the library service catchment. It shows that for all the areas that the library currently services, it already has a benchmark surplus of 763 sq.m. By 2041, an additional 635 sq.m will be required to service the catchment.

5.5.5. Identified needs by Council Staff

Council staff raised several insights to the current demand and use of the space, and identified several needs that need to cater to future population growth.

- Need for more spaces for group and individual study
- Need for flexible library space - particularly for popular programs (e.g. Rhyme Time) and larger groups, and
- Increasing demand for technology programs.

5.5.6. 2019 Strategy Actions

The Canada Bay Social Infrastructure (Community) Strategy in 2019 included the following action for community centres.

- **Improvements to Fred Kelly Place as an event ready community space, providing programming space for Five Dock Library**
- **Continued access to free spaces to meet and gather in Five Dock Libraries... and inclusion of non-transactional free spaces for community led programs within future library and community centre spaces, and**
- **Address the existing lack of a staffed district level multipurpose community centre to service the Five Dock-Canada Bay and Concord catchments, through the delivery of a 1,200m² community centre. This facility could include a 200+person hall, community office space, and arts and cultural facility space to support a range of age groups, and additional library program space.**

Table 6 - Library benchmarking

Category	Benchmark Standard	Number of existing/ planned facilities	2021 benchmark demand	2021 benchmark gap	2041 benchmark demand	2041 benchmark gap
Library	NSW State Library floorspace calculator	1,531 sq.m	768 sq.m	+763 sq.m	2,166 sq.m	-635 sq.m

(+XX) means benchmark surplus (-xx) means benchmark deficit

5.5.7. Summary of needs

The existing library is small and has limitations in catering to both the existing and future community. If the current library were to be replaced, even accounting for that 1,531 sq.m, there would be demand for an additional 635 sq.m of library floorspace to cater to population growth, which should ideally be provided as part of a community hub or precinct. This largely aligns with the actions identified in 2019 Strategy.

5.6 Arts and cultural facilities

5.6.1. Current and planned provision

In this study, arts and cultural facilities are defined as Council-owned or NSW Government facilities that are open to the public and provide spaces for cultural participation, production, presentation, or viewing.

Council owns and manages no arts and culture precincts in the Five Dock and Canada Bay Catchment.



Figure 12 - Arts and Cultural Events (Source: Ben Williams Photography)

5.6.2. Arts and cultural trends

Arts and cultural trends focus on fostering inclusivity, local identity and community engagement. Local communities are increasingly embracing public art projects, that reflect First Nations community and local history and culture. Some trends within the arts and cultural space, include but not limited to, hosting street festivals, incorporating digital art programs, community driven art initiatives and incorporating arts and cultural spaces within vertical villages.

Crosstown Concourse, USA

Crosstown Concourse in Memphis, USA has transformed an abandoned 14 storey distribution center into a vertical village that features a contemporary arts center restaurants, live music and living spaces.

The entertainment district has a state of the art 417 seat black box theatre that showcases film, performing arts and live music. Additionally, it also has a space named the 'Green Room', for a more intimate and artistic performance.



Photo source: Crosstown Concourse

Sydney Streets, City of Sydney

Sydney Streets is a program run by the City of Sydney that transforms seven different streets within the LGA into community building, alfresco street events. Across several weekends of the year, Council block off the street to host pedestrian only promenades filled with alfresco dining, pop up eateries and food trucks, activations from local business, live music, cultural performances and kids activities. As our local communities densify, there are limited spaces for community to gather. Streets have become shared spaces that are critical for community building and social cohesion.



Photo source: Katherine Griffiths

Cred Consulting

Open spaces can also reflect the needs and interests of culturally diverse communities are more likely to attract and retain users from those communities.

Incorporating visual and symbolic markers such as place names, public art, and statues can enhance the cultural representation in these spaces, creating a sense of welcome, pride, and ownership for diverse communities.

This approach can lead to increased utilisation of public spaces and a stronger sense of community ownership and belonging.

Afghan Bazaar, Dandenong

Dandenong's Afghan Bazaar, a recognised Afghan precinct in Melbourne, has evolved into a community hub, and is home to a high concentration of Afghan businesses.

Informed by comprehensive consultation with the local Afghan community, enhancements to the precinct include detailed paving, seating that references the traditional Arabic 'suffah', integrated artwork, and a vivid blue colour scheme inspired by the Mazar-e-Sharif (Blue Mosque).



Photo source: ArchDaily

Rainbows in public spaces

Rainbows have become a symbol of inclusion and welcoming for LGBTQIA+ people and can signify safety where they are located.

City of Sydney has installed rainbow footpaths in numerous locations throughout the city, including a rainbow-shaped crossing at Taylor Square in Darlinghurst. Further East, in Sydney's popular Coogee Beach, a 50-meter-long rainbow on the sweeping beachfront staircase makes a bold statement in support of the local LGBTQIA+ community.



Photo source: City of Sydney

5.6.3. Future demand

The commonly used approach to benchmarking for arts and culture spaces is 20sqm per 1,000 people.

Table 7 applies this benchmark to cater to the Five Dock-Canada Bay Catchment, there is a need for around 222 sq.m of cultural floorspace in 2021 which is unmet latent demand given there is no current provision. This demand is expected to increase to 951 sq.m by 2041.

In total, this indicates there is a need for 951 sq.m of arts and culture space.

5.6.4. 2019 Strategy Actions

The Canada Bay Social Infrastructure (Community) Strategy in 2019 included the following action for community centres.

Establish and lead a Canada Bay Cultural Network to provide opportunities for local arts and cultural groups within Council venues to connect and collaborate to deliver increased cultural programs across the LGA.

Consider spaces for community and cultural activities such as pavement surfaces that allow dancing, ampitheatre and stage spaces, and event ready spaces with power points.

Similarly to the social infrastructure needs identified in 2019, the need for arts and culture programs within the Five Dock and Canada Bay Catchment.

5.6.5. Summary of needs

There is currently no arts and cultural facilities within the Precinct catering for current and future population. There is a need for arts and cultural floorspace (951 sq.m) to cater to population growth, which should ideally be provided alongside as a community hub or precinct, replacing the existing library. This aligns with the actions identified in 2019 Strategy.



Table 7 - Arts and culture benchmarking

Category	Benchmark Standard	Number of existing/ planned facilities	2021 benchmark demand	2021 benchmark gap	2041 benchmark demand	2041 benchmark gap
Arts and culture	20 sq.m per 1,000 people	0	222 sq.m	-222 sq.m	951 sq.m	-951 sq.m

(+XX) means benchmark surplus (-xx) means benchmark deficit

Decimal places have been rounded to the nearest whole number.

5.7 Childcare centres

5.7.1. Current and planned provision

Within the Precinct and 400m surrounding, there are seven long day cares, which collectively offers 316 places, at an average rate of 45 places per centre. Council owns one of these facilities, while the other six are owned by the NSW Government Department of Education and private companies.

Within the Precinct and 400m surrounding, there is one out of school hours care (OSHC), which offers 150 places. Outside of this boundary, there is also one other OSHC facility that offers an additional 150 places. Totalling to a total of 300 OSHC places servicing the wider Five Dock suburb. Council does not own either of these facilities.

5.7.2. Utilisation and capacity

At this stage, there is no data available from Council owned childcare centres. However, research[1] indicates that, both in Sydney and across NSW:

- There's a significant lack of qualified early childhood educators, leading to understaffed centers and compromised quality of care.
- The demand for childcare far exceeds the available places, forcing parents to wait for extended periods or resort to alternative arrangements.



1 https://childcarealliance.org.au/latestnews/workforce-crisis

5.7.3. Childcare trends

In recent years, Childcare centres are now usually co-located with other children's services (OSHC, pre-school and family day care) in high-density areas and medium-low density environments. Additionally, design has improved of child care centres, to allow for more adaptable use of space, indoor/outdoor operation, design that allows ample natural light, good use of material and design that encourages risk taking.

East Sydney Early Learning Centre, Long Day Care

East Sydney Early Learning Centre (Bourke Street Children's Centre) is a child care centre in Darlinghurst that has good adaptive re-use, great use of outdoor playground and connectivity via a bridge. The child care has an exterior playground over 2 levels and is very well designed with good areas to enable play in inclement weather. The child care centre also exemplifies providing child care services over several levels within a high density environment.



Photo source: Cred Consulting

Co-located aged care and education and care

The concept of "non-familial intergenerational interactions" is centred around the idea that old and young can bring new energy, knowledge and enthusiasm to each others' lives.

In Australia, aged care services are moving to closer relations with education and care centres, aiming to not only foster intergenerational social activities but also to help recruit and retain staff. The arrangements include informal social activities in facilities, planned mixing of the age groups and co-located services.



Photo source: Early Childhood Ireland

5.7.4. Future demand

The commonly used approach to benchmarking for long day care places is 0.46 places for every child 0-4 years old.

Table 8 applies this benchmark to cater to the Precinct and 400-meter radius, benchmarking indicates there is a demand for an additional 522 long day care places. Based on existing long day care facilities within the area, with an average of approx. 50 places per facility, there equates to a need of approx. 10 long day care facilities to accommodate the future population.

Table 9 applies this benchmark to cater to the Precinct and 400-meter radius, benchmarking indicates there is a demand for an additional 143 OSHC places. Based on existing OSHC facilities within the area, with an approx. 150 places per facility, this equates to a need of one additional OSHC facility to accommodate the future population. Even though there is an expected surplus of 7 places, this provides additional places to meet demand from other growing LGA's near by.

As per the future population projections in Table 4, it is estimated that in 2041 in the LGA, there will be an additional 2,642 children aged 0-4 years old.

5.7.5. 2019 Strategy Actions

The Canada Bay Social Infrastructure (Community) Strategy in 2019 does not include any actions for long day care and OSHC within the Precinct and 400m radius.

5.7.6. Summary of needs

While Council is not the primary provider of childcare centres, it is essential that these facilities are available locally, either within the Precinct or within a 400m radius, to ensure families have easy access.

Council should advocate for the provision of at least 8-9 additional childcare centres offering long day care and out of school hours care.

To support this, it is important to ensure that land is appropriately zoned to allow for childcare centres in suitable locations. Council could take this a step further by identifying indicative locations for future childcare centres, providing a framework that the private market could respond to.

Table 8 - Long day care benchmarking

Category	Benchmark Standard	Number of existing/ planned facilities	2021 benchmark demand	2021 benchmark gap	2041 benchmark demand	2041 benchmark gap
Long day care	0.46 places for every child 0-4 years old	316 places	111 places	+205 places	838 places	-522 places

Table 9 - OSCH benchmarking

Category	Benchmark Standard	Number of existing/ planned facilities	2021 benchmark demand	2021 benchmark gap	2041 benchmark demand	2041 benchmark gap
OSHC	1 place for every 14 children aged 5 to 12 years old	150 places	23 places	+127 places	143 places	+7 places

(+XX) means benchmark surplus (-xx) means benchmark deficit

5.8 School

5.8.1. Current and planned provision

Primary schools

Within the Precinct and 400m surrounding, there is one primary school, Five Dock Public School. The school has 354 enrolments. The public school is owned by the Department of Education.

Outside the Precinct, there is one primary school and a school for specific purpose, totalling to an additional of 577 enrolments.

High schools

There are no high schools located within the Precinct and 400m surrounding. Notwithstanding, there are four high schools located within Five Dock, Concord and North Strathfield. Data is not available for one of the high schools. However, the other high schools are privately owned and have a total of 3, 425 enrolments, averaging 1, 150 enrolments per school.



5.8.2. Trends - Schools as community spaces

As community and open space land opportunities reduce in metropolitan areas, the use of school facilities provides opportunities for the development of valuable partnerships to jointly use share facilities.

Cities in Australia are moving to a more vertical school trends. Research is divided on this, however due to limited space within densfiying spaces, more and more educational institutions are moving towards a vertical school model.

Green Square Public School and Community Spaces

Green Square Public School and Community Spaces is a proposed development that is designed for use by the entire community. The green Square project provides a new standard for contemporary schools in urban settings, that offers shared resources to the community. It will provide new classrooms and core facilities to meet local community demand. This project will include 24 classrooms, a library and canteen, staff rooms, a covered outdoor learning area, multipurpose spaces (community and shared spaces), OOSHC, a games court and adjacent courtyard (shared spaces).



Photo source: School Infrastructure

Sydney Secondary College, Leichardt Campus

Inner West Council worked with Sydney Secondary College Leichhardt Campus and the NSW Department of Education to deliver one of the first examples of sharing school facilities with the community. Inner West Council built, maintained, enhanced, refurbished and manages a field on the school grounds (land owned by the Department of Education), which can be booked for community sport outside of school hours, and is also used by the school for school sport and lessons.



Photo source: School Infrastructure

5.8.3. Future demand

NSW Department of Education does not have benchmarks for assessing future demand for public school places.

However, based on forecast population growth in Table 4 (page 32 of this report), it is projected that in 2041, there will be:

- an additional 2,129 primary school aged students (aged 5-11) within the Canada Bay LGA, and
- an additional 1,877 high school aged students (aged 12-17) within the Canada Bay LGA.

Based on these projections and existing enrolment figures at local primary schools and high schools (noting these are considered on the highest probable projections), this equates to a need of:

- min. 6 primary schools (approx. two ha. with three street frontages) and
- two high schools (approx. 3-4ha).

This does not take into account, current enrolment capacity.

5.8.4. 2019 Strategy Actions

The Canada Bay Social Infrastructure (Community) Strategy in 2019 included the following action for schools:

Work with the Department of Education to investigate opportunities for use of school facilities at Five Dock Public School.

Similar to the social infrastructure needs identified in 2019, there is a need to share the use of school facilities for wider community benefits.

5.8.5. Summary of needs

The NSW Government is the agency responsible for delivering public schools. Council should collaborate with Schools Infrastructure NSW (SINSW) to further investigate this likely need for two primary schools and one high school.

It is likely that SINSW as a first call of action will consider maximising capacity in existing schools, but at a high-level that might still indicate a need for at least one primary school to cater to population growth within the Precinct.

5.9 Residential aged care

Residential aged care is a type of care for older adults who can no longer live independently at home. It provides 24-hour care and support, including:

- Residents have their own room or share a room with another resident.
- Residents are provided with meals tailored to their dietary needs.
- Assistance with daily living activities such as bathing, dressing, and toileting.
- Access to nursing care, medication management, and other medical services.
- Opportunities for social interaction and recreation.

Residential aged care facilities, often called nursing homes or aged care homes, are staffed by trained professionals, including nurses, carers, and other healthcare workers.

Residential aged care seeks to provide safe, comfortable, and supportive environment for older adults.

5.9.1. Current and planned provision

Within the Five Dock and Canada Bay Catchment, there is one residential aged care facility. Parkview Nursing Home has 59 beds available.



Figure 13 - Community Gardens, Concord (Source: City of Canada Bay Council)

5.9.2. Future demand

While Council does not play an active role in delivering residential aged care, understanding the demand for future aged care will help effectively advocate for the expansion of existing or provision of new services.

Council does not have adopted standard for residential aged care. Therefore the National Planning Benchmark for seniors housing is 1 bed for every 88 people 70 years or over has been used.

This benchmark has been applied for the Five Dock and Canada Bay catchment and identifies demand for 42 beds by 2041. While benchmarking shows there might be adequate provision compared to current supply, the likelihood is existing facilities are at capacity. This means there will be a pending demand for beds which could likely be accommodated through the development of a facility and through expanding existing facilities in the area.

5.9.3. 2019 Strategy Actions

The Canada Bay Social Infrastructure (Community) Strategy in 2019 does not include any actions for residential aged care within the Precinct and 400m radius.

5.9.4. Summary of needs

Advocate for development of aged care facilities within the broader LGA and the expansion of existing residential aged care facilities to accommodate need for additional bed.

Table 10 - Residential aged care benchmarking

Category	Benchmark Standard	Number of existing/ planned facilities	2021 benchmark demand	2021 benchmark gap	2041 benchmark demand	2041 benchmark gap
Residential aged care	1 bed for every 88 people 70 years or over	59 beds	15 beds	+44 beds	42 beds	+17 beds

(+XX) means benchmark surplus (-xx) means benchmark deficit



5.10 Public open space

Public open space is all publicly owned land with unrestricted public access that is managed for leisure, recreation and amenity purposes. It includes all parks, reserves, playgrounds and outdoor playing fields. It also includes civic spaces in commercial centres, such as squares and plazas that are key community focal points for formal and informal gatherings. Open space does not include aquatic centres and indoor recreation spaces. These are considered recreation facilities.

Open space provides the setting for activities across the spectrum of recreation, from quiet reading to social gatherings to active sport.



Figure 14 - Open space within Precinct and 400m radius (Source: Cred Consulting)

Cred Consulting

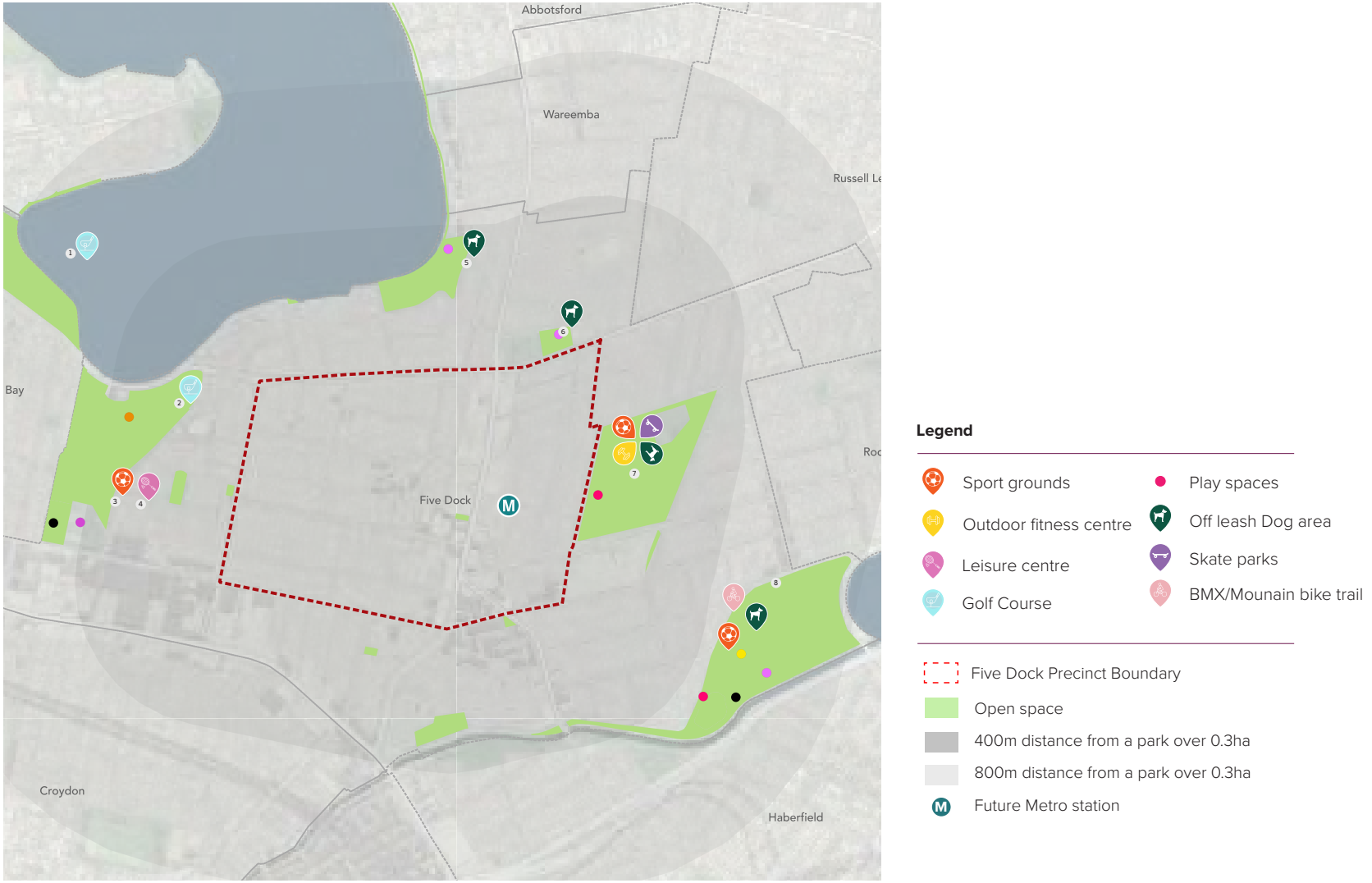


Figure 15 - Open space and recreation facilities within Precinct and 400m radius (Source: Cred Consulting)

5.10.1. Current and planned provision

Figure 15 shows all public open spaces within the Precinct and those within a 400m radius of its boundary. This area includes a total of 2 public open spaces, covering about 8.29 ha. This includes Five Dock Park and Kings Park. Note, this report does not note any of the proposed open spaces within the Parramatta Road Corridor Urban Transformation Strategy.

Table 11 below outlines the open space available within various service catchment areas.

5.10.2. Council insights

Discussion with open space Council staff identified the following challenges and opportunities for the Precinct.

Open space and recreation challenges

- Open space per capita shrinking - 36m^2 per capita to 22.3m^2 per capita
- Connectedness of the Five Dock Town Centre to open space
- Struggle to engage with young people
- Lack of available space, and
- No aquatic facilities.

Open space and recreation opportunities

- Focus on streets as shared spaces
- Schools as shared spaces
- Limited opportunities to acquire open space with the current population forecasts
- Look into walls for recreation e.g. boldering wall, mirrors for dancing, and
- Inclusion of cafes and food trucks in open space - making parks “destinations”.

Table 11 - Open space

Category	Social infrastructure sub-category	Service catchment area	Number of existing facilities
Open space	Total open space within Precinct	Precinct	0
	Pocket	Precinct and 400-meter radius from its boundaries	5, 0.3 hectares
	Local	Precinct and 400-meter radius from its boundaries	5, 2.3 hectares
	District	Five Dock and Canada Bay Catchment	2, 16.6 hectares
	Sub-regional	Precinct and 400-meter radius from its boundaries	2, 7.9 hectares

5.10.3. Future demand

A range of benchmarks have been applied to assess the need for public open spaces, as shown in the table below. These benchmarks include:

- A 15% of land area metric, commonly referenced in State government policies.
- Maintaining the current provision rate of 36 sq.m per person in the Precinct.
- Maintaining the projected provision rate of 20 sq.m per person in the Precinct.

Applying these benchmarks indicates that, at a minimum, 9.45 hectares of public open space will be required to accommodate the future population growth in the Precinct.

Table 12 - Open space benchmarking

Category	Benchmark Standard	Number of existing/ planned facilities	2041 benchmark demand	2041 benchmark gap
Open space	15% of Precinct land areas using the standard sourced from NSW Greener Places Guidelines	None in Precinct	9.45 hectares	-9.45 hectares
	36m2 per resident in the Precinct, using the standard of maintaining current rate of provision in Five Dock Canada Bay Catchment in 2016, as per the Open Space and Recreation Strategy	None in Precinct	112 hectares	-112 hectares
	20m2 per resident in the Precinct, using the standard of maintaining projected rate of provision in Five Dock Canada Bay Catchment in 2036, as per the Open Space and Recreation Strategy	None in Precinct	62 hectares	- 62 hectares

(+XX) means benchmark surplus (-xx) means benchmark deficit

5.10.4. 2019 Strategy Actions

The Canada Bay Social Infrastructure (Open Space and Recreation) Strategy and Action Plan included the following actions.

- Implement the actions in the adopted Foreshore Access Strategy to improve access to open space on the foreshore.
- Require new residential developments to include onsite accessible communal open space, in particular including ground floor open space.
- As part of a master plan for future Metro station at Five Dock and North Strathfield, identify locations for future local parks of minimum 0.3ha with a range of recreation opportunities, located close to public transport, community facilities and shops and services, including:
- In the area bounded by Garfield St, School Lane, Lancelot St, West St, Henry St and East St in Five Dock, to enable an open space area connected to Five Dock Public School, Fred Kelly Place and Five Dock Library.
- Continue to deliver public art in open space, recreation facilities and playgrounds including interactive and functional art.

Similarly to the social infrastructure needs identified in 2019, there is a need to investigate the above actions as a part of the Masterplan.



Figure 16 - Five Dock park(Source: Cred Consulting)

Cred Consulting

Proximity mapping reveals that the majority of the Precinct lacks access to public open space within a 200m radius. The one identified open space in the area primarily functions as a plaza, further highlighting the critical need for a large, functional open space within the Precinct.



Figure 17 - Open space within Precinct and 400m radius (Source: Cred Consulting)

5.10.5. Open space trends

As our urban landscapes continue to evolve and densify, the demand for open spaces has increased significantly. In response, new trends are emerging in the design and management of open spaces. From flexible and multipurpose areas to streets that double as recreational spaces, cities are looking for innovative ways to maximise the potential of open spaces. This section provides an overview of both established and emerging trends in open space design and management.

Flexible and multipurpose spaces

The availability of land for recreation and community use is becoming increasingly limited, with challenges such as rising land prices and limited availability to acquire new land.

This highlights the importance of creating adaptable and multipurpose open spaces that can cater to a wide range of recreational activities for people to enjoy and participate in.

By designing open spaces to be flexible and multifunctional, they can meet changing community recreation needs and preferences over time.

Burwood Park, Burwood

Burwood Park is a highly utilised urban green space and multi-purpose park , providing spaces for different community uses and interests, from passive recreation, to active sports, to cultural participation, viewing, and play. It includes facilities popular with local seniors and culturally diverse residents for dance, tai chi, table tennis, fitness, games, and walking in shaded areas.



Photo source: Matthew Duchesne for Cred Consulting

Box Hill Gardens Multipurpose Area, Box Hill

Box Hill Gardens functions as both community space and courts for multiple sports and recreation activities, including table tennis, soccer, as well as a 1km walking and running track that will start and finish at the multi-purpose site.

Public toilets, water bubblers, and seating are integrated into the space, forming a rebound wall for ball sports and inclusive space where people can stay for extended periods of time.



Photo source: ASPECT Studios

Cred Consulting

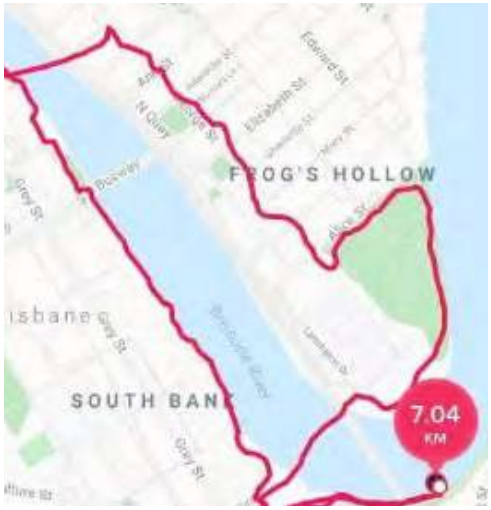
Recreational loops

Walking and cycling paths that form circuits/ loops are gaining popularity, particularly among culturally diverse communities.

By providing additional amenities such as seating, play areas, bubblers and lighting, these circuit paths become inviting and comfortable public spaces that encourage physical activity and social interaction.

Brisbane City Loop, Brisbane

The Brisbane City Loop is a 7km recreational circuit path that begins at Kangaroo Point Cliffs and passes through several iconic landmarks, including South Bank, the CBD, Botanic Gardens, and Goodwill Bridge. This loop offers an array of activities, such as walking through scenic parks and gardens, rock climbing on the cliffs, resting at designated areas, playing in children's playgrounds, and exercising on equipment along the way.



The Capital Ring Walk, London

The Capital Ring is a 78-mile circular walking route that connects 15 London boroughs. It features parks, nature reserves, historic landmarks, and other attractions along the way, as well as several access points for public transportation.



Recreational links

A recreational link is an active path that connects people to open spaces and other public facilities for walking, cycling, or running. Cities worldwide are repurposing underused spaces as recreational links.

These links are being enhanced with greenery, play areas, cycle paths, educational elements, and exercise equipment for increased recreational capacity.

Goods Line, Ultimo

The Goods Line is an urban linear park that is designed for daily use by students and workers. With elements of sit, play, and relaxation incorporated into a linear strip of open space, the needs of many local residents and commuters are met.



Photo source: Matthew Duchesne for Cred Consulting

The Underline, Miami

The Underline is a 16km multimodal linear park, urban trail and public art destination located below the Miami Metrorail, in an area with 70% residents from non-English speaking backgrounds.

With it's series of "rooms", featuring butterfly gardens, gathering places, including a 50-foot dining table and smaller tables with dominoes, gym areas and dog friendly areas, the Underline is an example of repurposing unused land into public space that meets diverse user interests.



Photo source: www.Miami andbeaches.com

Cred Consulting

Activated plazas and spaces

As the demographics of communities in NSW evolve together with its urban nature, there is a growing trend for recreation to take place on hard surfaces.

To cater to this preference, open spaces can be designed to include not only shaded areas with hard surfaces for activities such as tai chi and social gatherings, but also for a variety of other activities such as outdoor dining, markets, concerts and festivals.

The Connection, Rhodes

The Connection is an award-winning community precinct, located alongside the Rhodes foreshore and adjacent to the Bennelong Bridge. It provides opportunities for local residents to participate in a range of activities, programs and events.

The outdoor space includes hard surface area and amphitheater for performance, as well as reflective glass used for dancing, water play area, bicycle parking, public toilets, water bubbler, and large scale public artworks.



The Connection, photo source: Cred Consulting

Prahran Square, Melbourne

City of Stonnington transformed a ground-plane carpark into a new civic space/ square within the densely populated neighbourhood of Prahran.

Prahran Square is the new cultural and recreational heart of Prahran, with spaces to relax, meet friends and take a breather from the busy retail streets nearby.

Features include playspace, lawn, seats, shade, picnic tables, and public toilets.



Prahran Square, photo source: ASPECT Studios

Digital integration

Digital integration in open spaces, such as parks, is a growing trend that enhances visitor experiences and park management.

This includes features like free Wi-Fi, smart lighting, and interactive installations. Mobile apps are offering visitors real-time information, augmented reality tours, and event updates.

At the same time, sensors and IoT devices help park managers optimise maintenance and monitor environmental conditions for sustainability. This technology-driven approach creates more engaging and efficient open spaces while fostering greater community involvement and sustainability.

Interactive public spaces, Montreal

Montreal installs interactive equipment in its plazas to encourage social connections. One of these installations is the Loop at One Seaport Courtyard, which is a fusion of a music box, a zeotrope, and a railway handcar. Visitors can hop in two at a time into these illuminated, moving cylinders and pump a lever to bring a classic fairy tale to life. The faster you pull the handle, the faster the images inside the loop will play.



Photo source: Quartier des spectacles

Smart sensors and displays

The City of Parramatta has installed Melrose Park with smart environmental sensors and creatively showcases the data for visitors. These displays provide information on air quality, temperature, wind speed, and more, allowing park visitors to stay informed about their environment. This initiative is a great example of how environmental data can be effectively integrated into public spaces, enriching the visitor experience while promoting awareness of local conditions.



Photo source: City of Parramatta

Cred Consulting

Combating climate change and improving environmental resilience

As cities continue to address climate change and urbanisation challenges, innovative solutions to address flooding and manage water effectively have gained popularity.

Hofbogenpark, Rotterdam

Rotterdam is at the forefront of innovative water management in urban design, integrating green spaces with effective flood management. In Rotterdam, water surrounds the city, making it more susceptible to sea level changes and increasing rainfall.

As part of a broader, “Room for the River” project - which making room for floodplains at more than 30 locations and saving Rotterdam from flooding, the city has also built a 2km long railway rooftop park.

Hofbogenpark is a proposed public park situated on the rood of the iconic railway viaduct called Hofbogen. This park will showcase next-generation climate-adaptive urban solutions, including rainwater collection from immediate surroundings and treated by natural processes (soil and helophytes) and stored in an underground aquifer. In times of drought and heat stress, the stored rainwater can be reused and rainwater always available.





Photo source: Urbanisten

5.10.6. Summary of needs

Population benchmarking highlights a substantial need for additional open space to support the Precinct's projected population growth, which is crucial for maintaining community well-being and quality of life. However, in this high-density area, the availability of large land parcels is constrained by high costs and development limitations, making it challenging to meet these targets.

Access analysis further identifies critical gaps, needing new public open spaces to provide all residents with convenient access to suitably sized areas for recreation. Given the anticipated increase of residents across the Precinct, it is important that new open spaces are sufficiently large to accommodate diverse recreational activities.

Given the high demand for open space, it is also essential that new developments incorporate communal open spaces within their footprints to alleviate pressure on public spaces. This could include rooftop or ground-level spaces, such as permeable void decks, which allow for multi-use areas at ground level.

While these measures will somewhat support passive recreation needs, there will still be a need to locate land for active recreation (such as sports fields and outdoor courts) beyond the Precinct boundaries to accommodate future growth.



5.11 Outdoor sports and recreation facilities

Sports and recreation facilities refer to sporting fields, outdoor multipurpose courts, skate parks and play spaces.

Note: Youth recreation spaces in this context are considered to be skate parks. As highlighted earlier in the report, women and gender-diverse people are more likely than men to feel unsafe in open spaces or perceive that these spaces are not designed with them in mind. Therefore, when planning for additional outdoor sports and recreation facilities, Council is encouraged to adopt a gender-inclusive approach. This involves addressing barriers to access and ensuring designs meet the needs of people of all gender identities and expressions, creating open spaces that are welcoming and inclusive for everyone.

5.11.1. Current and planned provision

Within the Precinct and a 400m distance, there are:

- 1 multipurpose outdoor court at Five Dock Park
- 1 outdoor fitness station, and
- 1 youth recreation space.

These facilities are all delivered within Five Dock Park, which is located on the eastern boundary of the Precinct.



Figure 18 - Outdoor fitness station at Five Dock Park (Source: Cred Consulting

5.11.2. Outdoor sports and recreation facilities trends

Spaces for young people

Women and gender-diverse people are more likely than men to feel unsafe in open spaces, and feel as though a space is not designed with them in mind.

Designing with a gender lens removes barriers to meet the needs of people of different gender identities and expressions, and welcome all to use open spaces.

Bredäng Park, Sweden

This award-winning park is focused on the needs of girls, and features circular seating, pergolas, stage space and hard surfaces for dance and free sports. The previous site was home to a football pitch, primarily used by men for organised sports.

The new park was co-designed with girls living in the Swedish suburb, and through this process, realised the vision for a safe, vibrant space where young girls feel welcome to dance, play, and spend time with friends.



Photo source: Landzine

Julia Reid Reserve, Oran Park

Julia Reid Reserve is a recreation facility developed by Greenfields Development Company, together with Landcom and Camden Council.

The multi-purpose precinct was designed with input from local high school students, and includes a skatepark, parkour facilities, table tennis, kick-about area, multipurpose courts, shelters and seating, along with areas to 'watch and learn.' Adjoining the skatepark is the Julia Reserve Community Centre and Youth Precinct.



Photo source: Matthew Duchesne for Cred Consulting

Cred Consulting

Multipurpose outdoor courts in open spaces

To make open spaces more dynamic and engaging, some open spaces also incorporate several recreational uses.

For example, the inclusion of multi purpose courts open spaces, can make open spaces “destinational”. This enables open spaces to have a variety of uses for everyone’s interests and abilities and provides a space for everyone to enjoy.

Koolambidi Woola - Bunbury Youth Precinct

The City of Bunbury in Western Australia created Bunbury’s first ever youth precinct in 2022. The precinct has a multi-sports court, parkour areas, mini golf, a youth services building, beach climbing net, event and performance space and more.

The Bunbury Youth Precinct has been recognised nationally as a playspace that contributes to the creation of a sense of “place” for its local community and delights and aids childhood development.



Photo source: City of Bunbury

5.11.3. What's recently been completed?

Five Dock Park Playground and Outdoor Fitness Station

Since the study was conducted in 2019, Council was awarded a grant from the Everyone Can Play Grant Program from the Department of Planning, Industry and Environment. As part of Council's Let's All Play Strategy, Council replaced and relocated the existing playgrounds within Five Dock Park, as well as adding new outdoor fitness equipment for all ages to use nearby.

Concord to the Bay Run - The East West Regional Cycleway

Concord to the Bay Run is an east way regional cycleway that aims to provide a cycle link through the middle of the Canada Bay LGA and along the northern end of the Precinct.

There is currently design and planning taking place, with Stage 1 Lyons Road West and Five Dock Park route being delivered by mid/late 2025. There are plans to extend the cycleway along Lyons Road West, which is currently not funded.

5.11.4. What's been planned?

Timbrell Park Masterplan

Timbrell Park Masterplan is a 10-year plan of management and masterplan. The masterplan responds to two key community issues raised throughout engagement, through providing playing field upgrades and traffic and parking investigations.

The masterplan provides:

- New paths and connections for pedestrian and bicycle circulation
- Upgraded sports fields
- Replace demountable cafe to a permanent facility
- Fitness Zone
- Increase parking capacity
- Urban tree canopy expansion, and
- Naturalisation of Iron Cove Creek Canal.

Parramatta Road Corridor Urban Transformation Strategy

The Parramatta Road Corridor traverses 20 kilometres from Granville in the west to Camperdown in the east. There are three renewal precincts which include land within the City of Canada Bay: Homebush, Burwood-Concord and Kings Bay. The Precinct adjoins the Kings Bay Precinct, along its north eastern boundary.

The strategy outlines new public open space and linkages to improve the existing pedestrian and cyclist network.

Cred Consulting

Figure 19 - Timbrell Park masterplan (Source: City of Canada Bay)



5.11.6. Future demand

Multipurpose courts

For multipurpose courts, the benchmark standard used is 1 multipurpose outdoor court per 10,000 people.

This benchmark has been applied for the Five Dock and Canada Bay catchment and identifies demand for 3.75 multi-purpose outdoor courts by 2041.

Outdoor fitness stations

For outdoor fitness stations, the benchmark standard used is one outdoor fitness station per 15,000 people.

This benchmark has been applied for the Precinct and 400-metre radius from its boundaries and identifies demand for at least an additional one outdoor fitness station.

Youth recreation spaces

For youth recreation spaces, the benchmark standard used is one sub-regional/ regional level youth recreation space should be provided per 50,000 people.

This benchmark has been applied for the Entire LGA and identifies demand for 2 additional youth recreation spaces.

5.11.7. 2019 Strategy Actions

The Canada Bay Social Infrastructure (Community) Strategy in 2019 includes the following action for Five Dock-Canada Bay.

Deliver outdoor fitness stations in areas where there are current and forecast gaps including Cabarita, Mortlake Concord West, Five Dock-Canada Bay, North Strathfield-Strathfield Triangle.

Transform Five Dock Skate Park into a youth recreation area e.g. seating, shade, power points, free Wi-Fi, parkour and play elements and multipurpose outdoor courts.

5.11.5. Summary of needs

There is a need for an additional 3.75 outdoor courts, 1 outdoor fitness station and 2 youth recreation spaces to meet the 2041 population recreational needs.

With a growing younger population and more people with active lifestyles, providing a variety of outdoor recreational spaces within this new Precinct is imperative. Suggest looking at opportunities to incorporate these facilities within new developments, ensuring 100% of public access.

Due to the benchmarking totalling to half an outdoor court, the total number of courts recommended has been rounded to the nearest whole number.

Cred Consulting

Table 13 - Outdoor sports and recreational facilities benchmarking

Category	Benchmark Standard	Number of existing/ planned facilities	2021 benchmark demand	2021 benchmark gap	2041 benchmark demand	2041 benchmark gap
Multi-purpose outdoor courts	1 multipurpose outdoor court per 10,000 people	1	1.11 courts	-0.11 court	4.75 courts	- 3.75 courts
Outdoor fitness stations	1 outdoor fitness station per 15,000 people	1	0.25 courts	+0.75 station	2 stations	- 1 station
Youth recreation spaces	One sub-regional/regional level youth recreation space should be provided per 50,000 people	1	1.78 spaces	-1 space	2.98 spaces	-2 spaces

(+XX) means benchmark surplus (-xx) means benchmark deficit

Decimal places have been rounded.

5.12 Playspaces

A playspace is an area containing equipment that facilities opportunities for play. Playspaces should be welcoming and inclusive spaces and should be enjoyed by the entire community and people of all abilities and ages.

5.12.1. Current and planned provision

Within the Precinct and a 400m distance, there are three playspaces. These playspaces are located within Five Dock Park, Charles Heath Reserve and Timbrell Park.

5.12.2. What's recently been completed?

Five Dock Park

As part of Council's Let's All Play Strategy, Council replaced and relocated existing playgrounds with new playgrounds for children up to 13 years of age in more central locations within parks. The Strategy aims to provide new playground and outdoor fitness stations to be closer to the existing amenities block and make them more centrallly located and connected to the rest of the park to improve safety.



Figure 20 - Five Dock Park (Source: Cred Consulting)

In 2020, Council was awarded a grant from the Everyone Can Play Grant Program from the Department of Planning, Industry and Environment. Council replaced and relocated the existing playground, as well as adding new outdoor fitness equipment for all ages to use nearby. Changes that occurred included installation of a shade sail, additional parallel bars, climbing structures, intergenerational play and accessible play.

Charles Heath Reserve Community and Play Space

In June 2024, Charles Heath Reserve Community and Play Space opened to the public. The redevelopment of this playspace was funded by the NSW Government in associated with Council with a $5.72 million upgrade, and transformed the previously underused space with a brand new, all abilities adventure playground, complete with picnic shelters, barbecues and an amenity building. The centrepiece of the upgrade is a brand-new adventure playground featuring two accessible play towers positioned high among the treetops. Other features of the playground include outdoor musical instruments, nature play, a 'fish trap' climbing structure, and cozy cocoon for timeout.



Figure 21 - Charles Heath Reserve (Source: City of Canada Bay Council)

5.12.3. Playspace trends

Urban play

To make open spaces more dynamic and engaging, many urban parks and plazas are now being designed to accommodate games such as table tennis, chess, and hopscotch.

These activities expand the range of recreational options available in these spaces and encourage people to interact with each other in fun and sociable ways.

Urban Pinball, Seoul

The Urban Pinball in Seoul is a public space that offers a unique pinball experience to visitors. People can toss a ball and play the game in this public space, which utilises the existing physical slopes of the site to create a distinctive and exciting way to engage with public spaces.

In addition, the pinball features can be used as seating and hangout areas when not in use for playing the game.



Photo source: Studio Heech

Musical Swings

Musical Swings is an award-winning urban interactive artwork that invites people to make music together. Each swing triggers notes from classical instruments, that when swung in unison, create a musical composition.



Photo source: Musical Swings

Cred Consulting

Rooftop recreation

As cities continue to grapple with limited ground-level space, the utilisation of rooftops for recreation presents a promising solution to meet the evolving needs of urban residents and foster vibrant, inclusive communities. Rooftop recreation is emerging as a trend in, encompassing activities like rooftop gardens, playgrounds and sports courts.

This innovative approach is steadily gaining traction as it leverages underutilised rooftop areas for recreational purposes, thereby optimising urban space.

The Peak at Toa Payoh, Singapore

The Peak at Toa Payoh is a community garden situated on the rooftop of a multi-storey car park. Community gardens often cater to specific groups within the community, and utilising rooftop spaces is an ideal way to establish such gardens due to the enthusiastic participation of volunteers. This presents a unique opportunity, particularly in areas with a substantial Asian population, as they are likely to be familiar with these types of spaces from their ancestral countries.



Photo source: Stacked Homes

Park 'n' Play, Copenhagen

The rooftop of a car park has been transformed into a dynamic and versatile recreational area featuring play and exercise equipment, and is popular among people of all ages for various activities. The rooftop's design includes a striking red staircase that creates a strong visual connection between the rooftop and the ground floor, making the rooftop's urban public space highly visible to visitors.



Photo source: Arch Daily

5.12.4. Future demand

For playspaces, there are a range of benchmarks applied.

In applying 1 play per space per 500 children aged 0 to 4 years old within the Precinct and 400-metre radius, there is a deficit for one playspace in 2041. This is also the same when applying the benchmark, 1 play space per space per 500 children aged 5 to 11 years old.

In applying 1 play per space per 500 children aged 0 to 4 within Five Dock and Canada Bay Catchment, there is a surplus of 2.5 playspaces by 2041.

In applying 1 play per space per 500 children aged 5 to 11 within Five Dock and Canada Bay Catchment, there is a deficit for 2 playspaces by 2041. But this deficit is likely captured within the Precinct itself.

5.12.5. 2019 Strategy Actions

The Canada Bay Social Infrastructure (Community) Strategy in 2019 includes the no actions regarding playspaces for the Five Dock-Canada Bay Catchment.

5.12.6. Summary of needs

There is a need for an additional 2 playspaces to meet existing and future population forecasts. With a growing younger population, delivery of a variety of playspaces are needed to meet younger people needs.

Due to the benchmarking totalling to half a playspace, the number of playspaces recommended has been rounded to the nearest whole number.

Table 14 - Playspaces benchmarking

Category	Benchmark Standard	Number of existing/ planned facilities	2021 benchmark demand	2021 benchmark gap	2041 benchmark demand	2041 benchmark gap
Playspaces	1 place per space per 500 children aged 0 to 4 (Precinct and 400 meter radius)	3	0.48	+2.5 playspaces	3.5	-1 playspaces
	1 place per space per 500 children aged 5 to 11 (Precinct and 400 meter radius)	3	0.65	+2.3 playspaces	3.5	-1 playspaces
	1 place per space per 500 children aged 0 to 4 (Five Dock and Canada Bay Catchment)	4	1.34	+3 playspaces	1.5	+2.5 playspaces
	1 place per space per 500 children aged 5 to 11 (Five Dock and Canada Bay Catchment)	4	1.83	+2 playspaces	5.5	-2 playspaces

(+XX) means benchmark surplus (-xx) means benchmark deficit

Decimal places have been rounded.

5.13 Indoor sports and recreation facilities

Sports and recreation facilities refers to enclosed spaces designed specifically to support physical activity, sport and other recreational needs. Indoor sports and recreation facilities usually involve gyms, basketball courts, swimming pools, indoor tennis courts, volleyball courts etc.

In addition, With increasing high density living and smaller backyards, higher temperatures, and an ageing and culturally diverse population, swimming facilities are increasingly in demand. However, many Councils across Australia face increasing costs of maintaining older facilities that are reaching end of life. Some strata developments may include a communal pool.

5.13.1. Current and planned provision

Just outside of the Precinct and 400-metre boundary is Five Dock Leisure Centre. This is an indoor recreational space predominantly for gymnastics and indoor sports. It includes space for gymnastics and two indoor courts.

There are no aquatic facilities within the Precinct, however aquatic facilities are located within the broader LGA. Additionally, access to foreshore is provided just outside the Precinct and its 400m boundary.



Figure 22 - Five Dock Leisure Centre (Source: City of Canada Bay Council)

5.13.2. Visitation and membership data

The following data was provided by Five Dock Leisure Centre.

- **Leisure centre membership**
  - 1,048 health club members
  - Over 3,000 visits from Fitness Passport members per month
  - 998 gymnasts enrolled
  - 140 expressions of interests for ongoing court bookings in 2025

5.13.3. Insights from Council Staff

Additionally, the Leisure Centre also provided further capacity insights.

- There is capacity in most services, including; Gymnastics, off peak courts and Health Club
- Sports courts are at peak time (Afternoon/3pm till close and weekends)
- All services provided are well used
- Have waitlists for the multipurpose courts and gymnastics during peak time, due to lack of staff (niche qualification), and
- There is demand for more indoor multipurpose courts, for both sport and ad-hoc uses (e.g. HSC).



Figure 23 - Five Dock Leisure Centre (Source: City of Canada Bay Council)

5.13.4. Recreation trends

Recreation in podiums

To increase the amount of available recreational space, many cities are exploring the idea of using podium levels to create areas for both active and passive recreation.

Ensuring that these spaces are easy to access is critical to their success. While retrofitting existing building rooftops for this purpose may be challenging, it is a viable option for new developments.

Basketbar, Utrecht

The Basketbar in Utrecht features a full-size basketball court located on a podium level above a trendy café. The space also includes a modern seating plaza that appeals to the younger demographic of the area. With its high visual connectivity to the court, the area remains active and safe both during the day and at night, creating a vibrant and dynamic atmosphere.



Photo source: Jeroen Musch

The Concourse, Chatswood

The park located on the podium level of the Concourse Library in Chatswood is a prime example of how elevated public spaces can be created. This innovative public space includes lush greenery, grassy areas, ample seating, and hard surface areas that are frequently used by the local community year-round. Additionally, the park regularly hosts events and other engaging activities.



Photo source: Willoughby Living

5.13.5. Future demand

Benchmarking standards from the Growth Centres Commission has been applied.

Indoor courts

For indoor recreation centres, a benchmark of 1 indoor court for every 20,000 people have been applied. This will result in a demand of 6 indoor courts by 2041.

Aquatic facilities

For aquatic facilities, several benchmarks have been applied for various catchments.

For aquatic facilities within the Precinct and 400 metre boundary, one 25m and leisure pool for 1 facility per 30,000 people is needed by 2041.

For aquatic facilities within the Five Dock and Canada Bay Catchment, one 5m or 50m pool for recreation, club, water polo, diving, competitive swimming is needed per 75,000 people by 2041.

For aquatic facility within the entire LGA, there is no need for an additional 50m pool within the LGA.

It is important to note, that notwithstanding the need for aquatic facilities within the Precinct and Catchment area, the Precinct is in close distance to foreshore access along the Parramatta River. Swimming in some locations along the River is now possible and the Rver is used to recreation including sailing, motor boats, rowing and dragon boating.

5.13.6. 2019 Strategy Actions

The Canada Bay Social Infrastructure (Open Space and Recreation) Strategy in 2019 includes the following actions regarding indoor recreation and aquatic facilities for the Five Dock-Canada Bay Catchment.

- To increase the provision of indoor recreation in specific precincts and across the LGA, deliver expanded indoor recreation provision at Five Dock Leisure Centre and new indoor courts at Concord Oval and Rhodes Recreation Centre
- Support increased access to swimming pools through public access to communal pools in private developments.

5.13.7. What's recently been completed?

Concord Oval Recreation Centre

As part of the Parramatta Road Urban Amenity Improvement Program, the Concord Oval Community and Sports Precinct was constructed and opened in January 2023.

The Concord Oval Recreation Centre, within the precinct, features an outdoor basketball court, four multi-purpose indoor courts, match-day facilities for local sports clubs, new venues for hire, a health and fitness centre, gymnasium and a cafe.

It has provided increased provision for indoor recreation activities within the Canada Bay LGA.

5.13.8. What's planned for the LGA?

Rhodes Indoor Leisure Centre

The Rhodes Indoor Leisure Centre is part of a Voluntary Planning Agreement in the development of the new station precinct at Rhodes.

This includes the construction and fit-out of a new Council-owned recreation centre spread over the lower three levels, including a gymnasium, fitness club and child care facility.

This development is anticipated to open in the middle of 2025. It is anticipated to include two extra indoor courts.

Table 15 - Indoor recreation centre benchmarking

Category	Benchmark Standard	Number of existing/ planned facilities	2021 benchmark demand	2021 benchmark gap	2041 benchmark demand	2041 benchmark gap
Indoor recreation centre	1 indoor court for every 20,000 people	2	4.5 courts	-2.5 courts	7.7	-6 courts
Aquatic facilities	25m and leisure pool - 1 facility per 30,000 people) (Five Dock and Canada Bay Catchment)	0	0.14 pool	- 0.14 pool	1 pool	-1 pool
	5m or 50m pool for recreation, club, water polo, diving, competitive swimming (1:75,000 people) (Entire LGA)	0	0.15 pool	- 0.15 pool	0.63 pool	-0.63 pool
	50m competition pool (1:150,000 people) (Entire LGA)	1	0.6 pool	+0.4 pool	1 pool	+0 pool

(+XX) means benchmark surplus (-xx) means benchmark deficit

5.13.9. Summary of needs

Notwithstanding all the planned developments which likely will cater to latent unmet demand, there is a need for an additional 6 indoor courts within the Five-Dock Canada Bay Catchment to meet future population needs. With a growing active population, with interests in a variety of recreational sports, including pickleball, swimming, basketball, tennis etc., it is important that Council can deliver a variety of indoor spaces to accommodate growing needs.

Due to the benchmarking totalliing to half an indoor court, the total number of indoor courts recommended has been rounded to the nearest whole number.

6. Summary of social infrastructure needs

An analysis of existing and planned infrastructure along with how they are used and their capacity to absorb future growth indicates that a significant amount of social infrastructure will be required to cater to the population growth proposed in the Five Dock Precinct.

This section summarises the key social infrastructure delivery needs for the Precinct.



narrm ngarrgu (Source: City of Melbourne)

Multipurpose community hub

There is a need for an approximately 6,500+ sq.m multipurpose community hub.

Location: Close to metro

Hierarchy: District

Functions: New demand for 3,502 sq.m community floorspace, 951 sq.m of arts and cultural spaces and 635 sq.m library. Relocation of existing Five Dock library to community hub will require an additional 1,531 sqm (total library floorspace 2,166sqm).

Comparison with 2019 strategy: Strategy notes that the community hub needs to be 1,200 sq.m, this is still valid but needs to be larger.

Considerations:

The need for an approx. 6,500+ sq.m multipurpose district community hub that combines the floorspace required to accommodate the future community, cultural and new library spaces, as well as replace the existing library floorspace, which is small and ageing.

The large community hub will also service neighbouring LGA's, which are also experiencing significant population increases, and often have unmet demand.

The multipurpose community hub can be delivered as either a single, integrated building or a co-located precinct. An integrated hub would house all functions under one roof, maximising convenience, efficiency, and shared use of spaces. Alternatively, if a single building is not feasible, the hub could be distributed across a co-located precinct, ensuring that community and cultural spaces (approximately 3,910 sq.m) remain together, while the library is delivered as a separate but nearby facility to enable shared use of public domain and amenities. Additionally, dedicated spaces for community service organisations should be included as part of the hub or within the precinct.

Cred Consulting's extensive research and collaboration with local councils highlight several key considerations for the design, operation, and delivery of community hubs. The overarching goal for any community hub should be to create spaces that are welcoming, functional, and sustainable, while addressing the diverse needs of the community. The future multipurpose community hub, should prioritise thoughtful design, seamless operations, and adaptability to ensure they remain valuable assets for the community over the long term.

Design and functionality

- Spaces should be warm, inviting, and designed with the community in mind, balancing contemporary aesthetics with authenticity and local character.
- Durable, sustainable materials should be used to minimise long-term operational costs and ensure ease of maintenance.
- Essential amenities, such as hireable community rooms equipped with sinks and hot water, should cater to the practical needs of community groups, students, and businesses.
- A dedicated concierge service can streamline access to Council services and serve as a central point of assistance for community members.
- Quiet study areas and collaborative co-working zones should also be integrated, catering to a growing demand for versatile working and learning environments.
- Additionally, storage spaces—both internal and external—are critical for supporting diverse uses, including libraries, cultural programs, and outdoor activations.

Operations and governance

A clear and effective operational model is essential to ensure the smooth functioning of community hubs.

- Aligning customer service, programming, and venue management teams can reduce conflicting priorities and enhance community activations while balancing revenue generation.
- For hubs integrated into mixed-use developments, operational considerations such as security, after-hours access, and shared facilities must be carefully managed.



Void Decks in Singapore (Source: MyNiceHome)



Inglis Park Playground (Source: Tensile Design)

Open spaces

There is a need for a minimum of 10 hectares of open space, proportional to population growth and 15% of the site. However, given that is challenging to deliver substantial open spaces in urban areas and open space already available near The Precinct (Five Dock Park and Halliday Park), at a minimum, to ensure The Precinct has access to a sizeable open space, consider delivering one local park of a minimum size of 0.5 hectare. Consider providing the pending open spaces through other innovative approaches.

Comparison with 2019 strategy: Strategy also notes additional need of 20.3 m^2 per person in 2036 within Five Dock and Canada Bay. This equates to ~30 hectares.

Considerations:

If only one 0.5-hectare park is delivered, there would still be a shortfall of 9.5 hectares of open space to meet benchmarked needs. While a local park could help address accessibility gaps, not providing adequate open space would likely lead to overcrowding of existing spaces, higher maintenance costs, and diminished health and wellbeing outcomes. To address this, several opportunities should be explored:

- Include communal areas in new developments, such as rooftop gardens, podium-level spaces, or void decks, to supplement open space provision.
- Develop green, safe, legible, and comfortable recreational links with features for nighttime use and exercise. These links should be a minimum of 12m wide and could include themed connections such as garden trails, cultural links with art installations, or fitness loops.
- Investigate the potential to reimagine Barnwell Park Golf Course as a mixed-use open space. This could involve retaining a reduced number of golf holes (e.g., 9–12 holes) while transforming parts of the course into high-quality passive recreation areas e.g. sportsfields, as seen in similar projects across Sydney.

These approaches offer a pathway to meet open space needs while addressing challenges in land availability.



Springvale Community Hub (Source: Archdaily)



Sao Luis Sports and Arts Gymnasium (Source: Archdaily)

Play spaces

There is a need for 2 additional playspaces.

Location: Close to metro

Hierarchy: Local to district

Functions: 2 playspaces to accomodate the needs of 0-4 year olds and 5 - 11 year olds.

Comparison with 2019 strategy: Strategy also identified insufficient supply of play spaces to meet forecast population needs to 2036.

Considerations:

- Not all play spaces need to be large, however, at least one district-level playground should be provided and co-located with a future local park. District playgrounds typically range in size from 750 to 1,000 sq.m.
- Explore diverse playground archetypes, such as adventure playgrounds, water play areas, or other innovative designs.
- Ensure play spaces are inclusive and cater to people of all ages and abilities, creating spaces for families and multi-generational use.
- The other two play spaces could be incorporated into communal open spaces within new developments, but they must ensure 100% public access.
- All areas of the Precinct should have a play space accessible within 200m, ensuring equitable access for residents.

Multipurpose courts

There is a need for 4 additional multipurpose courts.

Location: Close to metro, on top of residential rooftops

Hierarchy: District

Functions: Basketball, netball, tennis, volleyballl, pickleball, soccer

Comparison with 2019 strategy: Strategy identified the need to investigate opportunities to include courts through new developments.

Considerations:

- High demand for outdoor courts
- Will have a high young population who will need access
- Culturally diverse populations use outdoor courts for informal recreation, and
- Can be used for local events and markets.
- Council staff have noted that the Five Dock Masterplan currently includes provisions for two outdoor courts; however, these are likely replacing existing courts rather than addressing additional demand. To meet the identified need, options include:
  - Expanding the number of courts planned for Five Dock Park.
  - Incorporating courts on the rooftop of the future community hub.
  - Adding courts within nearby parks.



Boldering Wall (Source: Victorian Premier Design Awards)



Seating areas for women (Source: Landzine)

Indoor recreation courts

There is a need for an additional 6 indoor courts.

Location: Close to metro, within residential developments

Hierarchy: District

Functions: Indoor courts, gym, flexible spaces

Comparison with 2019 strategy: Strategy identified the need to investigate opportunities to include indoor courts through new developments.

Considerations:

- There is high demand for indoor courts, driven by population growth and increasing community interest in indoor sports.
- While several indoor recreation centres are planned in the vicinity, future population growth will necessitate additional facilities. Potential Opportunities:
  - Expand the Five Dock Leisure Centre: Add indoor courts by extending into the adjacent car parks. Develop a multi-storey car park to accommodate vehicles displaced by the expansion.
- Incorporate indoor courts in mixed-use developments: Locate indoor courts on the upper storeys of mixed-use buildings. Ensure public access is maintained through features like external public lifts and clear wayfinding.

Youth recreation spaces

There is a need for 2 additional youth recreation spaces.

Location: Close to metro, Five Dock Park, residential areas

Hierarchy: Local

Functions: Diverse spaces for young people

Comparison with 2019 strategy: Strategy identified the need to transform Five Dock Skate Park into a youth recreation area.

Considerations:

- The Precinct has a high population of young people, creating significant demand for diverse recreation opportunities.
- While delivering two large skate parks may be challenging due to land constraints—especially with an existing skate park in Five Dock Park—this is an opportunity to provide innovative recreational spaces that address the needs of currently overlooked cohorts:
  - Climbing walls and dance mirror walls for active and creative engagement.
  - Study spaces for young people, encouraging a balance of recreation and productivity.
  - Social hubs for girls, inspired by feedback from safer cities workshops, which could include circular seating arrangements, swings facing each other, enhanced lighting, and vibrant colours.
  - Include essential amenities like seating areas, shade, Wi-Fi, and power points to ensure functionality and inclusivity.

7. Implementation plan

7.1 What's included in the table

Table 16 (on the following pages) outlines the implementation plan for community facilities, open space and recreation needs identified in this report.

The table includes the following details:

- **Size of the infrastructure** - either by square metre or number of facilities required.
- **The proposed location of the infrastructure**.
- **Hierarchy of infrastructur**e - either local or district size.
- **Timeframe** (refer to definition of time frames at Section 7.1)
- **Delivery responsibility** - who will deliver the infrastructure.
- **Management responsibility** - who will manage the infrastructure once under operation.
- **High-level costing**s - have been provided by QS Surveyor, Mitchell Brandtman. The QS report can be found attached (under separate cover).

7.1.1. Delivery responsibility

This refers to the agency responsible for delivering the infrastructure. Broadly, this has been categorised as either Council or private development.

- **Council** - While Council is listed as the delivery body, funding could come from various sources, including developer contributions or capital works funding.
- **Private development** - This refers to infrastructure being delivered directly by a developer, either as part of their own building or through a Voluntary Planning Agreement (VPA).

7.1.2. Timeframes

The timeframes outlined in the implementation plan reflect the planning of social infrastructure within the Five Dock Precinct, rather than actual construction. Given the long-term nature of masterplanning processes and urban development, these timeframes are intended to guide strategic planning and prioritisation rather than provide fixed delivery dates.

The following broad timeframes have been included:

- **Immediate** - Actions needed as soon as the metro precinct planning begins—addressing urgent community needs, either due to existing deficits or infrastructure already at or beyond capacity.
- **Short-term** - Infrastructure requiring structured planning in parallel with metro development but still considered a pressing need for the growing community.
- **Medium-term** - Infrastructure that will likely be required several years after metro planning begins, aligned with the early stages of development implementation.
- **Long-term** - Infrastructure that requires significant investment and collaboration between Council and stakeholders, with delivery dependent on future growth and development milestones.

Table 16 - Implementation schedule

Type of infrastructure	Number/size of facilities required	Proposed location	Hierarchy	Timeframe	Delivery responsibility	Management responsibility	High-level cost estimates*
Community facilities							
Multipurpose community hub	• One consolidated hub or co-located precinct • Approx. 6,500 sq.m • 3,503 sq.m community floorspace, 951 sq.m of arts and cultural spaces and 635 sq.m library (+ 1,531 of existing library floorspace)	Close to metro	District	Immediate	Council/ delivered through private development	Council	$52.4 million
Open space and recreation							
Open spaces	• Minimum size 0.5 hectares	Close to metro	Local	Short	Council	Council	N/A
Communal open spaces	Communal spaces could be publicly accessible plazas or open spaces in developments, or linear parks and laneways.	Consider incorporation throughout development e.g. publicly accessible rooftops and ground planes	Local	Medium/long	Delivered through private development	Strata of the private development	N/A

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Type of infrastructure	Number/size of facilities required	Proposed location	Hierarchy	Timeframe	Delivery responsibility	Management responsibility	High-level cost estimates*
Local play spaces	• 1 playspaces	• Close to metro • Five Dock Park	Local	Short	Council	Council	$2.2 million
District play spaces	• 1 playspace	Close to metro	District	Short	Council	Council	$8 million
Multipurpose courts	• 4 multipurpose courts	Close to metro	District	Medium	Council	Council	$6.3 million ($1.575 million per court)
Indoor recreation courts	• 6 indoor courts	Close to metro	District	Medium	Council/ delivered through private development	Council/ non-for profit organisation such as PCYC	$55.8 million (indoor sports centre with six courts)
Youth recreation spaces	• 2 youth recreation spaces	Close to metro	Local	Short/medium	Council	Council	$2.2 million
Recreational links	N/A	• Loop in and around metro • Consider connection to existing active transport links and Five Dock Park	Local	Medium/long	Council/ delivered through private development	Council	N/A

Appendix A: Social infrastructure audit

Map reference	Name	Asset Category	Asset type	Suburb	Hierarchy	Ownership
1	Lucas Gardens School	Schools	Special School	CANADA BAY	District	Government
2	ToBeMe Early Learning - Five Dock	Early education and care	Long Day Care	FIVE DOCK	Local	Private
3	Raising Stars Five Dock Early Learning Centre	Early education and care	Long Day Care	FIVE DOCK	Local	Private
4	Learn and Laugh Children's Centre Five Dock	Early education and care	Long Day Care	FIVE DOCK	Local	Private
5	Rosebank College	Schools	High School	FIVE DOCK	Sub-regional	Private
6	Barnwell Park Golf Club Function Centre	Community Facilities	Venue For Hire	FIVE DOCK	District	Private
7	Canada Bay Club	Community Facilities	Venue For Hire	FIVE DOCK	District	Private

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Map reference	Name	Asset Category	Asset type	Suburb	Hierarchy	Ownership
8	Happy Little Campers Early Childhood Learning & Development Centres	Early education and care	Long Day Care	FIVE DOCK	Local	Private
9	Five Dock Public School Preschool	Early education and care	Pre-school	FIVE DOCK	Local	Private
10	Five Dock Public School Parents and Citizens Association OOSH	Early education and care	OSHC	FIVE DOCK	Local	Private
11	Five Dock Public School	Schools	Primary School	FIVE DOCK	District	DET
12	Five Dock Scout Hall	Community Facilities	Scout Hall	FIVE DOCK	Local	Council
13	Garfield Street Children's Centre	Early education and care	Long Day Care	FIVE DOCK	Local	Private
14	Anna's Care for Kids Five Dock	Early education and care	Long Day Care	FIVE DOCK	Local	Private
15	St Albans Anglican Church	Community Facilities	Venue For Hire	FIVE DOCK	Local	Anglican Church
16	Five Dock Public Library	Community Facilities	Library	FIVE DOCK	District	Council

Map reference	Name	Asset Category	Asset type	Suburb	Hierarchy	Ownership
17	Club Five Dock RSL	Community Facilities	Venue For Hire	FIVE DOCK	District	Private
18	Kiddies On First Early Learning Childcare Centre	Early education and care	Long Day Care	FIVE DOCK	Local	Council
19	Kids @ Play Early Learning Centre	Early education and care	Long Day Care	FIVE DOCK	Local	DET
20	Domremy Catholic College	Schools	High School	FIVE DOCK	Sub-regional	Catholic Church
21	Kindikids Early Learning Centre	Early education and care	Long Day Care	FIVE DOCK	Local	Private
22	Drummoyne Senior Citizen's Centre	Community Facilities	Seniors Centre	FIVE DOCK	District	Council
23	All Hallows Catholic Primary School	Schools	Primary School	FIVE DOCK	District	Private
24	SCECS OSHC All Hallows	Early education and care	OSHC	FIVE DOCK	Local	Private

Appendix B: Open space audit

Map reference	Name	Asset Category	Asset type	Suburb	Hierarchy	Ownership
1	Barnwell Park Golf Course	Open space	Golf Course	Five Dock	District	Council/Crown
2	Barnwell Park Golf Course	Open space	Golf Course	Five Dock	District	Council/Crown
3	Charles Heath Reserve	Open space	Sports grounds	Five Dock	Local	Council/Crown
4	Five Dock Leisure Centre	Recreational Facilities	Leisure Centre	Five Dock	District	Council
5	Halliday Park	Open space	Park	Five Dock	District	Council/Crown
6	Storey Park	Open space	Park	Five Dock	Local	Council/Crown
7	Five Dock Park	Open Space	Park	Five Dock	Sub-regional	Council/Crown
8	Timbrell Park	Open space	Park	Five Dock	Sub-regional	Council/Crown


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1. INTRODUCTION

1.1 Background

The development of the Sydney Metro West line and subsequent construction of the Five Dock station has created new opportunities for the revitalisation of the nearby town centre and surrounding area. Specifically, this has brought increased support for medium to high density residential developments in vicinity of the new Metro station. The City of Canada Bay is currently developing the Five Dock Precinct Masterplan to define the urban densities and road hierarchies associated with the development areas of the precinct.

The Five Dock Precinct is defined as the region centred around the Five Dock town centre along Great North Road, bounded by Queens Road, Harris Road, Lyons Road, and Park Road.

City of Canada Bay Council (Council) has engaged Bitzios Consulting to undertake a Traffic and Transport Study (TTS) to understand the overall traffic and transport impacts due to associated increased development outlined within the Masterplan.

The extents of the study area are shown in Figure 1.1.



Adapted from OpenStreetMap

Figure 1.1: Study Area

1.2 Scope of Work

Our scope of work for this study has been split into 3 stages, including:

- Stage 1: Inception and Situational Assessment
- Stage 2: Traffic and Transport Scenarios Assessment
- Stage 3: Strategies Finalisation and Reporting.

2. MASTERPLAN VISION AND OBJECTIVES

2.1 Objectives

The primary aim of the Masterplan from a traffic and transport perspective is to support the introduction of the new Metro station through the provision of high-density residential development within the surrounding catchment. This principle is then further enhanced via improvements to active and public transport network connections to/from the transport hub, accentuated with road and public space upgrades to accommodate the changes to the Five Dock Precinct.

The TTS recognises the multi-faceted and developing nature of the transport context in the study area, with the significant growth in population associated with the Masterplan requiring commensurate improvements to public and active transport facilities to offset an over-reliance on private car usage. It aims to guide the expansion of the local transport network via new links to regional routes. At the same time, the confluence of increased car, cycling, and pedestrian activity will manifest new considerations for road and pedestrian safety, the impacts of which must be assessed and ameliorated.

2.2 Precinct Vision

The key elements of the Masterplan precinct vision relating to transport include:

- The establishment of a clear street hierarchy and improvements to the road network, including new laneways and enhancements to the active transport network connecting locally and to the regional cycling network
- The formation of new smaller street blocks within the precinct to improve local connectivity, particularly for better active transport access and movement
- The facilitation of new and improved footpaths, road and cycling infrastructure via the widening of key roadways to ensure the built form is capable of accommodating the future population growth
- The introduction of traffic calming measures to define and control slower moving local catchments as a means of enhancing active transport access along existing links and providing improved safety outcomes
- The widening of road reserves in key locations to provide sufficient width for traffic lanes, footpaths, street trees and where needed, cycleways and street parking to support the future population and increased pedestrian and traffic numbers
- The concentration of new population density within a close walking distance of the Metro station and town centre
- The expansion of Fred Kelly Place across Great North Road to provide a central public space for people.

3. LITERATURE REVIEW

3.1 Five Dock Masterplan

The Five Dock Masterplan was prepared for Council by Studio GL. The Masterplan is a continuation of Council's extensive planning work for exploring the delivery of additional housing and dwelling density in Five Dock, particularly in light of the recent State Government mechanisms to increase housing supply near major destinations. The Five Dock Metro Station is one such major destination, with an expected opening year of 2032.

The Masterplan builds upon the Council's previous planning studies to address the housing shortage crisis and provide better public amenities for future residents with improved urban design and public domain (e.g. improved connections and streetscapes, new links, new and expanded public spaces).

Key aspects of the future vision outlined in the Masterplan include the following:

- Providing a total 14,000 new dwellings and 31,000 population in the Precinct area
- Maintaining Great North Road as the high street and precinct spine, with mixed-use built form typically up to 12 storeys high
- Strengthening the Fred Kelly Place as the centre of the town centre by expanding it to the north and east across Great North Road
- Enhancing and providing active transport routes along Henry Street, Queens Road and Lancelot Street
- Exploring new laneways and pedestrian links across the Precinct to facilitate greater permeability for better access and connectivity
- Providing wider roads for improved usability and access for pedestrians and cyclists
- Implementing a traffic calming scheme across the local streets of the Precinct to produce a self-regulating slower speed environment.

An overall map of the public domain plan is shown in Figure 3.1.



Source: Draft Five Dock Masterplan

Figure 3.1: Proposed Public Domain Plan

3.2 Transit Oriented Development (TOD) Program

The Transit Oriented Development (TOD) Program is a recent land use planning approach which outlines the NSW State Government's plan to deliver more housing around 8 accelerated precincts and 31 additional precincts over the next 15 years. This program is a part of the NSW State Government's aim to address the housing crisis by delivering more high quality and well-located homes and ultimately increase access to transport, community services and open spaces. The program would help control urban growth by reducing urban sprawl and realise the potential of existing public transport infrastructure so that residents are closer to jobs and attractive places. The program comprises two parts, as summarised below.

Part 1 of the document came into effect in late November 2024 and acts to rezone areas within 1200m of the transport hubs for the 8 accelerated precincts. State Significant Developments (SSDs) submitted for housing development will be submitted via a new assessment pathway for faster approval. In support of this, NSW State Government has committed funding for improved infrastructure (road upgrades, links, spaces). It has the potential to realise the development of 47,800 new homes.

Part 2 of the program began in April 2024 and aims to enhance and supplement existing housing infrastructure located within 400m of the 37 stations. Part 2 is being implemented through a new State Environmental Planning Policy (SEPP) which will increase mid-rise housing and mixed-use land zones for affected areas.

The Five Dock Precinct was not targeted by either of the planning programs; however, it is noted to be in relative close proximity to the Homebush Accelerated Precinct and the North Strathfield Metro and Ashfield TOD areas. It is therefore important from a planning perspective to consider the potential implications of the TOD principles in application to the Five Dock Precinct.

3.3 Parramatta Road Corridor Urban Transformation Strategy (2016)

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) was prepared by UrbanGrowth NSW in 2016, outlining a vision to revitalise the Parramatta Road Corridor and bordering local communities over the next 30 years. The corridor stretches 20km along Parramatta Road from Granville to Camperdown.

The Strategy aims to support Sydney's growth by making the region along the corridor a more attractive place to live, work and visit. Specifically, the Strategy supports the additional 56,000 residents anticipated to live on the corridor with 27,000 homes and 50,000 jobs.

The long-term vision and framework outlines improved transport choices, better amenity and balanced growth of houses and jobs. For the purposes of assessment, the Corridor is divided into two sections, **West** and **East** sides, and further divided into 8 precincts identified as focus areas for renewal across 7 LGAs, as summarised below:

- **West (2)**: Granville, Auburn
- **East (6)**: Homebush, Burwood-Concord, Kings Bay, Taverners Hill, Leichhardt & Camperdown.

Additionally, frame areas have been identified as areas between the precinct areas. It should be noted that the strategy assesses the corridor with a wholistic approach, where urban transformation is considered for the corridor as a whole (i.e. the precincts and frame areas combined).

As part of the strategy, the following 7 land-use and transport principles have been identified:

- Housing choice and affordability
- Diverse and resilient economy
- Accessible and connected
- Vibrant community spaces
- Green spaces and links
- Sustainability and resilience
- Delivery.

Furthermore, the following 4 key strategic actions were identified to assist with the delivery of the strategy:

- Land uses
- Placing making
- Transport and movement and open space
- Linkages and connections.

It should be noted that the transport-related actions aimed to reinforce key movement function of existing road corridors as well as capitalise on the existing reliability and frequency of public transport services. These actions also aimed to ultimately reduce car dependency with the delivery of better public and active transport infrastructure. As part of the implementation of strategy, the actions were divided into short-term (2016 to 2023), medium-term (2023-2036) and long-term (2036-2050).

3.4 City of Canada Bay PAMP – Final (July 2021)

A Pedestrian Access and Mobility Plan (PAMP) was prepared by GHD for Council in July 2021. The document aimed to review pedestrian needs and infrastructure to guide and improve pedestrian infrastructure for Council. The PAMP would also help to identify infrastructure works to improve safety, greater walking mode share and better local amenities.

The PAMP identified the most common issues to be poor quality or missing pedestrian infrastructure. Specifically, issues and constraints identified a total of 347 issues across the LGA with the majority of them related to narrow footpaths, kerb ramps, missing bus stop landing pad and missing links.

While the PAMP was an LGA-wide plan it excluded specific areas which were addressed as part of future plans, e.g. Rhodes, Parramatta Road and future proposed Sydney Metro West stations. Furthermore, it excluded an audit assessing footpath conditions, as that was conducted by Council.

Pedestrian routes were identified and scored based on pedestrian demand and proximity to key attractors and generators. Issues identified along these routes were analysed and addressed with the various upgrades. These works ranged from a list of 17 potential pedestrian infrastructure initiatives. The PAMP identified high, medium, and low priority works with high priority works including:

- Further investigation and concept planning: Concord Road / Mary Street car park intersection
- Footpath works for improved pedestrian safety with 31 missing links specifically identified
- Upgrades to provide for safer crossing opportunities.

The PAMP also recommended an audit of kerb ramps be conducted to identify missing and non-compliant kerb ramps to complement Council's footpath condition audit.

3.5 Strategic Review of the Canada Bay Bike Plan (April 2014)

A strategic review of the 2005 Bike City of Canada Bike Plan was undertaken by Transport & Urban Planning in April 2014. The review rationalised the existing bike route network and developed a priority list of works to improve and expand the bike network. As part of the rationalisation, the previous 34 routes and 4 route types were simplified into 24 routes and 2 categories. As a result, the review identified 7 main routes and 17 secondary routes. Main routes were identified as routes connecting several destinations which spanned across the LGA. These routes were identified as the main source of funding allocation. Secondary routes were identified as generally short routes which provided connection between main routes and/or to single destinations.

The priority list categorised works into the following:

- Short-term (within 4 years): 10 routes (20 priority works)
- Medium-term (within 5-10 years): 9 routes (15 priority works and 8 minor works)
- Long-term (more than 10 years): 5 routes.

Other key findings of the review included that the analysis of the crash data revealed the need to improve cycling safety at roundabouts, as well as, that contemporary projects at the time of the report's development (e.g. the Westconnex and Homebush Bay Bridge) were identified as opportunities for new cycling facilities in response to consultation processes of those projects.

A map of the main and secondary routes is shown in Figure 3.2. Within the Five Dock Precinct, the identified routes include a main route along Queens Road and a secondary route along Henry Street and Barnstaple Road.



Source: Strategic Review of Canada Bay Bike Plan (GHD, 03/11/2014), Figure 3

Figure 3.2: Main and Secondary Routes

3.6 Sydney Metro West EIS

An Environmental Impact Statement (EIS) for the project concept of the Sydney Metro West was prepared by Arcadis in April 2020. The project proposes a new 24km-long metro line from Westmead to Sydney CBD and provide a fast and efficient services. It is anticipated that to provide better transport for the additional 420,000 new residents and 300,000 new workers forecasted along the corridor in the next 20 years.

The project is part of the integrated transport system for the wider Sydney Metro program:

- Sydney Metro North West – opened in 2019
- Sydney Metro City & Southwest – began in 2024
- Sydney Metro West – under construction
- Sydney Metro – Western Sydney Airport – under construction.

The stated objectives of the Sydney Metro West corridor include the following:

- Realising the vision of Metropolis of Three Cities including the 30-minute city
- Supporting additional housing supply and employment growth opportunities and urban renewal initiatives
- Achieve customer outcomes such as increasing rail capacity, shorter travel times, greater rail patronage, and relieving congestion on rail, bus and road corridors.

In addition to achieving shorter travel times, the project is expected to link new communities with rail services and support employment growth and housing supply. Effectively, it will be doubling rail capacity between Parramatta and the CBD.

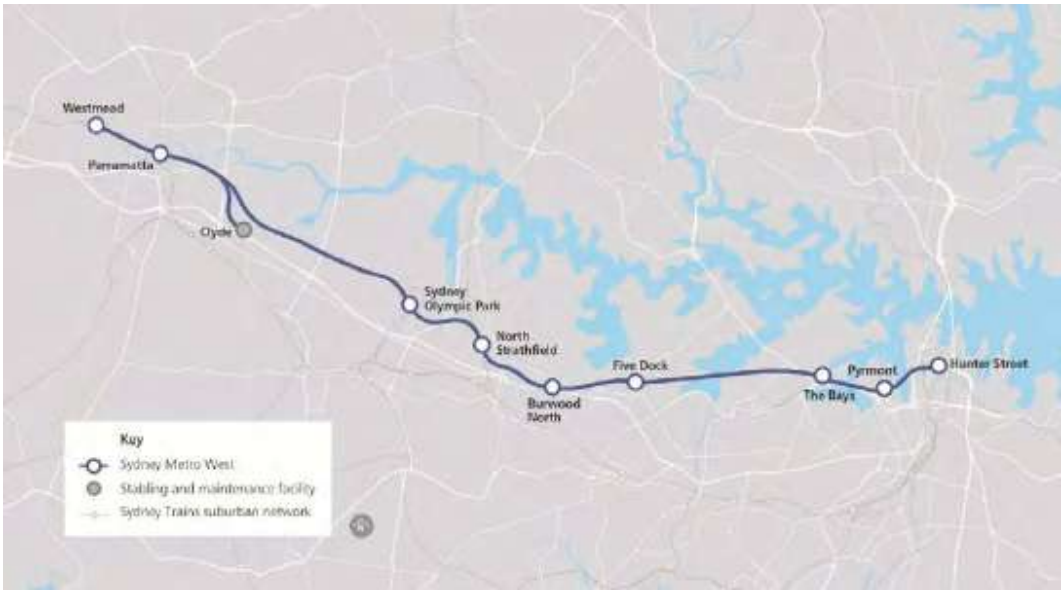
The Sydney Metro West includes the construction of new stations at 9 locations: Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays and Sydney CBD. The proposed alignment of the railway is shown in Figure 3.3.

The Five Dock Station design aims to support integrated multi-modal connectivity, providing convenient transitions between bus, cycling, and walking and reinforcing Council's vision to revitalise the Five Dock town centre. This would also support mode shift from private vehicles to public transport, reducing traffic volumes and parking demand while improving overall mobility and accessibility within the precinct.

The proposed station would consist of a single entrance fronting Fred Kelly Place, supported by bus stops on Great North Road, kiss-and-ride spaces on Second Avenue, Waterview Street, and Garfield Street. Accessible kiss-and-ride spaces would be provided on East Street.

The indicative site layout is shown in Figure 3.4.

The EIS forecasts around 2000 embarking and 520 disembarking passengers in the AM peak hour by 2036, with passengers accessing the station primarily through walking (42%) and bus (32%). Park-and-ride accounts for around 7% of the passenger projections.



Source: Sydney Metro West - Parramatta Over and Adjacent Station Development - Environmental Impact Statement | November 2022, Figure 1-1

Figure 3.3: Sydney Metro West – Project Concept



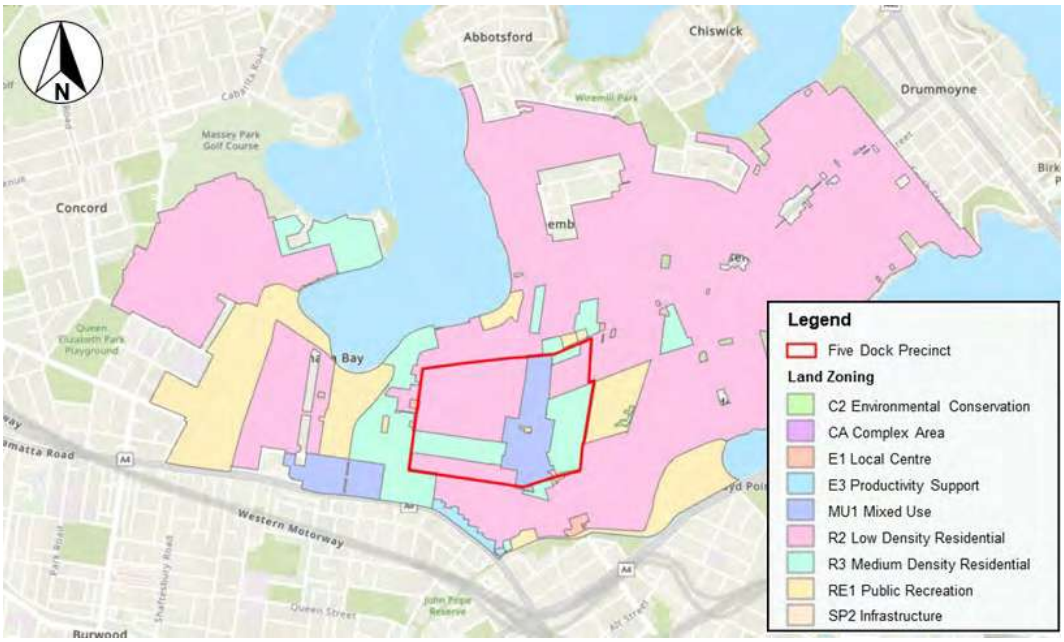
Source: Sydney Metro West Environmental Impact Statement | Rail infrastructure, stations, precincts and operations, Figure 12-5

Figure 3.4: Sydney Metro West – Five Dock Station Indicative Layout

4. FIVE DOCK PRECINCT EXISTING CONDITIONS

4.1 Land Zoning

A map of the current land zoning for the City of Canada Bay LGA is shown in Figure 4.1.



Source: ArcGIS

Figure 4.1: Land Zoning in Canada Bay LGA

The Five Dock Precinct is characterised by the key mixed-use corridor along Great North Road, which is surrounded by and services a large residential catchment to the north and east. It is noted that within the Canada Bay LGA, Five Dock is one of the only retail and commercial precincts, with only isolated pockets away from the main corridor (with the exception of Productivity Support land along Parramatta Road).

4.2 Key Attractors and Generators

Within the Five Dock Precinct, the services and facilities along Great North Road form the main attractions for local residents and visitors to the area. Along the Great North Road high street, there are food outlets (e.g. cafes, restaurants and bakeries) and retail/commercial services. These are concentrated in north and south sub-areas around the First Avenue intersection and Rodd Road intersection. There are also multiple schools and open spaces nearby, generally around the border of the Five Dock Precinct.

The key pedestrian generators and attractors at a more focused level within Five Dock are provided in Figure 4.2.



Adapted from OpenStreetMap

Figure 4.2: Pedestrian Attractors and Generators

4.3 Crash History

A map of the available crash data for the last 5-year period between 2019 and 2023 is shown in Figure 4.3.

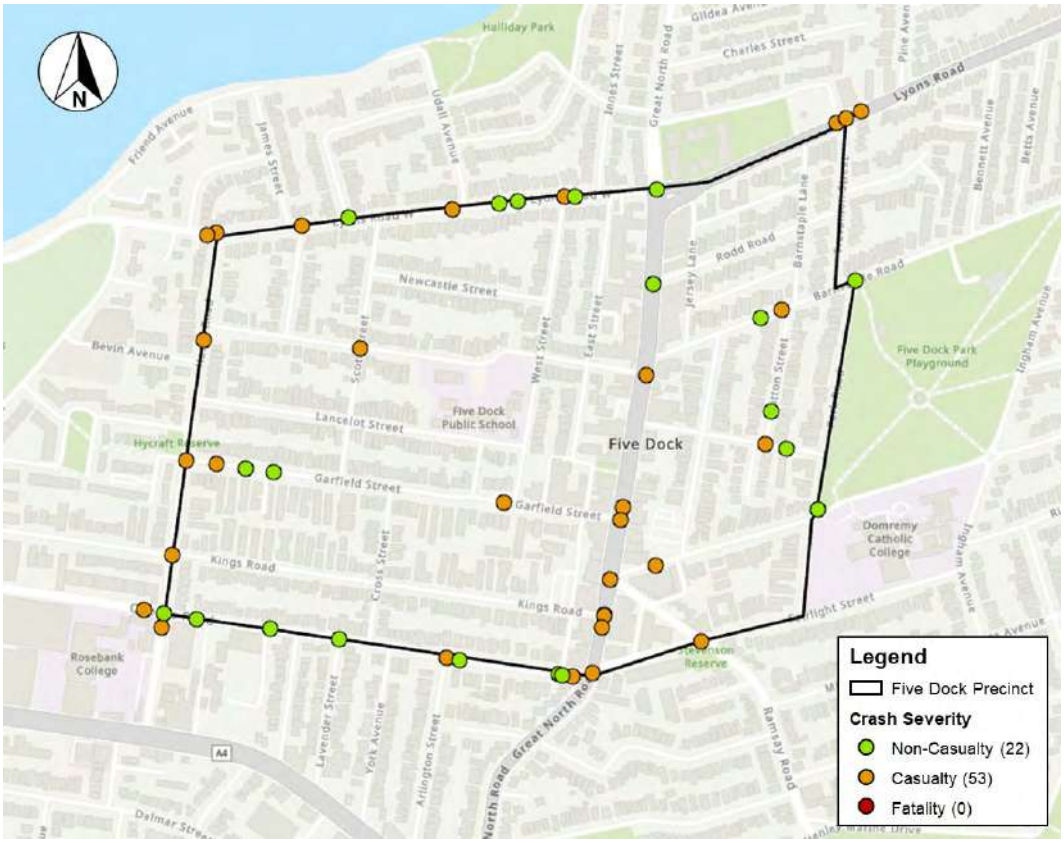


Figure 4.3: Precinct Crash History

The data shows a total of 75 crashes across the Precinct during this period, including:

- 22 non-casualty crashes (29%)
- 54 casualty crashes (71%)
- No fatalities.

Of these crashes, 22 crashes (29%) involved a vulnerable road user (pedestrians, cyclists and motorcyclists). It is noted that there is a higher frequency of vulnerable road user crashes on Great North Road near First Avenue and Garfield Street, as well as on the western end of Garfield Street near Harris Road and along Queens Road.

52 of the crashes occurred on the main roads through the Precinct, being the State and Regional roads of Harris Road, Queens Road, Lyons Road W and Great North Road.

It is noted that the casualty rate for crashes in this area is notably high, revealing an opportunity to improve overall road safety via the reduction of crash severity through measures like reduced speeds and new infrastructure.

4.4 Pedestrian Network

A cohesive footpath network is provided across Five Dock with footpaths provided on both sides of nearly all roads within the Precinct. A map of the existing footpath network is shown in Figure 4.4.



Figure 4.4: Existing Footpath Network

There are also a number of existing crossing facilities within the Five Dock Precinct. Dedicated pedestrian facilities are provided along major roads such as the Great North Road, Harris Road and Lyons Road West, ranging refuge islands to signalised crossings.

All major intersections generally feature crossing facilities on all approaches, except at the following locations:

- Lyons Road West / Harris Road roundabout: No refuge island on the west leg
- Great North Road / Fairlight Street signalised intersection: No crossing on the south leg.

A map of the existing crossing facilities within Five Dock Precinct is shown in Figure 4.5.



Adapted from OpenStreetMap

Figure 4.5: Existing Pedestrian Crossing Points

4.5 Local Movement Strategy

A Local Movement Strategy for Council was prepared by GTA Consultants in November 2019. The Strategy aimed to assist Council in developing a Local Strategic Planning Statement outlining a 20-year vision for the management of future land use changes. The local strategic planning statement outlined the following 9 key vision statements:

- Create great streets, places and buildings for people
- Plan for a diversity of housing types and affordability
- Protect and enhance local character
- Connect neighbourhoods and centres
- Align growth with the delivery of Infrastructure
- Ensure Sydney West Metro delivers “density done well”
- Improve access to the Parramatta River foreshore
- Facilitate sustainable development and renewal
- Increase biodiversity and the urban tree canopy.

As part of the development of the strategy, issues and opportunities for various travel modes were identified. The active transport network was identified as lacking key links and crossing opportunities. The safe movement of pedestrians and cyclists required infrastructure upgrades (i.e. sufficiently wide footpaths and separated facilities). Traffic congestion was highlighted as a key issue affecting bus and car modes with low travel speeds, bus travel time reliability and blocked road accesses. Other issues identified included inadequate infrastructure, resulting in poor access to bus stops, high on-street parking demand, and overcrowded train stations.

Actions were identified and prioritised into short-term (within 3 years), medium-term (within 5 years) and long-term to assist in addressing issues related to following

- Active transport
- Public transport
- Road, parking and freight
- Travel demand management
- Land use.

4.6 Cycling Network

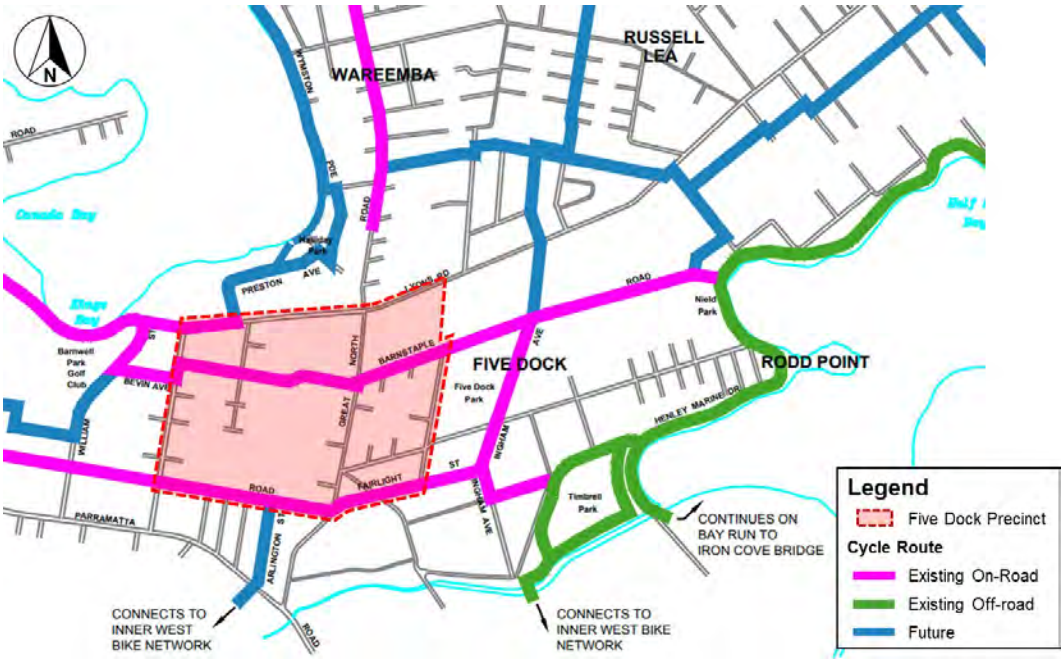
4.6.1 Cycling Routes

A summary of Canada Bay’s existing and future cycling routes across Five Dock is shown in Figure 4.6. Future routes were identified as part of the Strategic Review of the Canada Bay Bike Plan.

Within the Five Dock Precinct, cycling routes are noted to be primarily on-road routes in the east-west direction:

- *Meadowbank – Sydney Olympic Park* route
- *Kings Bay – The Bay Run* route
- The *River Run* route runs through the north-western corner of the precinct.

There is no north-south cycling connectivity through the Precinct.



Source: Interim Bike Network Map (City of Canada Bay, 08/01/2019)

Figure 4.6: Cycling Route Network

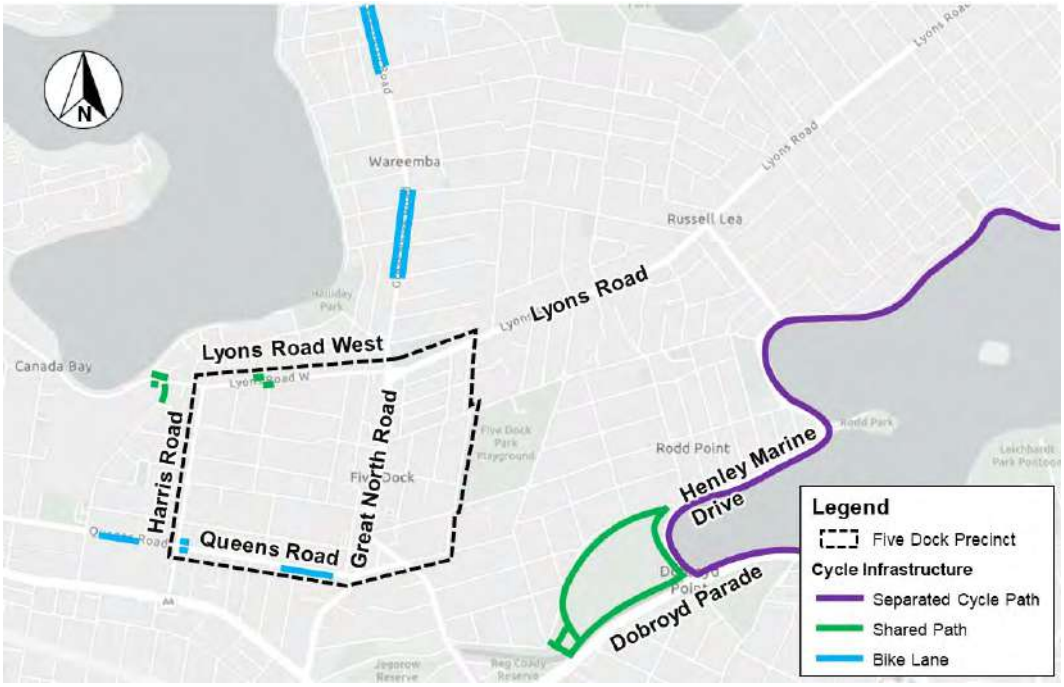
4.6.2 Cycling Infrastructure

Cycling infrastructure provided is limited across the Five Dock with on-road infrastructure mainly comprising of bicycle symbols on the road pavement. However, short sections of separated on-road bike lanes are provided along Queens Road and Great North Road. Additionally, there are short sections of shared path provided near the intersections of Lyons Road West with Scott Street and Preston Avenue.

Outside of the focus area, most of the existing cycling infrastructure is concentrated along Henley Marine Drive where an extensive separated off-street cycle path is provided.

The existing infrastructure is therefore noted to be sporadic and isolated in nature, with limited active transport connectivity through the Precinct.

A map of the cycling infrastructure within and surrounding the Precinct is shown in Figure 4.7.



Adapted from NSW Road Network Classifications Basemap

Figure 4.7: Cycling Infrastructure

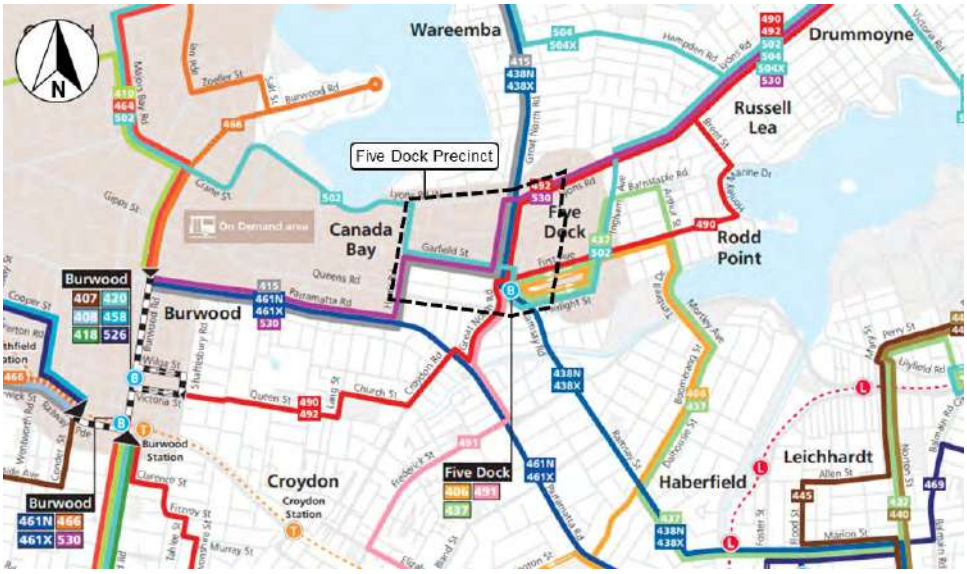
4.7 Public Transport

The existing public transport network within Five Dock is primarily limited to the public bus services. A summary of stop frequencies for each bus route across the Five Dock Precinct is outlined in Table 4.1. The public bus routes servicing the Five Dock Precinct generally have a frequency of up to 30 minutes during the weekdays.

Table 4.1: Public Bus Routes - Frequencies

Route No.	Description	Weekday Frequency	Weekend Frequency
406	Five Dock to Hurlstone Park	30 min	75 min
491	Hurstville to Five Dock	30 min 15-25 min (AM Peak)	30 min (Sat) 60 min (Sun, Public Holiday)
437	Five Dock to City QVB via City West Link	15 min 10 min (Peak)	20 min
438x	Abbotsford to City Martin Place (Express Service)	10 min 5-8min (PM Peak)	10 min
415	Campsie to Chiswick	30 min 15-20 min (Peak)	30 min (Sat) 60 min (Sun, Public holiday)
461x	Burwood to City Domain (Express Service)	15 min 10 min (Peak)	15 min
530	Burwood to Chatswood	30 min 20 min (Peak)	30 min
502	Cabarita Wharf to Drummoyne and City Town Hall	30 min 10-15 min (Peak)	30 min
492	Rockdale to Drummoyne	30 min 10-15 min (Peak)	30 min
490	Hurstville to Drummoyne	30 min	30 min (Sat) 60 min (Sun, Public Holiday)

The bus route coverage across Five Dock is mapped in Figure 4.8.



Source: Inner West and Southern Region Network (Transport for NSW, 10 December 2023)

Figure 4.8: Existing Public Transport Network

The bus stop coverage for a 400m walking catchment area is shown in Figure 4.9. Generally, all of Canada Bay is well within the 400m walking distance (i.e. 5-minute walk) of a public bus stop, including the entirety of the Five Dock Precinct.



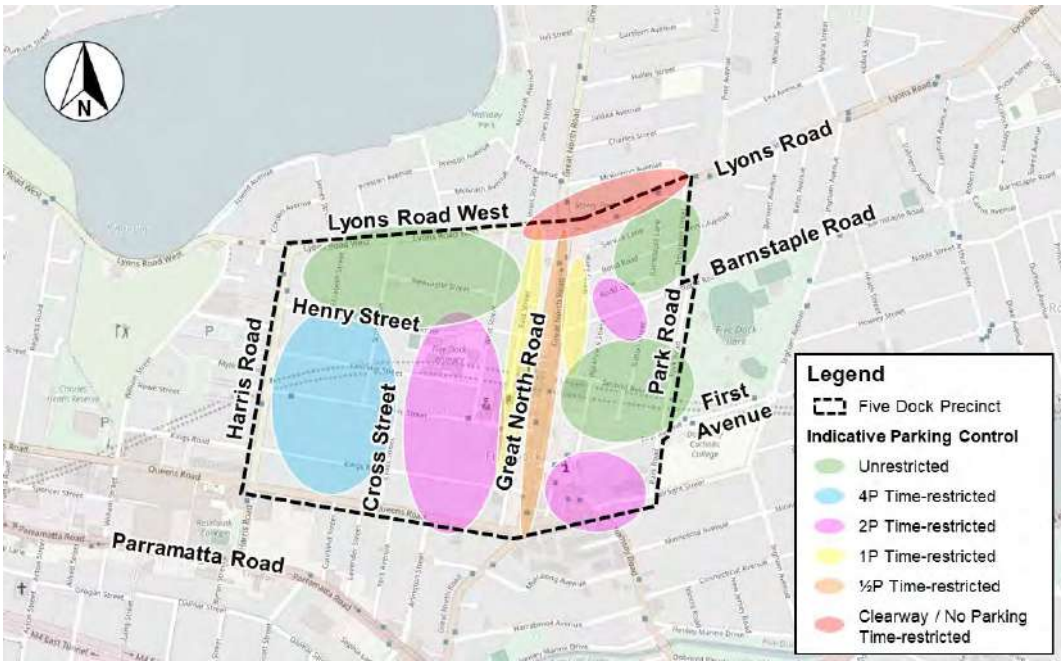
Created in ArcGIS

Figure 4.9: Bus Stop Coverage

4.8 Parking

4.8.1 On-street Parking

Public parking within the Five Dock Precinct mainly comprises of on-street kerbside parking with varying time restrictions as shown approximately in Figure 4.10.



Adapted from OpenStreetMap

Figure 4.10: Typical Parking Controls

On-street parking restrictions within the Five Dock Precinct can typically be categorised into 5 types of parking controls:

- ½ hour
- 1 hour
- 2 hours
- 4 hours
- Unrestricted.

It should be noted that the limited-hour parking controls (e.g. 1 hour, 2 hours, etc.) are usually restricted for the periods 8:30AM-6:00PM Monday to Friday and 8:30AM-12:30PM Saturday, with unrestricted parking outside of these hours.

Great North Road is typically controlled with ½ hour time-restricted parking, with the duration of the limited-hour parking control progressively increasing to 1 hour, 2 hours and then eventually 4 hours or unlimited hours further away from Great North Road.

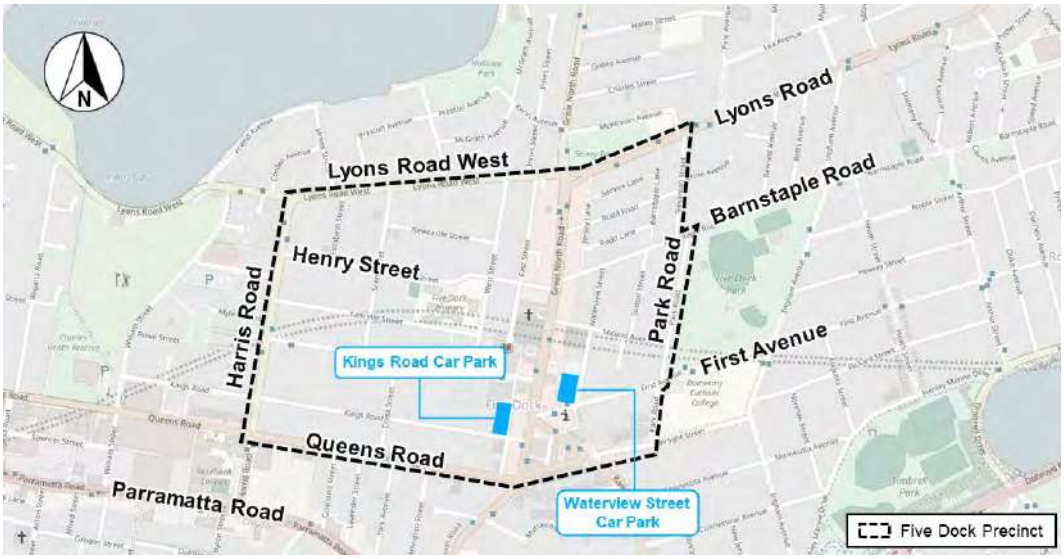
Furthermore, it should be noted that within the Precinct, peak hour clearways are in operation along Lyons Road from 6:00-10:00AM and 3:00-7:00PM.

4.8.2 Off-street Parking Facilities

There are 2 off-street parking facilities in the south of the precinct off Great North Road:

- Kings Road Car Park – 77 spaces
- Waterview Street Car Park – 88 spaces.

The locations of these two off-street car parks are shown in Figure 4.11.



Adapted from OpenStreetMap

Figure 4.11: Off-Street Car Parks – Five Dock Precinct

At these off-street car parks, free parking is restricted to 2 hours from 8:30AM-6:00PM Monday to Saturday.

4.8.3 DCP Parking Controls

The current DCP parking controls for off-street parking is provided in Table 4.2. These requirements are sourced from Table B-B to Table B-G from Council's *Development Control Plan (DCP) (Version 7, 29/08/2023)*.

Table 4.2: DCP Parking Provision Requirements – Five Dock

Land Use		Car Spaces	Bicycle Spaces	
			Resident/Staff	Bicycle Visitor
Residential	Low Density	1-2 per dwelling	2 per dwelling (min)	2 per 10 dwellings (min)
	Medium / High Density	**Resident:** 0.6-1.4 per dwelling (max) **Visitor:** 0-0.2 per dwelling (max)		
Office / Business		1 per 40m^2 GFA (min)	2 per 150m^2 GFA (min)	2 per 400m^2 GFA (min)
Retail (Shops)		1 per 40m^2 GFA (min)	2 per 250m^2 GFA (min)	2 per unit + 2 per 100m^2 GFA (min)
Industrial		1.5 per 100m^2 total GLA	2 per 10 employees (min)	2 per unit + 2 per 100m^2 GFA (min)

4.9 Site Visit

Site visits were undertaken on Wednesday 23rd October 2024 between 8:00 - 9:00 AM and 5:00 - 6:00 PM to record “drive-through” videos and to investigate on-site traffic and transport conditions.

During the site visits, the weather conditions were cloudy and dry. Key observations during the site visit included:

- Queues on Great North Road generally fluctuated during peak hours, with a notable worsening of conditions closer to 9:00 AM in the morning
- Queues often propagated through a number of upstream traffic signals on Great North Road due to the close spacing of intersections, particularly around Garfield Street and Ramsay Road
- Due to limited road lanes on Great North Road, right turn manoeuvres at priority intersections often blocked through traffic (e.g. right turn into Kings Road)
- Local streets were generally quiet and featured low traffic volumes, with the exception of school activity on Lancelot Street, Henry Street and Harris Road during school peaks
- The two ‘boundary’ traffic signals to the main town centre on Great North Road were both busy intersections (Lyons Road and Harris Road), featuring extensive queues on all approaches
- There were ongoing road works along Great North Road near the Metro site, as well as on Second Avenue and Waterview Street.

Photos from the site visit are provided in Figure 4.12.



Figure 4.12: Site Visit Photos

4.10 2024 Base Case SIDRA Model

4.10.1 Background Traffic Survey

Intersection traffic volume surveys were undertaken by Matrix Traffic and Transport Data on 21st September 2024, 25th September 2024 and 28th September 2024 (resurveyed for the intersection at Garfield Street / West Street) at 18 key intersections in the study area. This data forms the basis of the traffic analysis undertaken as a part of this study. The key intersections include:

- Site 1 - Great North Road / Queens Road / Fairlight Street
- Site 2 - Great North Road / Kings Road
- Site 3 - Great North Road / Ramsay Road / First Avenue
- Site 4 - Great North Road / Garfield Street
- Site 5 - Great North Road / Second Avenue
- Site 6 - Second Avenue / Waterview Street
- Site 7 - Great North Road / Barnstaple Road / Henry Street
- Site 8 - Great North Road / Rodd Road
- Site 9 - Great North Road / Lyons Road / Lyons Road West
- Site 10 - Lyons Road West / East Street
- Site 11 - Lyons Road West / Harris Road
- Site 12 - Queens Road / Harris Road
- Site 13 - Garfield Street / West Street
- Site 14 - East Street / Henry Street
- Site 15 - Fairlight Street / Ramsay Road
- Site 16 - First Avenue / Waterview Street
- Site 17 - Barnstaple Road / Waterview Street
- Site 18 - Barnstaple Road / Park Road.

These intersections are shown in Figure 4.13.



Adapted from OpenStreetMap

Figure 4.13: Key Intersections for Traffic Surveys

From the recorded traffic data, the peak hour periods identified were:

- AM Peak Period: 8:00 - 9:00 AM
- PM Peak Period: 5:00 - 6:00 PM
- Weekend Peak Period: 11:30 AM - 12:30 PM.

4.10.2 Model Development

The SIDRA intersection model was developed based on latest site conditions and road geometry. Data inputs included peak hour turning counts and SCATS data (provided by TfNSW) for signal personalities. All 18 sites were networked together.

To ensure that the modelled network was reflective of actual conditions, operational parameters were calibrated to achieve validation targets for modelled network queues within approximately 2 vehicles of observed queues based on site observations.

4.10.3 Model Performance Indicators

The following key performance indicators are presented as part of the breakdown of intersection and network performance:

- Intersection Level of Service (LOS)
- Approach delays
- Degree of Saturation.

Degree of Saturation is a measure of input demand flows vs. approach lane capacity. Generally, the closer to 1.0, the closer the approach is to the operational capacity of the link. Sections over 1.0 are overcapacity, with expected impacts to delays and queue buildup over the peak period.

The control delay thresholds for LOS are summarised in Table 4.3. For traffic signals, the average movement delay and LOS for the overall intersection was adopted. For roundabouts and priority intersections, the worst movement was adopted.

Table 4.3: Level of Service Delay Thresholds

LOS	Average Delay per Vehicle
A	14 or below
B	15 to 28
C	29 to 42
D	43 to 56
E	57 to 70
F	70 or above

4.10.4 Intersection Performance Summary

Table 4.4 summarises the performance results for the existing case modelled intersections.

Table 4.4: Overall Intersection Level of Service and Delays Comparison

Intersection	Site no.	Control Type	Approach	Level of Service (Delay seconds)		
				AM	PM	Weekend
Great North Road / Queens Road / Fairlight Street	101		North	B (25.6s)	B (24.9s)	B (22.9s)
			East	B (28.3s)	B (20s)	B (23.2s)
			South	B (26.2s)	B (23.3s)	B (22.7s)
			West	B (26.6s)	B (23.2s)	B (26.6s)
			Overall	**B (26.7s)**	**B (22.5s)**	**B (23.9s)**
Great North Road / Kings Road	102		North	A (1.4s)	A (1.5s)	A (1.9s)
			South	A (0.5s)	A (0.6s)	A (0.7s)

Intersection	Site no.	Control Type	Approach	Level of Service (Delay seconds)		
				AM	PM	Weekend
			West	A (7s)	A (6.5s)	A (7.8s)
			Overall	**A (7s)**	**A (6.5s)**	**A (7.8s)**
Great North Road / Ramsay Road / First Avenue	103		North	B (18.8s)	B (21.4s)	B (22.9s)
			East	C (39.9s)	D (42.7s)	D (37.3s)
			South-East	D (54.1s)	E (70.2s)	D (44.1s)
			South	B (28.4s)	B (26.8s)	B (22.7s)
			Overall	**B (27.9s)**	**C (33.9s)**	**B (27.2s)**
Great North Road / Garfield Street	104		North	A (11.2s)	A (5.9s)	A (7.4s)
			South	A (2.3s)	A (12.5s)	A (2.8s)
			West	E (58.2s)	D (53.9s)	F (78.1s)
			Overall	**B (17.1s)**	**B (16.7s)**	**B (15.9s)**
Great North Road / Second Avenue	105		North	A (0s)	A (0s)	A (0s)
			East	A (9.7s)	A (10.4s)	A (8.8s)
			South	A (0s)	A (0s)	A (0s)
			Overall	**A (9.7s)**	**A (10.4s)**	**A (8.8s)**
Second Avenue / Waterview Street	106		North	A (7.7s)	A (7.6s)	A (7.5s)
			East	A (0.3s)	A (0.3s)	A (0.9s)
			South	A (8s)	A (7.6s)	A (7.4s)
			Overall	**A (8s)**	**A (7.6s)**	**A (7.5s)**
Great North Road / Barnstaple Road / Henry Street	107		North	A (2.9s)	A (2.4s)	A (2.1s)
			East	A (7.8s)	A (7s)	A (6.9s)
			South	A (1.2s)	A (1.1s)	A (1s)
			West	A (11s)	A (11.7s)	A (11.3s)
			Overall	**A (11s)**	**A (11.7s)**	**A (11.3s)**
Great North Road / Rodd Road	108		North	A (0.3s)	A (0.2s)	A (0.3s)
			East	A (10s)	A (10.7s)	A (9.6s)
			South	A (2s)	A (1.8s)	A (3.2s)
			Overall	**A (10s)**	**A (10.7s)**	**A (9.6s)**
Great North Road / Lyons Road / Lyons Road West	109		North	E (56.1s)	C (36.6s)	D (47.3s)
			East	B (17.7s)	A (11.1s)	A (16.2s)
			South	F (85s)	E (58.8s)	F (74.1s)
			West	C (41.6s)	C (39.9s)	C (31.5s)
			Overall	**D (46.9s)**	**C (33.5s)**	**C (40.5s)**
Lyons Road West / East Street	110		East	A (3.4s)	A (3.6s)	A (2.5s)
			South	A (5.5s)	A (5.5s)	A (5.3s)
			West	A (2.1s)	A (2.0s)	A (1.7s)
			Overall	**A (5.5s)**	**A (5.5s)**	**A (5.3s)**

Intersection	Site no.	Control Type	Approach	Level of Service (Delay seconds)		
				AM	PM	Weekend
Lyons Road West / Harris Road	111		East	A (5s)	A (5s)	A (4.5s)
			South	B (19.6s)	C (35s)	C (12.6s)
			West	A (8.8s)	A (7.8s)	A (7.3s)
			Overall	**B (19.6s)**	**C (35s)**	**A (12.6s)**
Queens Road / Harris Road	112		North	C (30.5s)	C (33.8s)	D (51.7s)
			East	B (18.5s)	B (18.4s)	B (18.6s)
			South	B (26.2s)	C (34.8s)	C (34.6s)
			West	A (11s)	B (18.5s)	B (24.5s)
			Overall	**B (20.8s)**	**B (25.7s)**	**C (31.5s)**
Garfield Street / West Street	113		North	A (6s)	A (5.7s)	A (5.5s)
			East	A (1.6s)	A (0.8s)	A (1.4s)
			West	A (0.6s)	A (0.6s)	A (0.6s)
			Overall	**A (6s)**	**A (5.7s)**	**A (5.5s)**
East Street / Henry Street	114		North	A (7.8s)	A (7.7s)	A (7.8s)
			East	A (2.4s)	A (2.9s)	A (2.4s)
			South	A (7.7s)	A (7.7s)	A (7.6s)
			West	A (0.8s)	A (1.6s)	A (1.8s)
			Overall	**A (7.8s)**	**A (7.7s)**	**A (7.6s)**
Fairlight Street / Ramsay Road	115		North	B (21.9s)	B (21.6s)	B (24.3s)
			East	C (31.9s)	C (29.7s)	C (33.9s)
			South	B (23.3s)	B (22.3s)	B (17.2s)
			West	C (33.7s)	B (22.3s)	D (46.5s)
			Overall	**B (28.2)**	**B (23.8)**	**C (29.7)**
First Avenue / Waterview Street	116		North	A (6.6s)	A (5.9s)	A (6s)
			East	A (2.1s)	A (2.1s)	A (2.8s)
			West	A (0.6s)	A (1.0s)	A (1.3s)
			Overall	**A (6.6)**	**A (5.9s)**	**A (6s)**
Barnstaple Road / Waterview Street	117		East	A (0.6s)	A (0.6s)	A (0.7s)
			South	A (5.1s)	A (4.9s)	A (4.8s)
			West	A (0.6s)	A (1s)	A (0.7s)
			Overall	**A (5.1)**	**A (4.9s)**	**A (4.8s)**
Barnstaple Road / Park Road	118		East	A (0.8s)	A (0.5s)	A (0.9s)
			South	A (5.7s)	A (5.7s)	A (5.4s)
			West	A (1.5s)	A (1.5s)	A (1.2s)
			Overall	**A (5.7s)**	**A (5.7s)**	**A (5.4s)**

4.10.5 Network Maps

4.10.5.1 2024 AM Peak

The Level of Service and Degree of Saturation network maps for the study area in the AM peak are shown in Figure 4.14.

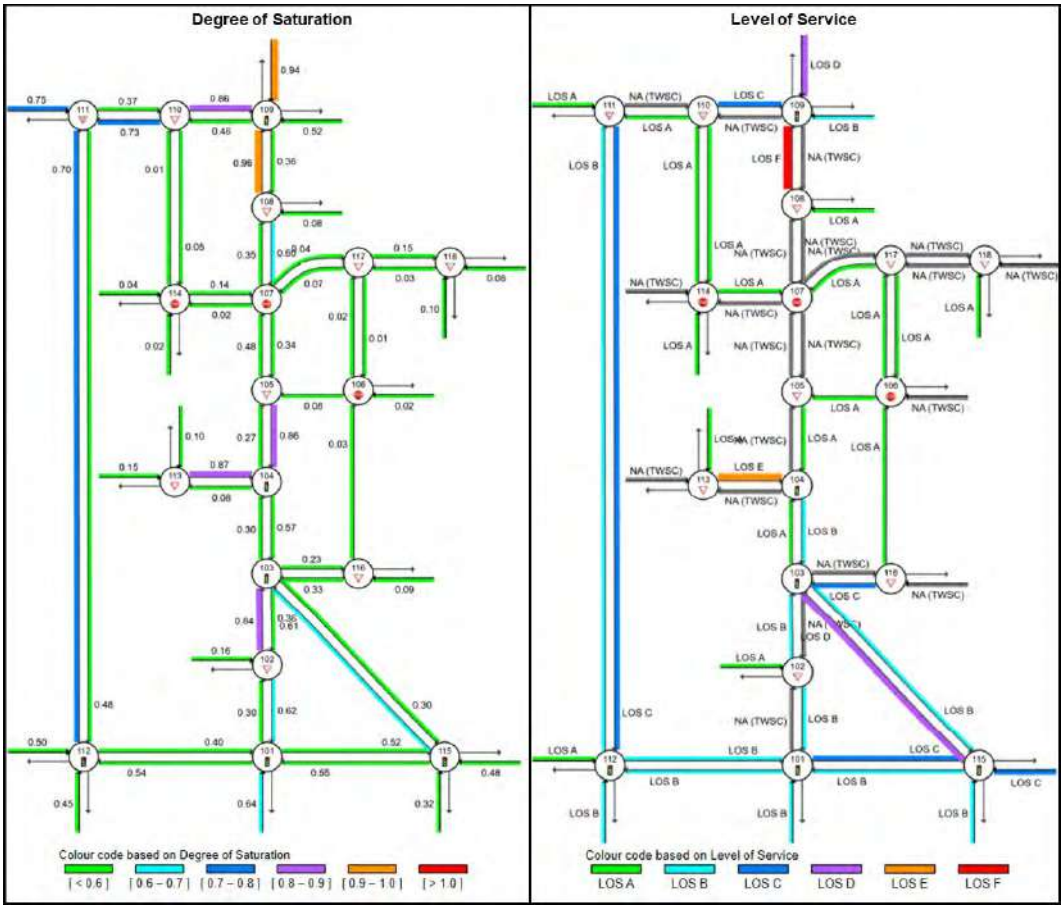


Figure 4.14: Network Performance Indicator Map - AM Peak

The key outcomes to note include:

- Network generally operating at LOS C or better with a DOS typically <0.8
- The intersection of Great North Road / Ramsay Road / First Avenue exhibits LOS D, with medium delays on the south-eastern approach
- The intersection of Great North Road / Garfield Street exhibits LOS E, with high delays on the western approach
- The intersection of Great North Road / Lyons Road / Lyons Road West exhibits LOS D & F, with high delays on the northern and southern approaches
- These 3 intersections are where the long queuing mainly occurs and have a high degree of saturation (DOS).

4.10.5.2 2024 PM Peak

The Level of Service and Degree of Saturation network maps for the study area in the PM peak are shown in Figure 4.15.

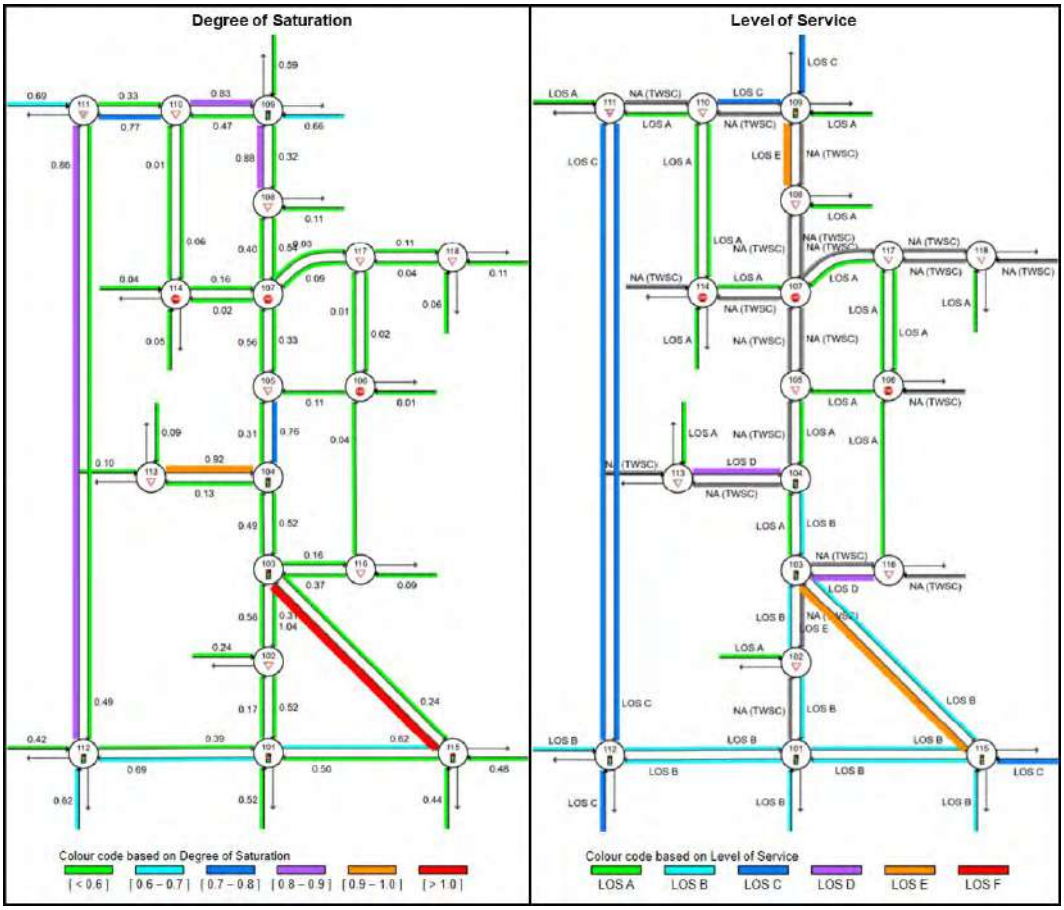


Figure 4.15: Network Performance Indicator Map - PM Peak

The key outcomes to note include:

- Network generally operating at LOS C or better with a DOS typically <0.8
- The intersection of Great North Road / First Avenue / Ramsay Road exhibits LOS D & E, with high delays on the eastern and south-eastern approaches respectively
- The intersection of Great North Road / Garfield Street exhibits LOS D, with high delays on the western approach
- The intersection of Great North Road / Lyons Road / Lyons Road West exhibits LOS E, with high delays on the southern approach.

4.10.5.3 2024 Weekend Peak

The Level of Service and Degree of Saturation network maps for the study area in the weekend peak are shown in Figure 4.16.

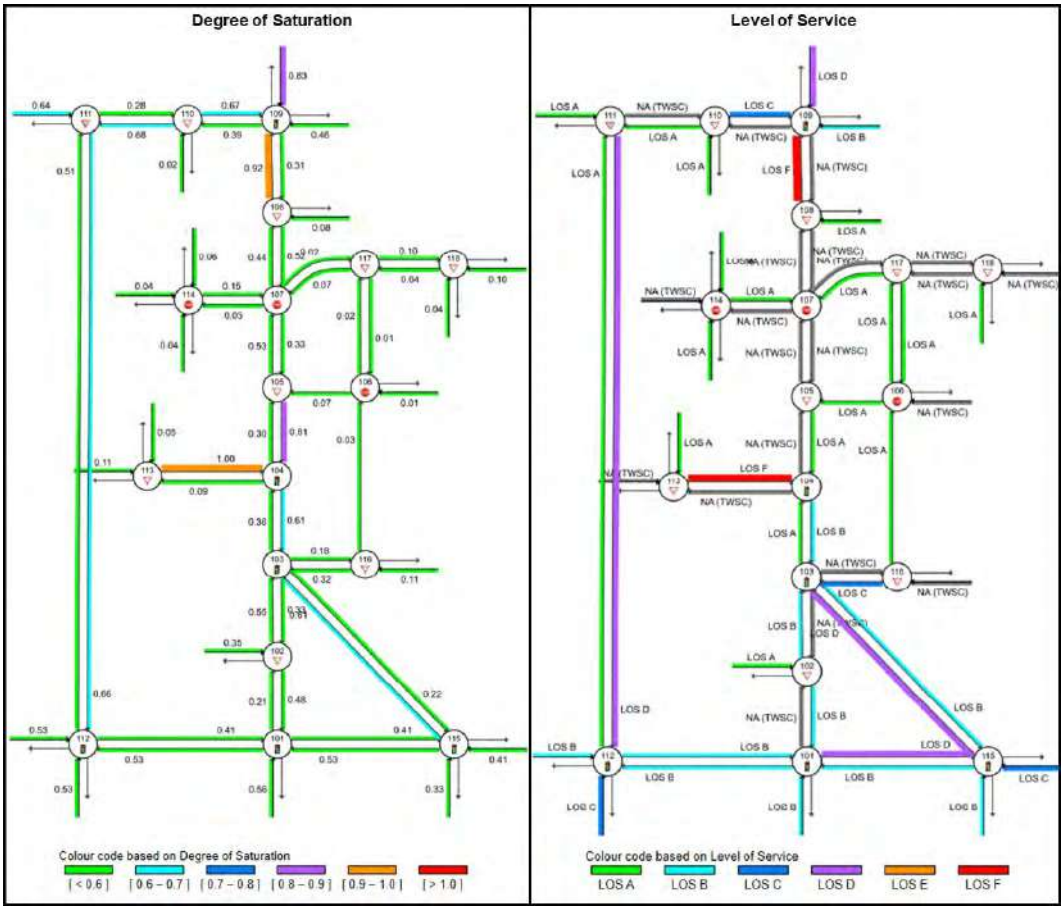


Figure 4.16: Network Performance Indicator Map - Weekend Peak

The key outcomes to note include:

- Network generally operating at LOS D or better with a DOS typically <0.7
- The intersection of Great North Road / First Avenue / Ramsay Road exhibits LOS D, with high delays on the eastern and south-eastern approaches
- The intersection of Great North Road / Garfield Street exhibits LOS F, with high delays on the western approach
- The intersection of Great North Road / Lyons Road / Lyons Road West exhibits LOS D & F, with high delays on the northern and southern approach respectively
- The intersection of Queens Road / Harris Road exhibits LOS D, with high delays on the northern approach
- The intersection of Fairlight Street / Ramsay Road exhibits LOS D, with high delays on the western approach.

4.11 Temporary One-way Road Arrangements

During the traffic survey and modelling period, a number of one-way arrangements were in place near the future Metro site due to ongoing construction works. This includes:

- One-way westbound on Second Avenue between Great North Road and Waterview Street
- One-way northbound on Waterview Street between First Avenue and Second Avenue.

These measures are present within the calibrated base case SIDRA model and were retained for future year scenarios. However, Council advises that there are currently no plans to make these restricted arrangements permanent. All modelling outcomes within this report should be interpreted with the understanding of potential routing changes associated with these temporary traffic arrangements (especially the right turn access into Second Avenue), subject to planning decisions around these streets next to the future Metro station.

4.12 Summary of Existing Issues

The key issues in the Five Dock Precinct from a traffic and transport perspective revolve primarily around existing connectivity and accessibility issues in the network. These can be summarised as:

- The adequacy of active transport (particularly cycling) infrastructure is limited within the study area, despite having two routes passing through the Precinct.
- Cycling routes rely heavily on mixed traffic or on-road conditions. Safety issues associated with this type of infrastructure dissuade individuals from active transport modes.
- The majority of the local streets in the precinct are very narrow, compromising vehicle safety with increased risks of collision and poor sight distances.
- Multiple two-way roads are only wide enough for one vehicle to travel. Oncoming vehicles must yield between parked vehicles or driveways to pass each other.
- A number of intersections show traffic capacity constraints, primarily on the major road boundaries and along the central spine of Great North Road.
- During peak periods, Great North Road exhibits capacity issues due to the single lane approaches at closely spaced traffic signals.
- Garfield Street services a disproportionate population catchment compared to its form, being one of the only right turns onto Great North Road from the local areas.
- Active transport access to the Metro station from the western residential catchment lacks a direct connection, requiring detour via East Street or Thompson Lane.

The primary traffic and transport issues are summarised in Figure 4.17.

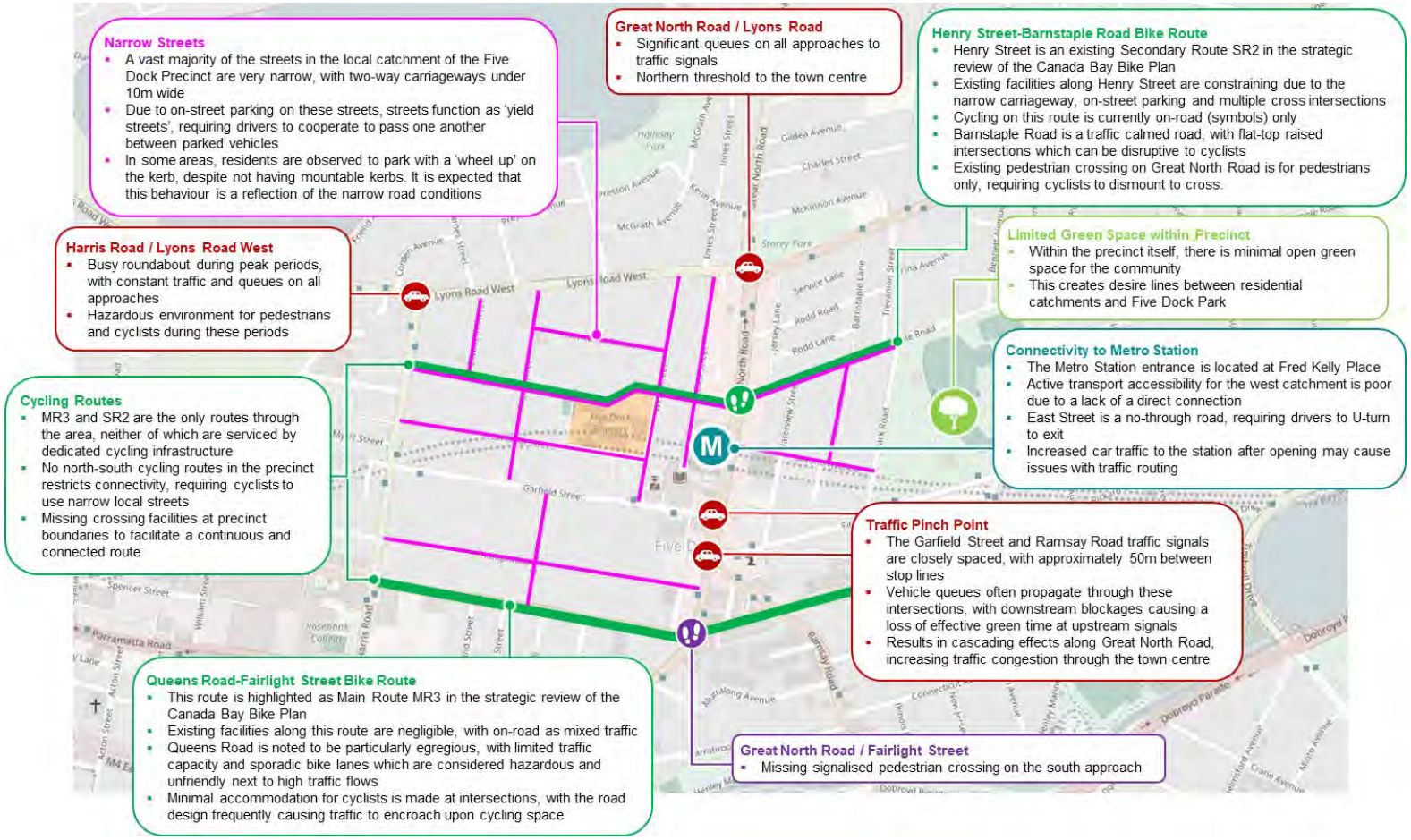


Figure 4.17: Existing Traffic and Transport Precinct Issues

5. MOVEMENT AND PLACE VISION

5.1 Overview

The Design of Roads and Streets (DORAS) is a guide which assists industry practitioners with defining the role that individual road links in a network should fulfill in accordance with its 'movement' or 'place' function. These concepts are defined as:

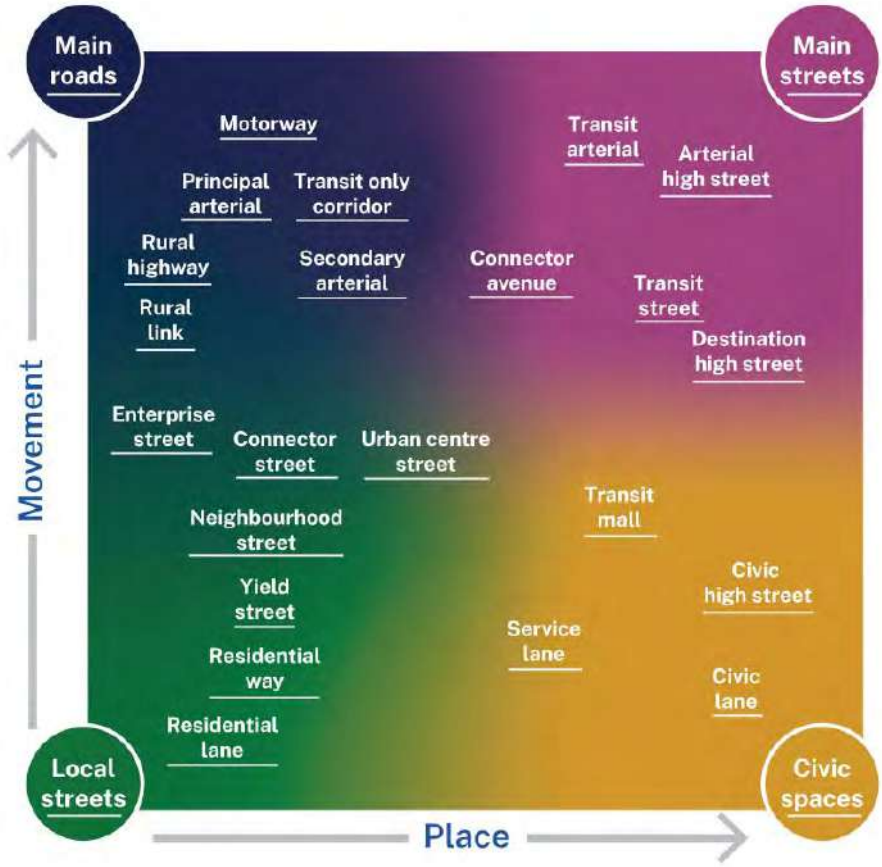
- **Movement:** Links facilitating the transport of people, goods, and services
- **Place:** Spaces attracting / generating trips for a variety of purposes e.g. recreation, employment, education, etc.

By better understanding the role and context of individual road links, we are able to ensure better alignment of road design with the intended function of the street. This facilitates a more consistent and cohesive relationship between built form and road network.

The Movement and Place framework defines 4 categories in which links may be classified:

- **Main Streets:** Links where major movement and place function coincide. These are often located within town centres where many businesses, schools, and recreation facilities are located. The balance of movement and place is a major design challenge for this category.
- **Main Roads:** Links with high movement function but low place function, primarily being major connections between regional centres. Improving safety along these links and minimising the impacts of traffic on surrounding land uses are key design considerations.
- **Civic Spaces:** These have high place function and low movement function, forming the "heart of our communities." Pedestrian activity and other forms of active transport are of high priority, with design elements enhancing its place value.
- **Local Streets:** Links of low movement or place function but form the majority of the road network. These serve as the direct access from main roads to residences and businesses. Design principles prioritise safety improvements and reducing the impacts of traffic on surrounding land uses.

These main roads and street categories can be further sub-divided into one of 22 types based on its specific function with distinct design solutions. These DORAS categories as shown in Figure 5.1.



Source: NSW Gov Movement and Place Framework - Design of Roads and Streets

Figure 5.1: Movement and Place Chart

The DORAS manual is intended to be used in 5 major steps. These are as follows:

- Identify the street type and context
- Identify existing issues on the road or street
- Identify opportunities for improvement
- Identify the appropriate design solutions
- Design parameters.

The following section establishes the road network hierarchy by categorising the study area road network into the DORAS classifications.

5.2 Five Dock Road Network Categorisation

The envisioned Movement and Place categorisation for the Five Dock Precinct is shown in Figure 5.2.



Source: Adapted from Google Maps

Figure 5.2: Five Dock Design of Roads and Streets Categorisation

Main Streets

The key main street within the network is Great North Road, being a destination high street carrying significant volumes of vehicle and pedestrian traffic with storefronts lining its length within the precinct. Garfield Street near Great North Road is considered an urban centre street as it serves as a transition towards a lower place-function area.

Main Roads

No links within the Five Dock Precinct can be considered as purely of a high movement function as the majority of the roads and streets (excluding Great North Road) retain a suburban character. The links forming the precinct boundary (excluding the less-defined eastern border) are identified as connector streets, serving as sub-arterials or accesses to Parramatta Road.

Civic Spaces

Fred Kelly Place and its expansion are considered to be civic high streets. Other locations of high place function such as the proposed open space on Rodd Road, and links surrounding the Metro Station are considered to be civic lanes as these may provide alternative calmer areas away from the bustle of Great North Road.

Local Streets

Streets connecting the residential areas within the Five Dock Precinct are categorised as local streets, largely carrying traffic to and from the local neighbourhood catchments.

Specific categorisation was determined based upon the position, width, and the available alternatives for access to main roads from each street.

- Notably, Garfield Street, Barnstaple Road, First Avenue, and Cross Street, and Park Road are considered to have higher movement functions.
- Lower vehicle movement function streets running in parallel to these such as Henry Street will serve as high movement corridors for cyclists and pedestrians. Despite their higher movement function both locally and regionally, these streets retain a character similar to local streets.

5.3 Existing Design Issues and Solutions

5.3.1 Destination High Street

Destination high streets like Great North Road can generally be described as vibrant streets with a strong sense of Place surrounding a multi-modal Movement corridor. They are intended to be attractive public gathering spaces, populated with retail and commercial activity and all associated traffic movements.

The main conflict for these types of streets is the contrast between the higher movement function and the intensity of roadside pedestrian activity, necessitating a careful balance between all road users.

Common road design issues for destination high streets are summarised in Table 5.1.

Table 5.1: Destination High Street Issues and Treatments

Issue	Treatment(s)
Insufficient pedestrian crossing points across busy roads	▪ Pedestrian-priority mid-block crossings along key desire lines ▪ Lower speed limits to better reflect the pedestrian activity levels ▪ Low verge buffer planting to discourage crossings at unintended locations.
High activity levels on kerbside due to pedestrian activity, al fresco dining and active shop fronts limits the available footpath space	▪ Low verge buffer planting to improve perceived separation of pedestrians from vehicle traffic ▪ Wider kerbside areas via property setbacks and/or kerb build-outs.
Competing demands between slow-moving destination traffic and faster regional through traffic.	▪ Vegetated median islands and kerbside extensions to support the public domain and narrow the roadway for cars. ▪ Lower speed limits to discourage regional traffic.
Car parking needs of the surrounding community, including freight and servicing needs of the surrounding retail and commercial facilities	▪ Timed peak hour parking restrictions to balance community and capacity needs ▪ Short-term last mile freight and servicing access.

5.3.2 Urban Centre Streets

Urban centre streets are usually secondary streets near the main high street, featuring active commercial and retail frontages. They hold a higher movement function over other local roads due to their function in connecting busy town centres to residential catchments, as is the case with Garfield Street and First Avenue near Great North Road. The primary issues along these types of streets stem from its function as a transition between the high-activity high streets and the quieter local roads, with frequent 'overflow' of roadside infrastructure which can narrow footpaths and constrain crossing opportunities.

Some of the issues commonly found on urban centre streets are shown in Table 5.2.

Table 5.2: Urban Centre Street Issues and Treatments

Issue	Treatment(s)
Pedestrian safety issues caused by lack of pedestrian crossing infrastructure and wide crossing distances	▪ Pedestrian refuges with associated kerb build-outs to connect active transport links ▪ Vegetated kerbside extensions and medians to narrow the pedestrian crossing points.
Wide traffic lanes encouraging high vehicle speeds	▪ Providing line markings for travel and parking lanes ▪ Narrowing the road via landscaping, kerb blisters, kerb extensions ▪ Speed cushions, slowing traffic whilst allowing buses to pass without disruption ▪ Tree and shrub planting on verge and median to reduce perceived width of road.
High vehicle entry speeds into intersecting local streets	▪ Continuous footpath treatment parallel to the urban centre street ▪ Painted thresholds on intersecting lower-movement function streets ▪ Kerb extensions and blisters to reduce turn radii and discourage high manoeuvring speeds.
Lack of public transport infrastructure like bus stop seating and shelters	▪ Improved bus stop facilities.
Lack of vegetation (near Great North Road)	▪ Tree and shrub planting on verge and median.

5.3.3 Connector Streets

Urban connector streets are higher movement-function streets with a largely residential character. These surround most of the study area, including Queens Road, Harris Road, Lyons Road West and Lyons Road. The main challenges for this type of street include the road carriageway width, higher vehicle speeds, and vehicle volumes. The dwelling houses that typically line these streets may only be accessed at these roads, causing disruptions to traffic flow. The frequent driveways occupy parts of the road reserve that may otherwise be used to improve public domain.

Some of the common issues for connector streets and the appropriate treatments are shown in Table 5.3.

Table 5.3: Connector Street Issues and Treatments

Issue	Treatment(s)
Pedestrian safety issues caused by lack of pedestrian crossing infrastructure and wide crossing distances	▪ Pedestrian refuges with associated kerb build-outs across the connector street ▪ Pedestrian crossings parallel to the connector street (across intersecting roads) ▪ Continuous footpath treatment parallel to the connector street.
Large turn radii at intersecting roads encouraging higher manoeuvring speeds	▪ Reduction of turn radii to discourage high manoeuvring speeds ▪ Continuous footpath treatment parallel to the connector street.
Wide traffic and parking lanes	▪ Lane narrowing to encourage lower speeds ▪ Tree and shrub planting on verge to reduce perceived width of lanes.
Lack of safe cycling infrastructure	▪ Separated cycling lanes ▪ Integrated pedestrian and cyclist crossings.
Minimal vegetation (excluding Lyons Road West and Lyons Road).	▪ Tree and shrub planting on verge.

5.3.4 Neighbourhood Streets and Yield Streets

Neighbourhood streets and yield streets make up the majority of the residential areas within the Five Dock Precinct. In contrast to Garfield Street, these carry less vehicle volumes and are significantly narrower, generally requiring vehicles to slow or yield to pass each other.

Active transport users will often prefer these links as a safer and more quieter alternatives to the higher movement function roads. However, the narrower carriageways can sometimes lead to challenges when trying to implement improvements to road infrastructure, dictating the need to explore widening or other options as part of the Masterplan development.

Some of the common issues and treatments for these types of local streets are shown in Table 5.4.

Table 5.4: Neighbourhood and Yield Street Issues and Treatments

Issue	Treatment(s)
Lack of pedestrian crossings	▪ Raised 'zebra' pedestrian crossings can provide priority crossing points and slow traffic down as traffic calming devices ▪ Continuous footpath treatments at intersections to higher movement function roads.
Narrow footpaths	▪ Parking and one-way restrictions enabling the reallocation of the limited road reserve ▪ Footpath widening.
Poor sightlines from intersecting roads and driveways	▪ Increased property frontage setback, further increased at intersections ▪ Footpath widening to increase distance between obstructions to vision and the roadway.
Straight alignments and gradients encouraging high speeds, particularly on Barnstaple Road.	▪ Posted speed limit reduction (local traffic area) ▪ Vertical deflection devices such as raised safety platforms, speed humps or speed cushions every 80-150 metres to reduce vehicle speeds where appropriate ▪ Raised 'zebra' pedestrian crossings may be used to substitute these devices.
Limited indicators of transitions from connector roads	▪ Painted thresholds or continuous footpath treatments at intersections to higher movement function roads ▪ Posted speed limit reduction (local traffic area).
Lack of safe cycling infrastructure	▪ Parking and one-way restrictions enabling the reallocation of the limited road reserve ▪ Separated cycling lanes.
Limited vegetation	▪ Trees planted in the verge.

5.3.5 Residential Ways, Residential Lanes, and Service Lanes

Residential ways, residential lanes and service lanes are low volume links with secondary accesses to residences and businesses, often used for refuse collection and last-mile freight services. Within the Precinct, these include a number of narrow streets near the town centre such as Jersey Lane and Smiths Lane. Active transport users may incorporate these lanes into their routes, whilst vehicles may use these to bypass congested intersections.

Common issues and treatments for these types of streets are shown in Table 5.5.

Table 5.5: Residential Ways, Residential Lanes, and Service Lane Issues and Treatments

Issue	Treatment(s)
Lack of pedestrian crossings at intersections	▪ Raised 'zebra' pedestrian crossings can provide priority crossing points and slow traffic down as traffic calming devices ▪ Continuous footpath treatment (e.g. existing facilities at Barnstaple Lane and Jersey Lane but poorly indicated due to continuity of asphalt)
Narrow and cluttered footpaths	▪ Parking and one-way restrictions to reallocate road reserve ▪ Footpath widening
Lack of passive surveillance Poor natural and artificial lighting with increased building heights and narrow roads across precinct	▪ Street lights ▪ Building height restrictions
High vehicle speeds due to limited vehicle and active transport volumes	▪ Speed limit reduction ▪ Speed cushions
Poor sightlines at intersections.	▪ Increased property frontage setbacks at intersections
Conflicting delivery trucks and active transport on service lanes	▪ Shared zones for service lanes near Fred Kelly Place

5.3.6 Civic Lane and Civic High Street

Civic spaces comprise the hearts of heart of town centres, being destinations for place activities over movement function. Within the Five Dock Precinct, high place function links near as Fred Kelly Place and East Street near the Metro Station focus on connecting transport to food, retail and recreation. Activity levels in this environment necessitate consideration of the speed differential between pedestrians, cyclists and vehicles, emphasising the need for safety measures to minimise conflicts with placemaking functions.

Common issues and treatments for these types of streets are shown in Table 5.6.

Table 5.6: Civic Lane and High Street Issues and Treatments

Issue	Treatment(s)
Conflicts between transport modes, particularly trucks and walking/cycling	▪ Shared zones ▪ Timed vehicle access
Lack of passive surveillance, especially during nighttime	▪ Street lighting ▪ Places to stop and rest can mitigate 'laneway' feel by creating organic gathering areas
Unclear boundaries between footpaths and travel lanes	▪ Shared zones ▪ Shoreline demarcation of boundaries via a consistent alignment of roadside furniture
Business loading access requirements in retail/commercial areas	▪ Last-mile freight and other vehicle service accesses ▪ Timed vehicle access

As part of the Masterplan, the civic spaces near the new Metro station are augmented and enhanced with new connections. One new lane connects East Street and West Street, providing a connection to the northern side of the station. South of this new laneway, East Street is planned to be pedestrianised, with a separate pedestrian laneway also connecting to West Street.

To address conflicts between vehicles and active transport movements in this area, some options include:

- Bollards at the entrances to Fred Kelly Place and pedestrianised areas
- Line marking and signage to direct cyclists to end-of-trip facilities at the Metro station
- Enhanced active transport facilities along East Street such as:
  - Providing a bidirectional separated cycleway on East Street south of Henry Street
  - Providing a shared path / footpath widening on East Street south of Henry Street to provide off-road facilities for cyclists
- Parking restrictions along the west side of the East Street
- Enforcing a clockwise one-way restriction for cars along East Street and the new laneway (southbound and westbound respectively).

6. FUTURE MASTERPLAN MODELLING

6.1 Modelled Scenarios

Table 6.1 lists the scenarios which were modelled as part of this study, including 4 future year 2046 scenarios. The following sections describe the development and outcomes from these modelling scenarios.

Table 6.1: Modelled Scenarios

Scenario	Year	Description
Base Case	2024	Existing network based on recorded traffic surveys
Future Base Case	2046	Future network with baseline traffic growth projections in the precinct (i.e. no Masterplan development)
Future Project Case	2046	Future network with Masterplan development, including population increases and traffic redistribution(s) due to urban design changes
Future Project Case (Full Upgrades)	2046	Future Project Case + identified road network upgrade scheme to mitigate development traffic impacts
Future Project Case (Balanced)	2046	Future Project Case + traffic discounts + moderated road network upgrade scheme

6.2 Future Traffic Demand Development

Population and employment growth within the precinct was estimated with data provided by TfNSW via the Strategic Traffic Forecasting Model (STFM).

This model provides strategic traffic volume projections across Greater Sydney up to a resolution of major collector roads. Traffic is generated from 'travel zones' (TZ) based on input population and employment demographic estimates. For the purpose of this modelling assessment, the baseline Travel Zone Projections 2024 (TZP24) land use scenario was modified to include adjusted demographic totals for the zones which cover the Five Dock Precinct.

The STFM network is shown in Figure 6.1 with key TZ within the study area are highlighted for clarity. TZ 9271 is noted to be a new zone recently added to the network (presumably reflective of the new Metro station site).



Source: Adapted from OpenStreetMap

Figure 6.1: STFM Network

The overall masterplan population increases were divided between each TZ as summarised in Table 6.2. Employment estimates adopted default (business-as-usual) TZP24 growth estimates.

Table 6.2: Population Growth by Masterplan TZ

Travel Zone	TZP22 Population	Additional Masterplan Growth	Total Population by 2046
744	1129	+7,513	8642
738	1385	+11,115	12500
736	168	+1,521	1689
737	943	+7,459	8402
TOTAL	**3625 persons**	**+27,608 persons**	**31,233 persons**

Data was collected for AM and PM 2-hour peaks for 5 scenarios, including:

- **Existing Base Case:** 2021 (existing baseline)
- (Not assessed): 2046 without Metro and without Masterplan Uplift
- (Not assessed): 2046 without Metro and with Masterplan Uplift
- **Future Base Case:** 2046 with Metro and without Masterplan Uplift
- **Future Project Case**: 2046 with Metro and with Masterplan Uplift.

Two scenarios without the Metro were used for comparison purposes for mode share analysis.

A comparison of total network traffic volumes between each assessed scenario is shown in Table 6.3. A 2.4% reduction to vehicle traffic growth was applied to reflect adjustments to the latest masterplan scenario that reduced population estimates to 30,484 persons by 2046.

Table 6.3: Future Scenario Traffic Volume Growth

Scenario	Total Network Volume (veh)	Difference from 2021 (veh)	% Change
AM Peak			
2021 (Base Case)	22,805	-	-
2046 (Future Base Case)	23,706	+901	+4.0%
2046 (Future Project Case)	33,857	+11,052	+48.5%
PM Peak			
2021 (Base Case)	22,542	-	-
2046 (Future Base Case)	23,906	+1,364	+6.1%
2046 (Future Project Case)	34,227	+11,685	+51.8%

6.2.1 Metro Construction and Background Growth

For the purposes of our assessment, data from the Future Base Case and Future Project Case were analysed as part of the SIDRA modelling.

Linear background growth was calculated as the proportional change in the total number of vehicles approaching an intersection between 2021 and 2046 (25 years). For intersections without a direct analogue in the STFM road network (as the STFM network excludes minor local streets), the average of the nearest adjacent intersections was used instead. Growth proportions were interpolated to 22 years to account for the growth between the base model year (2024) and 2046 and added to surveyed volumes to produce 2046 demand scenarios.

Traffic volumes in the 2046 Future Base Case (i.e. with the Metro station but without the growth associated with the Masterplan) were observed to **increase by approximately 4.0% during the AM peak** and **6.1% in the PM peak** compared to existing 2024 volumes.

This result demonstrates that the baseline growth in the study area by 2046 is projected to outpace the travel mode shift caused by the Sydney Metro West.

6.2.1.1 Uplift Traffic Growth

Traffic volumes across the study area in the Masterplan scenario were calculated from a comparison between Future Base Case and Future Project Case scenarios. These results showed that traffic volumes were projected to **increase by approximately 48.5% during the AM peak** and **51.8% in the PM peak** compared to existing 2024 volumes.

Considering the existing traffic congestion within and surrounding the Five Dock precinct, this magnitude of growth is expected to exceed the operational capacity of a number of key locations in the road network.

6.2.2 Travel Zone Disaggregation and Route Choice

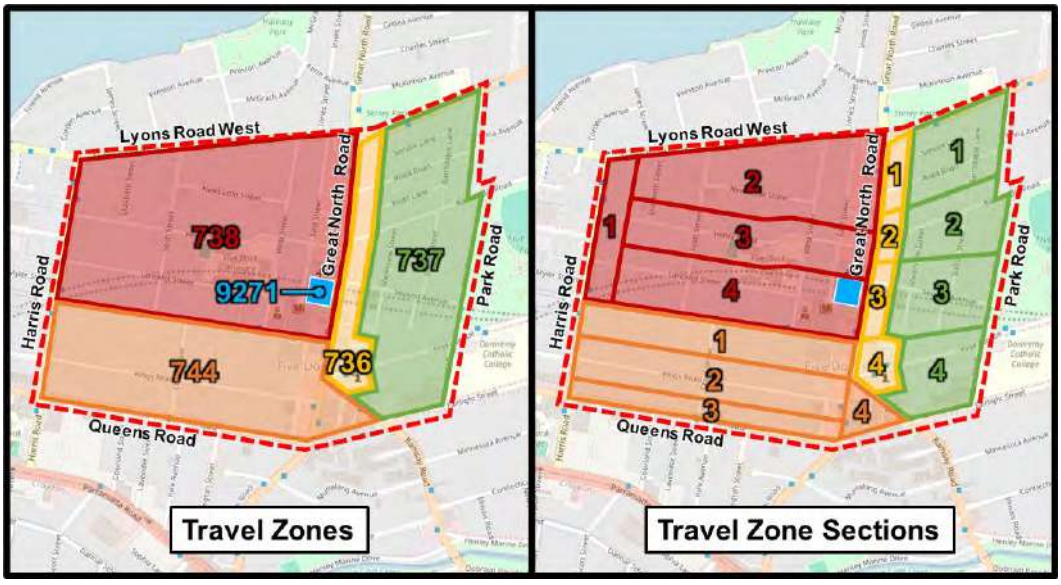
Due to the size and coverage of the Precinct TZs, upon review of the data it was determined to be necessary to subdivide each TZ to achieve a finer level of detail in line with what is required for this assessment.

Masterplan uplift trip generation was calculated as the difference in total trips in / out of each of the internal TZs when comparing the Future Base Case and Future Project Case STFM outputs. Any external-to-external trip growth (vehicle trips with an origin and destination both outside of the cordon area) was considered to not be associated with the Masterplan.

The internal TZs were each split into sub-sections based on their nearest collector (or similar) road as shown in Figure 6.2. Traffic generated by each TZ is split onto each catchment proportional to its area.

By adopting this approach, we were able to generate a finer and more accurate distribution of the traffic growth into the modelled SIDRA network. Trips from each TZ sub-section were assigned a route based on the best travel time on Google Maps to and from the approximate centre of the sub-section.

Manual re-assignment of trips was applied to a number of zones to refine entry/exit points into the road network at a more detailed level than that estimated by the STFM.



Source: Adapted from OpenStreetMap

Figure 6.2: Travel Zones and Sections within Five Dock Precinct

6.3 Future Model Intersection Performance Summary

6.3.1 Network Overview

A comparison of intersection performances across each network is shown in Table 6.4 and Table 6.5.

Table 6.4: Future Scenarios Intersection Level of Service Comparison

Intersection	AM Peak - Level of Service			PM Peak - Level of Service		
	Base	Future Base	Future Project	Base	Future Base	Future Project
101 - GNR / Queens Rd / Fairlight St	LOS B	LOS B	LOS F	LOS B	LOS B	LOS F
102 - GNR / Kings Rd	LOS A	LOS A	LOS B	LOS A	LOS A	LOS A
103 - GNR / Ramsay Rd / First Ave	LOS B	LOS B	LOS F	LOS C	LOS F	LOS F
104 - GNR / Garfield St	LOS B	LOS B	LOS F	LOS B	LOS B	LOS F
105 - GNR / Second Ave	LOS A	LOS A	LOS B	LOS A	LOS A	LOS F
106 - Second Ave / Waterview St	LOS A	LOS A	LOS A	LOS A	LOS A	LOS A
107 - GNR / Barnstaple Rd / Henry St	LOS A	LOS A	LOS A	LOS A	LOS A	LOS A
108 - GNR / Rodd Rd	LOS A	LOS A	LOS A	LOS A	LOS A	LOS A
109 - GNR / Lyons Rd / Lyons Rd West	LOS D	LOS D	LOS F	LOS C	LOS C	LOS F
110 - Lyons Rd West / East St	LOS A	LOS A	LOS A	LOS A	LOS A	LOS A
111 - Lyons Rd West / Harris Rd	LOS B	LOS B	LOS F	LOS C	LOS F	LOS F
112 - Queens Rd / Harris Rd	LOS B	LOS B	LOS F	LOS B	LOS C	LOS F
113 - Garfield St / West St	LOS A	LOS A	LOS A	LOS A	LOS A	LOS A
114 - Henry St / East St	LOS A	LOS A	LOS A	LOS A	LOS A	LOS A
115 - Ramsay Rd / Fairlight St	LOS B	LOS C	LOS C	LOS B	LOS C	LOS F
116 - First Ave / Waterview St	LOS A	LOS A	LOS A	LOS A	LOS A	LOS A
117 - Barnstaple Rd / Waterview St	LOS A	LOS A	LOS A	LOS A	LOS A	LOS A
118 - Barnstaple Rd / Park Rd	LOS A	LOS A	LOS A	LOS A	LOS A	LOS A

Table 6.5: Future Scenarios Intersection Degree of Saturation Comparison

Intersection	AM Peak - Degree of Saturation			PM Peak - Degree of Saturation		
	Base	Future Base	Future Project	Base	Future Base	Future Project
101 - GNR / Queens Rd / Fairlight St	0.637	0.696	2.192	0.52	0.592	2.674
102 - GNR / Kings Rd	0.363	0.388	0.676	0.31	0.333	0.699
103 - GNR / Ramsay Rd / First Ave	0.838	0.622	1.351	1.043	1.35	1.459
104 - GNR / Garfield St	0.867	0.883	2.469	0.915	0.937	2.211
105 - GNR / Second Ave	0.34	0.342	0.651	0.332	0.336	1.247
106 - Second Ave / Waterview St	0.034	0.034	0.135	0.04	0.04	0.209
107 - GNR / Barnstaple Rd / Henry St	0.605	0.602	0.805	0.555	0.542	0.614
108 - GNR / Rodd Rd	0.361	0.361	0.45	0.404	0.383	0.497
109 - GNR / Lyons Rd / Lyons Rd West	0.956	0.963	1.395	0.884	0.832	1.317
110 - Lyons Rd West / East St	0.457	0.472	0.69	0.47	0.49	0.804
111 - Lyons Rd West / Harris Rd	0.75	0.824	1.359	0.863	1.092	1.188
112 - Queens Rd / Harris Rd	0.539	0.609	1.765	0.687	0.815	2.312
113 - Garfield St / West St	0.104	0.116	0.603	0.125	0.127	0.438
114 - Henry St / East St	0.047	0.051	0.095	0.057	0.061	0.098
115 - Ramsay Rd / Fairlight St	0.518	0.568	0.905	0.616	0.793	1.153
116 - First Ave / Waterview St	0.234	0.236	0.414	0.155	0.16	0.334
117 - Barnstaple Rd / Waterview St	0.038	0.038	0.153	0.045	0.046	0.127
118 - Barnstaple Rd / Park Rd	0.15	0.15	0.283	0.114	0.116	0.227

**GNR refers to Great North Road*

6.3.2 2046 Future Base Case Outcomes

The network DOS and LOS are shown in Figure 6.3 and Figure 6.4 respectively.

A number of issues arise in the 2046 Future Base Case scenario. This is an expected outcome considering the congestion within the existing network and the increase in traffic volumes in the 2046 Future Base Case scenario.

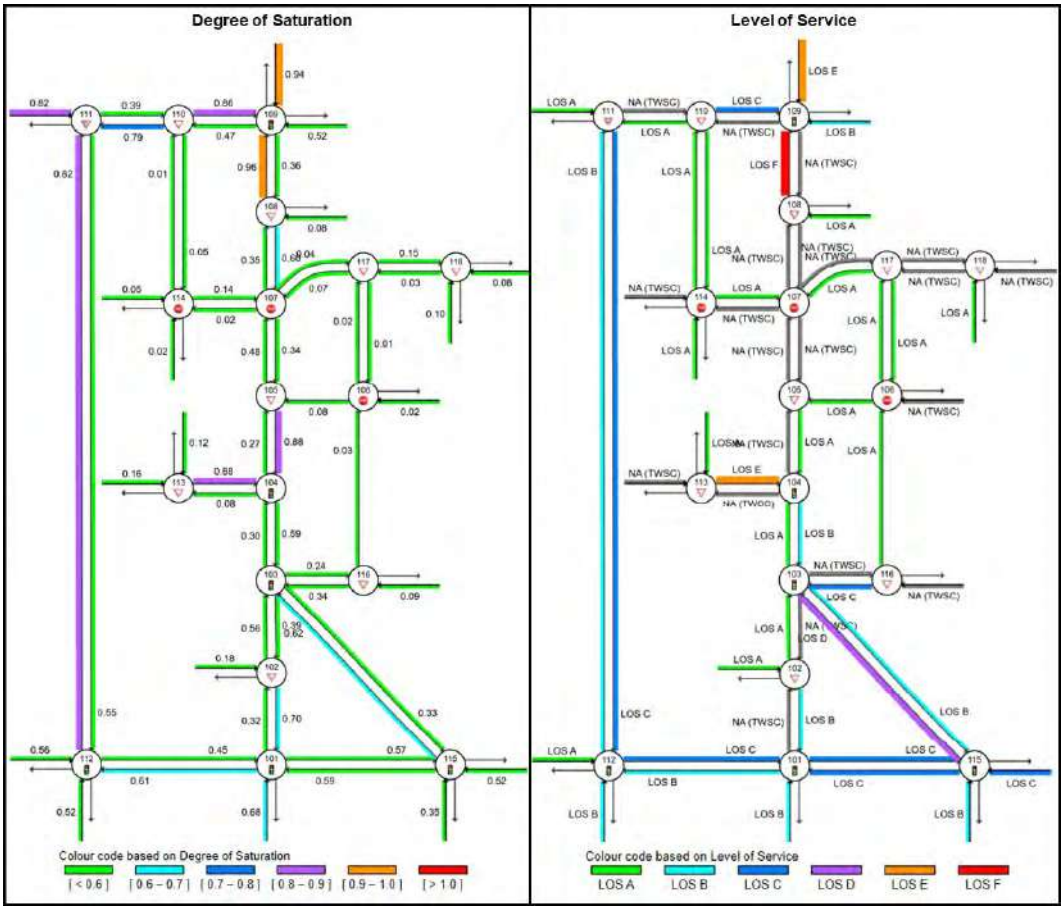


Figure 6.3: Future Base Case – AM Peak: Approach Performance

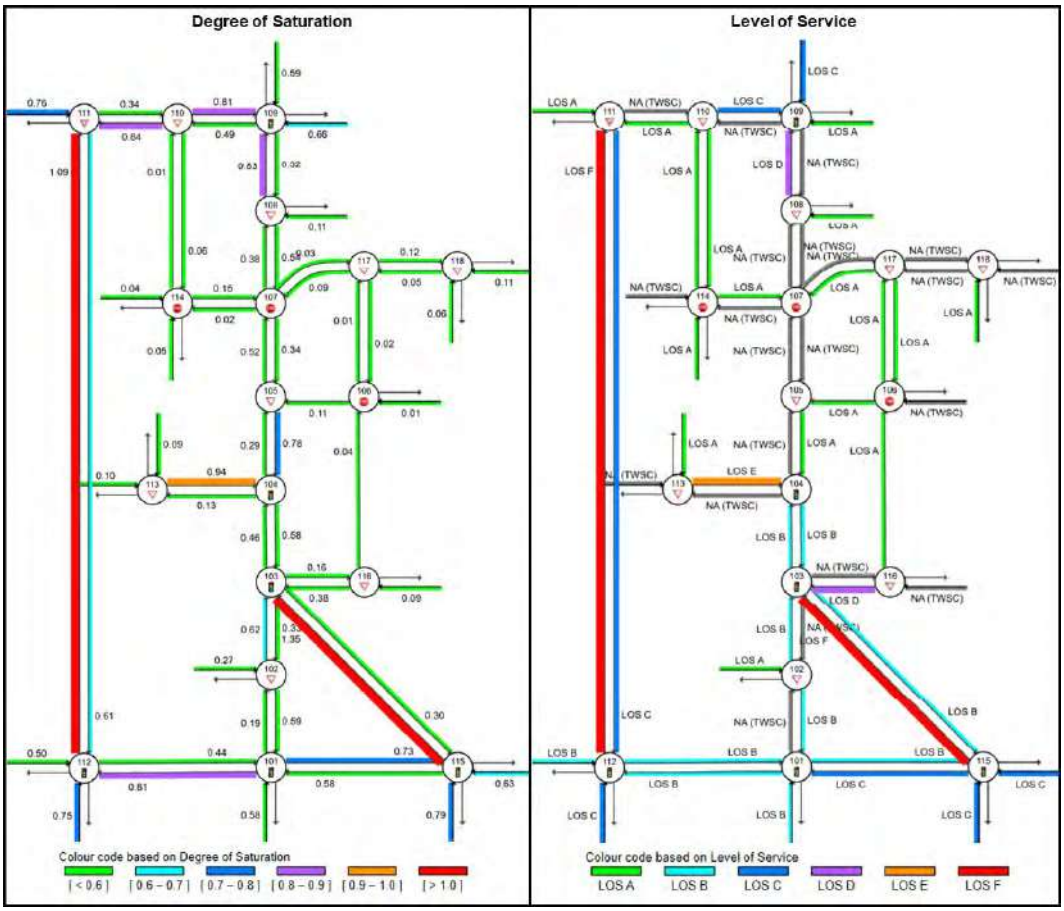


Figure 6.4: Future Base Case – PM Peak: Approach Performance

6.3.3 2046 Future Project Case Outcomes

The LOS and DOS of each approach is shown in Figure 6.5 and Figure 6.6.

The increased residential density associated with the Masterplan growth results in a notable deterioration of the traffic network with issues developing along Great North Road and Harris Road.

Particular emphasis is placed on pinch points at the following near-capacity or over-capacity intersections:

- Great North Road / Queens Road / Fairlight Street
- Great North Road / First Avenue / Ramsay Road
- Great North Road / Garfield Street
- Great North Road / Lyons Road
- Harris Road / Lyons Road West
- Harris Road / Queens Road.

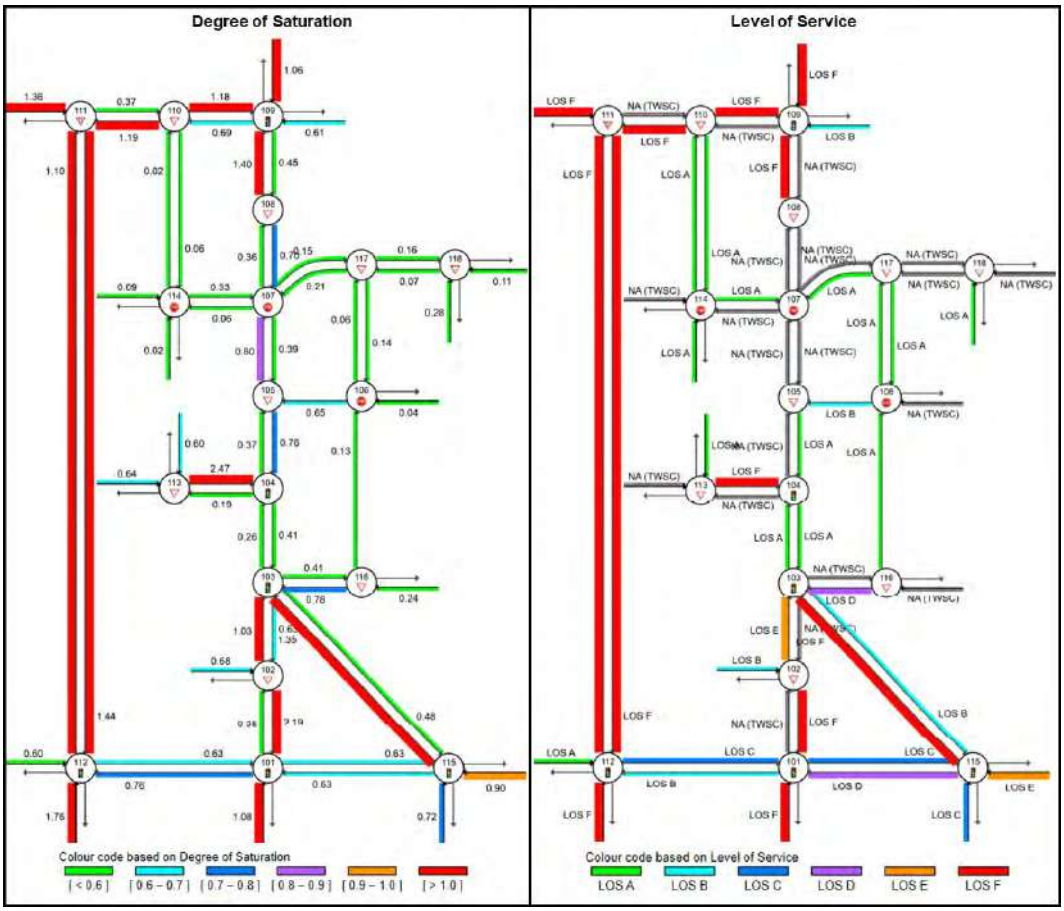


Figure 6.5: Future Project Case – AM Peak: Approach Performance

A further 2 intersections exceed delay performance thresholds in the PM peak:

- Great North Road / Second Avenue
- Ramsay Road / Fairlight Street.

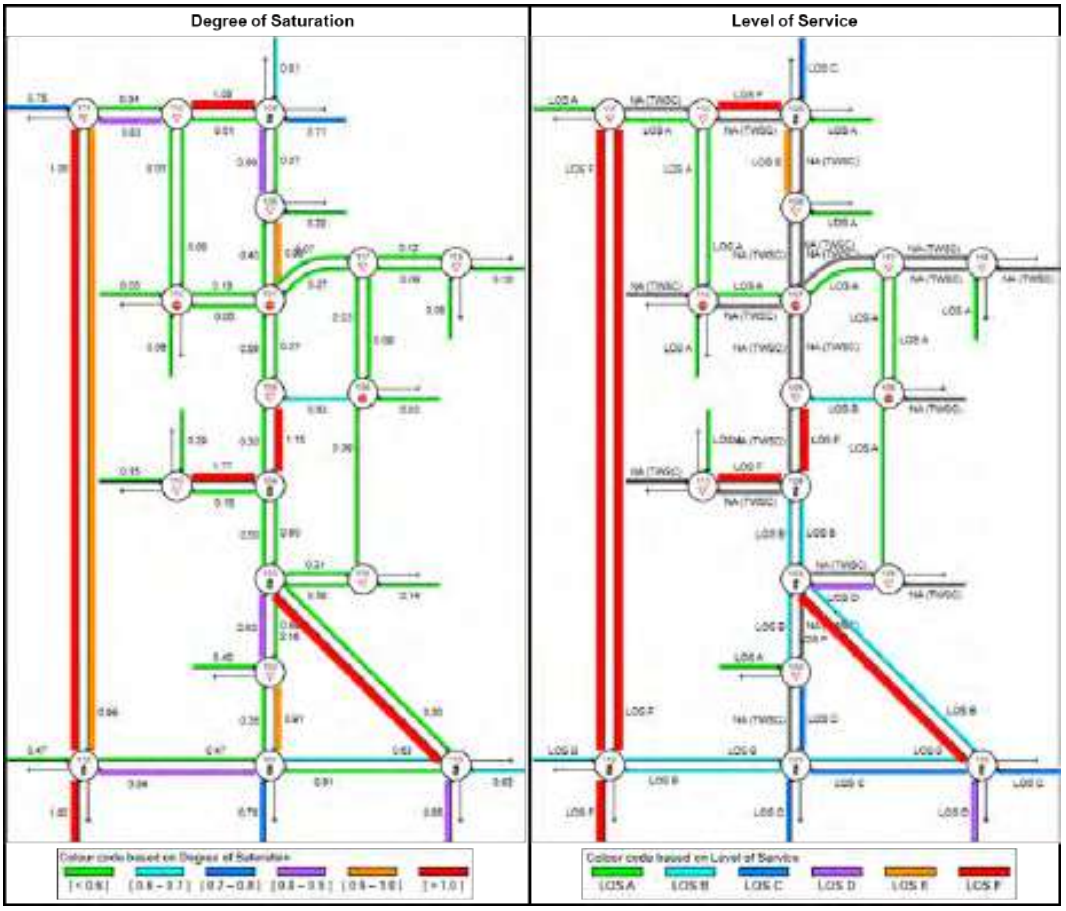


Figure 6.6: Future Project Case – PM Peak: Approach Performance

The network therefore experiences a number of major issues in the Project Case scenario when no mitigating measures are undertaken. Several links operate significantly over their operational capacity, revealing critical pinch points at Garfield Street, Ramsay Road and the southern section of Great North Road.

7. NETWORK UPGRADES MODELLING

7.1 Overview

To ensure that an adequate level of traffic performance can be achieved, road network upgrades are required as part of the Masterplan uplift. For the purpose of this assessment, an ideal intersection performance target **of LOS D or better** was adopted.

It is noted that the vision, objectives and planning principles for the Five Dock Precinct Masterplan aim foremost to deliver a transport solution that integrates public domain, built form and sustainable transport options. With this in mind, any improvements to vehicular traffic performance should aim to not come at the cost of significant compromise or sacrifice to public amenity, safety or security.

7.2 Traffic Network Performance Issues

Figure 7.1 summarises the traffic network issues caused by the introduction of the Five Dock Precinct uplift and Five Dock Metro Station as modelled in the 2046 Future Project Case.

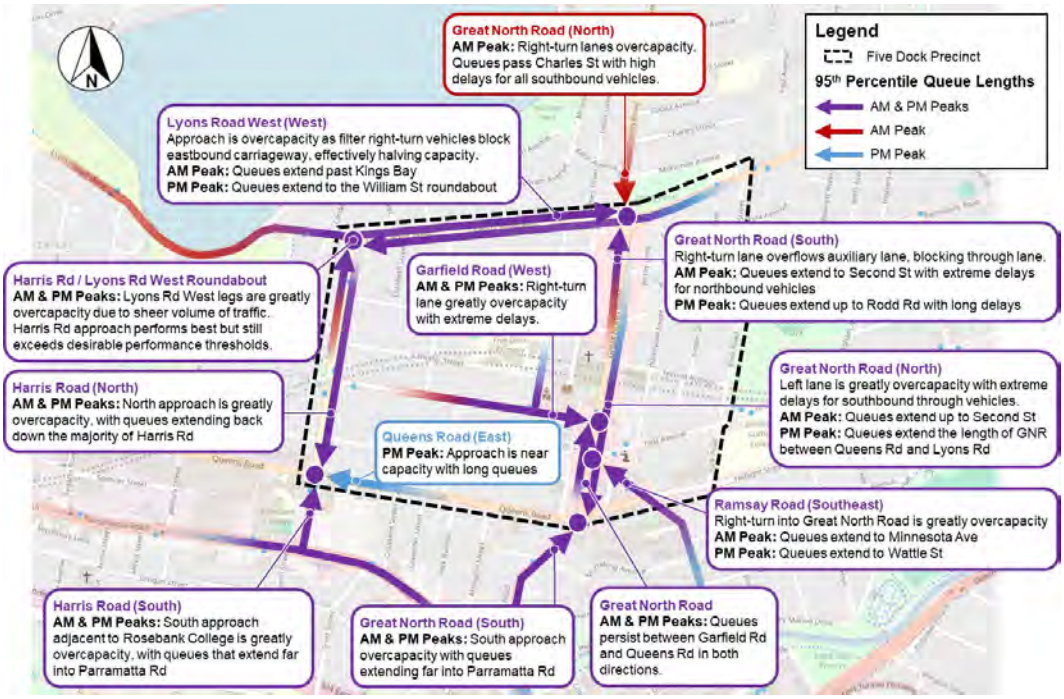


Figure 7.1: Traffic Congestion and Pinch Points – 2046 Future Project Case

The results of the Project Case scenario indicate that the projected population and employment uplift associated with the Five Dock Precinct Masterplan will result in a severe exacerbation of traffic congestion issues within the study area. Queues within the precinct will overflow back onto upstream roads, most notably spilling back onto Parramatta Road via Great North Road and Harris Road.

7.3 Masterplan Traffic Redirection

7.3.1 Great North Road / Henry Street / Barnstaple Road Signalisation

Right-turn opportunities from the residential catchments east and west of Great North Road are limited to two key intersections – Garfield Street and Second Avenue. Notably, Garfield Street is assessed to be significantly overcapacity with the full Project Case traffic loads. Without extensive upgrades to the intersection, morning residential traffic demands will struggle to exit the residential catchment west of Great North Road.

Second Avenue also approaches capacity, impacting vehicles heading northbound along Great North Road. Noting that this intersection is also located adjacent to the Five Dock Metro Station, high delays may result in problematic driver behaviour that impacts pedestrian safety.

It was therefore determined that providing an alternative right-turn opportunity onto Great North Road would be the most optimal solution. The nominated location is the signalisation of the Great North Road / Henry Street / Barnstaple Road intersection to allow right turn egress movements from the side streets (Great North Road right turns are still prohibited for performance and carriageway width optimisation).

As part of the upgraded scenarios, traffic was redistributed through the network to utilise the new right-turn and through movements available at Henry Street and Barnstaple Street.

7.3.2 One-Way Restrictions

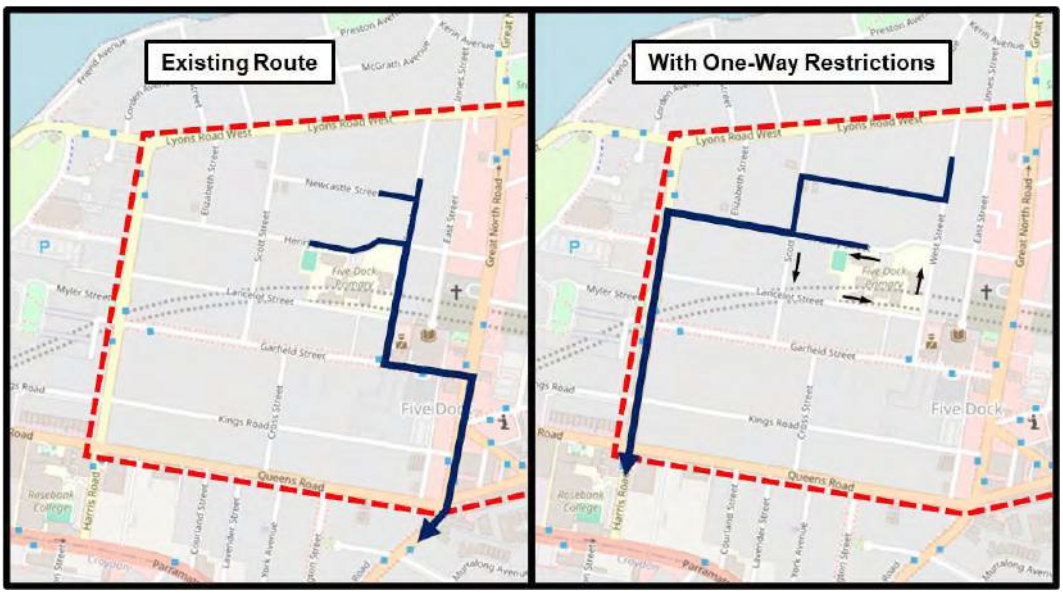
One of the key constraints with the roads in the local network of the Five Dock Precinct is the limited width of the road reserve. Narrow footpaths, kerbside parking and shallow property offsets result in tight, constrained streets with compromised sight distances.

A number of one-way restrictions are proposed as a means of controlling vehicle routes through the local catchments. Road space requirements are also reduced by limiting roads to one direction of traffic. The 'freed up' road reserve creates valuable opportunities for improved active transport infrastructure, allowing for improved road safety whilst retaining on-street parking spaces.

The proposed restrictions are concentrated in an anticlockwise one-way circulation around the Five Dock Public School. The proposed directions of travel around the neighbourhood block are:

- Westbound along Henry Street
- Northbound along West Street
- Eastbound along Lancelot Street
- Southbound along Scott Street.

This change requires a redistribution of the STFM traffic distribution assumptions from the north side of TZ 744. Trips from this area that currently travel southbound via Great North Road by using West Street to access Garfield Street no longer have a convenient route. They are instead assumed to travel southbound along Harris Road. This rerouting is shown in Figure 7.2.



Source: Adapted from OpenStreetMap

Figure 7.2: FDPS One-Way Traffic Redistribution

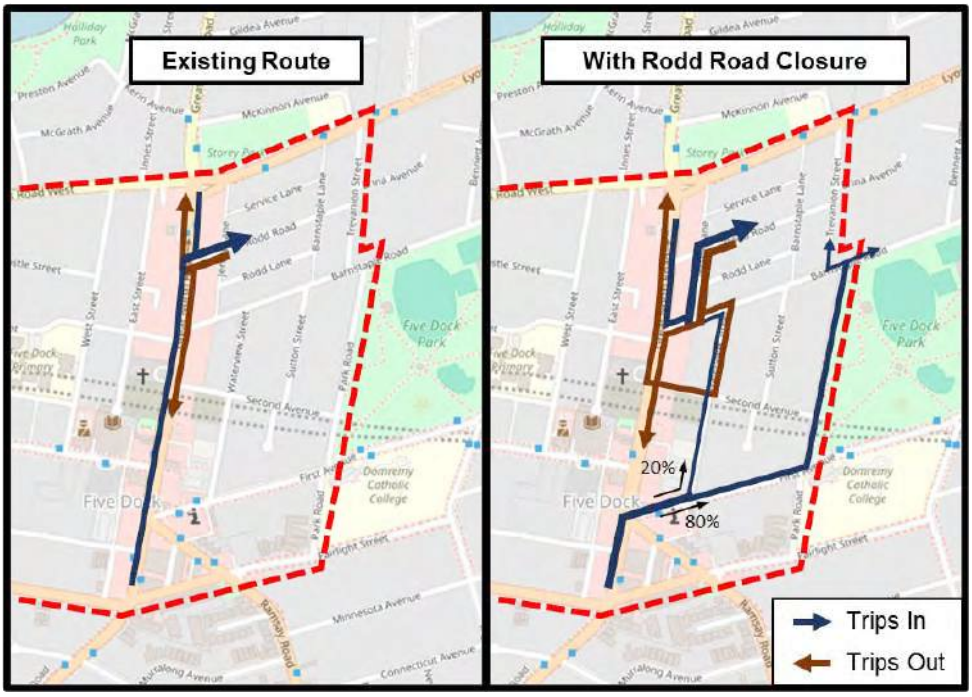
7.3.3 Rodd Road Closure

The section of Rodd Road between Great North Road and Jersey Lane is proposed to be closed to vehicle traffic. The space will be repurposed to improve the limited public domain on the northern side of the Five Dock Precinct.

Rodd Road is currently one of the few right-turn opportunities across Great North Road to and from the eastern residential catchment. Although it is observed that the recorded traffic volumes are low for the egress movement (around 10-20 vph during peaks), the ingress movement (i.e. turns from Great North Road into Rodd Road) are around 100 vph during peaks.

With the closure of Rodd Road these trips will need to be redistributed within the road network. It was assumed that the majority of redistributed trips from the south will utilise First Avenue, being one of the few remaining right turn opportunities across Great North Road to the eastern catchment. While volumes are anticipated to be low, any drivers seeking to access Rodd Road itself are likely to use nearby laneways like Jersey Lane.

The assumed redistributed routes are shown in Figure 7.3.



Source: Adapted from OpenStreetMap

Figure 7.3: Rodd Road Closure Traffic Redistribution

7.3.4 Kings Road Right-Turn Restriction

The right turn from Great North Road into Kings Road is a priority-controlled movement, with the existing operations resulting in the right turn movement frequently blocking through traffic. Network upgrades traffic modelling investigates the benefits of restricting this turn.

As this right-turn is one of the few right-turn opportunities across Great North Road into the western residential catchment, the closure of the movement is assumed to redistribute traffic primarily to Garfield Street (90%) and a minor volume at Queens Road (10%). This redistribution is shown in Figure 7.4.

While this may place additional traffic pressure on the signalised intersections, it is considered a beneficial outcome in terms of alleviating road safety risks associated with the priority-controlled right turn. This is particularly important in the face of increasing traffic volumes in future.



Source: Adapted from OpenStreetMap

Figure 7.4: Kings Road Right-Turn Restriction Traffic Redistribution

7.3.5 Harris Road Right-Turn Restriction

Congestion at the Queens Road / Harris Road intersection has significant implications for the traffic network, with queues at the south approach potentially extending onto Parramatta Road. To alleviate pressures at the constrained traffic signals, consideration should be given to relocating the northbound right turn movement by:

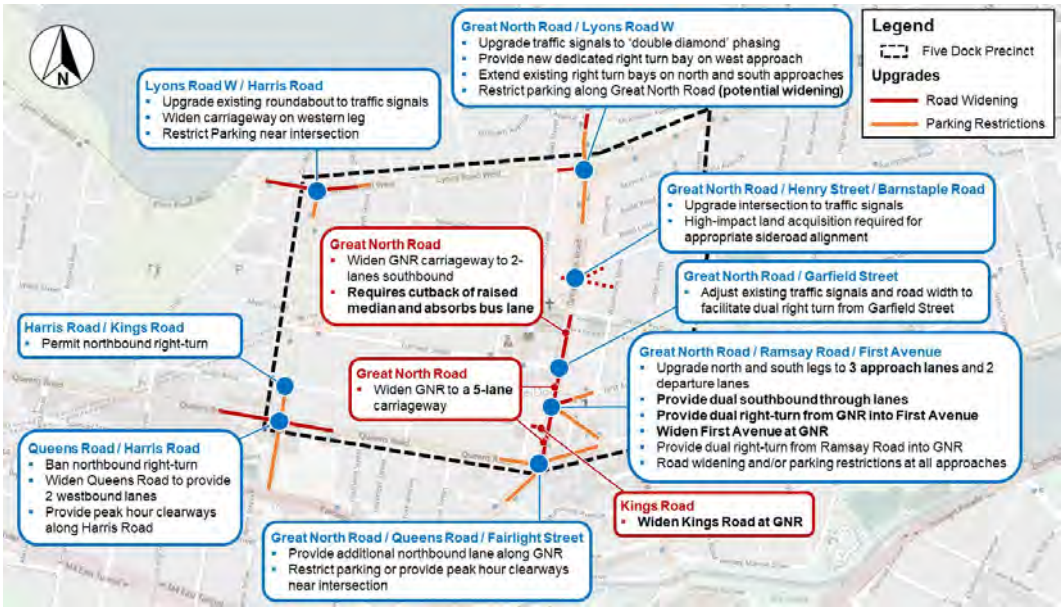
- Banning the northbound right-turn from Harris Road into Queens Road
- Lifting the existing right-turn ban from Harris Road to Kings Road.

In effect, the model will assume all right-turning traffic will be diverted northbound along Harris Road to turn right at a later opportunity (Kings Road, Garfield Street, etc.). An interrogation of strategic modelling outputs indicated that the subject increased right turns from Harris Road onto Queens Road are mostly associated with the Precinct's masterplan uplift – that is, residents in the new high-density dwellings along streets like Kings Road. This change mitigates the impact of this uplift on the boundary intersection, and instead distributes the movements to local intersections as a more direct access to the residential property driveways.

This right-turn restriction should be reinforced by prohibiting new driveway accesses onto Queens Road for masterplan properties located on the north side of Queens Road. This will have the added benefit of preventing right-turning vehicles travelling westbound along Queens Road from impeding westbound traffic flow.

7.4 Road Network Upgrades – Full Upgrade Scenario

The proposed upgrades shown in Figure 7.5 are required to maintain mostly adequate performance in 2046 with the masterplan. It is noted that these works are very extensive, with the key feature being a major widening to Great North Road at the expense of bus lanes, on-street parking and kerb build-outs. Traffic signal timing optimisation at intersections along state roads like Queens Road may result in significant differences to existing signal operations (more time given to 'side road' phases to flush masterplan traffic), which will require consultation with TfNSW.



*Differences to the Balanced Road Upgrades are shown in **bold**.*

Figure 7.5: Recommended Full Road Upgrades and Changes

It is acknowledged that the 'Full Upgrade' scenario represents a traffic-oriented masterplan scheme that necessitates a compromise of public domain for road capacity. This is not an unexpected result, given the significant level of traffic growth associated with the full masterplan yields. However, it is observed that this is not necessarily an ideal outcome for a multi-modal precinct with high levels of public transport accessibility.

Therefore, further investigation was undertaken to identify a 'Balanced Upgrade' scenario – a refined set of upgrades accompanied by reduced traffic demands due to trip generation discounts associated with aspirational mode share targets.

7.5 Road Network Upgrades – Balanced Upgrade Scenario

7.5.1 Proposed Upgrades

The 'Balanced Upgrade' scenario adopts an approximate 20% discount in masterplan site trip generation compared to the 'Full Upgrade' scenario, based on aspirational mode share targets outlined in Section 8.2. These vehicle trips are assumed to redistribute to active and public transport options.

The proposed road network upgrade scheme for the 'Balanced Upgrade' scenario achieves reduced impact on the village feel and public domain of the Five Dock Precinct, most notably with reduced road widening on the Great North Road corridor.

The proposed 'Balanced Upgrade' scenario upgrades are shown in Figure 7.6.

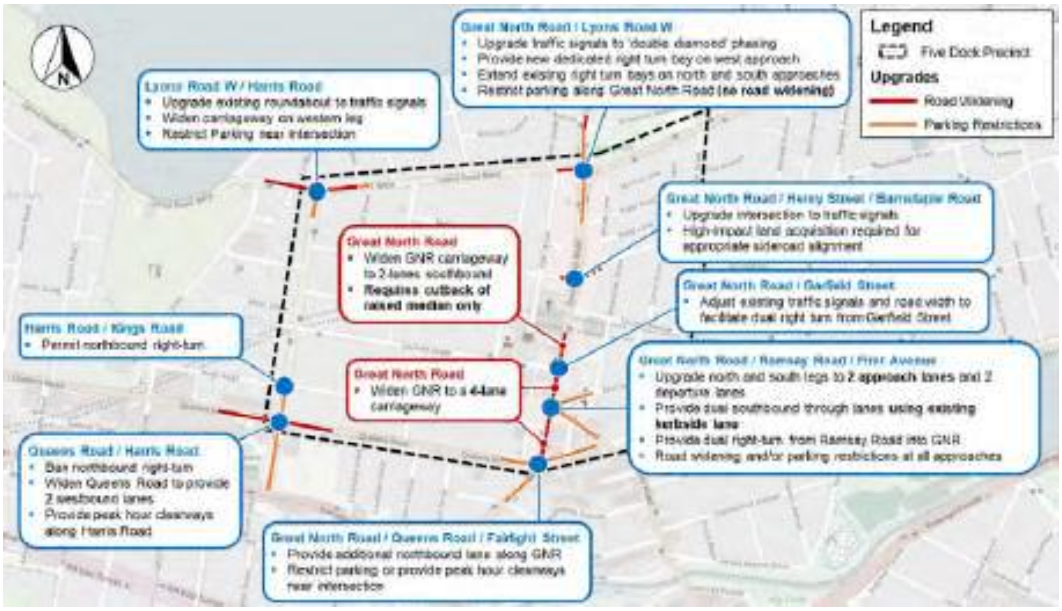


Figure 7.6: Recommended Balanced Road Upgrades and Changes
*Differences to the Full Road Upgrades are shown in **bold**.*

From a traffic and transport perspective, this scenario is considered to be strongly preferred in comparison to the 'Full Upgrades' scenario. It achieves a balance between 'harder' road infrastructure works and 'softer' travel demand management measures, which is at the core of multimodal precinct planning.

It is noted that any proposed upgrade along state-controlled roads will require coordination and approval from TfNSW.

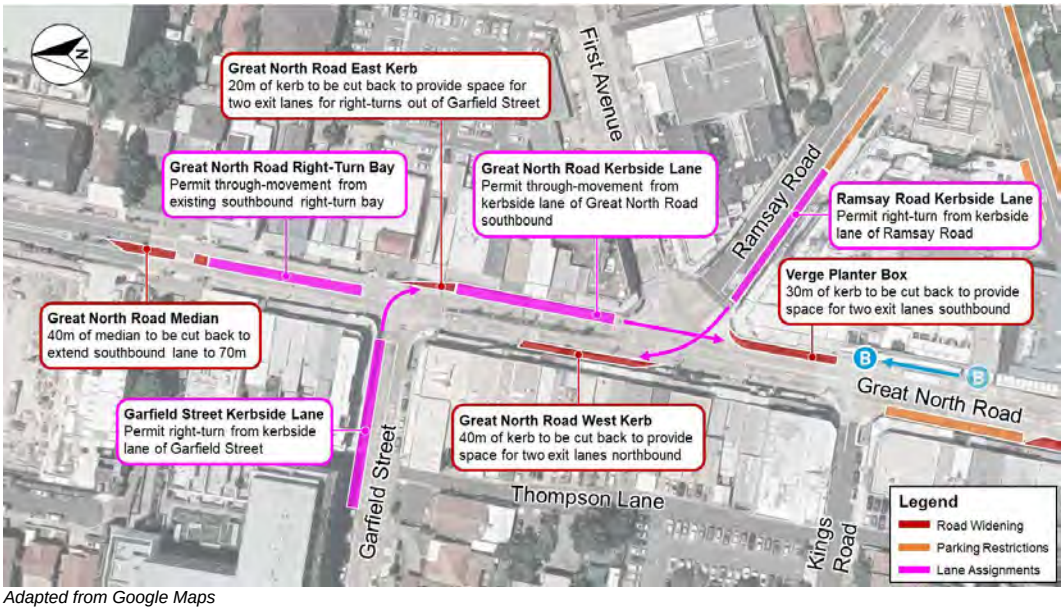
A full breakdown of the recommended road network action items is listed in Section 9.2. The following sections detail specifics at each of the key upgrade locations.

7.5.2 Great North Road near Garfield Street and Ramsay Road

One of the key constraints within the network is the pinch point on Great North Road between Garfield Street and Ramsay Road. Significant traffic congestion is present on the west approach to the Great North Road / Garfield Street intersection and as well as high delays at the Great North Road / Ramsay Road / First Avenue intersection. To address this, it is recommended that the southbound carriageway of Great North Road south of Garfield Street be widened to 2 travel lanes to help 'flush' traffic out of the Five Dock Precinct. This would involve the following modifications at each intersection:

- **Great North Road / Garfield Street**
  - Modify the lane allocations on Garfield Street to also allow right-turns from Lane 1 (shared left-right)
  - Widen the intersection via a kerb cutback on the east side of the intersection to provide sufficient space for 2 southbound exit lanes. The new exit-lane will be an extension of the existing left-turn short lane at the north approach of the Great North Road / Ramsay Road / First Avenue intersection.
  - Adjust the existing signalised pedestrian crossing at the traffic signals – this is necessary due to safety risks caused by the new dual right turn movement from Garfield Street. Options include the provision of flashing yellow warning lights or the full removal of the signalised crossing from the TCS.
- **Great North Road / Ramsay Road / First Avenue**
  - Modify the lane allocations on Great North Road (N) to also allow through movements from Lane 1.
  - Widen the intersection via the removal of the existing kerb build-out on the southbound carriageway to provide sufficient space for two (2) southbound exit lanes on Great North Road
  - Relocate "Club Five Dock RSL, Great North Road" bus stop to the north (approximately opposite Kings Road) to minimise influences at downstream traffic signals
  - Provide peak hour clearway / parking restrictions along the southern side of Ramsay Road.

These upgrades are shown in Figure 7.7.



Adapted from Google Maps

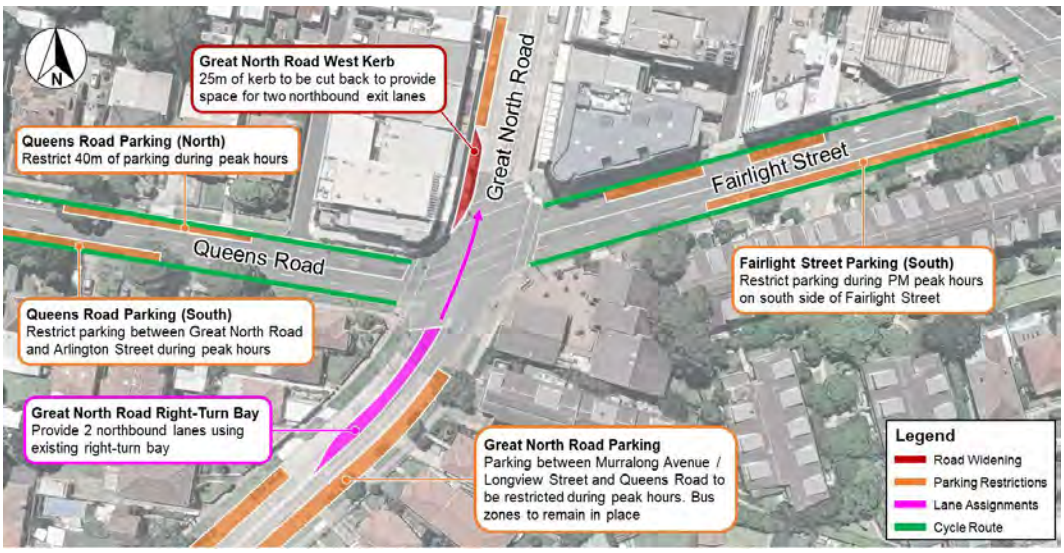
Figure 7.7: Great North Road near Garfield Street and Ramsay Road Upgrades

7.5.3 Great North Road / Queens Road / Fairlight Street

The intersection of Great North Road / Queens Road / Fairlight Street provides one of two opportunities for both northbound and southbound vehicles to turn right across Great North Road. The capacity of the intersection is greatly limited by vehicles waiting to turn right, as through traffic is effectively restricted to 1-lane. For performance at this intersection to be maintained the following upgrades are required:

- Provide 2 northbound through lanes by absorbing the existing right-turn bay. Lane 2 will become a shared through / right turn lane. The departure side will require kerb cutbacks to the northwestern corner of the intersection to facilitate dual exit lanes.
- Provide peak hour parking restriction or on all legs to improve intersection efficiency and merge distance. Restrictions on Great North Road should extend between Longview Street and Kings Road. Parking restrictions on the south side of Fairlight Street may operate during PM peak only.
- Adjust signal timing to provide more green time for travel along Great North Road
- Provide an additional signal phase for all southbound movements. This will flush out right-turning vehicles, reducing the frequency at which southbound through vehicles are blocked.

These upgrades are shown in Figure 7.8.



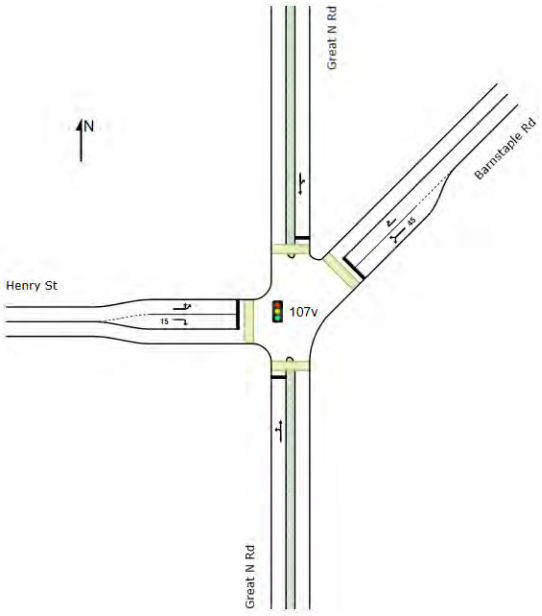
Adapted from Google Maps

Figure 7.8: Great North Road / Queens Road / Fairlight Street Upgrades

7.5.4 Great North Road / Henry Street / Barnstaple Street

The limited right-turn opportunities out of the residential catchments east and west of Great North Road causes critical links like Garfield Street to rapidly exceed its operational capacity.

A new signalised intersection at Henry Street / Barnstaple Road presents the most optimal solution for the inclusion of a new route onto Great North Road. An indicative intersection layout is shown in Figure 7.9.



Source: SIDRA

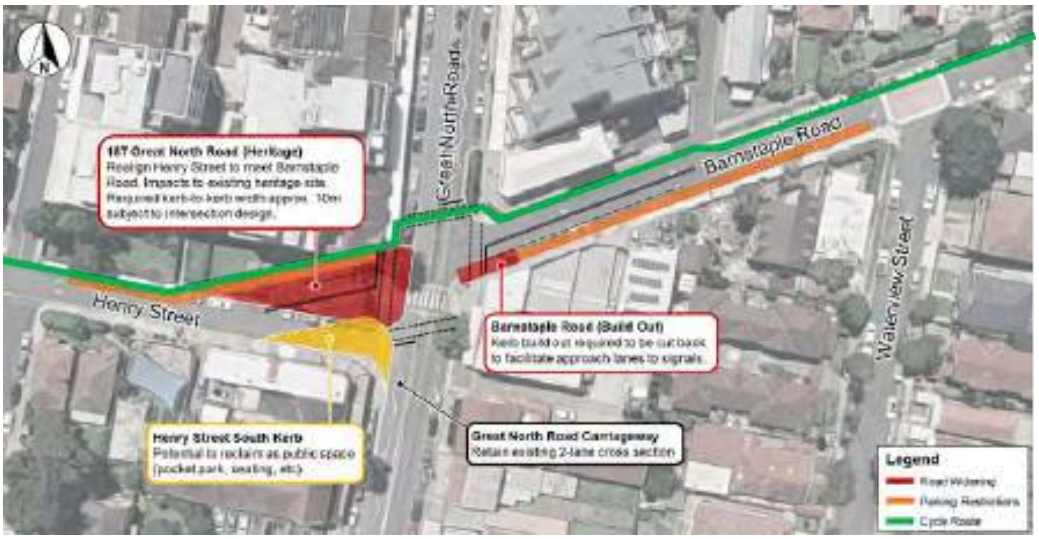
Figure 7.9: Great North Road / Henry Street / Barnstaple Road Signals Diagram

The introduction of this new signalised intersection is expected to alleviate the congestion on Garfield Street, improving its delay from LOS F to LOS D. Henry Street itself will perform at LOS E after its signalisation.

Due to the existing staggered side road nature of the Henry Street and Barnstaple Road intersection, the signalisation of this intersection requires major re-alignment of one of the roads, either:

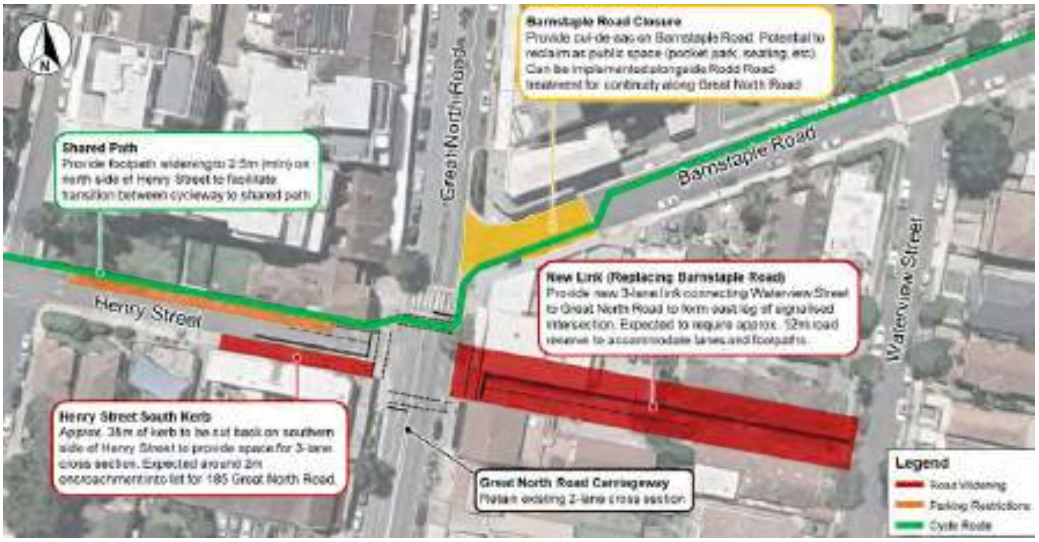
- Option 1: Realign Henry Street north-east to join Barnstaple Road at a cross intersection
  - Requires removal of existing kerb build-out on Barnstaple Road
  - Requires restriction of parking on Barnstaple Road near the intersection
  - This will maintain the current alignment of Barnstaple Road and have lesser impacts on the size of affected lots
  - However, this may have impacts to existing heritage property on the north side of Henry Street (187 Great North Road).
- Option 2: Create a new 12m wide road link between Great North Road and Waterview Street in alignment with Henry Street.
  - Requires widening of Henry Street for around 35m on the southern side by approximately 2m to accommodate three-lane approach with adequate footpath space
  - Requires restriction of parking on the north side of Henry Street east of East Street
  - Opportunity of road closure of Barnstaple Street at Great North Road, with potential to utilise as public space (e.g. a pocket park with integration into the cycling corridor) similar to proposed treatment at Rodd Road
  - Regional cycle route can transition to shared path to cross Great North Road into Barnstaple Road public space (designed around this integration) to continue along existing alignment
  - Dimensions subject to intersection design and turning path assessments.

The options are shown in Figure 7.10 and Figure 7.11.



Adapted from Google Maps

Figure 7.10: Great North Road / Henry Street / Barnstaple Road Upgrades – Option 1



Adapted from Google Maps

Figure 7.11: Great North Road / Henry Street / Barnstaple Road Upgrades – Option 2

From a road design perspective, Option 1 is preferred for the simplified arrangement, requiring only a re-alignment of Henry Street and maintaining Barnstaple Road at its existing alignment. This reinforces Barnstaple Road as a higher movement local street. 'Rat-running' through Henry Street will be minimised through the one-way restriction around Five Dock Public School. The realignment of Henry Street also provides opportunity to improve pedestrian infrastructure at this location.

Option 2 avoids impacts to heritage at the cost of increased works and less direct routing. Utilising a new link between Great North Road and Waterview Street creates a 'dog-leg' movement for east-west travel via Waterview Street. Delineation along Waterview Street and changes to intersection priorities are recommended to improve vehicle movement by prioritising the subject route. Option 2 also facilitates a more standard 4-way orthogonal intersection with typical sightlines.

7.5.5 Great North Road / Lyons Road / Lyons Road West

This intersection operates poorly in the Masterplan scenarios, with extremely high delays and long queues on the north, south and west approaches (especially the latter). The existing traffic signals at this site operate as 'split side roads', where the north and south approaches on Great North Road run sequentially (as opposed to at the same time). It is proposed to upgrade this intersection to a contemporary 'double diamond' phase sequence, where the right turns operate at the same time in a dedicated phase and also filter during the main phase. This would involve the following modifications to this intersection:

- Construct a dedicated right turn bay on the west approach to reduce delays and queues caused by friction with the filter right turn on this approach. This item will require some land acquisition on the south side of Lyons Road West between East Street and Great North Road (approx. 3m additional width). Impacts on alignment for eastbound and westbound lanes with their respective exit lanes must be considered alongside the cost of post and utilities relocation.
- Convert Lane 2 of the north approach to through movements only (i.e. no more shared right turn lane) due to constrained intersection geometry and diamond phasing requirements for simultaneous right turn movements.
- Extend existing right turn bay on the north approach to around 70m (currently 45m). This may require some impacts to kerbside parking and/or bus stops at this location subject to intersection design.
- Extend existing right turn bay on the south approach to 50m (currently around 30m). This may require some impacts to kerbside parking and/or bus stops at this location subject to intersection design.
- Dimensions subject to intersection design and turning path assessments.

These upgrades are shown in Figure 7.12.

Alternative options include the banning of the right turn from Lyons Road West, which is one of the most critical movements at the intersection. Despite its effectiveness in improving intersection performance, the high volume of impacted traffic, the loss of connectivity into Great North Road and the resulting forced 'rat-running' is expected to have unacceptable implications for the nearby local streets.



Adapted from Google Maps

Figure 7.12: Great North Road / Lyons Road Upgrades

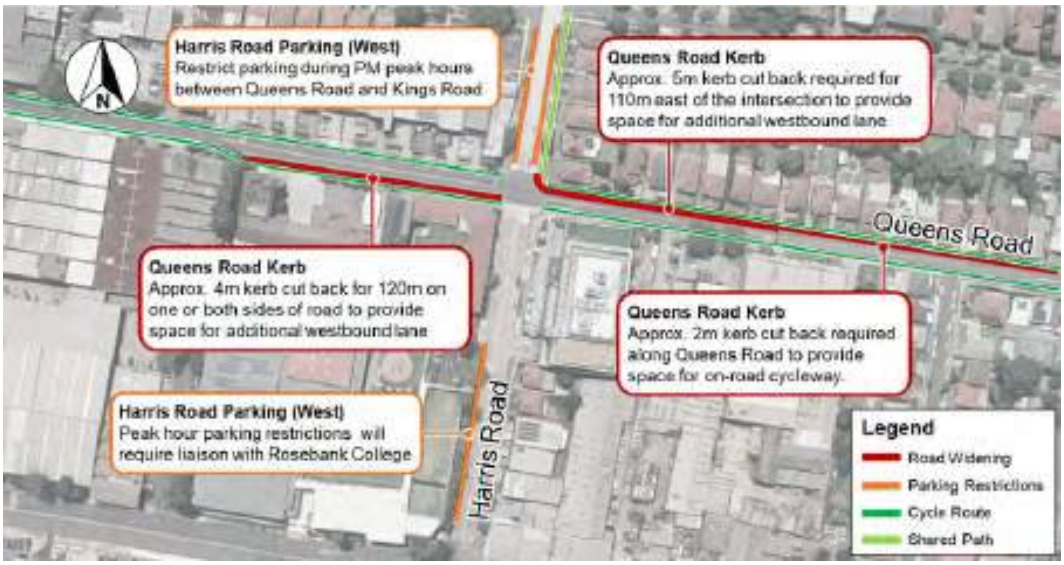
7.5.6 Queens Road / Harris Road

This is an existing signalised intersection with heavily constrained geometry. Despite the high Movement function of Queens Road, it only has single through movement approaches. To compensate, the intersection demands a high proportion of signal green time for the Queens Road movement to provide for the traffic demands. A consequence of the prioritisation of Queens Road is that the Harris Road approaches show a rapid deterioration of performance as trips to and from the Five Dock Precinct catchment increase in the future.

The recommended upgrades to this intersection are as follows:

- Provide 2 westbound lanes on Queens Road
  - The existing filter right turn movement may block westbound through traffic and/or require hazardous vehicle movements to navigate around waiting vehicles due to the narrow intersection footprint
  - Whilst relatively in low volume (<50 vph), minimising friction on this approach is key to improving overall intersection efficiency
  - The provision of dedicated turning infrastructure will also improve traffic safety at this intersection
  - Requires land acquisition approx. 4-5m kerb cut back along Queens Road, subject to intersection design.
- Provide peak hour clearway / parking restrictions along the western side of Harris Road (between Queens Road and Parramatta Road)
  - Requires relocation of pick-up and drop-off zone for Rosebank College
  - Potential for this to be serviced via a future link on western side of Rosebank College)
- Provide peak hour clearway / parking restrictions along Harris Road between Queens Road and Kings Road
- Optimise traffic signal phase timing
  - As a part of intersection upgrades, signal phase timing can be rebalanced to reflect the increase in traffic volumes along Harris Road.

It is noted that this intersection is at the boundary of the study area, and is further influenced by regional strategic planning and projects. Queens Road serves as a supplementary corridor running parallel to Parramatta Road. Future changes to Parramatta Road (as parts of PRCUTS or similar) and/or development of Metro stations further upstream may affect route choice along Queens Road.



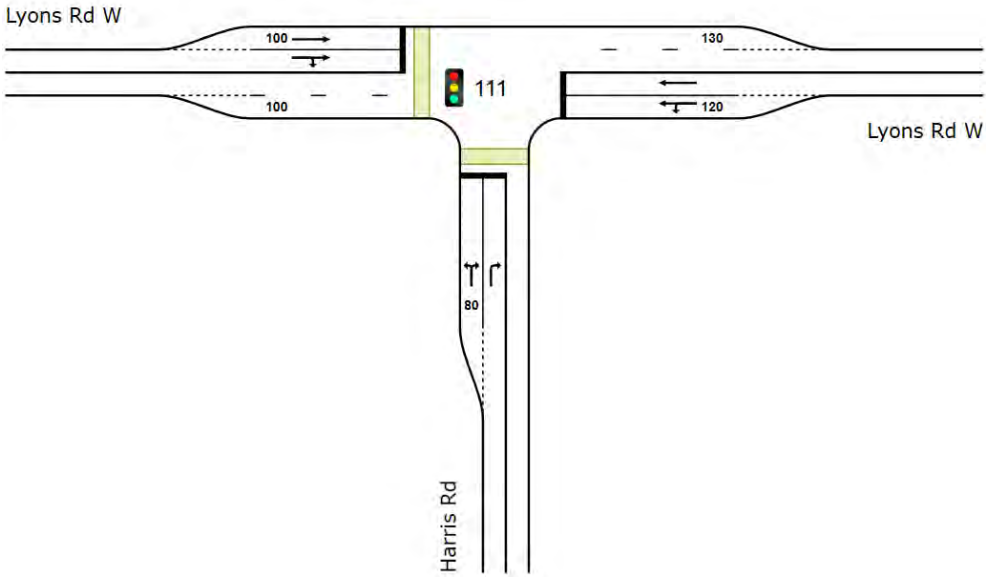
Adapted from Google Maps

Figure 7.13: Queens Road / Harris Road Upgrades

7.5.7 Lyons Road West / Harris Road

This intersection is currently a frequently utilised roundabout with approximately 1,000 vph on Lyons Road in each direction projected by 2046. This increase in traffic volumes heavily strains the capacity of the roundabout, particularly on the southern approach (which is opposed by high westbound flows). The right turn from Harris Road onto Lyons Road is in high demand with over 300 vph in both peak periods. As the roundabout is no longer capable of accommodating the projected volumes, it is proposed that the intersection be upgraded to traffic signals.

An indicative intersection layout is shown in Figure 7.14.



Source: SIDRA

Figure 7.14: Lyons Road West / Harris Road Signals Diagram

The following impacts, considerations or challenges should be noted:

- Loss of parking on Lyons Road West between Harris Road and Elizabeth Street (opportunities for timed peak hour clearways instead to minimise parking impacts)
- Loss of parking on Lyons Road West between Harris Road and Maida Street
- Cut-back of the kerb build-out on north side of Lyons Road West between Corden Avenue and Harris Road will be required to facilitate two approach lanes
- The design will likely require special exemption from TfNSW to not include a signalised pedestrian crossing on the east approach of the intersection
  - Pedestrian protection requirements would offset any performance benefits from the proposed signalised arrangements
  - This is considered to be mitigated through existing and proposed pedestrian infrastructure along Lyons Road West (see Section 8.4)
  - B Phase: All movements from Harris Road. West leg pedestrian crossing green time.
- The presence of driveways within the intersection extents on the north side of Lyons Road West will need to be accounted for during TCS design stages.

The minimum required modifications to achieve this intersection layout are shown in Figure 7.15. However, it is noted that the existing lane widths along Great North Road are below the minimum recommended for roads on bus routes as outlined in TfNSW *Guidelines for Public Transport Capable Infrastructure in Greenfield Sites 2018*. This specifies a width of 3.2m for travel lanes, and 3.5m for kerbside travel lanes. As such, further widening along Lyons Road West may be required to achieve these lane widths.



Adapted from Google Maps

Figure 7.15: Lyons Road West / Harris Road Upgrades

The modelling results show that the average delay with this intersection layout measures around LOS B during the AM peak and LOS C during the PM peak (from LOS F with the existing roundabout). Although significantly improved, the Harris Road approach will average LOS D during both peaks and queues may extend to Henry Street.

Another benefit of this upgrade is a moderate improvement to pedestrian safety, as they will gain priority at the intersection and drivers will have better awareness of pedestrians on the road. While the existing splitter islands may function also as refuge islands, the signalised crossings will be safer for all road users.

7.6 Road Network Upgrades Traffic Performance

The results comparison of the pre-upgrades and post-upgrades scenarios are shown in Table 7.1 and Table 7.2.

Table 7.1: Future Project Upgrades Intersection Level of Service Comparison

Intersection	AM Peak - Level of Service			PM Peak - Level of Service		
	Future Project	Future Project (Full Upgrades)	Future Project (Balanced Upgrades)	Future Project	Future Project (Full Upgrades)	Future Project (Balanced Upgrades)
101 - GNR / Queens Rd / Fairlight St	LOS F	LOS C	LOS B	LOS F	LOS C	LOS B
102 - GNR / Kings Rd	LOS B	LOS E	LOS B	LOS A	LOS F	LOS B
103 - GNR / Ramsay Rd / First Ave	LOS F	LOS C	LOS C	LOS F	LOS C	LOS B
104 - GNR / Garfield St	LOS F	LOS C	LOS B	LOS F	LOS A	LOS B
105 - GNR / Second Ave	LOS B	LOS B	LOS B	LOS F	LOS C	LOS B
106 - Second Ave / Waterview St	LOS A	LOS A	LOS A	LOS A	LOS A	LOS A
107 - GNR / Barnstaple Rd / Henry St	LOS A	LOS B	LOS B	LOS A	LOS B	LOS B
108 - GNR / Rodd Rd	LOS A	LOS A	LOS A	LOS A	LOS A	LOS A
109 - GNR / Lyons Rd / Lyons Rd West	LOS F	LOS D	LOS C	LOS F	LOS C	LOS C
110 - Lyons Rd West / East St	LOS A	LOS A	LOS A	LOS A	LOS A	LOS A
111 - Lyons Rd West / Harris Rd	LOS F	LOS C	LOS B	LOS F	LOS C	LOS C
112 - Queens Rd / Harris Rd	LOS F	LOS C	LOS B	LOS F	LOS D	LOS C
113 - Garfield St / West St	LOS A	LOS A	LOS A	LOS A	LOS A	LOS A
114 - Henry St / East St	LOS A	LOS A	LOS A	LOS A	LOS A	LOS A
115 - Ramsay Rd / Fairlight St	LOS C	LOS C	LOS C	LOS F	LOS C	LOS C
116 - First Ave / Waterview St	LOS A	LOS A	LOS A	LOS A	LOS A	LOS A
117 - Barnstaple Rd / Waterview St	LOS A	LOS A	LOS A	LOS A	LOS A	LOS A
118 - Barnstaple Rd / Park Rd	LOS A	LOS A	LOS A	LOS A	LOS A	LOS A

**GNR refers to Great North Road*

Table 7.2: Future Project Upgrades Intersection Degree of Saturation Comparison

Intersection	AM Peak - Degree of Saturation			PM Peak - Degree of Saturation		
	Future Project	Future Project (Full Upgrades)	Future Project (Balanced Upgrades)	Future Project	Future Project (Full Upgrades)	Future Project (Balanced Upgrades)
101 - GNR / Queens Rd / Fairlight St	2.192	0.902	0.853	2.674	1.081	0.716
102 - GNR / Kings Rd	0.676	0.835	0.674	0.699	1.05	0.703
103 - GNR / Ramsay Rd / First Ave	1.351	0.775	0.668	1.459	0.911	0.632
104 - GNR / Garfield St	2.469	0.927	0.919	2.211	0.815	0.904
105 - GNR / Second Ave	0.651	0.871	0.877	1.247	0.875	0.692
106 - Second Ave / Waterview St	0.135	0.152	0.131	0.209	0.148	0.126
107 - GNR / Barnstaple Rd / Henry St	0.805	0.836	0.738	0.814	0.682	0.634
108 - GNR / Rodd Rd	0.45	0.979	0.812	0.497	0.565	0.453
109 - GNR / Lyons Rd / Lyons Rd West	1.395	1.018	1.003	1.317	1.005	0.952
110 - Lyons Rd West / East St	0.69	0.537	0.525	0.804	0.597	0.577
111 - Lyons Rd West / Harris Rd	1.359	0.998	0.962	1.188	0.958	0.918
112 - Queens Rd / Harris Rd	1.765	0.866	0.794	2.312	0.942	0.945
113 - Garfield St / West St	0.603	0.325	0.292	0.438	0.298	0.273
114 - Henry St / East St	0.095	0.18	0.152	0.088	0.14	0.115
115 - Ramsay Rd / Fairlight St	0.905	0.714	0.676	1.153	0.813	0.786
116 - First Ave / Waterview St	0.414	0.378	0.428	0.334	0.316	0.323
117 - Barnstaple Rd / Waterview St	0.153	0.165	0.139	0.127	0.13	0.11
118 - Barnstaple Rd / Park Rd	0.283	0.268	0.242	0.227	0.204	0.186

**GNR refers to Great North Road*

Both 'Upgrade' scenarios show significant improvements compared to the pre-upgrade scenario. Of the 6 intersections which were operating at LOS F during the AM peak, all 6 have improved to LOS D or better. The only exception in the Full Upgrades scenario is the Kings Road intersection, which operates at LOS E. A similar pattern occurs during the PM peak, where all 8 intersections performing at LOS F improve to LOS D or better in both 'Upgrade' scenarios, however Kings Road degrades to LOS F.

The 'Balanced Upgrades' scenario generally achieves better intersection performance; however, a number of intersections are still operating near capacity. While significantly improved, this scenario still exhibits some level of traffic congestion within the Five Dock town centre. This is highlighted in the network plots shown in Figure 7.16 and Figure 7.17.

It is therefore recommended that the 'Balanced Upgrades' scenario be adopted as part of the masterplan development, with requisite property setbacks and land acquisition needs implanted into the relevant mechanisms. Regardless, its implementation will require a strong reinforcement of sustainable transport options to achieve the mode shift required for these upgrades to be sufficient.

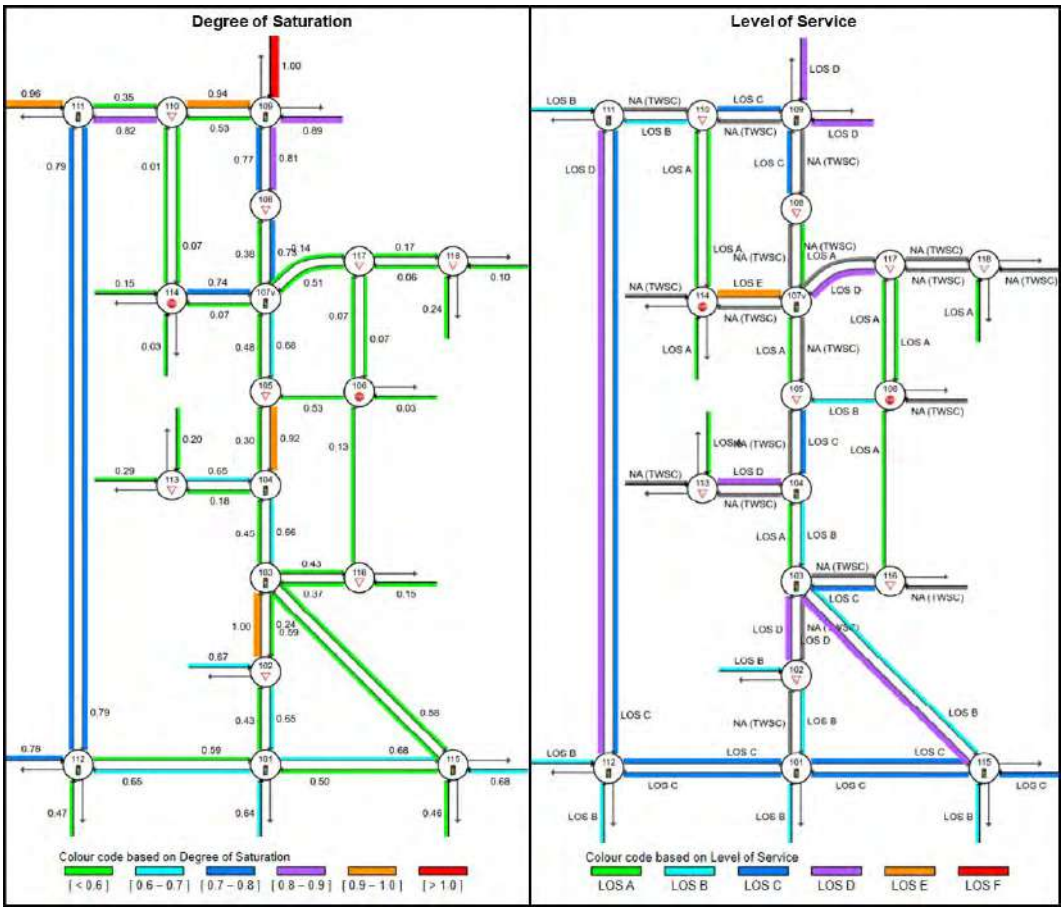


Figure 7.16: Future Project Balanced Upgrades Approach Performance – AM Peak

In the AM peak, Henry Street alone shows LOS E on the west approach. It's likely that vehicles will naturally redistribute to Garfield Street, which remains well under capacity in this scenario.

The north leg of Great North Road at Lyons Road West exhibits a DOS >1. This is primarily caused by a congested southbound right-turn. As this intersection remains near capacity, concessions from other approaches cannot be made. However, the overall approach delay remains at an acceptable level and no further upgrades are recommended to be made to the intersection.

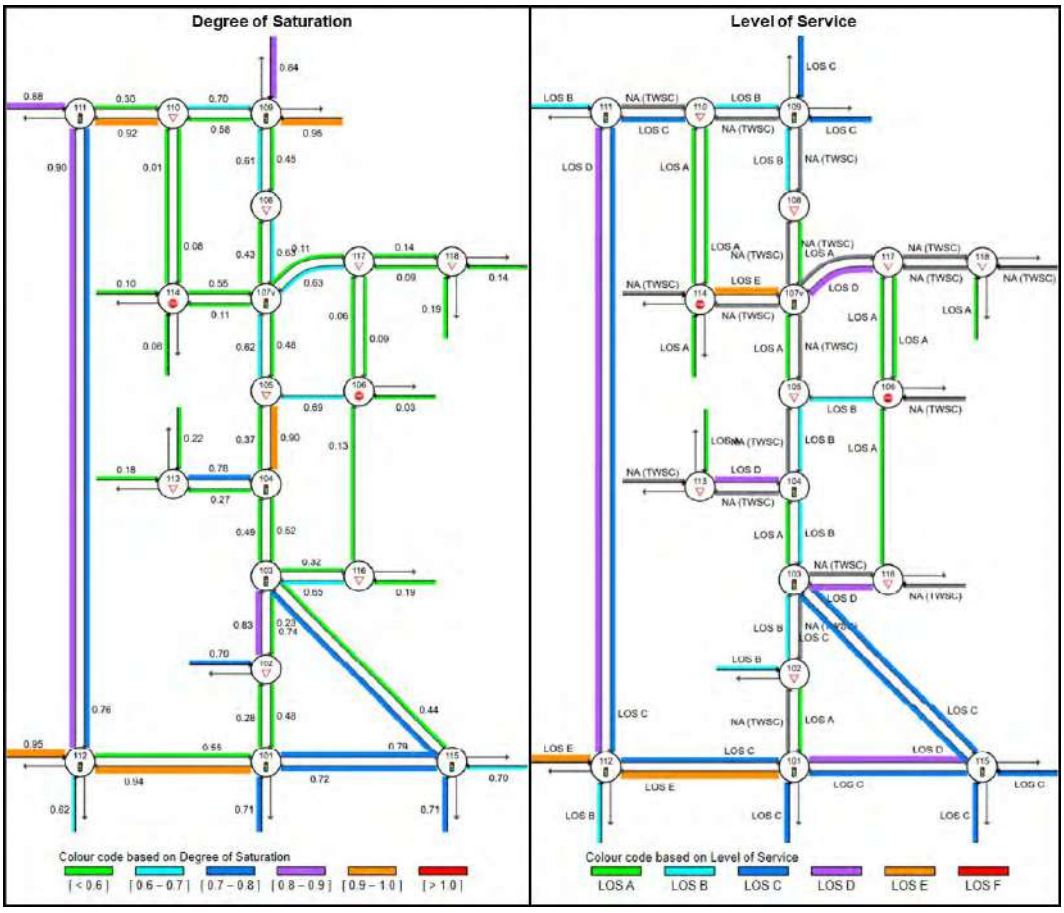


Figure 7.17: Future Project Balanced Upgrades Approach Performance – PM Peak

The key constraint in the PM peak is at the Queens Road / Harris Road intersection. The traffic signals must balance between keeping the northbound queue away from Parramatta Road, while maintaining performance on Queens Road. Despite the south approach performing the best at this intersection, queues are measured to be 140m, nearing Parramatta Road. Traffic performance on Queens Road may not be improved without further widening (e.g. providing additional eastbound lane, westbound right-turn bay, southbound right-turn bay).

8. TRANSPORT PLANNING INITIATIVES

8.1 Overview

One of the key challenges in achieving the urban design vision for the Five Dock Precinct is ensuring that the transport strategy is in alignment. The significant uplift in population across the study area drives a sharp increase in transport demand, highlighting the need for improved infrastructure to cater for new traffic pressures.

However, the transport planning for the precinct should also adopt an integrated multi-modal approach that balances the Movement and Place classifications with the future traffic and transport needs of the road users. While Section 7 in this report explored traffic infrastructure upgrades across the network, this is underpinned by the transport demand management solutions identified in this section, as means of achieving the outcomes summarised in Figure 8.1 below.

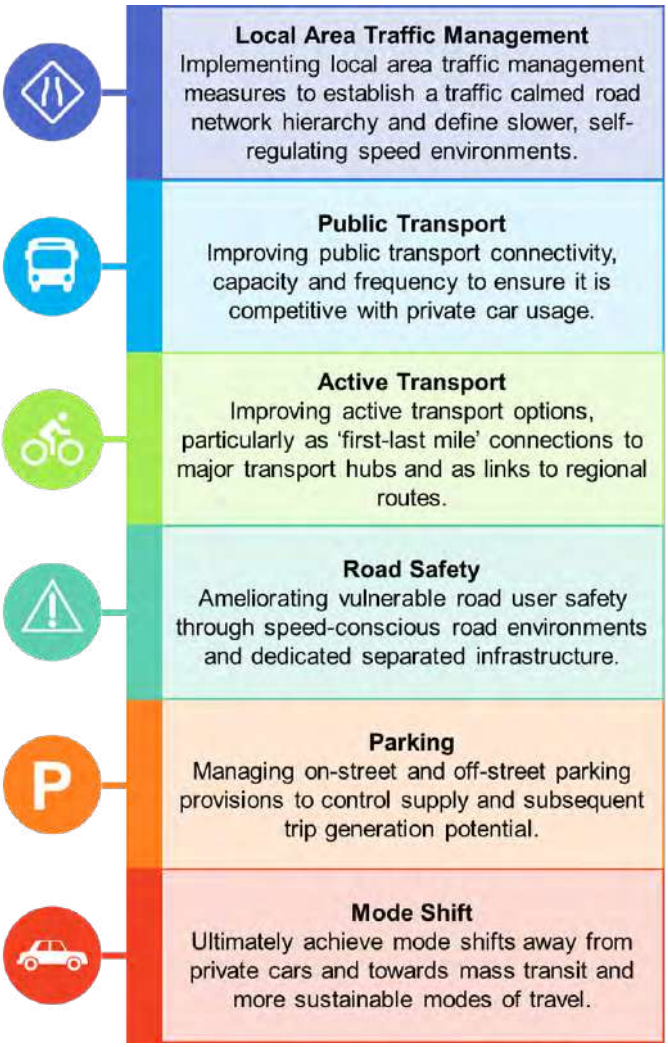


Figure 8.1: Targeted Transport Strategy Outcomes

The following sections detail these considerations and how they guided the development of the transport strategy.

8.2 Future Transport Mode Share

8.2.1 STM Mode Share Projections

The projected transport mode share at an origin-destination level was extracted from TfNSW's Strategic Travel Model (STM) for all the modelling scenarios. This data was analysed to determine the expected splits between private vs. public vehicular travel, and how the pattern is expected to shift as population and employment within the precinct grows. Most critically, the scenarios were evaluated to understand the influence of the incoming Metro station and how travel modes change as a result of the significant improvement in public transport options.

It is noted that this data explores only vehicular travel, and other modes like walking and cycling are not included in these results.

The mode share analysis considered trips to/from the travel zones which encompass the Five Dock Precinct, as well as some surrounding suburbs like Wareemba that rely heavily on key parts of the study area network like Lyons Road and Great North Road.

The mode shares for each scenario are shown in Table 8.1 and Figure 8.2.

Table 8.1: Future Transport Mode Share

Mode	Existing (2021)	No Metro No Masterplan (2046)	No Metro With Masterplan (2046)	With Metro No Masterplan (2046)	With Metro With Masterplan (2046)
Car	81.3%	81.6%	79.0%	71.4%	67.6%
Other PT	9.4%	8.9%	10.2%	22.8%	26.1%
Bus	9.4%	9.5%	10.8%	5.8%	6.3%

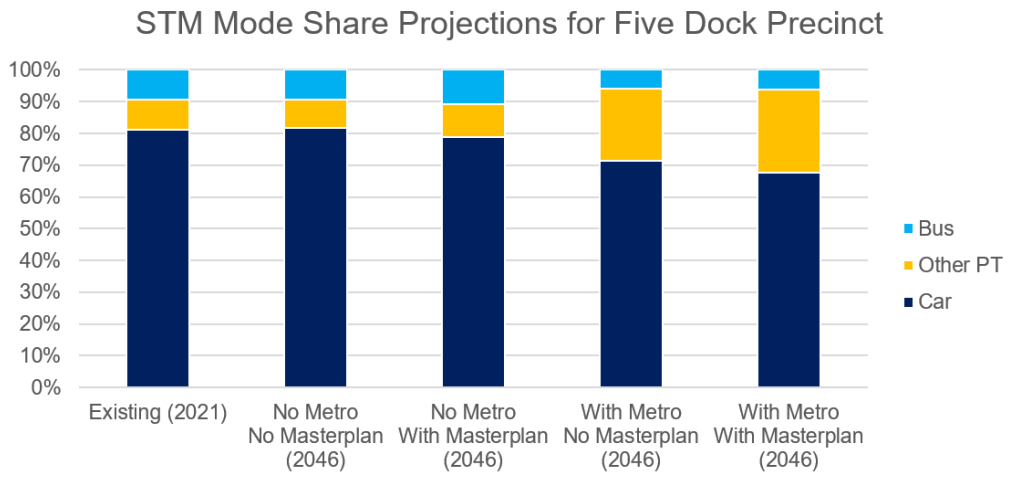


Figure 8.2: Future Transport Mode Share

The 'Other PT' category from the STM is representative of non-bus public transport options. In the 'No Metro' scenarios, this is expected to be comprised of existing chain trips to the heavy rail lines (T1, T2, T3 or T7 services) at nearby stations like Croydon and Ashfield.

The strategic modelling data shows the following:

- There is a negligible change in future travel patterns in all 'No Metro' scenarios; that is, without the influence of a significant public transport infrastructure, travel patterns are expected to remain similar
- There is a **14-16% increase** in public transport usage in 'With Metro' scenarios, indicating that the introduction of the Metro service (which catering for trips to the Sydney CBD, Parramatta

CBD and Burwood) is expected to be an attractive travel option in both baseline and masterplan scenarios

- The trip generation associated with the masterplan uplift is weighted more towards public transport in comparison to the baseline; this is likely due to the close proximity of housing density to the major transport hub
- There is a **10-11% decrease** in car usage in favour of public transport. However, despite this shift, private cars remain the dominant form of transport, encompassing 68% of trips taken in the Future Project scenario (with metro, with masterplan).
- There is a **4% decrease** in bus usage in favour of 'Other PT', almost halving its mode share. This indicates that the Metro (by virtue of servicing a similar catchment and destinations) absorbs some of the existing market for buses.

It is noted that the above assessment is undertaken using STM data, which projects travel patterns at a high level. There are other considerations which aren't necessarily assessable using this modelling package. These include:

- Increased attractivity of active transport as a result of enhanced regional connectivity and infrastructure as part of the masterplan
- Demographic changes associated with new housing uplift and new parking caps
- Recent societal movements towards greater working from home adoption in the wake of the COVID-19 pandemic.

8.2.2 Census Journey to Work Data

To supplement the STM data, ABS census data was used to derive further detail in travel patterns. Due to the effects of COVID-19 on travel patterns during the 2021 census, 2016 census data was used (the former showed a very significant WFH proportion due to the census timing and movement restrictions in NSW at the time).

The recorded 2016 mode share is summarised in Table 8.2.

Table 8.2: Mode Share from 2016 Census

Mode	Percentage
Public transport	15.5%
Vehicle	64.8%
Active transport	4.6%
Worked at home or Did not go to work	15.1%
Total	**100%**

The distribution of each transport mode by distance to place of work for residents of Five Dock is shown in Figure 8.3. It is observed that there is a high percentage of public transport users that work between 5-10km from Five Dock, aligning with the Sydney CBD. As this function overlaps with the Sydney Metro West route, it is highly likely that this is the population market that will have transport needs directly addressed via the new Metro service.

Furthermore, active transport dominates trips within 1km of destination, with almost 50% of the residents choosing to walk or cycle to work. This highlights an encouraging propensity towards active transport for close distance trips, including to the future Metro station (which will be within 800m of any masterplan site). This reinforces the importance of providing a permeable road network to minimise detours and to cut down on walking/cycling distance via more direct and accessible links.

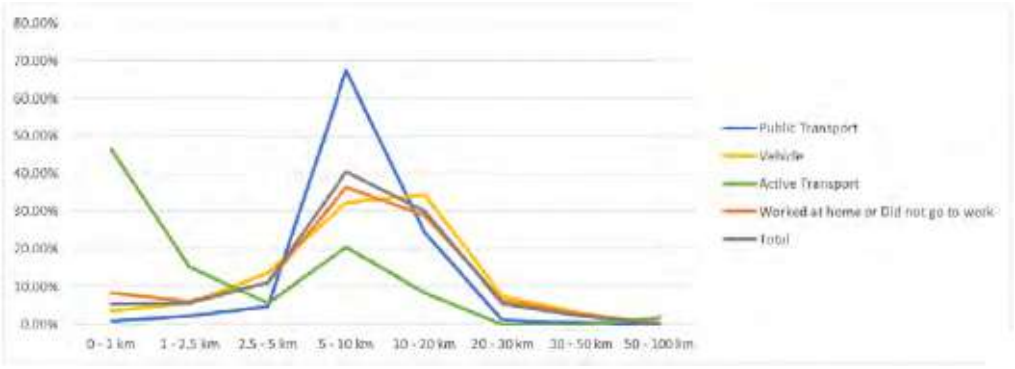


Figure 8.3: Distance to Place of Work by Transport Mode

Trips towards other places of high employment such as Lane Cove, Leichhardt and Auburn are not covered by the Metro, and travel times are likely more efficient by car compared to bus. Trips to Chatswood are also likely faster by car compared to Metro. There is room for further reinforcement of public transport links towards these areas via new express bus services to further shift mode share away from cars.

8.2.3 Target Mode Shares

The target future masterplan scenario mode shares have therefore been identified on the basis that:

- The STM predicts a significant shift away from private cars towards public transport as a result of the Metro station
- Train travel is expected to absorb part of the existing bus mode share due to overlap / supplanting of existing bus services
- Existing travel patterns show a significant proportion of short-distance trips being undertaken via active transport
- The masterplan proposes significant improvements in public and active transport infrastructure, with specific travel initiatives outlined and recommended in following sections
- The masterplan proposes stricter DCP parking controls for new sites in recognition of their high transport option environment
- Without intervention, the future road network is identified to likely be overcapacity at key pinch point locations, highlighting the need for travel demand management measures to distribute and discount traffic generation from masterplan developments.

The target future mode share for masterplan traffic is therefore shown in Table 8.3.

Table 8.3: Mode Share Targets

Mode	2016 Existing	2046 STM w/ Metro	2046 Target	Change from 2016
Public transport – train	15.5%	20.9%	22.0%	+16.5%
Public transport – bus		5.0%	10.0%	
Vehicle	64.8%	54.1%	45.0%	-19.8%
Active transport	4.6%	4.6%[1]	8.0%	+3.4%
Worked at home / Did not go	15.1%	15.1%[1]	15.0%	-0.1%
Total	**100%**	**100%**	**100%**	**100%**

1. Retained from 2016 existing as STM did not include these modes

8.3 Public Transport Initiatives

After the introduction of the Five Dock Metro Station, the entirety of the Five Dock Precinct will be within walking distance (800m) of the station. The Sydney Metro West provides a high-volume public transport option, expected to primarily service movements to and from Sydney and Parramatta CBDs.

The existing bus network has good coverage as shown in Figure 4.9 and Figure 8.4, with all areas in the Precinct within 400m walking distance of a bus stop.

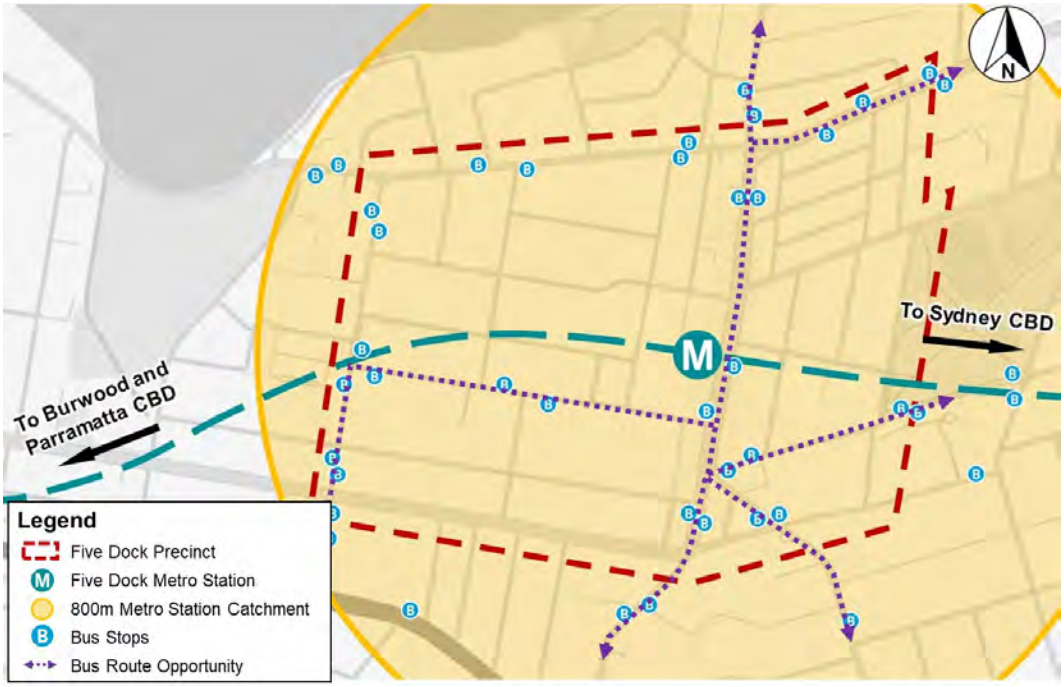


Figure 8.4: Five Dock Precinct Public Transport Coverage

The introduction of Sydney Metro West will supplement (and in some areas completely replace) the function of the existing bus network through Five Dock, particularly as a means of travelling to the Sydney CBD, Parramatta CBD, and other key centres such as Burwood and Sydney Olympic Park.

The focus of the bus network should therefore shift to:

- Performing a 'feeder bus' role by distributing riders between the Five Dock Metro Station and the surrounding suburbs
  - Increase service frequency and stops on north-south routes like 415, 438 and 530 to link nearby catchments to the Metro station
  - Also facilitates links from the PRCUTS Kings Bay precinct to the Metro station, noting that it is outside of the 800m catchment of the new station
  - In doing so, this targets a population market that can alleviate traffic pressures on key constrained corridors like Great North Road, Harris Road and Lyons Road.
- Filling in gaps in the Metro and Sydney Trains network with new and enhanced bus services
  - As the Metro provides a strong east-west transport solution, target catchments for new services represent areas mostly to the north and south
  - This includes origins/destinations like Ryde, Macquarie Park, Hurstville, Bankstown, and Chatswood, which all show existing public transport travel times over double that of private cars
  - Existing routes include the 490, 491, 492 and 530
  - Upgrades to these routes with more frequent or peak hour express services can mitigate existing lengthy travel times.

Active transport is noted to be an alternative distributive feeder travel mode that integrates well with rail networks. It is important to provide the necessary infrastructure to facilitate active transport modes. Active transport links towards the Five Dock Metro Station and end-of-trip facilities at the Metro Station should be provided. These facilities include sheltered bike storage, air pumps, drinking fountains, and showers.

Actionable items to improve the future Five Dock public transport network include:

- Introduction of new routes or increases in bus frequency towards Macquarie Park, Hurstville, Bankstown, and Chatswood with express services during peak hours
- Introduction of shorter routes or increases in bus frequency towards Chiswick, Abbottsford, Drummoyne, Rodd Point, and other nearby suburbs
- Opportunity to reallocate resources for bus service frequency towards the Sydney CBD (replaced by new Metro route)
- Construct high quality end-of-trip facilities for active transport users at the Metro Station in line with CPTED principles.

8.4 Active Transport Initiatives

8.4.1 General

A comprehensive active transport network is key to achieving a strong vision for the Masterplan, with the built form supporting resident and visitor engagement to the civic spaces. The focus should be on prioritising links and infrastructure which show strong community benefits for walking and cycling. The significant increase in density and the resulting increase in conflicting activity levels highlights the importance of reinforcing the network with dedicated infrastructure for safer road user outcomes.

The key existing issues for pedestrians and cyclists within the Five Dock Precinct include:

- The narrowness of roads and footpaths
- Poor sightlines due to tight geometry and on-street parking
- Lack of dedicated infrastructure (particularly for cyclists).

The proposed active transport initiatives to address this include the following:

- Provision of new through site links to improve block permeability and network connectivity, especially in the north-south direction
- Widening of existing narrow roads to strengthen and support active transport on local streets
- Highlight new key active transport corridors on Lancelot Street and Henry Street
- The provision of dedicated cycling infrastructure along key corridors like Henry Street, Queens Road and Harris Road, with a focus on connections to external regional routes and the new transport hub
- The provision of dedicated pedestrian crossing infrastructure like pedestrian refuge islands, crossings and shared zones to highlight safer opportunities for vulnerable road users
- Traffic calming measures to reduce vehicle speeds in local catchments
- Recommendation for the consideration of a new 40km/h High Pedestrian Activity Area along the Great North Road High Street (between Queens Road and Lyons Road).

The proposed new features support the implementation of the Masterplan, with new crossing facilities to support through site links where they interface with the existing road network. Raised pedestrian crossings (also known as ‘wombat crossings’) were adopted in the recommendations due to their dual function as a physical traffic-calming device and as pedestrian-priority infrastructure. Refuge islands were recommended in areas where vertical deflection was considered to be undesirable, and interruptions to vehicle flow may result in traffic issues.

8.4.2 Cycling Network

The Five Dock Precinct is located at the confluence of various regional cycling routes, providing a strong opportunity for improvements to existing links or further connection between these routes. The key considerations for determining the location of each link are as follows:

- Connection to regional cycling routes
- Separation from heavily trafficked roads, where practical
- Ready access to Five Dock Metro Station.

The primary proposed links are as follows:

- **R01 Queens Road-Fairlight Street:** Upgrade existing cycle route with dedicated separated cycleway and road widening. Includes upgrades to signalised intersections along Queens Road to support cycling movements on-road or as part of shared path transitions.
- **R02 Henry Street-Barnstaple Road:** Upgrade existing cycle route with dedicated separated cycleway and road widening. Includes improvements to existing pedestrian crossing across Great North Road to accommodate cyclists, as well as transitory shared paths on Henry Street and Barnstaple Road near new proposed traffic signals.
- **R03 New east-west secondary local route via Lancelot Street and Second Avenue:** Provide new shared path and off-road facilities for walking and cycling via new through site links. Supports new Metro station and interfaces with Fred Kelly Place upgrades.
- **R04 New north-south secondary local route between Arlington Street and Udall Avenue:** Provide new off-road facilities for walking and cycling via new through site links. Supported by new crossing infrastructure at intersecting east-west roads. Supports trips to/from the local catchment around Five Dock Public School whilst providing regional connections.
- **R05 Harris Road**: Provide new cycle link along Harris Road between Queens Road and Lyons Road West. Due to conflicts with vehicle volumes, provide as off-road shared path to support and enhance cycling network (including existing William Street-Bevin Avenue regional route).

Pedestrian links are intended to primarily serve slower speed local traffic trips as opposed to higher speed regional trips on active transport links. To improve the safety of pedestrians within these links, it is recommended that the connection be designed to reflect this, including appropriate signage and line marking, slow points and entry/exit maze gates.

8.4.3 Summary

The proposed pedestrian and cyclist network is shown in Figure 8.5, with additional facilities shown in Figure 8.6.



Figure 8.5: Masterplan Walking and Cycling Links

8.5 Traffic Calming Devices

To control traffic speed within the residential catchments of the precinct, an implementation of local traffic calming measures is recommended. LATM treatments in accordance with Austroads *Guide to Traffic Management Part 8: Local Street Management (GTTM Part 8)* were compared to identify the most suitable type for the study area.

Table 8.4 summarises the various types of treatments considered.

Table 8.4: LATM Treatment Types

Treatment Type	Description	Example Image
Vertical Deflection Device	Physical features on the roadway which '*force vertical changes in the ride alignment or travel path of a vehicle*' Examples: speed humps, speed cushions, flat-top road humps, raised crossings, continuous footpath treatments	
Horizontal Deflection Device	Physical features on the roadway which '*force horizontal changes in the ride alignment or travel path of a vehicle*' Examples: kerb extensions, median islands, slow points, roundabouts).	
Signage and Linemarking	Low-cost treatments which can inform, guide and regulate driver movements. Signage can help communicate, enforce and warn drivers of particular traffic conditions. Linemarking can assist in guiding traffic movements around key areas.	
Threshold Treatments	Low-cost treatments which can alert drivers upon entry into a different driving environment such as arterial roads into shared zones or reduced speed zones. These are typically implemented through the colouring or texturing of road surfaces to provide drivers with visual or tactile clues.	
Pedestrian Crossing Facilities	Dedicated pedestrian infrastructure to facilitate safer crossing movements at mid-block locations or intersections Examples: pedestrian refuges, pedestrian 'zebra' crossings, signalised marked foot crossings.	

Source: Austroads' Guide to Traffic Management Part 8 (Edition 3, 2020), Chapter 8
Images on Right: Adapted from Google Street View and site photography

Four traffic-calmed blocks corresponding with different catchment areas within the precinct have been proposed. This aligns with the Movement and Place classifications, with Great North Road, Garfield Street, and Barnstaple Road 'dividing' the precinct into the four quadrants.

The blocks are identified with the following streets:

1. Lyons Road West / Harris Road / Garfield Street / Great North Road
2. Garfield Street / Harris Road / Queens Road / Great North Road
3. Lyons Road / Great North Road / Barnstaple Road / Trevanion Road
4. Barnstaple Road / Great North Road / Ramsay Road / Fairlight Street / Park Road.

It is recommended that a speed review be undertaken with the intention of establishing a Local Traffic Area for each of these catchments, with a corresponding speed limit of 40km/h. To ensure that each Local Traffic Area is a self-regulating speed environment, LATMs should be implemented with the appropriate spacing.

The proposed type and approximate location of LATM treatments are shown in Figure 8.6. The selection of type and location was based on the most appropriate adoption of DORAS recommendations (see Section 5.3) and Austroads *Guide to Traffic Management Part 8* guidelines with reference to the study area context and vision.

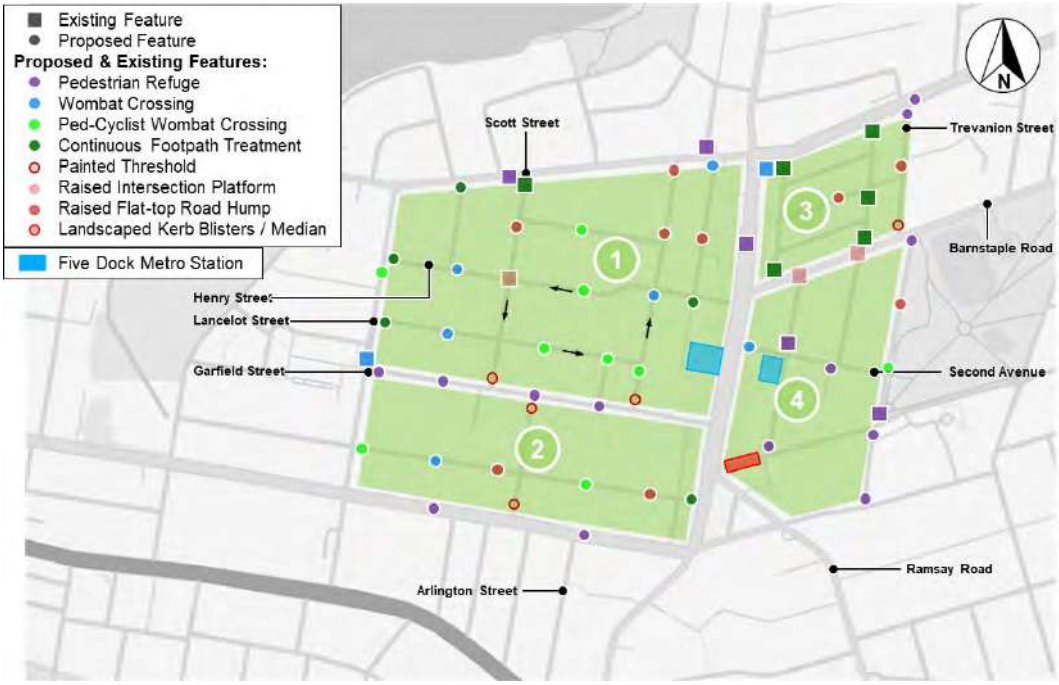


Figure 8.6: Proposed Crossing Facilities and Traffic Calming Devices

Further considerations and limitations to device type and placements are as follows:

- Continuous footpath treatments and/or road humps should be placed at the borders to and within areas of low desired speed. Spacing between humps and other vertical deflection devices should be between 80m and 150m where practical
- Road humps should not be placed to interfere with intersection turning movements along main roads. Storage space for 1-2 vehicles between the hump and the main road should be provided. Bus routes or cycling routes should also be avoided, if possible, due to rider discomfits.
- Painted thresholds should be placed where distance to downstream speed humps is too low or where bus routes enter a traffic calmed zone
- Pedestrian crossings should be raised where possible, and when installed interfacing with a cycling route, should have accommodations for shared pedestrian-cyclist movements
- Site specific conditions to be evaluated for each treatment to identify any constraints and factors that may influence treatment location and type (e.g. geotechnical, services, stormwater, etc).

8.6 Parking Policies

8.6.1 Overview

There is a strong opportunity as part of the Five Dock Precinct uplift to influence the travel behaviours and traffic demands of future demographics through parking policy controls. Noting the projected network congestion and requisite discounts to masterplan traffic generation, achieving a substantial mode share shift towards public and active transport is crucial. The proximity of the high-density residential developments to the future Metro station and bus links provides residents with a viable transport alternative, maximising the effect of this mode share shift.

A reduction in the off-street parking rates permitted for new developments will restrict the supply of parking spaces available for residents and visitors. This in combination with the reduction in on-street parking, will detract from car ownership and car use.

It is acknowledged that the optimal transport mode for many trips will utilise cars despite the public transport coverage. Car-share services can fulfill this function as an alternative to car ownership. The introduction of dedicated on-street car-share parking spaces will decrease the pressure on the supply of parking spaces, reducing the requirements for both on-street and off-street parking.

8.6.2 Development Car Parking Controls

The current car parking rates applicable to new low-density residential developments as outlined in the City of Canada Bay Development Control Plan (DCP) 2022 are summarised below:

- Dwelling house: 1 space per dwelling (max 2 spaces)
- Semi-detached dwelling: 1 space per dwelling (max 1 space)
- Dual occupancy: 1 space per dwelling (max 1 space)
- Secondary dwelling: 0 space per dwelling (max 0 spaces).

Any parking in excess of the above requirements will be counted as Gross Floor Area (GFA) (refer to definition in Canada Bay LEP).

8.6.3 Benchmark Council Areas – Car Parking Controls

To understand the quality of the existing Canada Bay DCP car parking controls, a comparison with other selected LGAs was undertaken. The selected LGAs include nearby suburbs or areas with similar land uses and accessibility to public transport as the Five Dock Precinct as shown in Table 8.5. The recommended parking spaces from the Guide to Traffic Generating Developments (GTTGD) is also included for comparison purposes.

The Canada Bay rates provided here are based on 'Category B' rates as identified in the DCP.

Table 8.5: DCP Car Parking Controls Benchmarking Comparison

Type	Canada Bay (Maximum)	Randwick City Council HIA (Minimum)	Randwick City Council (Minimum)[1]	City of Ryde (Minimum)[1]	Macquarie Park Corridor (Maximum)	PRCUTS[2] (Maximum)	Strathfield (Minimum)	GTTGD[3] Metro CBD (Minimum)
Dwelling	2	-	1-2	Max 2	-	-	2	1-2
Studio	0.3	0.2	0.5	0.6-1	0.6	0-0.6	-	0.4
1 bed	0.5	0.6	1	0.6-1	0.6	0.3-0.9	1	0.4
2 beds	0.9	0.8	1.2	0.9-1.2	0.9	0.7-1.2	1.5	0.7
3+ beds	1.2	1.1	1.5	1.4-1.6	1.4	1-1.5	2	1.2
Visitors	0.1	0.20	0.25	0.20	0.10	0-0.20	0.2	0.14

1. Any spaces provided above the minimum rate will be included in the GFA calculations for building FSR
2. Parramatta Road Corridor Urban Transformation Study (UrbanGrowth NSW 2016)
3. Guide to Traffic Generating Developments (RTA 2002)

The existing rates for the City of Canada Bay are shown to already be comparatively low. This is in contrast with a high transport mode share for cars, suggesting a higher utilisation of on-street parking. The reduction of on-street parking will likely have a notable effect on achieving mode share shift.

8.6.4 Proposed DCP Parking Controls

To achieve a reduction in traffic generation potential of the masterplan sites, it is recommended that these rates are adjusted to reduce the **maximum** number of permissible parking spaces as follows:

- Dwelling house: 1 space per dwelling
- Studio: 0.2 space per dwelling
- 1 bed: 0.3 space per dwelling
- 2 beds: 0.6 space per dwelling
- 3+ beds: 1 space per dwelling.

These stricter rates should apply to all new masterplan development, as sites are located within 800m of the new Metro station and significant investment is proposed into supporting improved active transport infrastructure, public transport, and increases to car-share parking spaces.

8.6.5 Development Bicycle Parking Controls

The current bicycle parking rates applicable to new developments as outlined in the City of Canada Bay Development Control Plan for bicycles are summarised below:

Table 8.6: Minimum Bicycle Parking and Storage Provision

Land Use	Resident/Staff Bicycle Storage Facility	Visitor Bicycle Parking Facility
Residential	2 per dwelling	2 per 10 dwellings
Commercial	2 per 150m^2 GFA	2 per 400m^2 GFA
Retail	2 per 150m^2 GFA	2 per unit + 2 per 100m^2 GFA
Industrial	2 per 10 employees	2 per unit +2 per 100m^2 GFA

The majority of the stipulated parking rates in the DCP are specified to be minimum rates with no constraints on maximum parking provision. These rates are considered satisfactory as these rates are expected to fulfill the demand induced by the projected uptake of cycling with improvements to the local network. However, the saturation of parking spaces at the station should be monitored to determine if additional spaces are required.

8.6.6 On-Street Parking

A detailed on-street parking assessment based on parking demand and supply survey data has not been undertaken as part of this study. Notwithstanding this, based on existing on-street parking controls, there are a number of unrestricted parking zones in the north-west and eastern areas of the Precinct. Consideration can be applied to homogenise on-street parking controls based on proximity from Great North Road (as the town centre high street) and the Metro station to minimise unrestricted on-street parking (which can offset benefits gained from stricter off-street parking controls).

However, it is noted that the Metro EIS analysis forecasts a relatively low proportion of park-and-ride trips associated with the Five Dock Metro Station (7%), citing better options through active and public transport from nearby housing density. At an estimated passenger demand of around 2,000 incoming during the morning peak, this will amount to a Park and Ride demand of around 140 spaces (this demand may be higher as a result of masterplan growth not accounted for at the time of EIS). The removal of off-street car parking facilities like the Kings Road and Waterview Street car parks will likely result in a deficit of longer-term parking demand, providing an opportunity as part of a precinct parking plan to transition the parking supply towards short-term and high-turnover on-street parking.

Transitory drop-off parking demand is mitigated through the conversion of around 10 existing parking spaces to Kiss and Ride spaces during the peak hour periods on Second Avenue, Waterview Street and Garfield Street.

8.7 Integrated Transport Strategy Maps

The integrated transport strategy maps summarising all existing and proposed links, pathways, cycle routes, crossing facilities and traffic calming devices are shown in Figure 8.7, Figure 8.8 and Figure 8.9.

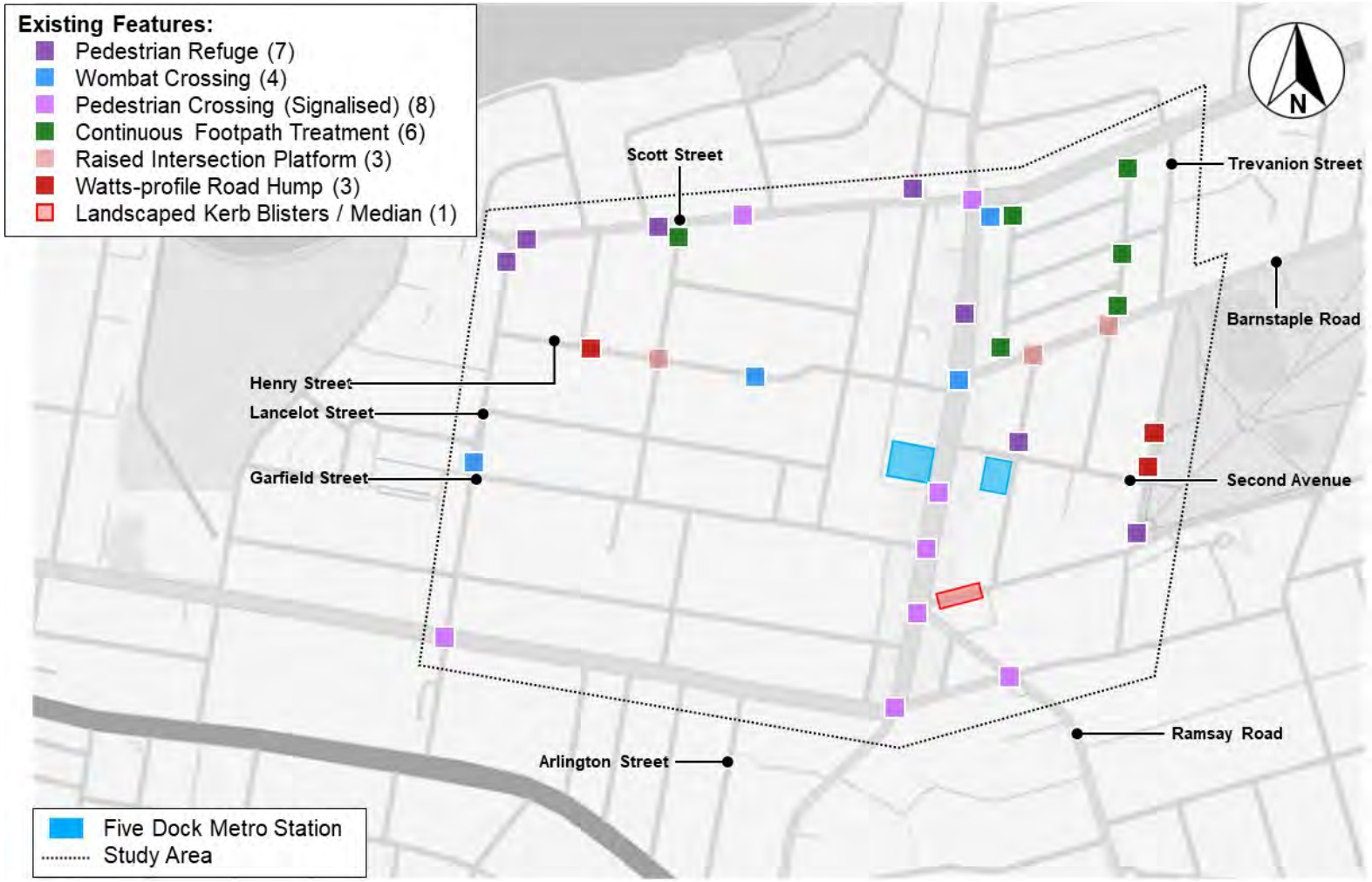


Figure 8.7: Existing Traffic Facilities in the Five Dock Precinct

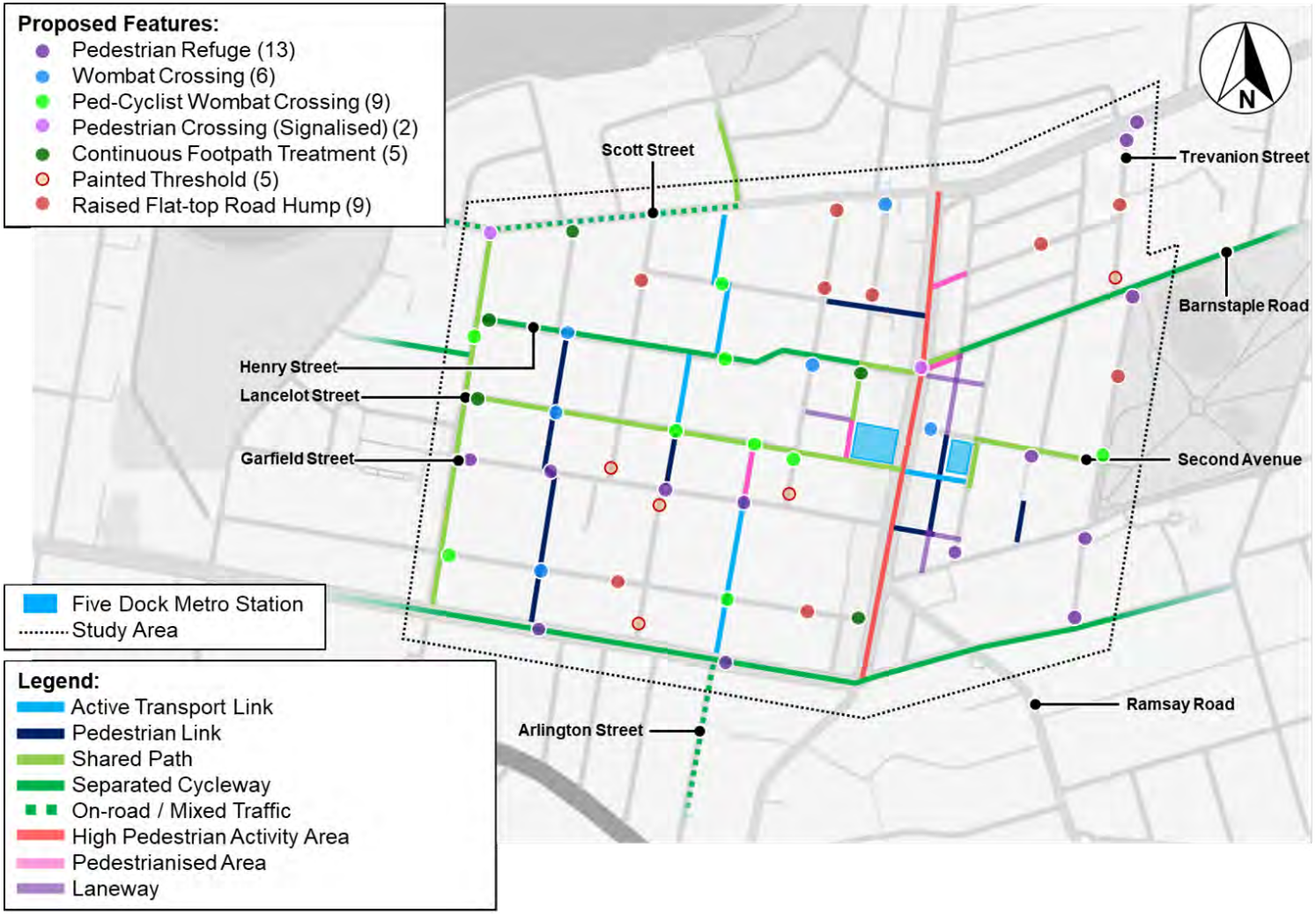


Figure 8.8: Proposed Masterplan Traffic Facilities in the Five Dock Precinct

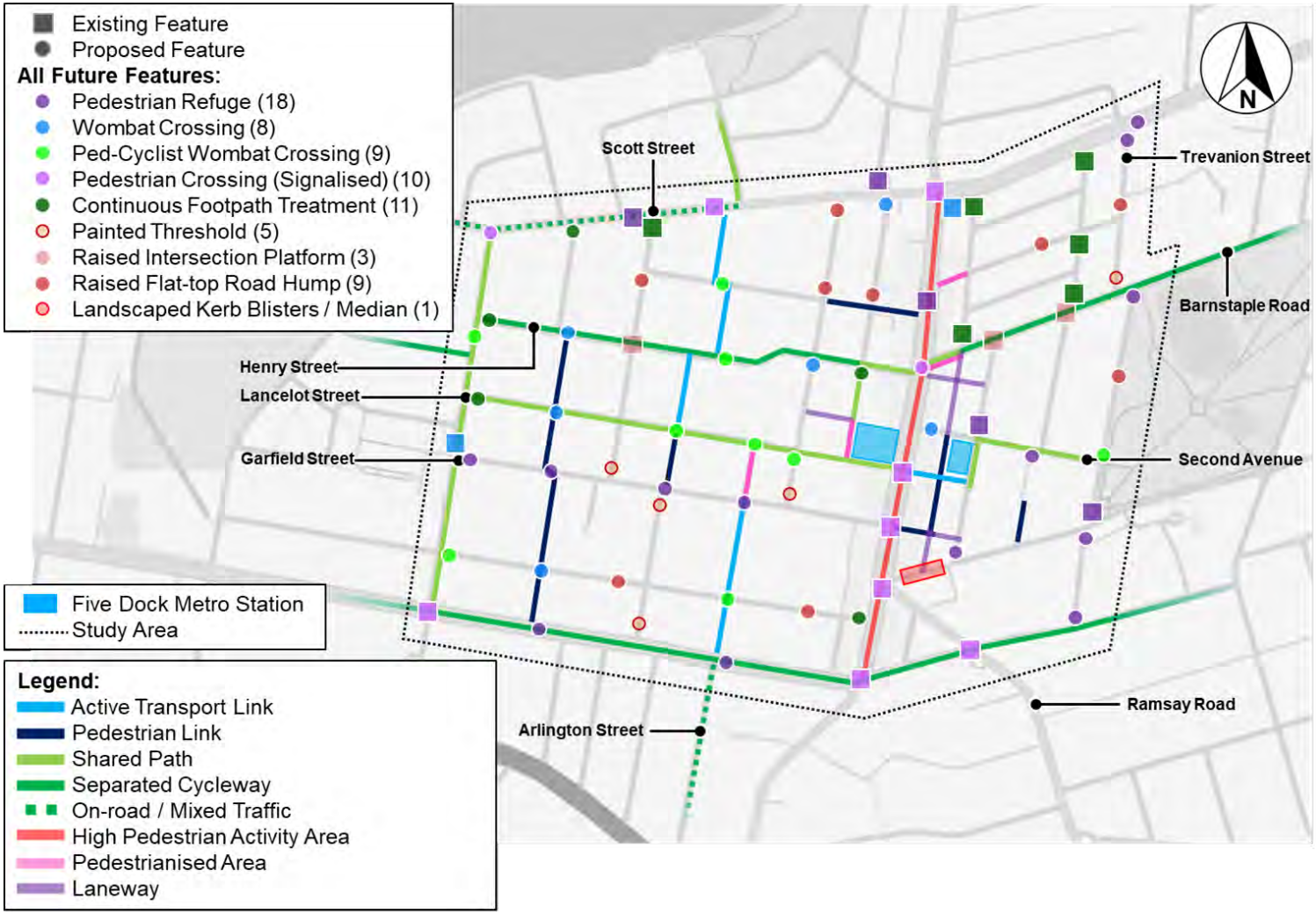


Figure 8.9: Proposed & Existing Masterplan Traffic Facilities in the Five Dock Precinct

9. CONCLUSION

9.1 Summary

The Five Dock Masterplan aims to deliver around 14,000 dwellings within the Precinct as high-density residential apartment and mixed-use buildings over the next 20 years. To do so, it seeks to leverage the traffic, transport and urban design opportunities introduced by the incoming Five Dock Metro station.

Strategic modelling indicates that the opening of the new Metro station will result in over 10% shift away from private vehicles towards public transport modes. Despite this, the projected traffic growth within the precinct outpaces this mode shift, with peak hour traffic volumes estimated to increase by around 50% by 2046.

SIDRA modelling results indicate that the Five Dock Masterplan growth will have significant performance impacts on the road network by 2046, particularly for intersections along Great North Road, Lyons Road West, and Harris Road.

As part of the traffic assessment, a scheme of road network upgrades was identified to achieve acceptable levels of traffic performance. However, the significant capacity constraints on the network entailed that the scale of proposed upgrades would likely detract from the Five Dock Precinct urban design masterplan, with the road capacity upgrades at odds with planned public domain improvements and new active transport infrastructure.

As such, a balanced traffic scenario was envisaged, featuring minor discounts to masterplan trip generations by encouraging further mode shifts towards more sustainable travel options in reflection of the precinct's new transit-oriented nature. These mode share targets are made feasible through significant investment in improvements to both public transport service connectivity and frequency, as well as active transport infrastructure.

The balanced scenario achieves a more acceptable level of performance with a reduced set of road network upgrades, and represents the ideal integrated transport solution for the Five Dock Precinct.

The full action plan is provided in Section 9.2 below.

9.2 Action Plan

This study has assessed and identified traffic and transport upgrades within the Five Dock Precinct required for the total future transport demands, including the effects of the Sydney Metro West, Five Dock Masterplan growth, and regional growth by 2046. The aggregation of all major traffic and transport recommendations for the 'Balanced' scenario is summarised in Table 9.1.

Several topics have been identified for further investigation to address key gaps in the scope of this study:

- Creating a list of priority upgrades and treatments to be delivered in tandem with the opening of the Sydney Metro West by 2036
- Investigating the impacts of the increased density within Five Dock upon the surrounding road network, noting the proximity and severity of impacts towards the suburb of Canada Bay.

Table 9.1: Five Dock Precinct Traffic and Transport Action Plan

Key ID	Location / Reference	Action
Public Transport		
PT-1	Example routes: 415, 438, 530	▪ Coordinate with TfNSW / STA / bus providers to increase service frequency and stops on local 'feeder' routes in vicinity of the Five Dock Metro station from suburbs like Chiswick, Abbottsford, Drummoyne and Rodd Point
PT-2	Example routes: 490, 491, 492, 530	▪ Coordinate with TfNSW / STA / bus providers to improve regional bus route service frequency and options during peak periods towards suburbs like Macquarie Park, Hurstville, Bankstown and Chatswood ▪ Consider new express services along existing routes during peak periods
PT-3	Example routes: 461, 438	▪ Coordinate with TfNSW / STA / bus providers to explore opportunities to reallocate resources for existing bus routes replaced by new Metro service
PT-4	Metro Station	▪ Construct high-quality end of trip facilities at the new Metro station in line with CPTED principles
Active Transport		
AT-1	R01 Queens Road and Fairlight Street	▪ Upgrade existing cycle route with dedicated separated cycleway and road widening
AT-2	R02 Henry Street and Barnstaple Road	▪ Upgrade existing cycle route with dedicated separated cycleway and road widening
AT-3	R03 Lancelot Street and Second Avenue	▪ Provide new east-west shared path active transport corridor via new through links
AT-4	R04 Between Arlington Street and Udall Avenue	▪ Provide new north-south off-road active transport facilities via new through links
AT-5	R05 Harris Road	▪ Provide new north-south shared path between Queens Road and Lyons Road West
AT-6	Great North Road between Ramsay Road and Barnstaple Road	▪ Undertake speed review for new 40km/h High Pedestrian Activity Area
AT-7	Study Area	▪ Implement a comprehensive upgrade to pedestrian facilities and LATM scheme across the Five Dock Precinct. ▪ This includes the following treatments: - 13 new pedestrian refuges - 6 new or upgraded wombat crossings - 9 new or upgraded shared pedestrian-cyclist wombat crossings - 2 new signalised intersections (with signalised marked foot crossings) - 5 new continuous footpath treatments - 5 new painted thresholds - 9 new raised flat-top road humps.

Key ID	Location / Reference	Action
Parking		
P-1	DCP	▪ Amend DCP rates for masterplan sites to reflect reduced parking rates as per Section 8.6.4.
P-2	Five Dock Metro Station	▪ Monitor bicycle parking conditions at the Five Dock Metro station post-opening and undertake parking capacity assessment
P-3	Study Area	▪ Undertake a parking assessment informed by up-to-date survey data as part of a precinct-wide parking plan
P-4	Metro Vicinity	▪ Evaluate parking supply in coordination with Sydney Metro post-opening to determine parking needs for pick-up and drop-off and Park and Ride demand
Road Network		
RN-1	Great North Road / Garfield Street	▪ Provide dual right-turn lanes on Garfield Street on approach to traffic signals ▪ Provide dual southbound through-lanes – absorbing existing right-turn bay and bus lane - Requires kerb cut-back on eastern side of Great North Road to provide space for dual southbound exit lanes - Requires adjustment to the existing signalised pedestrian crossing – either remove or provide flashing yellow pedestrian protection. - Requires removal of raised median near Fred Kelly Place.
RN-2	Great North Road / First Avenue / Ramsay Road	▪ Widen Great North Road to 4 lanes at this location (2 approach lanes, 2 departure lanes on both legs) ▪ Provide dual right-turn lanes on Ramsay Road ▪ Provide peak hour clearway / parking restrictions on the south side of Ramsay Road - Requires cut-backs to footpath, kerb extensions, and planter boxes surrounding the intersection - Requires adjustments to intersection lane allocations ▪ Relocate Five Dock Club bus stop to the north.
RN-3	Great North Road / Queens Road / Fairlight Street	▪ Provide 2 travel lanes on Great North Road in the northbound direction – absorbing the existing right-turn bay - Requires cut-backs to the kerb extension on the north leg ▪ Provide peak hour clearway / parking restrictions along Queens Road, Fairlight Street, and Great North Road south leg ▪ Restrict parking on Great North Road (between Queens Road and Kings Road)
RN-4	Great North Road / Henry Street / Barnstaple Road	▪ Upgrade existing priority-controlled intersection to traffic signals - Requires land acquisition to re-align Henry Street through existing 187 Great North Road lot to meet Barnstaple Road at 4-way cross intersection - Requires removal of kerb build-out on south side of Barnstaple Road ▪ Provide 3 lanes at Henry Street and Barnstaple Road approaches (2 approach lanes, 1 departure lane on both legs) ▪ Permit all turning movements from Henry Street and Barnstaple Road ▪ Maintain right-turn restrictions from Great North Road ▪ Restrict parking on north side of Henry Street (to East Street) and south side of Barnstaple Road (to Waterview Street)

Key ID	Location / Reference	Action
RN-5	Lyons Road West / Great North Road	▪ Upgrade traffic signals to 'double diamond' signal phasing ▪ Provide new dedicated right-turn short lane on the west approach - Requires land acquisition on south side of Lyons Road W (approx. 3m) ▪ Lengthen existing auxiliary right-turn lanes on north and south approaches - Requires removal of parking spaces on west side of Great North Road
RN-6	Lyons Road West / Harris Road	▪ Upgrade existing roundabout to traffic signals - Requires kerb cut-back on north side of Lyons Road West - Requires removal of parking spaces surrounding intersection - Requires removal of pedestrian refuge on Lyons Road West (between Harris Road and William Street).
RN-7	Harris Road / Kings Road	▪ Permit northbound right-turn (Harris Road to Kings Road) ▪ Add Keep Clear pavement marking for the Kings Road intersection
RN-8	Queens Road / Harris Road	▪ Widen Queens Road to provide 2 westbound lanes - Requires road widening along Queens Road in vicinity of the intersection ▪ Restrict northbound right-turn (Harris Road to Queens Road) ▪ Restrict parking on Harris Road between Parramatta Road and Kings Road - Requires coordination with Rosebank College due to implications for Pick-up / Drop-off operations and bus lay-by.
RN-9	Great North Road / Kings Road	▪ Restrict southbound right turn into Kings Road
RN-10	General	▪ Optimise traffic signal phase timing at all signalised intersections to reflect future traffic demands.
Further Studies		
FS-1	Treatments Delivery Plan	▪ Investigate proposed treatments and identify priority list of critical works (including design and staging for individual treatments) ▪ Prepare delivery plan for critical works to be actioned by opening of Metro West (current estimate 2032 to 2036)
FS-2	Network Impact Modelling and Assessment	▪ Undertake additional traffic investigations and studies for a wider area network to investigate traffic impacts associated with the Five Dock Precinct uplift ▪ Studies to have a particular focus on the suburb of Canada Bay.

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Canada Bay LGA Residential Density Benchmarking Analysis - Update

City of Canada Bay Council

Prepared by Ethos Urban, a Colliers Company.

14 November 2025 | 2250607



'Gura Bulga'
Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.



'Dagura Buumarri'
Liz Belanjee Cameron

'Dagura Buumarri' – translates to Cold Brown Country. Representing Victoria.



'Gadalung Djarri'
Liz Belanjee Cameron

'Gadalung Djarri' – translates to Hot Red Country. Representing Queensland.

Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We pay our respects to their Elders past, present and emerging.

In supporting the Uluru Statement from the Heart, we walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people for a better future.

In March 2025, Ethos Urban took a major step toward future growth by partnering with leading professional services firm, Colliers. While our name evolves, our commitment to delivering high-quality solutions remains unchanged—now strengthened by broader access to property and advisory services and expertise.

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This document has been prepared by:		**This document has been reviewed by:**	
Bernice Menezes/Mark McManus	14 November 2025	David Attwood	14 November 2025

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1.0 Introduction

City of Canada Bay Council (CCBC) has engaged Colliers Urban Planning (formerly Ethos Urban) to undertake a benchmarking investigation of the future dwelling and population density across key CBCC centres: Rhodes, Burwood-Concord, Homebush and Five Dock.

Specifically, this Report investigates the following:

- Anticipated dwelling and population density of CBCC centres; and
- Residential density across a range of high-density precincts in NSW, Victoria, and Queensland, to establish benchmarks for anticipated density outcomes in Rhodes.

The findings of these density benchmarking reviews are intended to provide Canada Bay Council with an understanding of the future dwelling and population density of its masterplan precincts and how it compares to other high density precincts in Australia.

Analysis of these precincts has been completed in two separate reviews:

2022 review:

- In 2022, Ethos Urban was commissioned by the City of Canada Bay Council to prepare a residential density benchmarking analysis for the Rhodes Strategic Centre.
- This analysis assessed residential density across a range of high-density precincts in NSW, Victoria, and Queensland, to establish benchmarks for anticipated density outcomes in Rhodes.

2025 Review

- Since the finalisation of that analysis, several amendments have been made to the Canada Bay Local Environmental Plan (LEP) to facilitate redevelopment of urban renewal precincts within the LGA.
- Additionally, the NSW Government's Accelerated Transit-Oriented Development (TOD) Program has significantly shifted expected residential densities in centres across Greater Sydney.

This Report is structured as follows:

- **Section 1**. Introduction
- **Section 2**. Methodology
- **Section 3**. Precinct Review – 2022 Review
- **Section 4**. Precinct Review – 2025 Update
- **Section 5**. Summary and Key Findings

2.0 Methodology

2.1.1 Selection of Precincts

The areas selected for this analysis are detailed in **Table 1** below. These areas were selected based on the following criteria:

2022 review:

- The geographical size of the locality comparable to the statistical area of Rhodes (SA2) at approximately 100 hectares. The land area analysed for each locality will be between 50-150 hectares
- The area forms part of a metropolitan or strategic centre within Greater Sydney, or is a location that has gone through urban regeneration that has led to a large increase in density of dwellings and population.
- The localities are all within capital cities along the eastern seaboard of Australia.

2025 update:

- Precincts identified as part of the TOD accelerated precincts program.
- Urban renewal precincts within Canada Bay LGA.

The Precincts selected have been summarised below.

Table 1 Precincts Reviewed

2022 Analysis			2025 Update		
Precincts (Aus)	**Precinct Type**	**Approximate Area**	**Precincts (NSW)**	**Precinct Type**	**Approximate Area**
Burwood, NSW	Strategic centre	140.4 ha	**Bankstown**	TOD Accelerated Precinct	159.7ha
Mascot, NSW	Strategic centre	139.0ha	**Bays West (Stage 1)**	Urban Renewal Precinct *Stage 1 adopted*	9.3ha
Melbourne CBD – West, VIC	Inner city - CBD	100.5ha	**Burwood-Concord**	TOD Accelerated Precinct *Canada Bay LGA section of precinct*	78.4ha
Newstead, QLD	Urban renewal precinct	70.7ha	**Crows Nest**	TOD Accelerated Precinct	39.6ha
Potts Point - Woolloomooloo, NSW	Inner city	146.4ha	**Five Dock**	Urban Renewal Precinct	62.5ha
Rhodes, NSW	Strategic centre	100.6ha	**Homebush (Canada Bay)**	TOD Accelerated Precinct *Canada Bay LGA section of precinct.*	75.2ha
St Leonards, NSW	Strategic centre	80.1 ha	**Hornsby**	TOD Accelerated Precinct	75.2ha
Wolli Creek, NSW	Urban renewal precinct	68 ha	**Macquarie Park**	TOD Accelerated Precinct	39.1ha
Zetland, NSW	Urban renewal precinct / Strategic centre	80.5ha			

2.1.2 Calculation of Dwelling and Population Density

Land area

- The gross land area for each locality is based on the defined precinct boundary.
- The net land area is based on the total area of residential zoned land and associated roads that are within or adjacent to the residential zone.

Number of dwellings

- Number of dwellings is based on the following:
  - ABS Census 2021 data (as defined using statistical area level 1 (SA1) geographies).
  - Residential dwelling uplift assumptions (as stated below for each precinct).
- Where a renewal precinct forms part of the selected study area and has yet to fully develop, the theoretical dwelling capacity for this area has been used. This is based on information available from available studies used to inform the renewal precinct and where the rezoning of the renewal precinct has been finalised.
- For 2025 analysis, residential uplift figures are assumed to represent theoretical maximum number of dwellings for each precent.

  ***Note**: there may be a minor margin for error for instances where the boundaries of a renewal precinct do not match with the mesh block of the relevant statistical area.*

Population

- Population figures will be determined by the average household sizes and occupancy rates for that area based on ABS Census 2021 data (SA1).
- For the 2025 update, the average household size for flats, units and apartments across Greater Sydney has been adopted for all precincts. This approach has been taken to better estimate resident population for precincts that are anticipated to undergo stepwise change from low and medium density precincts to higher density precincts.
- Where a precinct forms part of the locality and has yet to develop (i.e. Rhodes East), population figures will be based on an assumed household size which is then multiplied by the proposed number of dwellings for that renewal area.

Dwelling and population density

- Dwelling and population density will be calculated using the following ratio formula:

Dwelling / population density **=** ***No. of dwellings / population*** *divided by* ***area of land (in hectares)***

- The key variable to be factored in calculating gross and net dwelling density are the land use categories that are included in the land area.
- The land use categories to be included/excluded for gross and net dwelling density is outlined in ***Table 2*** below.

Table 2 Land use categories to be included and excluded

Density type	Land area included	Land area excluded
Gross	• Residential and non-residential zoned areas	• Waterways
Net	• Residential zoned areas • Roads (within and adjacent to (to the centre line) residential land use areas)	• Non-residential zoned areas • Open space (existing and proposed) • Transport infrastructure • Schools • Waterways

3.0 Precinct Review - 2022

3.1 Rhodes (NSW)

Rhodes strategic centre has experienced significant growth in housing and employment over the past two decades as a result of the renewal of the Rhodes West urban renewal area. This growth is anticipated to continue after the recent finalisation of the Rhodes East Place Strategy by the Department of Planning and Environment. The key elements of the Rhodes Place Strategy, include increasing building height, density and special character areas, which have been implemented through changes to the planning controls contained in Canada Bay Local Environmental Plan (LEP) 2013. This is set to provide for up to 4,200 new homes and 1,100 jobs supported by a new primary school, upgrades to the train station, a new ferry wharf, new open space and improved walking and cycling paths.

Rhodes has experienced significant growth over past 20 years from the renewal of its former industrial lands in Rhodes West (west of the T9 Northern Line). This growth is anticipated to continue with the recent rezoning of Rhodes East that will accommodate 4,200 new homes within Rhodes over the next 20 years.

	Gross land area	Net land area	Number of dwellings	Estimated population	Gross dwelling density	Net dwelling density	Gross population density	Net population density
Value	100.7 ha	67.6 ha	9,742 dwellings	19,750 residents	96.8 dwellings per ha	144.1 dwellings per ha	196.2 persons per ha	292.0 persons per ha

Source: Ethos Urban; ABS Census 2021, Rhodes Place Strategy (DPE)

Assumptions

- An additional 4,200 dwellings have been adopted in the number of dwellings reflecting the recent rezoning of Rhodes East (see **Figure 1** below)
- The following proposed public open spaces within Rhodes East are zoned B4 Mixed Use (permits residential uses) but have been excluded from the net land area.
  - Leeds Street foreshore park and promenade – 7,500sqm
  - Marquet Street Forecourt – 4,000sqm.

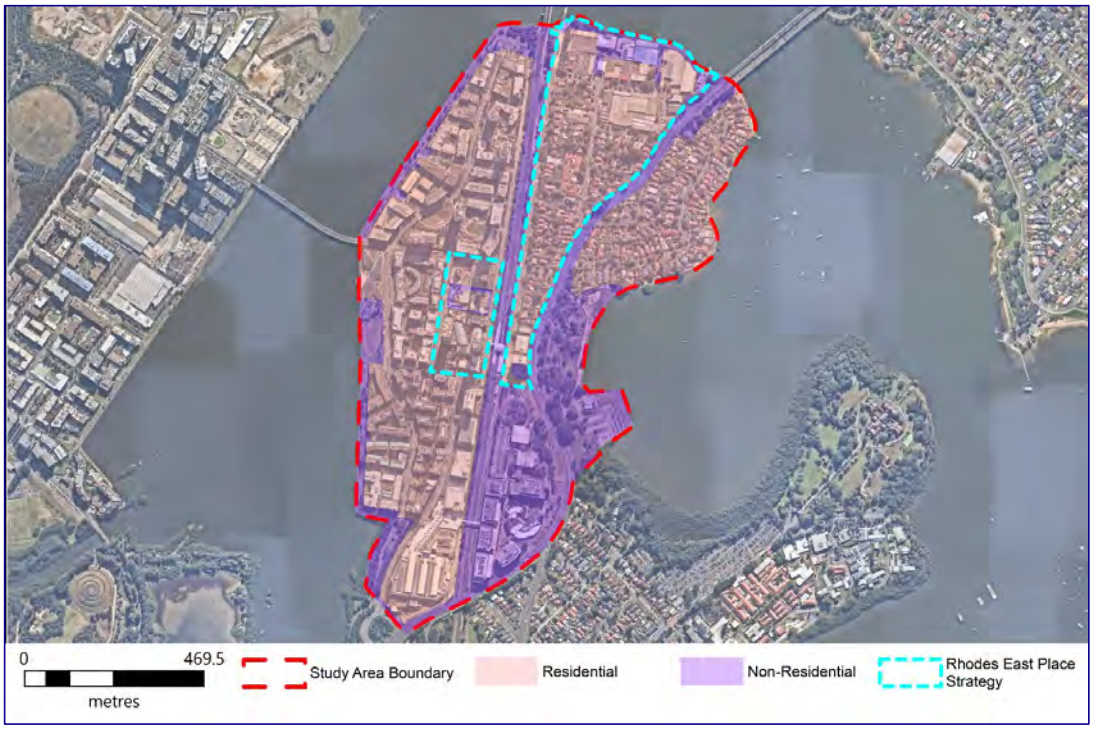


Figure 1 Area of investigation – Rhodes
Source: Mapinfo, Nearmap, Ethos Urban

3.2 Zetland (NSW)

Zetland (NSW) forms part of the broader Green Square urban renewal area and is located 3km south of Sydney CBD in the City of Sydney LGA. The land uses within Zetland have transitioned from industrial uses to mixed use comprising medium to high density housing and new public open spaces and community infrastructure. Zetland also includes the planned Green Square town centre.

	Gross land area	Net land area	Number of dwellings	Estimated population	Gross dwelling density	Net dwelling density	Gross population density	Net population density
Value	80.5 ha	68.6 ha	7,166 dwellings	12,630 residents	89.0 dwellings per ha	104.5 dwellings per ha	156.9 persons per ha	184.2 persons per ha

Source: Ethos Urban; ABS Census 2021

Assumptions

- The following proposed public open spaces within Epsom Park and Green Square are zoned B4 Mixed Use (permits residential uses), but have been excluded from the net land area.
  - Drying Green: 5,500 sqm
  - Neilson Square: 1,559 sqm
  - Green Square Plaza: 6,257 sqm
  - Matron Ruby Grant Park: 750 sqm
  - Epsom Park - District and local open spaces: 20,000 sqm
- Number of dwellings are based on ABS Census 2021 data only, noting there are still parcels of land that are still to be redeveloped within Epsom Park renewal precinct and Green Square town centre.



Figure 2 Area of investigation – Zetland

Source: Mapinfo, Nearmap, Ethos Urban

3.3 Potts Point – Woolloomooloo (NSW)

Potts Point-Woolloomooloo is located immediately east of the Sydney CBD, within the City of Sydney LGA. The area comprises mostly of residential land uses, with parts of the northern headland being a military naval base (HMAS Kuttabul). This area has seen phases of development over time, notably major renewal occurring in the 1960s for social housing.

	Gross land area	Net land area	Number of dwellings	Estimated population	Gross dwelling density	Net dwelling density	Gross population density	Net population density
Value	146.4 ha	96.3 ha	12,657 dwellings	18,179 residents	86.4 dwellings per ha	131.5 dwellings per ha	124.1 persons per ha	188.9 persons per ha

Source: Ethos Urban; ABS Census 2021

Assumptions

- No additional assumptions.



Figure 3 Area of investigation - Potts Point - Woolloomooloo

Source: Mapinfo, Nearmap, Ethos Urban

3.4 Burwood (NSW)

Burwood is a strategic centre located centrally between Sydney CBD and Parramatta CBD. A mix of commercial and residential uses are focused around Burwood railway station and along the Burwood Road. This transitions to a more lower density residential uses toward the periphery of the selected study area.

It is noted that the northern edge of the study area along Parramatta Road forms part of the Parramatta Road Corridor Urban Transformation Strategy and is planned to accommodate additional homes and jobs. Despite this, formal plans to rezone these lands have yet to commence, and as a result additional dwellings have not been factored into this analysis.

	Gross land area	Net land area	Number of dwellings	Estimated population	Gross dwelling density	Net dwelling density	Gross population density	Net population density
Value	140.4 ha	115.8 ha	5,961 dwellings	14,025 residents	42.5 dwellings per ha	51.5 dwellings per ha	99.9 persons per ha	121.1 persons per ha

Source: Ethos Urban; ABS Census 2021

Assumptions

- No additional assumptions.

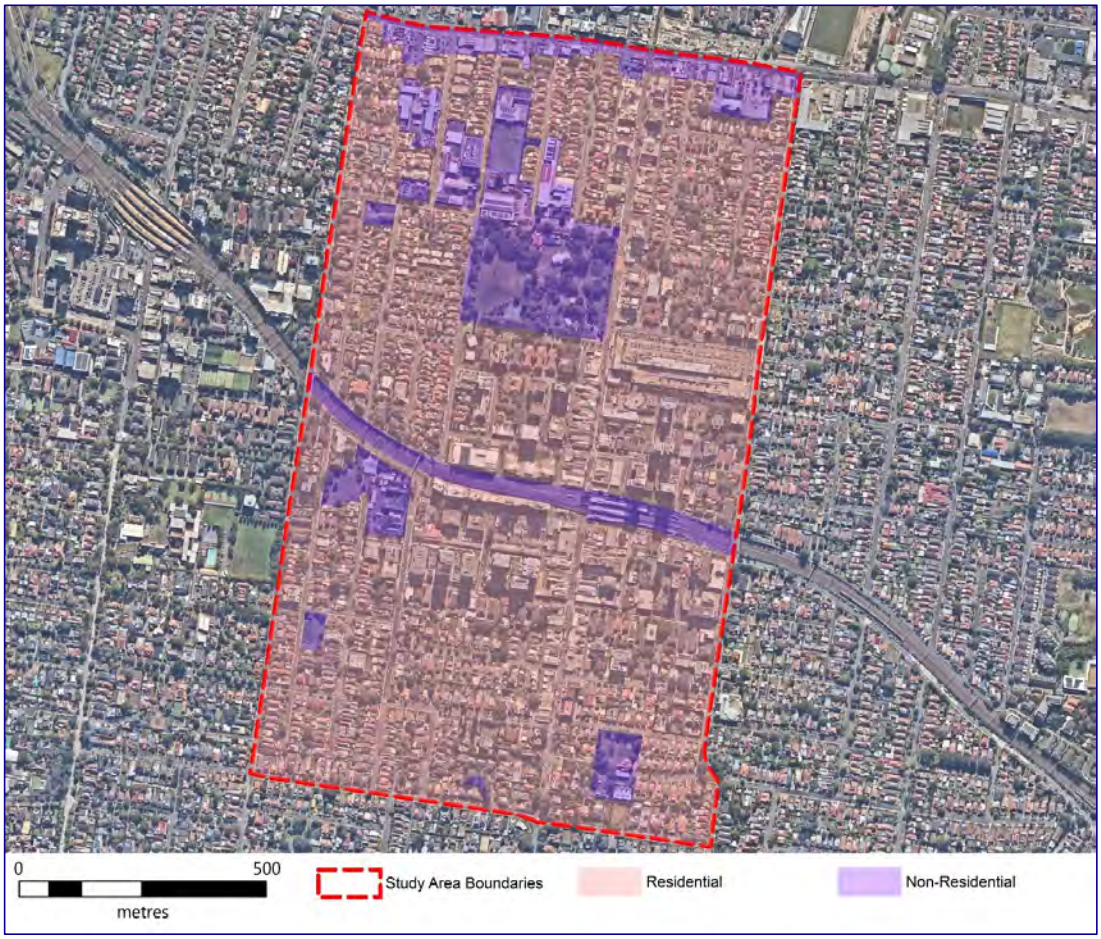


Figure 4 Area of investigation - Burwood

Source: Mapinfo, Nearmap, Ethos Urban

3.5 Wolli Creek (NSW)

Wolli Creek is located 7.5km south-west Sydney CBD and is located within Bayside LGA. The area has experienced a similar transition to a high-density mixed-use environment to Rhodes, undergoing urban renewal since the mid-2000s. The area is still to complete its urban renewal process, with large parcels of land located in the southern parts of Wolli Creek that are still to be redeveloped.

	Gross land area	Net land area	Number of dwellings	Estimated population	Gross dwelling density	Net dwelling density	Gross population density	Net population density
Value	66.7 ha	38.5 ha	5,173 dwellings	10,725 residents	77.6 dwellings per ha	134.4 dwellings per ha	160.9 persons per ha	278.7 persons per ha

Source: Ethos Urban; ABS Census 2021

Assumptions

- No additional assumptions.



Figure 5 Area of investigation – Wolli Creek

Source: Mapinfo, Nearmap, Ethos Urban

3.6 St Leonards (NSW)

St Leonards is a strategic centre located in Sydney's Lower North Shore and is within Willoughby LGA. The land uses that currently exist in the study area comprise of hospitals, a cemetery, employment lands and pockets of high density residential development are located along Pacific Highway. St Leonards South has recently been rezoned to permit high density residential that is capable of delivering an additional 2,000 new homes in the area.

	Gross land area	Net land area	Number of dwellings	Estimated population	Gross dwelling density	Net dwelling density	Gross population density	Net population density
Value	80.2 ha	26.5 ha	5,883 dwellings	10,545 residents	73.4 dwellings per ha	221.8 dwellings per ha	131.5 persons per ha	397.5 persons per ha

Source: Ethos Urban; ABS Census 2021

Assumptions

- An additional 2,000 dwellings have been adopted in the number of dwellings reflecting the recent rezoning of St Leonards South (see **Figure 6** below)
- The St Leonards over-station development has been included in the residential use area (despite being zoned B3 Commercial Core) given the development currently accommodates residential uses.
- The large extent of non-residential uses in the St Leonards study area is comprised of health and education assets (i.e. Royal North Shore Hospital, North Shore Private Hospital and TAFE NSW St Leonards campus), commercial and industrial zoned lands, and Gore Hill Oval and Cemetery.

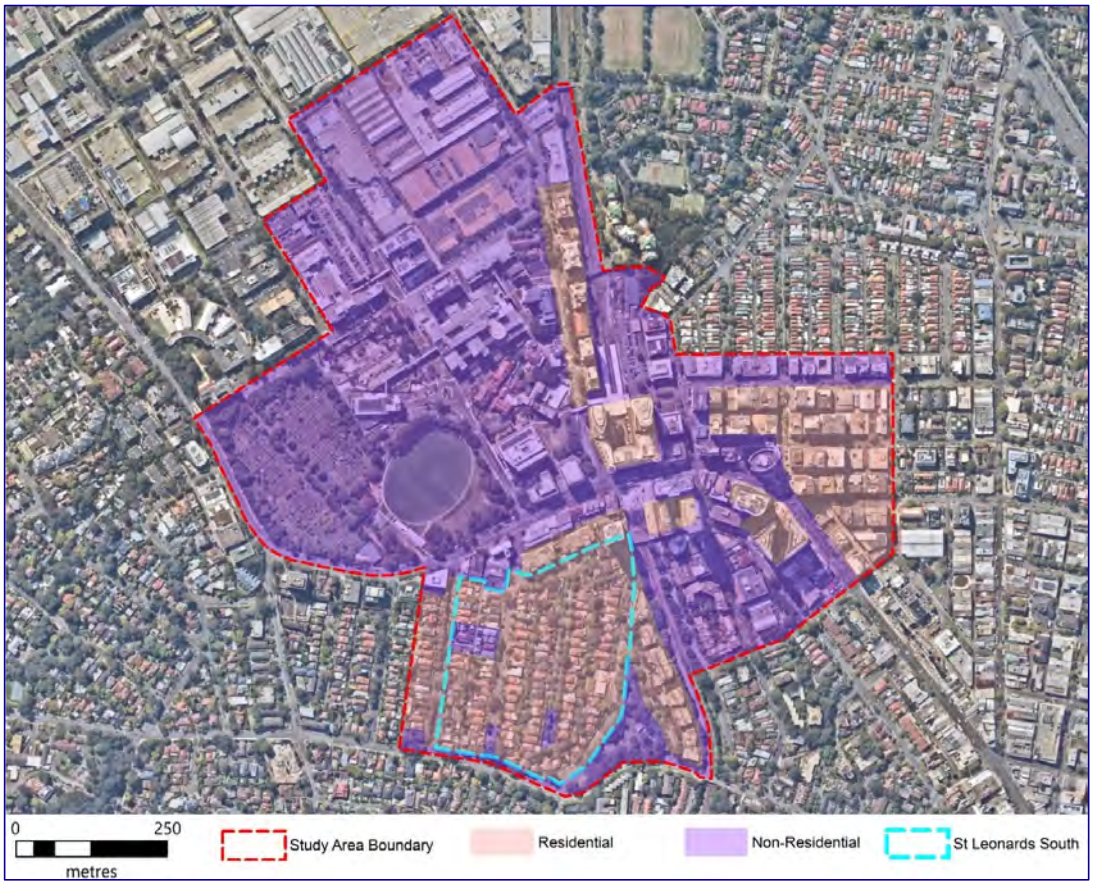


Figure 6 Area of investigation – St Leonards

Source: Mapinfo, Nearmap, Ethos Urban

3.7 Mascot (NSW)

Mascot is 5.5km south of Sydney CBD and is located within Bayside LGA. The study area includes Mascot Town Centre, which forms part of the Green Square-Mascot strategic centre. The town centre has experienced significant growth over the past 10 years, with new mixed-use developments anchoring around Mascot railway station. Outside of the town centre, the study area includes areas of low density residential to the east and employment areas to the south.

	Gross land area	Net land area	Number of dwellings	Estimated population	Gross dwelling density	Net dwelling density	Gross population density	Net population density
Value	139.0 ha	73.0 ha	7,287 dwellings	16,440 residents	52.4 dwellings per ha	99.8 dwellings per ha	118.3 persons per ha	225.3 persons per ha

Source: Ethos Urban; ABS Census 2021

Assumptions

- No additional assumptions.

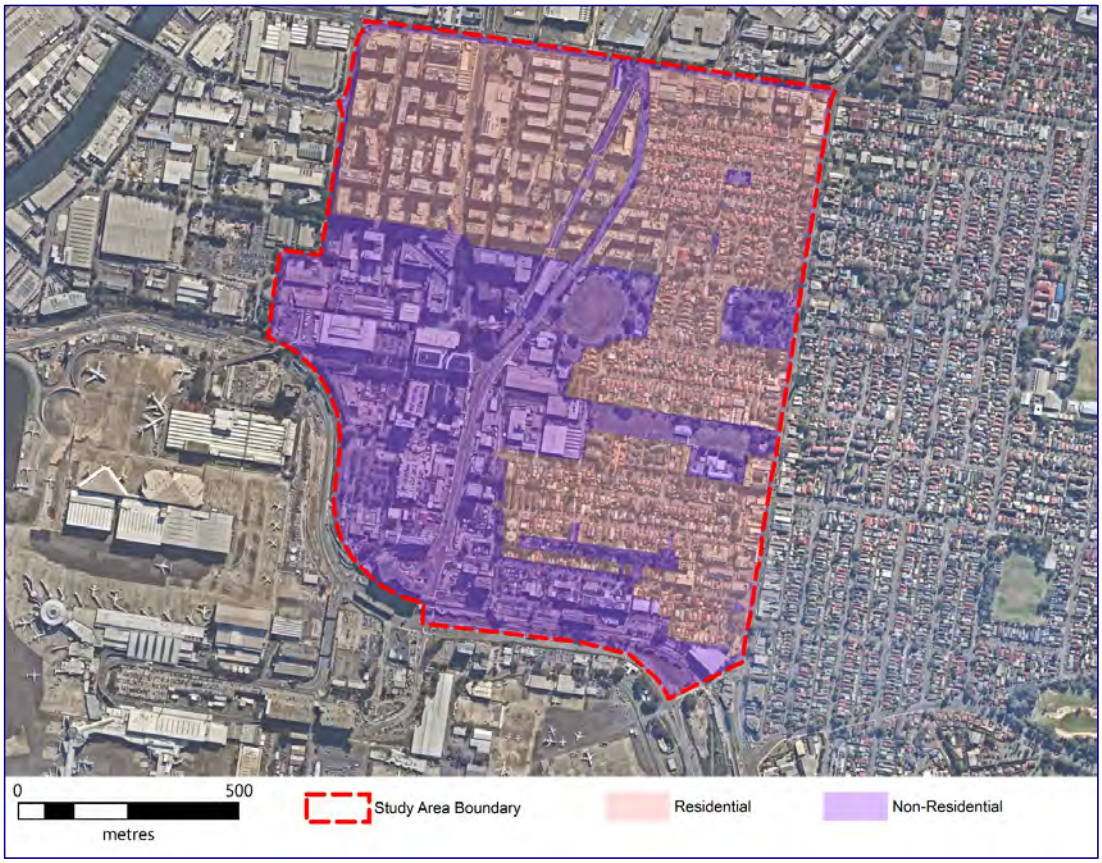


Figure 7 Area of investigation - Mascot

Source: Mapinfo, Nearmap, Ethos Urban

3.8 Melbourne CBD – West (VIC)

Melbourne CBD – West forms part of Melbourne CBD in Victoria, located north of the Yarra River and east of Southern Cross railway station. The study area is a high density environment comprising a mix of residential, commercial uses and entertainment. It is known to be one of the densest parts of Australia for number of dwellings (gross).

	Gross land area	Net land area	Number of dwellings	Estimated population	Gross dwelling density	Net dwelling density	Gross population density	Net population density
Value	100.5 ha	79.3 ha	12,561 dwellings	15,635 residents	125.0 dwellings per ha	158.3 dwellings per ha	155.6 persons per ha	197.0 persons per ha

Source: Ethos Urban; ABS Census 2021

Assumptions

- No additional assumptions.



Figure 8 Area of investigation - Melbourne CBD – West, VIC

Source: Mapinfo, Nearmap, Ethos Urban

3.9 Newstead (QLD)

Newstead is located approximately three kilometres north of the Brisbane City Centre. The area is located adjacent west of Brisbane River with significant river frontage. Being located in Brisbane's inner-city area, Newstead is experiencing a transition from a primarily employment-focused area, toward a more mixed-use environment with new residential developments being delivered in the area.

	Gross land area	Net land area	Number of dwellings	Estimated population	Gross dwelling density	Net dwelling density	Gross population density	Net population density
Value	70.8 ha	51.2 ha	4,411 dwellings	7,406 residents	62.3 dwellings per ha	86.1 dwellings per ha	104.6 persons per ha	144.5 persons per ha

Source: Ethos Urban; ABS Census 2021

Assumptions

- No additional assumptions.

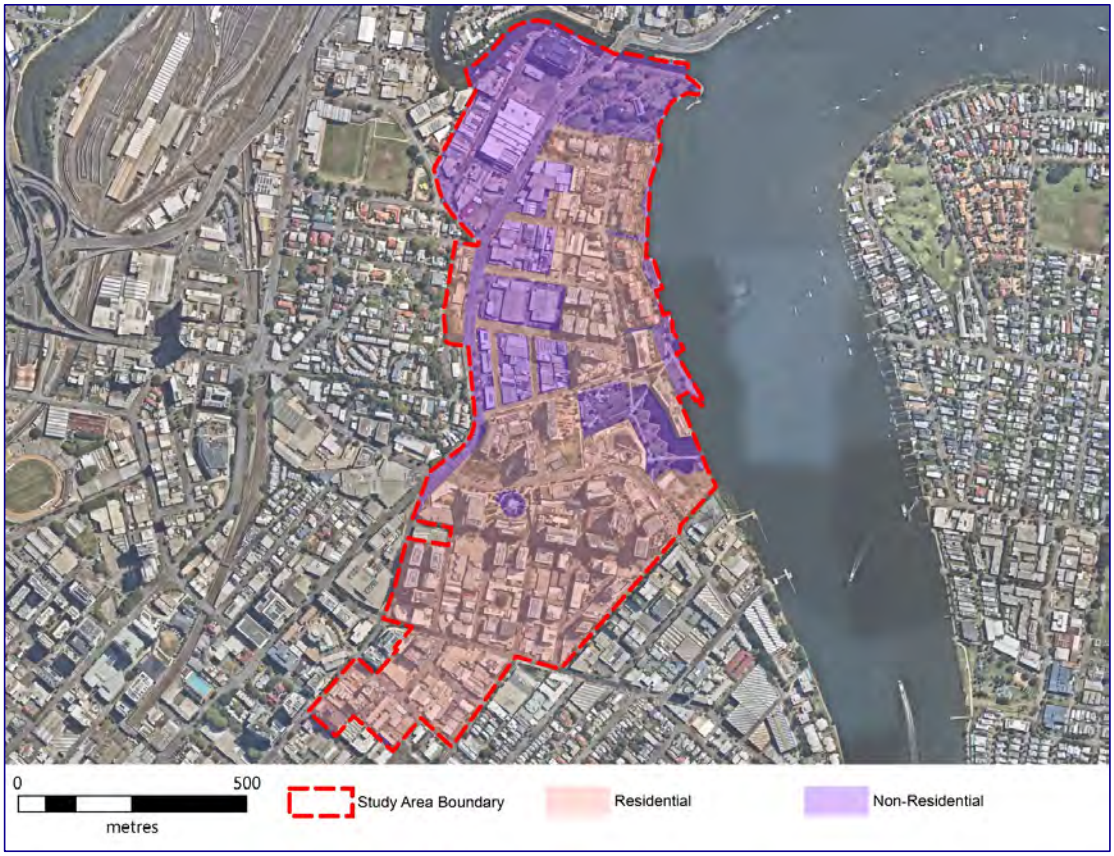


Figure 9 Area of investigation - Newstead (QLD)

Source: Mapinfo, Nearmap, Ethos Urban

4.0 Precinct Review – 2025 Update

4.1 Bankstown Precinct

Bankstown is an established suburb and strategic centre that is undergoing a period of transformation and shift towards more intensive uses including high density residential. The current conversion of the existing train line to the South West Metro will enhance connectivity to key centres including Sydney CBD. Bankstown was identified as TOD Accelerated Precincts due to its transport connectivity.

There are a diverse mix of uses within the centre including commercial, education, visitor accommodation, retail, and civic. Canterbury-Bankstown Council chambers are also located in the precinct. The existing housing typology is comprised of a mix of low to high density housing with higher densities in proximity to Bankstown Station.

	Gross land area	Net land area	Number of dwellings	Estimated population	Gross dwelling density	Net dwelling density	Gross population density	Net population density
Value	159.7ha	124.1ha	14,000 dwellings	25,108 residents	88 dwellings per ha	113 dwellings per ha	157 persons per ha	202 persons per ha

Source: Ethos Urban; ABS Census 2021, Rhodes Place Strategy (DPE)

Assumptions

- 14,000 dwellings are anticipated for the precinct based on the Bankstown TOD state-led rezoning.

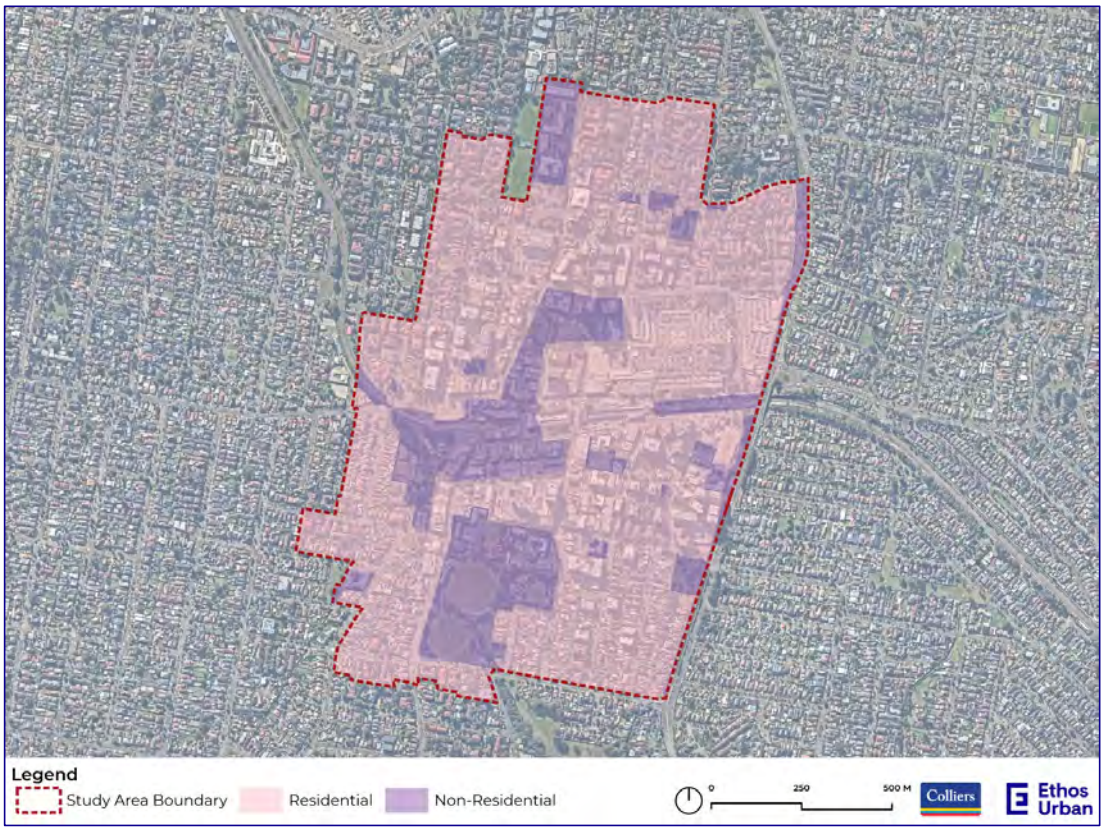


Figure 10 Area of investigation – Bankstown Precinct

Source: Nearmap, Ethos Urban

4.2 Bay West (Stage 1) Precinct

The Bays West Precinct is a future urban renewal precinct. The delivery of the Bays Metro Station by 2032 is anticipated to transform the precinct to include new housing, and new employment spaces as part of the new innovation corridor.

For the purposes of this analysis, the precinct has been defined to align with the Bays West Stage 1 rezoning.

	Gross land area	Net land area	Number of dwellings	Estimated population	Gross dwelling density	Net dwelling density	Gross population density	Net population density
Value	9.3ha	1.2ha	250 dwellings	472 dwellings	27 dwellings per ha	214 dwellings per ha	51 persons per ha	403 persons per ha

Source: Ethos Urban; ABS Census 2021

Assumptions

- 250 dwellings are anticipated for the precinct based on the Bays West Stage 1 state-led rezoning.



Figure 11 Area of investigation – Bay West Precinct

Source: Nearmap, Ethos Urban

4.3 Burwood-Concord Precinct

Burwood is a strategic centre located centrally between Sydney CBD and Parramatta CBD. A mix of commercial and residential uses are focused around Burwood station and along the Burwood Road and Parramatta Road. This transitions to a more lower density residential uses toward the periphery of the selected study area.

Much of this area is characterised by mix of education, retail, shopfront commercial primarily along Parramatta Road and low density housing further to the north.

	Gross land area	Net land area	Number of dwellings	Estimated population	Gross dwelling density	Net dwelling density	Gross population density	Net population density
Value	79.7ha	58.9ha	13,446 dwellings	24,871 residents	169 dwellings per ha	228 dwellings per ha	312 persons per ha	422 persons per ha

Source: Ethos Urban; ABS Census 2021

Assumptions

- 13,446 dwellings are anticipated for the precinct.
- Future open space
- Existing schools in residential areas are classified as non-residential

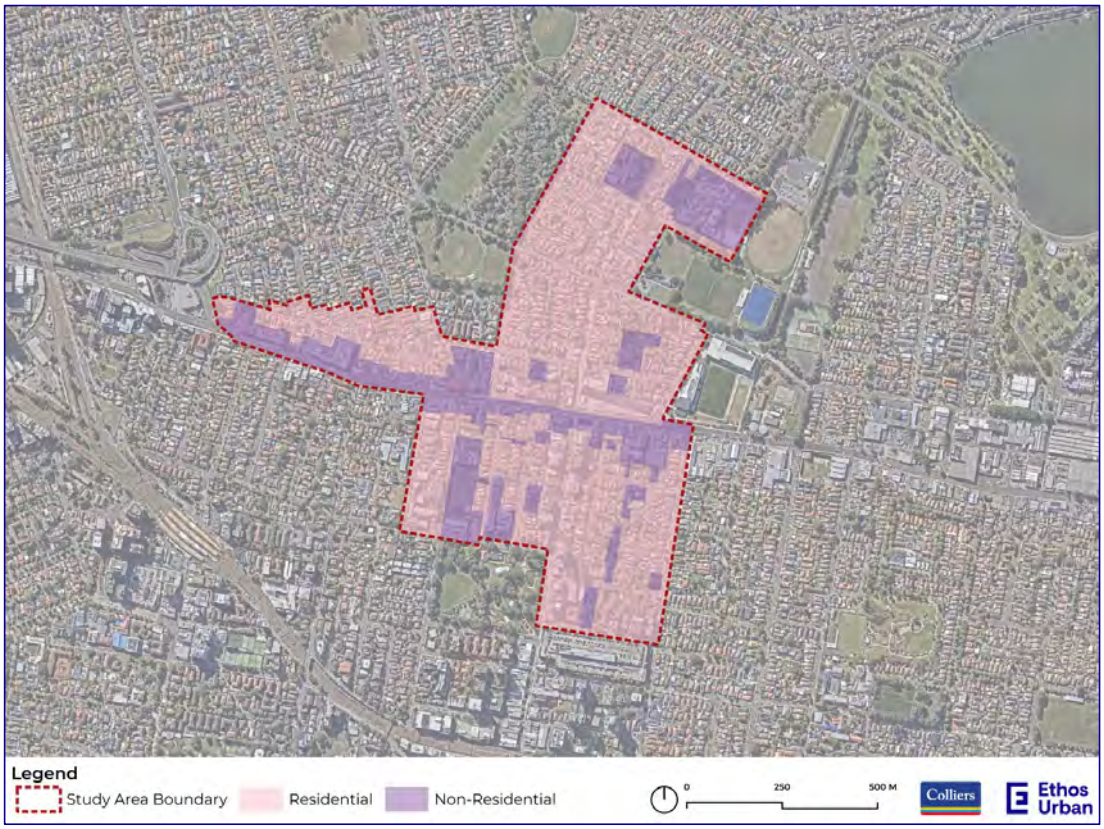


Figure 12 Area of investigation – Burwood-Concord Precinct
Source: Nearmap, Ethos Urban

4.4 Crows Nest Precinct

Crows Nest was identified as an accelerated precinct due to its close proximity to a metro station and key public transport interchanges. A mix of uses are located within the precinct including heath, education, industrial, commercial, visitor accommodation and retail. Much of the existing residential stock is medium to high density housing, which could limit overall development potential of some sites in the short to medium term.

In recent years, there has been significant residential development concentrated around the Crows Nest station that opened in August 2024 as part of the Metro North West.

	Gross land area	Net land area	Number of dwellings	Estimated population	Gross dwelling density	Net dwelling density	Gross population density	Net population density
Value	39.6ha	27.6ha	5,900 dwellings	10,842 residents	149 dwellings per ha	214 dwellings per ha	274 persons per ha	392 persons per ha

Source: Ethos Urban; ABS Census 2021

Assumptions

- 5,900 dwellings are anticipated for the precinct based on the Crows Nest TOD state-led rezoning.

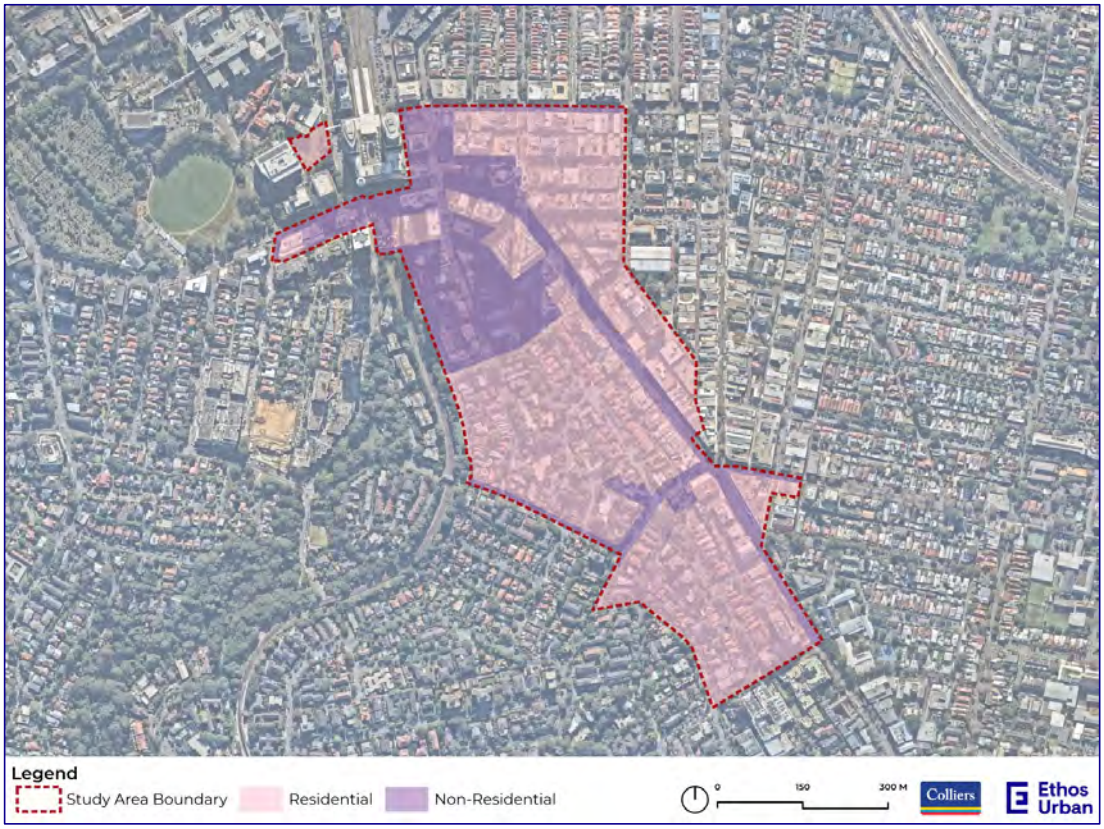


Figure 13 Area of investigation – Crows Nest Precinct

Source: Nearmap, Ethos Urban

4.5 Five Dock

Five Dock is an urban renewal precinct located in Canada Bay LGA located around the future Five Dock Metro Station. A masterplan is currently being developed that will seek to deliver increased density around the future station.

	Gross land area	Net land area	Number of dwellings	Estimated population	Gross dwelling density	Net dwelling density	Gross population density	Net population density
Value	62.5ha	59.7ha	13,892 dwellings	25,707 persons	222 dwellings per ha	233 dwellings per ha	411 persons per ha	430 persons per ha

Source: Ethos Urban; ABS Census 2021

Assumptions

- 13,892 dwellings are anticipated for the precinct based on the Draft Five Dock Master Plan.
- Future open space.
- Existing schools in residential areas are classified as non-residential.



Figure 14 Area of investigation – Five Dock Precinct
Source: Nearmap, Ethos Urban

4.6 Homebush (Canada Bay) Precinct

Homebush was identified as an accelerated precinct due to its proximity to metro stations and key public transport interchanges, and activity transport opportunities. The precinct contains a mix of uses including industrial, sporting and entertainment facilities, commercial, retail, health and education. Much of the existing housing stock is low to medium density, with high density primarily concentrated around Parramatta Road.

While the broader Homebush precinct extends into Strathfield LGA, for the purposes of this analysis, only the Canada Bay portion of the precinct has been assessed. The existing housing stock within is almost entirely low-density housing with some retail, commercial, health, industrial and education uses.

	Gross land area	Net land area	Number of dwellings	Estimated population	Gross dwelling density	Net dwelling density	Gross population density	Net population density
Value	75.2ha	53.1ha	9,930 dwellings	17,790 residents	132 dwellings per ha	187 dwellings per ha	236 persons per ha	335 persons per ha

Source: Ethos Urban; ABS Census 2021

Assumptions

- 9,930 dwellings are anticipated for the precinct based on the Homebush TOD state-led rezoning.
- Future open space.
- Existing schools in residential areas are classified as non-residential.

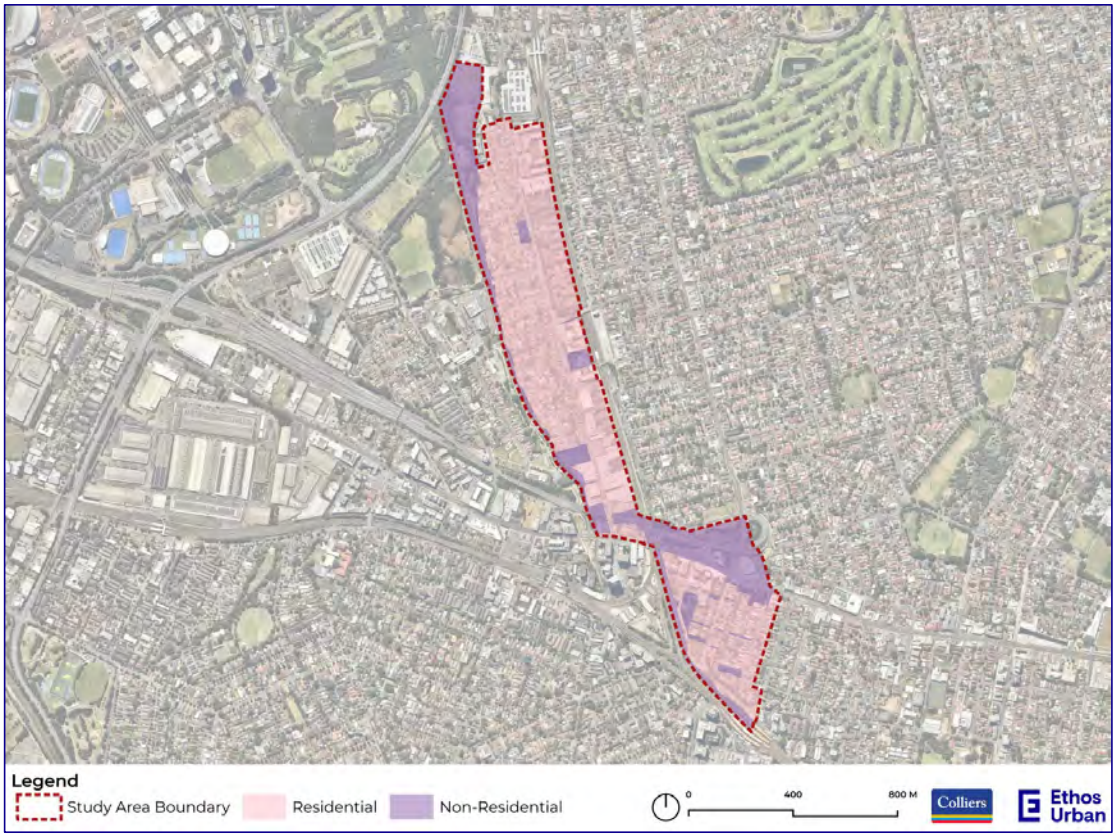


Figure 15 Area of investigation – Homebush (Canada Bay) Precinct

Source: Nearmap, Ethos Urban

4.7 Hornsby Precinct

Hornsby is an established suburb and strategic centre located in the north of Sydney some 20km northwest of Sydney CBD. Mix of uses including health, education, commercial, and retail. Residential dwellings tend to be low density with higher densities focused around the station and Westfield Hornsby.

As a TOD accelerated precinct, Hornsby was identified as an accelerated precinct due to its close proximity to the train station and key public transport interchanges, promoting walking and cycling opportunities. Hornsby is the administrative centre of Hornsby LGA.

	Gross land area	Net land area	Number of dwellings	Estimated population	Gross dwelling density	Net dwelling density	Gross population density	Net population density
Value	39.1ha	26.7ha	6,000 dwellings	10,979 residents	153 dwellings per ha	224 dwellings per ha	281 persons per ha	411 persons per ha

Source: Ethos Urban; ABS Census 2021

Assumptions

- 6,000 dwellings are anticipated for the precinct based on the Hornsby TOD state-led rezoning.

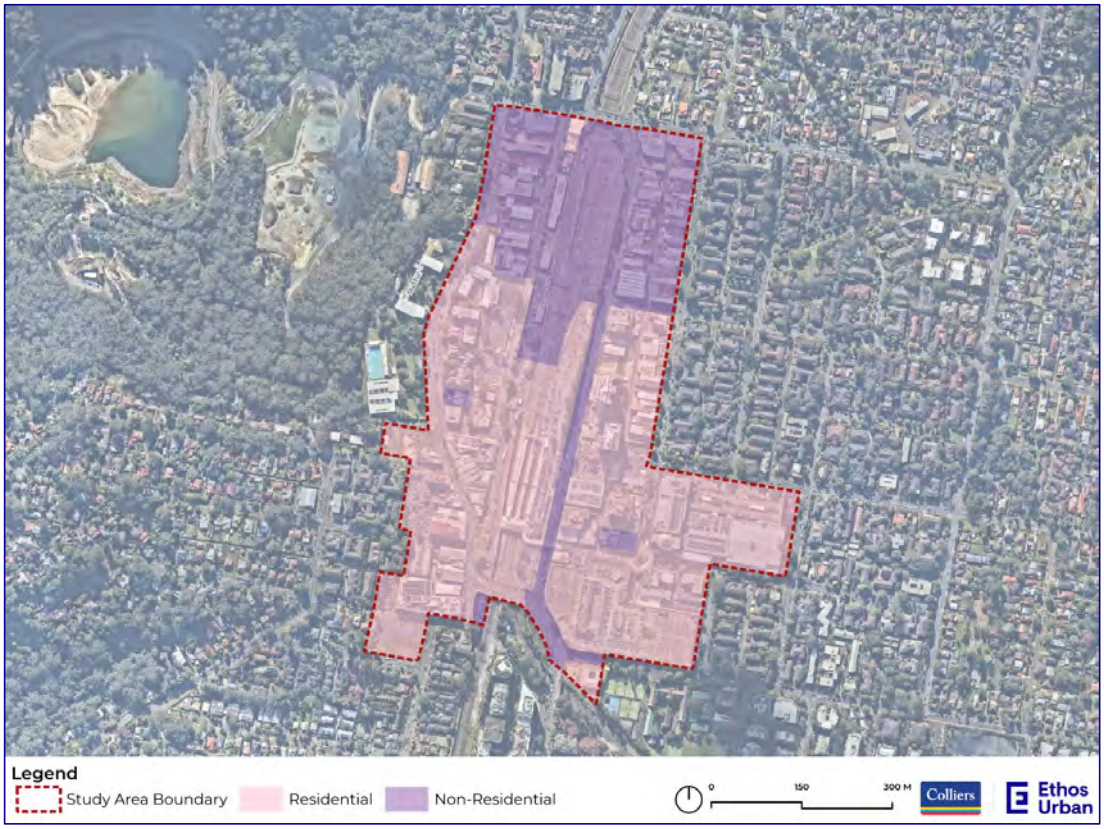


Figure 16 Area of investigation – Hornsby Precinct

Source: Nearmap, Ethos Urban

4.8 Macquarie Park Precinct

Macquarie Park is a business park and key commercial office centre within Greater Sydney. Much of the precinct is undergoing a transition towards higher intensity residential mixed use with the commercial office market anticipated to remain subdued for the foreseeable future.

With two train stations in the precinct, Macquarie Park is well connected to Sydney's major centres including North Sydney and Sydney CBD. Future extensions of the metro line will connect Macquarie Park to the Western Sydney Aerotropolis and emerging centres in Western Sydney.

	Gross land area	Net land area	Number of dwellings	Estimated population	Gross dwelling density	Net dwelling density	Gross population density	Net population density
Value	174.8ha	25.6ha	9,600 dwellings	15,036 residents	55 dwellings per ha	374 dwellings per ha	86 persons per ha	586 persons per ha

Source: Ethos Urban; ABS Census 2021

Assumptions

- 9,600 dwellings are anticipated for the precinct based on the Macquarie Park TOD state-led rezoning.

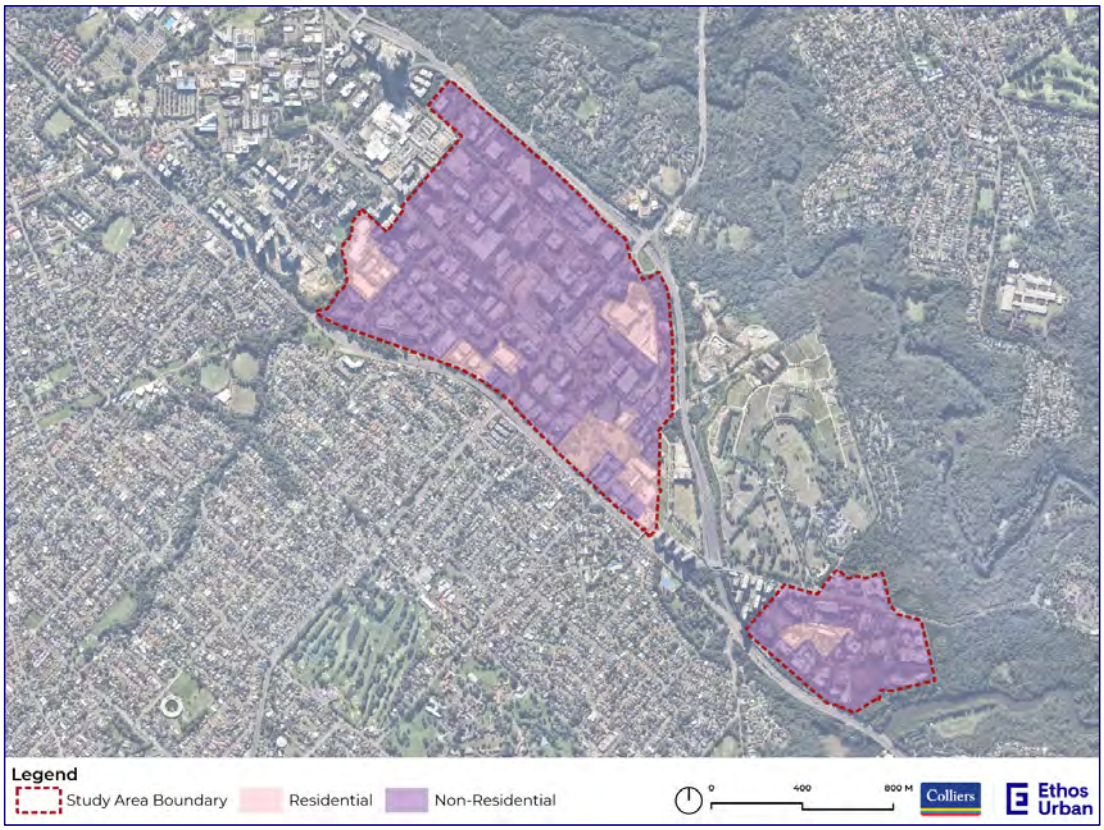


Figure 17 Area of investigation – Macquarie Park Precinct

Source: Nearmap, Ethos Urban

5.0 Summary and Key Findings

Based on the above analysis of selected precincts, a summary table of the dwelling and population density of these locations are provided in **Table 3** below. The key findings are as follows:

Gross Dwelling and Population Density:

- Based on the Draft Five Dock Masterplan, the **Five Dock Precinct** is projected to have the highest Gross Dwelling and Population Density among all analysed precincts, with:
  - An estimated Gross Dwelling Density of 222.3 dwellings per hectare
  - An estimated Gross Population Density of 411.4 persons per hectare
- The **Burwood-Concord Precinct** ranks second in terms of gross densities, with:
  - An estimated Gross Dwelling Density of 168.8 dwellings per hectare
  - An estimated Gross Population Density of 312.1 persons per hectare
- The relatively high densities observed in both Five Dock and Burwood-Concord Precincts can be attributed to several factors:
  - Smaller overall precinct size, with a general trend indicating higher densities in more compact precincts;
  - A higher proportion of land zoned for residential uses, much of which is proposed for mid- to high-density development, specifically:
    - Five Dock Precinct: 96% of the precinct area is designated for residential use
    - Burwood-Concord Precinct: 74% of the precinct area is designated for residential use
- the **Homebush Precinct (within Canada Bay LGA)** records slightly lower Gross Dwelling and Population Density; though ranks fifth overall, with:
  - An estimated Gross Dwelling Density of 132.0 dwellings per hectare
  - An estimated Gross Population Density of 236.5 persons per hectare.

Net Dwelling and Population Density:

- **Macquarie Park Precinct** records the highest Net Dwelling and Population Density among the precincts studied, with:
  - An estimated Net Dwelling Density of 374.3 dwellings per hectare
  - An estimated Net Population Density of 586.3 persons per hectare
    This is likely attributed to the relatively small proportion of land designated for residential use (approximately 15%) in a precinct primarily focused on employment.
- **Five Dock** and **Burwood-Concord Precincts** record the second and third highest Net Dwelling Densities, respectively. These densities are comparable to those observed in:
  - Hornsby TOD Precinct
  - St Leonards strategic centre and Crows Nest TOD Precinct
  - Bays West Stage 1 TOD Precinct
    However, Five Dock and Burwood-Concord have larger net residential areas than the comparative TOD precincts, meaning their dwelling densities are distributed across a larger footprint, resulting in larger overall dwelling and population numbers.
- In the **Homebush Precinct (within Canada Bay LGA)**, the Net Dwelling Density sits in the mid-range compared to other precincts, with:
  - An estimated Net Dwelling Density of 187.1 dwellings per hectare
  - An estimated Net Population Density of 335.2 persons per hectare.

Table 3 Summary of Dwelling and Population Density Analysis

Precinct	Analysis Completed	Gross Area	Net Residential Land Area	Number of Dwellings	Estimated Population	Average Household Size	Occupancy Rate	Gross Dwelling Density	Net Dwelling Density	Gross Population Density	Net Population Density
	year	*ha*	*ha*	*dwellings*	*residents*	*persons per household*	*% of occupied dwellings*	*dwellings per ha*	*dwellings per ha*	*persons per ha*	*persons per ha*
Canada Bay City Council											
Rhodes	*2022*	100.7	67.6	9,742	19,750	2.29	88.6%	96.8	144.1	196.2	100.7
Burwood-Concord	*2025*	79.7	58.9	13,446	24,871	2.06	90.0%	168.8	228.1	312.1	79.7
Five Dock	*2025*	62.5	59.7	13,892	25,707	2.06	90.0%	222.3	232.5	411.4	62.5
Homebush (Canada Bay)	*2025*	75.2	53.1	9,930	17,790	2.06	87.1%	132.0	187.1	236.5	75.2
Strategic Centres											
Bankstown	*2025*	159.7	124.1	14,000	25,108	2.06	87.2%	87.7	112.8	157.2	202.2
Burwood	*2022*	140.4	115.8	5,961	14,025	2.64	89.0%	42.5	51.5	99.9	121.1
Hornsby	*2025*	39.1	26.7	6,000	10,979	2.06	89.0%	153.3	224.4	280.5	410.5
Macquarie Park	*2025*	174.8	25.6	9,600	15,036	2.06	76.2%	54.9	374.3	86.0	586.3
Mascot	*2022*	139.0	73.0	7,287	16,440	2.59	87.2%	52.4	99.8	118.3	225.3
St Leonards	*2022*	80.2	26.5	5,883	10,545	2.02	88.7%	73.4	221.8	131.5	397.5
Zetland	*2022*	80.5	68.6	7,166	12,630	2.08	84.7%	89.0	104.5	156.9	184.2
Other Non-Strategic Centres of Interest (e.g. Urban Renewal, TOD Accelerated Precinct)											
Bays West (Stage 1)	*2025*	9.3	1.2	250	472	2.06	91.8%	26.9	213.6	50.7	402.9
Crows Nest	*2025*	39.6	27.6	5,900	10,842	2.06	89.4%	149.0	213.6	273.9	392.5
Melbourne CBD – West, VIC	*2022*	100.5	79.3	12,561	15,635	1.95	64.0%	125.0	158.3	155.6	197.0
Newstead, QLD	*2022*	70.8	51.2	4,411	7,406	1.91	87.8%	62.3	86.1	104.6	144.5
Potts Point - Woolloomooloo	*2022*	146.4	96.3	12,657	18,179	1.80	79.7%	86.4	131.5	124.1	188.9
Wolli Creek	*2022*	66.7	38.5	5,173	10,725	2.32	89.5%	77.6	134.4	160.9	278.7

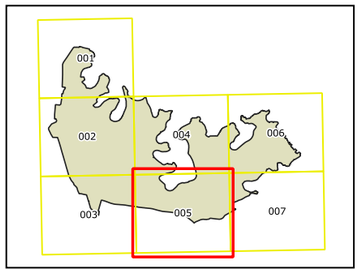
Canada Bay Local Environmental Plan 2013

City of Canada Bay

Land Zoning Map - Sheet LZN_005

- E1- Local Centre
- E2 - Commercial Centre
- MU1 - Mixed Use
- E3 - Productivity Support
- SP4 - Enterprise
- C2 - Environmental Conservation
- E4 - General Industrial
- R1 - General Residential
- R2 - Low Density Residential
- R3 - Medium Density Residential
- R4 - High Density Residential
- RE1 - Public Recreation
- RE2 - Private Recreation
- SP2 - Infrastructure

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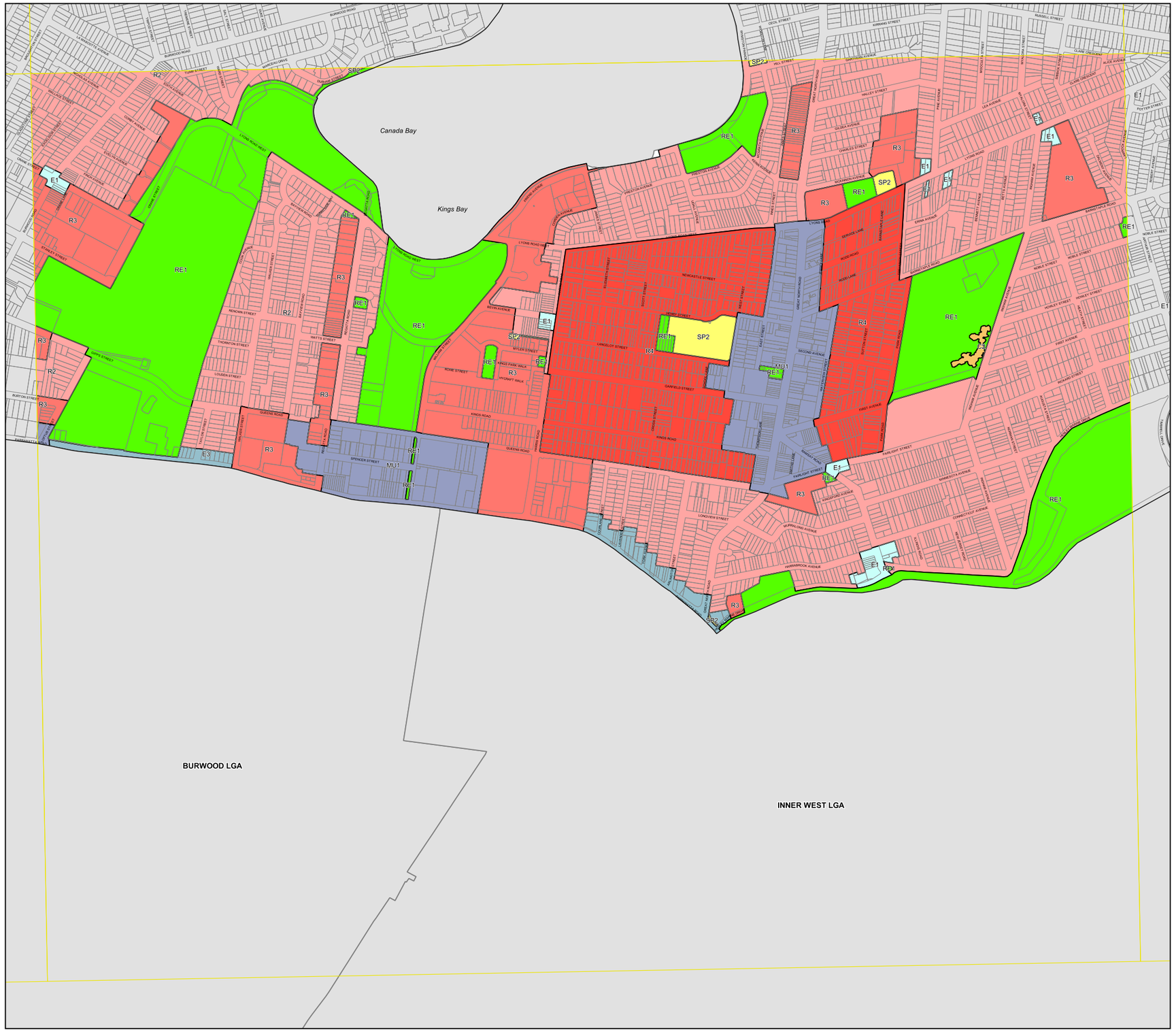


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Projection GDA 2025
MGA Zone 56

Scale 1:10,000 @A3

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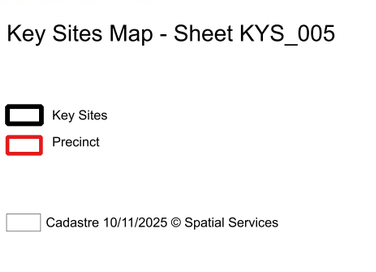


Canada Bay Local Environmental Plan 2013

Key Sites Map - Sheet KYS_005

Key Sites
Precinct

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0 200 400 m

Projection GDA 2020
MGA Zone 56

Scale 1:10,000 @A3

Map identification number: 1520_COM_KYS_005_010_20251110

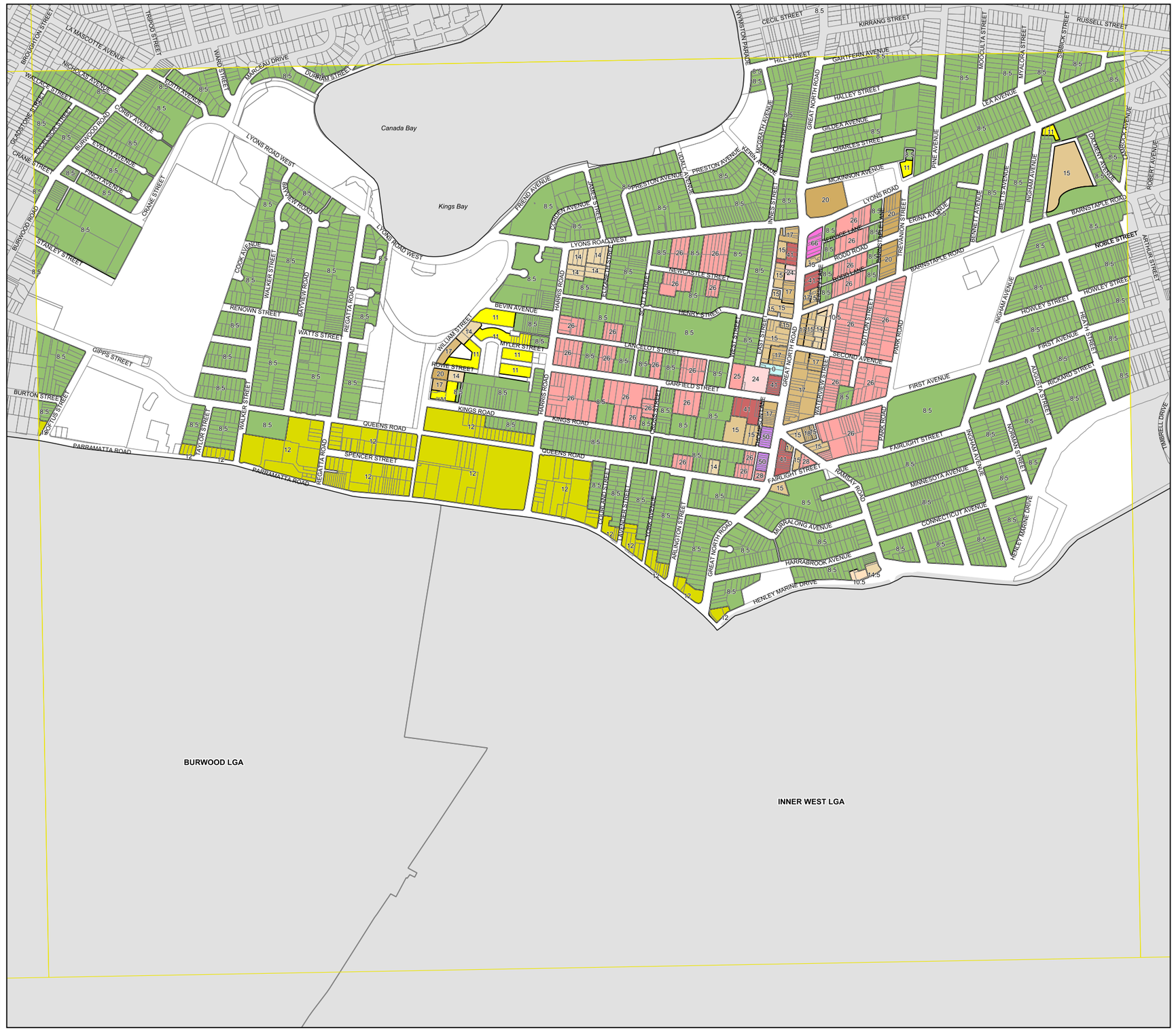
Canada Bay
Kings Bay
Burwood - Concord Precinct
Kings Bay Precinct
Five Dock Precinct Inner Area
Five Dock Precinct
BURWOOD LGA
INNER WEST LGA

Canada Bay Local Environmental Plan 2013

Height of Buildings Map - Sheet HOB_005

Maximum Building Height (m)

0-20	30-34.9
0-3.6	35-39.9
8-8.9	40-44.9
9-9.9	45-49.9
10-10.9	50-54.9
11-11.9	55-59.9
12-12.9	60-79.9
13-14.9	80-99.9
15-16.9	100-124.9
17-18.9	125-149.9
19-20.9	150-174.9
20-40	175-199.9
21-22.9	Refer to Clause 4.3B
23-24.9	
25-29.9	



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Map identification number: 1520_COM_HOB_005_010_20251110

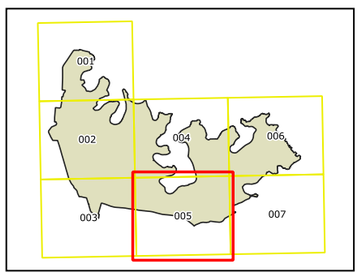
Canada Bay Local Environmental Plan 2013

Incentive Height of Buildings Map - Sheet HOB_005

Maximum Building Height (m)

0-20	25-29.9
0-3.6	30-34.9
8-8.9	35-39.9
9-9.9	40-44.9
10-10.9	45-49.9
11-11.9	50-54.9
12-12.9	55-59.9
13-14.9	60-79.9
15-16.9	80-99.9
17-18.9	100-124.9
19-20.9	125-149.9
20-40	150-174.9
21-22.9	175-199.9
23-24.9	Refer to Clause 4.3B

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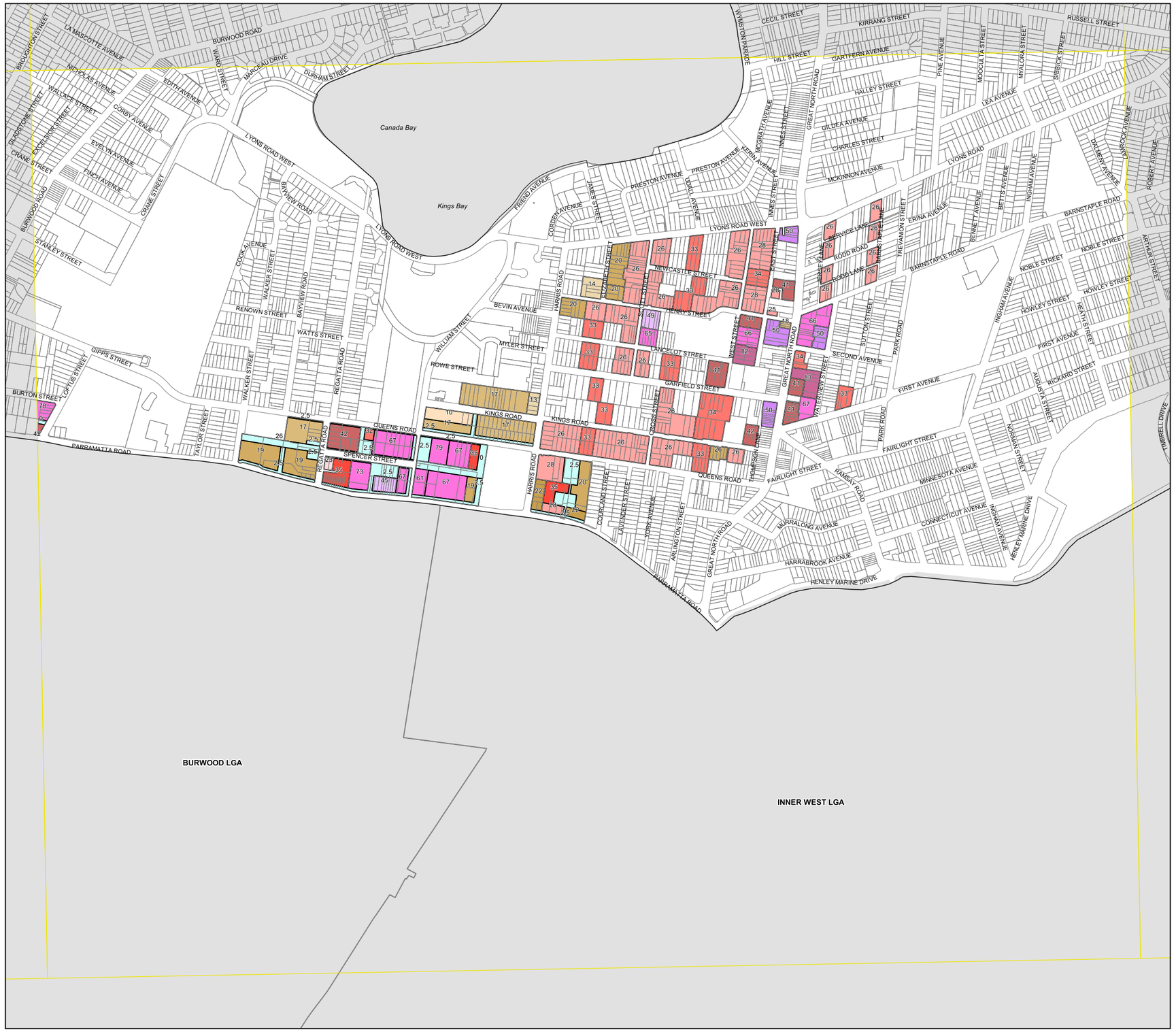


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MGA Zone 56

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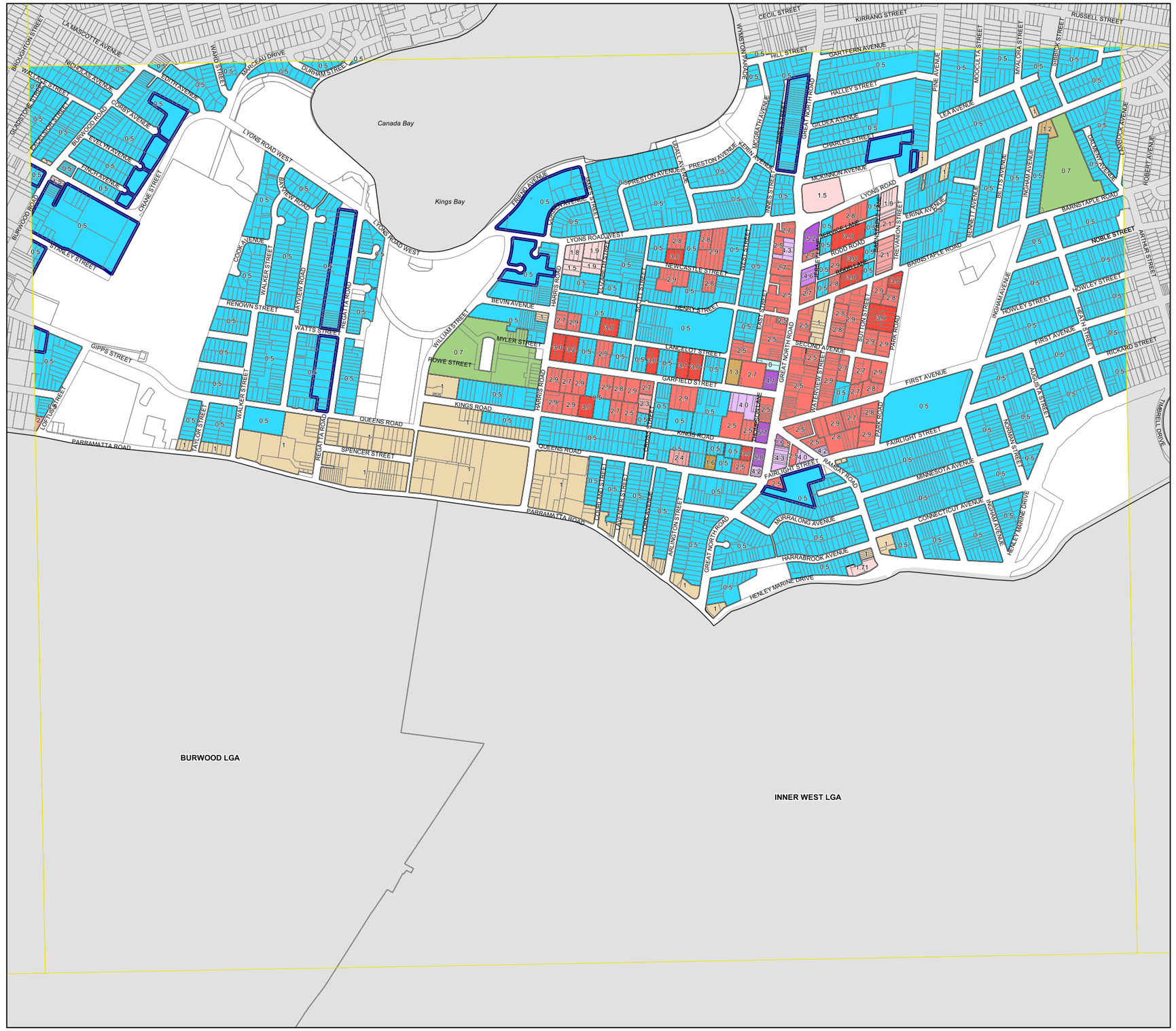


Canada Bay Local Environmental Plan 2013

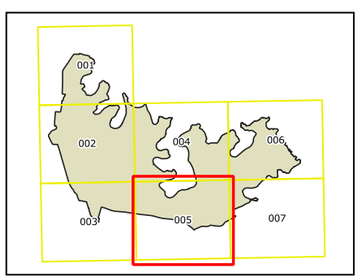
Floor Space Ratio Map - Sheet FSR_005

Maximum Floor Space Ratio (n:1)

0-0.39	3-3.49
0.5-0.54	3.5-3.99
0.6-0.64	4-4.49
0.7-0.74	4.5-4.99
0.75-0.79	5-5.99
0.9-0.94	6-6.99
1-1.09	7-7.99
1.1-1.19	9-9.99
1.2-1.29	11-11.99
1.3-1.39	14+
1.4-1.49	Refer to Clauses 4.4 (2A-(2F)
1.5-1.99	
2-2.49	
2.5-2.99	



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Projection GDA 2024 MGA Zone 56

Scale 1:10,000 @A3

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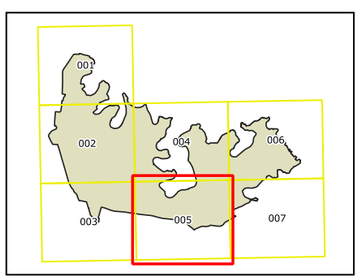
Canada Bay Local Environmental Plan 2013

Incentive Floor Space Ratio Map - Sheet IFSR_005

Maximum Floor Space Ratio (n:1)

0-0.39	2.5-2.99
0.5-0.54	3-3.49
0.6-0.64	3.5-3.99
0.7-0.74	4-4.49
0.75-0.79	4.5-4.99
0.9-0.94	5-5.99
1-1.09	6-6.99
1.1-1.19	7-7.99
1.2-1.29	8-8.99
1.3-1.39	9-9.99
1.4-1.49	11-11.99
1.5-1.99	14+
2-2.49	Clauses 4.4 (2A-2G)

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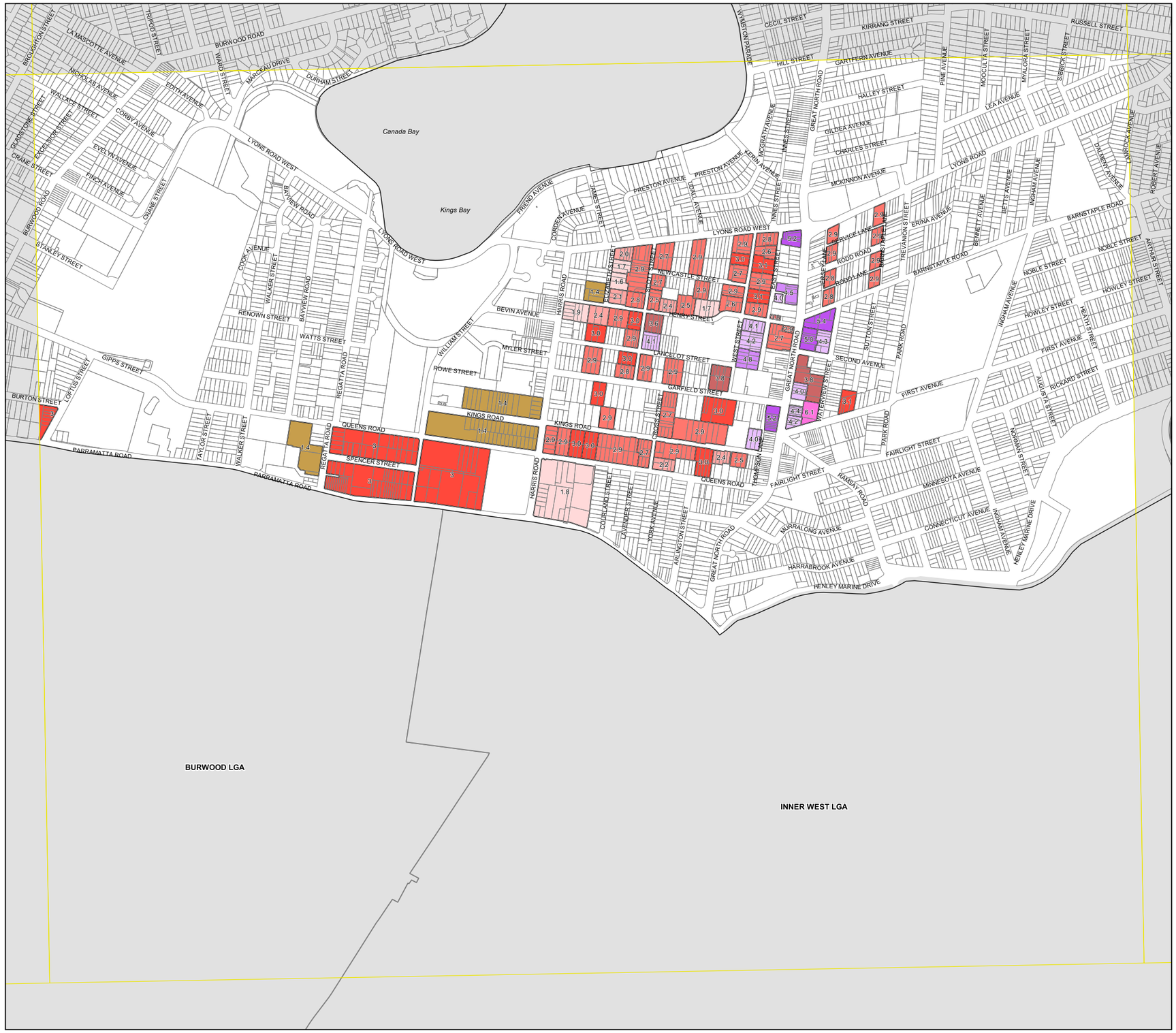


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Scale 1:10,000 @A3

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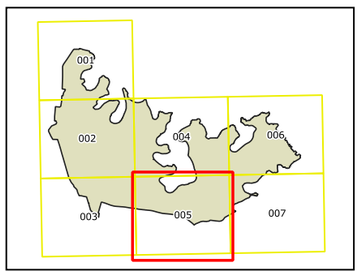
Canada Bay Local Environmental Plan 2013

Heritage Map HER_005

Heritage

- Item - General
- Conservation Area - General

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Projection GDA 1994
MGA Zone 56

Scale 1:10,000 @A3

Map identification number: 1520_COM_HER_005_010_20251110

City of Canada Bay

Canada Bay Local Environmental Plan 2013

Active Street Frontages Map - Sheet

ASF_005

Active Street Frontage

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0 200 400 m

Projection GDA 1994
MGA Zone 56

Scale 1:10,000 @A3

Map identification number: 1520_COM_ASF_005_010_20251110

City of Canada Bay

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Land Reservation Acquisition Map
Sheet LRA_005

Classified Road (SP2)

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Projection GDA 2024
MGA Zone 56

Scale 1:10,000 @A3

Map identification number: 1520_COM_LRA_005_010_20251110



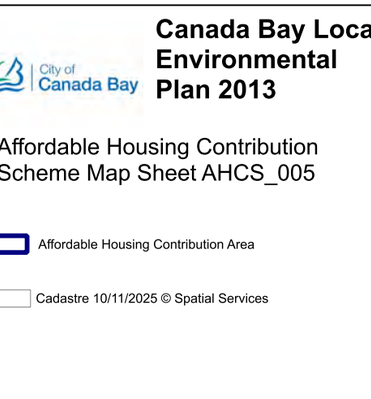
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Affordable Housing Contribution Scheme Map Sheet AHCS_005

Affordable Housing Contribution Area

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Projection GDA 2020
MGA Zone 56

Scale 1:10,000 @A3

Map identification number: 1520_COM_AHCS_005_010_20251110

Canada Bay

Kings Bay

Affordable Housing Contribution Area - Burwood

Affordable Housing Contribution Area - Kings Bay

Affordable Housing Contribution Area - Five Dock Precinct

Affordable Housing Contribution Area - 1 Ramsay Road Five Dock

BURWOOD LGA

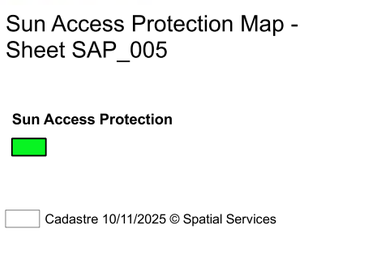
INNER WEST LGA

Canada Bay Local Environmental Plan 2013

Sun Access Protection Map - Sheet SAP_005

Sun Access Protection

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Projection GDA 2024
MGA Zone 56

Scale 1:10,000 @A3

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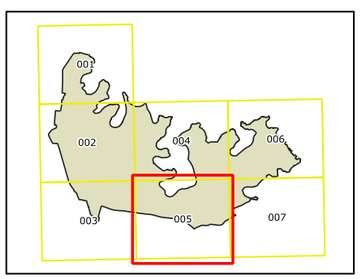
Canada Bay
Kings Bay
Henry Street Park - Secondary Zone
Henry Street Park - Primary Zone
Fred Kelly Place
New Town Square
BURWOOD LGA
INNER WEST LGA

Canada Bay Local Environmental Plan 2013

Design Excellence Map - Sheet DEX_005

Design Excellence Area

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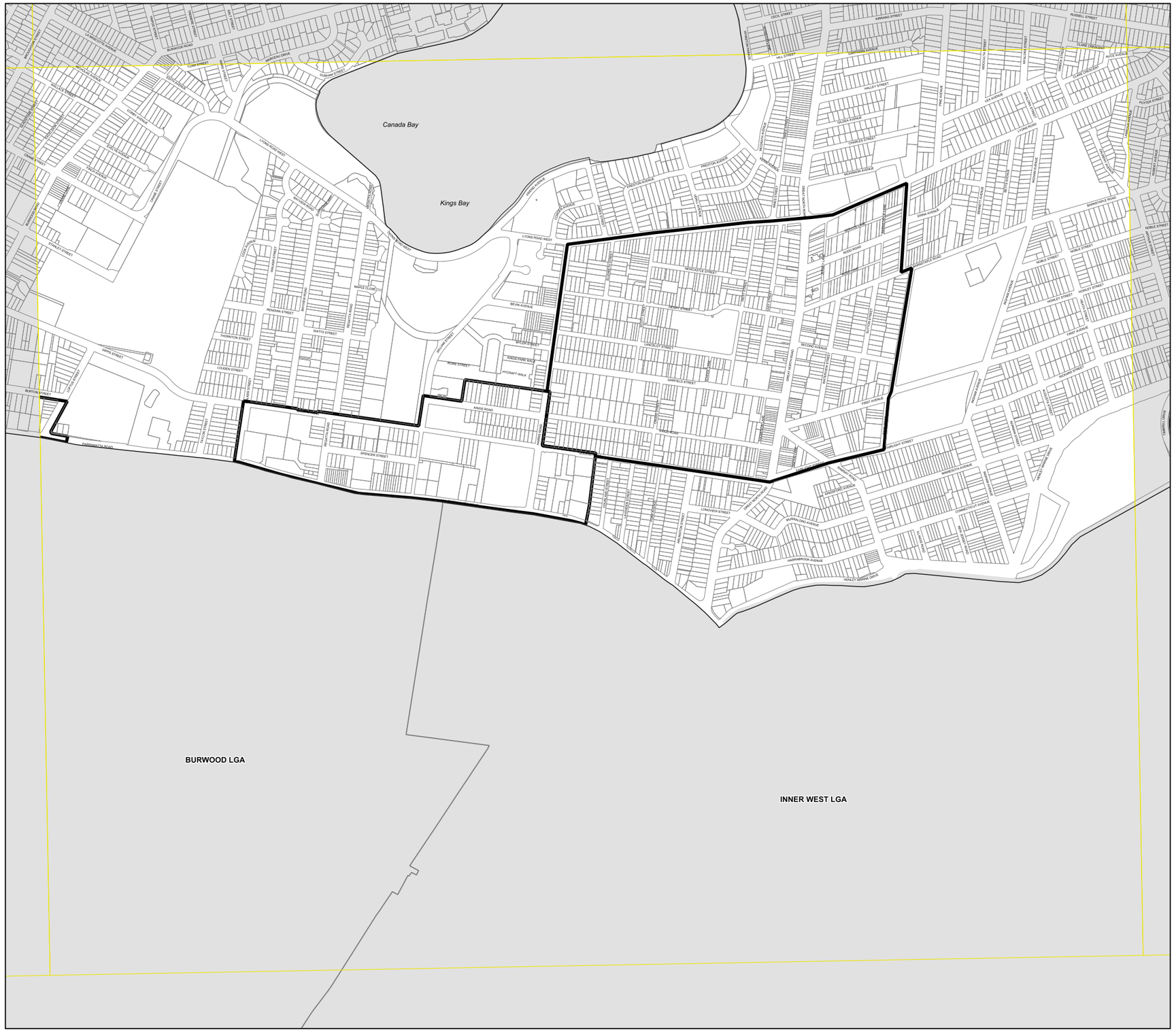


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MGA Zone 56

Scale 1:10,000 @A3

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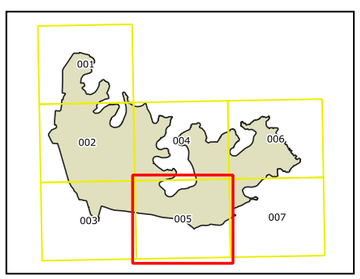
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Additional Permitted Uses
Map Sheet APU_005

Additional Permitted Uses

Refer to Schedule

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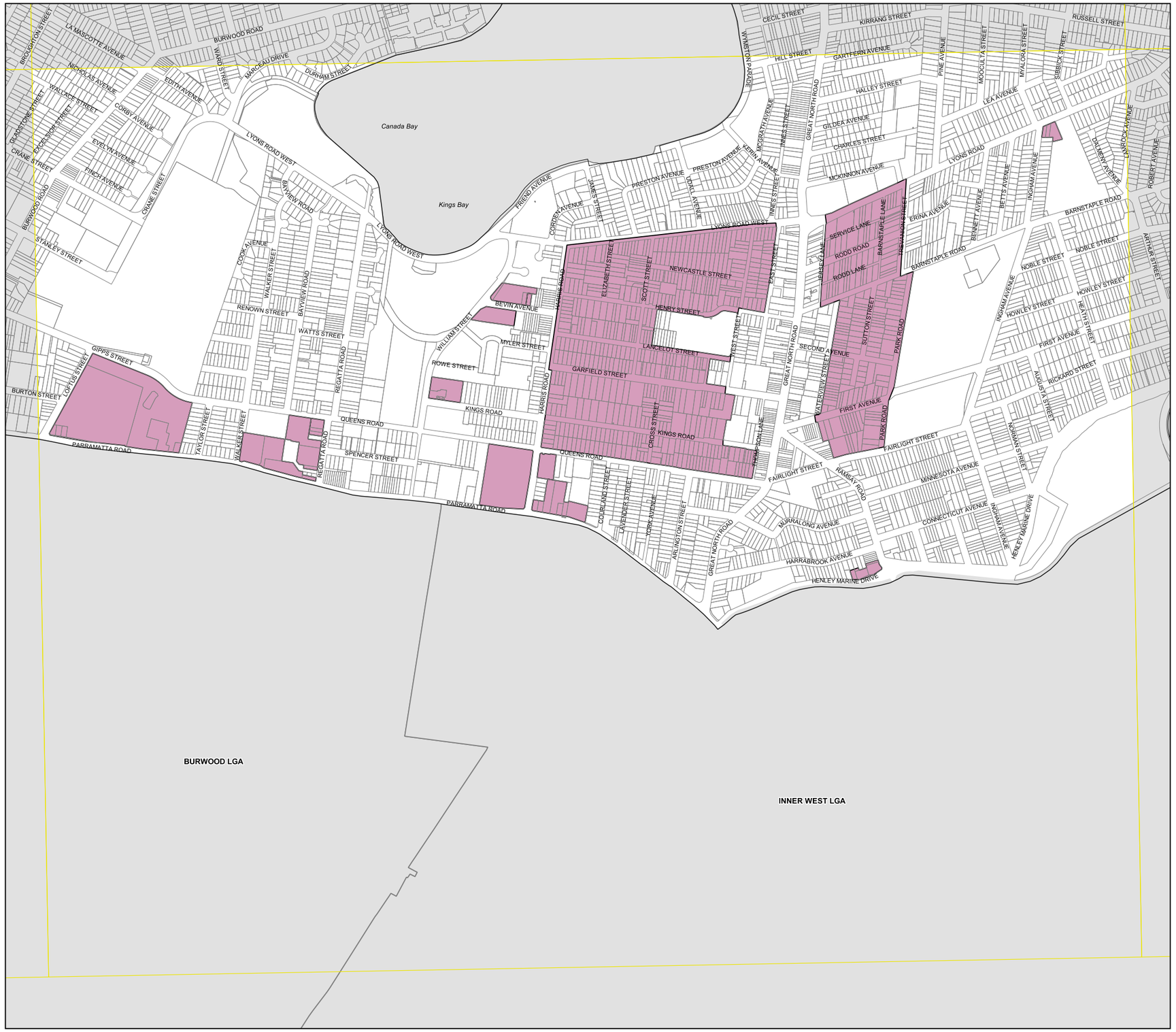


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Projection GDA 2020
MGA Zone 56

Scale 1:10,000 @A3

Map identification number: 1520_COM_APU_005_010_20251110



Local Planning Panel Minutes

MINUTES of the CITY OF CANADA BAY LOCAL PLANNING PANEL

Date of Panel meeting	3 December 2025
Location	Halliday Room, City of Canada Bay Council
Panel members	Jason Perica, Chair Noni Ruker, Expert Member Tina Christy, Expert Member Dean Hart, Community Member
Council staff	Paul Dewar, Manager Strategic Planning Leah Beatty, Coordinator Strategic Planning Anthony Wynen, Senior Strategic Planner
Apologies	Nil
Declarations of interest	Nil

A meeting of the Local Planning Panel was held in the Halliday Room at the City of Canada Bay Civic Centre, Drummoyne on 3 December 2025 in relation to a Planning Proposal regarding the Five Dock Precinct. Please note Planning Proposal meetings are not public meetings and therefore are not open to the public.

A site inspection was conducted by Panel members and Council staff from 10.00am to 11.00am.

The meeting concluded at 2.00pm.

ITEM 1: PP2025/0003 – FIVE DOCK PRECINCT

OVERVIEW

This Council-initiated Planning Proposal seeks to change the zoning, height, floor space ratio and other development controls throughout the Five Dock Precinct. Dwelling densities will be significantly increased to take advantage of proximity to the Five Dock Metro station. The Proposal will also facilitate upgrades to infrastructure and community facilities.

The following LEP maps (and related clauses) are proposed to be amended:

- Zoning
- Height of buildings
- Incentive height of buildings
- Floor space ratio
- Incentive floor space ratio
- Incentive Key sites
- Heritage
- Active street frontages
- Land reservation acquisition
- Affordable housing
- Sun access protection
- Design excellence

Local Planning Panel Minutes

The Panel considered the Council staff report (including attachments), a briefing by Council staff, together with matters observed during the site inspection.

RECOMMENDATION

The Local Planning Panel ('the Panel') supports the initiative and directions within the Planning Proposal – Five Dock Precinct (PP2025/0003), and supports its submission to the NSW Department of Planning, Housing and Infrastructure for a Gateway Determination.

The Panel notes and commends the lead taken by Council staff and notes the range of appropriate supporting studies and analysis undertaken. Some time was spent by the Panel discussing the likely sporadic nature of development in the years ahead, achieving diversity yet consistency, and the constraints to development from generally smaller suburban blocks requiring amalgamation. It is likely the built form outcome will differ to the vision in both timing and ultimate built form. Despite this the Panel was supportive of key aspects and objectives of pedestrian and bicycle priority, limiting car reliance, an urban design based approach, seeking a human scale at the streetscape, supporting walkability, aligning infrastructure with development, highlighting the main road while limiting vehicle movement within the "super blocks" and supporting commercial development in a practical way, increased open space to meet growth and demand, solar access to public spaces, heritage fine tuning, and reasonably maximising density in response to significant public investment in public transport.

Similarly, the approach of exhibiting the PP with a Development Control Plan ('DCP') and developer contributions framework is procedurally sound.

However, the Panel makes the following suggestions and comments for consideration at the appropriate time:

1. The affordable housing target and outcome is low, and surprisingly so, given the significant uplift. While it is understood feasibility analysis was undertaken, a 2% affordable housing target was not supported by the Panel. It is common for comparable areas to have an affordable housing requirement of 3-5% and a target of 5% would have been anticipated/expected given the significant uplifts here. Further feasibility testing should be done, particularly for sites with greater density. Given the importance of this matter, its resolution and greater ambition should be settled prior to exhibition, and preferably Gateway. It is also noted the 'non-key site" may not be amalgamated to the extent indicated in the Masterplan, while still meeting existing LEP controls for site area/widths. As such, this is expected to change economic/feasibility modelling. Also, such sites do not have infrastructure requirement liabilities, such that affordable housing contributions may be less onerous than otherwise would be the case.

2. Partly related to the issue of affordable housing is the recommendation to "switch off" the affordable housing bonuses under Chapter 2 of *SEPP (Housing) 2021*. The rationale for that position is understood and justifiable, like in other State-led TOD rezonings, which undertook an urban design led significant uplift around a key transport node, like here. However, the Panel was of the view this provision and mechanism to support increased affordable housing (albeit only for 15 years) with 30% increased FSR and height could be acceptable within the core area of the MU-1 Mixed Use zoning.

3. The recommendation to 'switch off' the Low to Medium Rise development provisions in *SEPP (Housing) 2021* is supported by the Panel and policy-consistent, noting the proposed controls exceed such density and the alternative LMR approach would undermine key site provisions and linking greater densities with infrastructure on such key sites.

Local Planning Panel Minutes

4. It is likely that applicants will seek to challenge the required amalgamated sites, either related to Key Sites or those non key sits envisaged in the Masterplan. For example, one owner may refuse to sell. There may be instances where this is acceptable, such as where the built form and infrastructure outcomes are not compromised. There will be instances where it is not acceptable and lead to uncoordinated development or infrastructure, or isolated sites. Either way, guidelines should be included in the DCP of how approaches to vary the specified amalgamation pattern will be assessed.

5. The approach of podium building forms is understood and supported in principle, to provide mediation of higher forms and a human scale at street. However, a uniform height across the whole area would lack diversity and visual interest. There is likely to be some developer push back to podium requirements, as greater value floor space occurs at greater height rather than lower levels, aligned to views. An approach recommended of a maximum 4-storey height is not supported, as zero is less than that maximum. A range could be considered, especially where street widths vary, such as between 2 to 4 storeys. Varying heights (and building typologies) could relate to creating urban character areas which relate to existing or desired future urban places such as parks, key street corners or narrow streets. This would deliver great a variety of building typologies across the precinct.

6. It is noted the existing LEP has development standards for minimum site widths and areas, related to development types and zones. These controls may warrant review at this stage, after considering the controls and guidelines within the recent NSW Pattern Book for medium density development. This review may reference the 'Key Metrics' for building types as set out in the Pattern Book to ensure alignment across State and Local planning frameworks.

7. The approach to supporting non-residential development near the centre is sound and the recommended method is practical, while a lack of demand for stand-alone commercial space is not surprising for the location, despite the pending Metro station. This may change over time. However, the Panel questions whether there will be demand to fill all the first floors of all the significant MU1-zoned developed land. Anecdotally, filling ground floor non-residential space is challenging enough in suburban centres. Another option may be to reduce the extent of this requirement to a smaller central area and/or design for higher ceiling heights for flexibility over time at first floor.

8. Consider a special entertainment precinct for a central area around the Metro station to support vitality, life and the night-time economy.

9. Given the width of the area and distances at the edges from key services within the main road (up to 800m), consideration should be given to the permissibility of other non-residential and services uses, especially at such extremities and on busier roads, where ground floor residential uses may be compromised and/or in locations that relate to creating urban character areas.

10. The Panel supports a constrained and 'maximum' approach to parking provision. However, the proposed rates are very low and equivalent, and in instances lower, than the very constrained rates in the Sydney CBD. A variable rate based on distance from the Metro Station may be more appropriate.

11. Road widening decisions should emphasise place making, pedestrian and active transport options, rather than sole primacy to cars.

12. Some targeted further testing of actual development sites is warranted (and reviewed over time with development) to ensure the proposed FSRs align with recommended heights. It places unnecessary pressure and tension in development assessment if the maximum FSRs are not aligned with the proposed heights, which seem sound, or if landscaped and tree canopy objectives are compromised due to such misalignment. Achieving the FSR within the height limit whilst also achieving site amenity may be challenging in some locations due to the propensity of long and narrow sites which often have a low site efficiency particularly where a block edge form is mandated.

City of Canada Bay

Local Planning Panel Minutes

13. The infrastructure requirements with development of Key Sites is not onerous or likely too difficult (apart from timing and alignment), with the exception of the new central open space area. That will require a proactive approach and ongoing review and monitoring ahead for success.

Lastly, aligning State Infrastructure provision with the significant anticipated and planned growth is critical to a successful community neighbourhood, and eventual community acceptance of the significant change ahead. In this regard, any avenues to ensure schools particularly, but also health and bus networks are proactively planned and implemented to support growth should be actively explored, including at senior or political levels. Also, consultation is recommended with Homes NSW, including exploring any opportunities for social and affordable housing in the precinct.

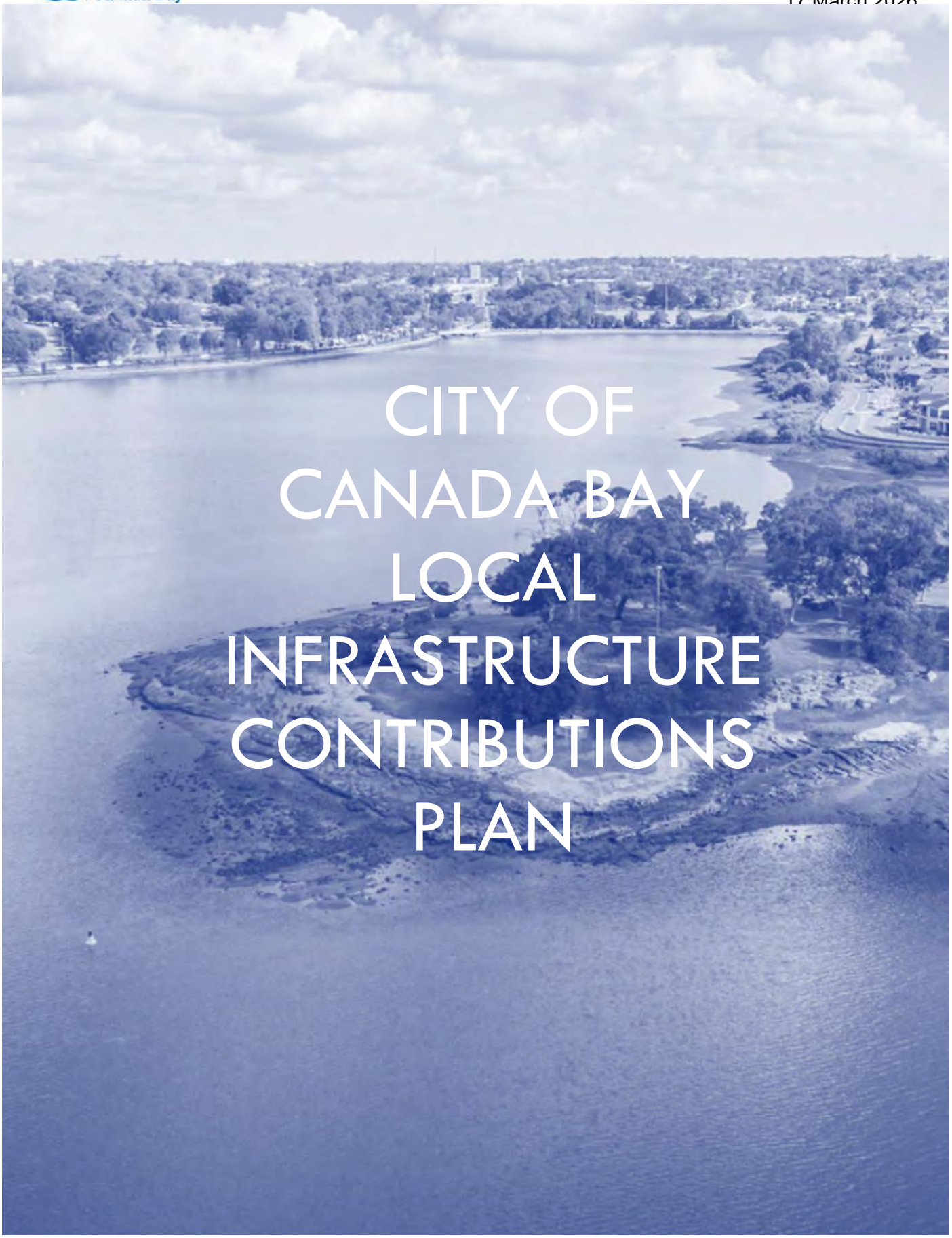
VOTING

The decision was unanimous

ADOPTION OF MINUTES

We, the undersigned members of the City of Canada Bay Local Planning Panel, certify that these Minutes are an accurate record of the meeting on 3 December 2025:

PANEL MEMBERS	
Jason Perica	Noni Ruker
Tina Christy	Dean Hart



CITY OF CANADA BAY LOCAL INFRASTRUCTURE CONTRIBUTIONS PLAN

City of Canada Bay Local Infrastructure Contributions Plan (Amendment 2)

Prepared for

City of Canada Bay

By

gln. planning consulting strategy

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Document History and Status

Version	Issue To	Qty	Date	Prepared by	Reviewed by
Final	Tina Kao	1e	29 June 2021	JON	GN
Amend 1	P Dewar	1e	04/01/2024	JON	GN
Amend 2	P Dewar	1e	27 February 2025	PS	JON / PM
Amend 2 (post-exhibition)	P Dewar	1e	9 March 2026	PS	PS

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Appendix B: Infrastructure schedule and location maps
Appendix C: Cost summary reports
Appendix D: PRCUTS, Kings Bay

Glossary of terms and abbreviations

Words and phrases used in this plan have the same meaning as the terms defined in the Canada Bay Local Environment Plan 2013, or the EP&A Act, except as provided for below.

In this plan, the following words and phrases have the following meanings:

Bedroom means any room or space within a dwelling capable of being used as or converted to a bedroom.

CDC means complying development certificate.

Consent authority has the same meaning as in the EP&A Act but also includes an accredited certifier responsible for issuing a complying development certificate.

Council means City of Canada Bay Council.

EP&A Act means the NSW Environmental Planning and Assessment Act 1979.

EP&A Regulation means the NSW Environmental Planning and Assessment Regulation 2021.

IPART means Independent Pricing and Regulatory Tribunal.

LGA means local government area.

Local infrastructure means public amenities and public services that are traditionally the responsibility of local government, excluding water supply or sewerage services.

TOD means Transit Oriented Development.



Plan Summary

Summary of contribution rates

The contribution rates that apply to development are as shown below.

Note regarding Minister's Direction

At the time this plan was made, consent authorities could not impose a monetary contribution on a residential development that exceeded $20,000 per lot or dwelling. This restriction is due to a Direction made by the Minister for Planning on 28 August 2012, as amended. The consent authority therefore shall not impose a total monetary contribution under this plan that exceeds $20,000 for each dwelling approved in the development while ever this Direction (or any similar or subsequent direction) remains in place.

Table 1 Section 7.11 contribution rates for land to which this Plan applies, excluding Rhodes Peninsula

Infrastructure item	Per resident*	Per independent living unit or boarding house room	Per 0 or 1 bedroom dwelling or secondary dwelling	Per 2 bed dwelling or secondary dwelling	Per 3 or more bed dwelling or residential allotment	Maximum contributions while Minister's Direction is in place [a]
Recreation^	$5,197	$6,087	$7,482	$10,758	$15,348	$7,080
Public Domain	$4,442	$5,203	$6,396	$9,196	$13,118	$6,052
Community^	$3,867	$4,529	$5,568	$8,005	$11,420	$5,268
Active Transport^	$958	$1,121	$1,379	$1,982	$2,828	$1,304
Plan Administration and Management	$217	$254	$312	$449	$641	$296
Total	**$14,681**	**$17,194**	**$21,137**	**$30,390**	**$43,354**	**$20,000**

* the per resident rate is relevant to calculating the contributions for group homes and hostels

^ relates to Plan-wide infrastructure

a see Note regarding Minister's Direction before Table 1

Table 2 Section 7.11 contribution rates for the Rhodes Peninsula catchment

Infrastructure item	Per resident*	Per independent living unit or boarding house room	Per 0 or 1 bedroom dwelling or secondary dwelling	Per 2 bed dwelling or secondary dwelling	Per 3 or more bed dwelling or residential allotment	Maximum contributions while Minister's Direction is in place [a]
Recreation^	$5,197	$6,087	$7,482	$10,758	$15,348	$5,587
Community^	$3,867	$4,529	$5,568	$8,005	$11,420	$4,157
Active Transport^	$958	$1,121	$1,379	$1,982	$2,828	$1,029
Roads and Civic Space Facilities within Rhodes	$8,307	$9,729	$11,959	$17,195	$24,530	$8,930
Plan Administration and Management	$275	$322	$396	$569	$812	$296
Total	**$18,604**	**$21,788**	**$26,784**	**$38,509**	**$54,937**	**$20,000**

***** the per resident rate is relevant to calculating the contributions for group homes and hostels

^ relates to Plan-wide infrastructure

a see Note regarding Minister's Direction before Table 1



Table 3 Section 7.12 levy rates

Development type	Levy rate
Development that has a proposed cost of carrying out the development:	
up to and including $100,000	Nil
more than $100,000 and up to and including $200,000	0.5% of that cost
more than $200,000	1% of that cost

Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) – Kings Bay

Refer to Appendix D for information.

Plan overview

City of Canada Bay LGA has a population of approximately 92,255 people[1]. Future residential development in the area is expected to accommodate up to 30,000 additional residents. The development will be spread throughout the area with higher density residential development concentrated in Rhodes, North Strathfield, Burwood North, Five Dock and Kings Bay.

This population growth in Canada Bay can only be sustained by the provision of new and upgraded local infrastructure. Contributions of land, works and money from the developers of land in will be a key source of funding for this infrastructure.

Sections 7.11 and 7.12 of the Environmental Planning and Assessment Act 1979 (EP&A Act) authorises councils and other consent authorities to require contributions of land or money from developments toward the provision, extension or augmentation of local infrastructure.

The local infrastructure to be provided by contributions received from developers under this plan is listed in **Appendix B** and includes:

- recreation works including playing fields, amenities buildings, playgrounds, landscaping, seating, lighting and equipment, walking trails and indoor sports recreation centres.
- community facilities including library and community spaces.
- public domain facilities including land, footpath paving, street tree planting and street lighting.
- active transport including traffic facilities, cycleways and shared paths.

A summary of the costs of local infrastructure included in this plan is shown in **Table 4.**

The costs of administering this plan will also be met by contributions imposed under this plan.

Table 4 Summary of proposed infrastructure costs

Type of contribution and type of local infrastructure	Total cost of works in plan
Section 7.11 contributions*	
Recreation Facilities	$148m
Public Domain	$89m
Community Facilities	$142m
Active Transport	$41m
Rhodes Peninsula facilities	$45m

[1] Estimated Resident Population (ERP) 2025. Source: Australian Bureau of Statistics, Region Population Growth. Compiled and presented by .id (informed decisions)

x

Type of contribution and type of local infrastructure	Total cost of works in plan
Section 7.12 contributions	
Local infrastructure	$61m
Total	**$526m**

* Due to section 7.11 contributions needing to account for nexus and apportionment of costs, the contributions anticipated to be made under this plan will fund only a portion of the total infrastructure costs.

Development contributions collected under s7.11 of this plan will be applied to deliver the infrastructure items listed in works schedule in **Appendix B**. Contributions collected under s7.12 of this plan will be applied to deliver the infrastructure items listed in the works schedule 'Section 7.12 Works List' or may also be used by Council to fund works contained in works schedule in **Appendix B** which are identified as 'City Wide' items.

This plan has been prepared in accordance with the EP&A Act and EP&A Regulation and having regard to the latest practice notes issued by the Planning Secretary. This plan has been divided into the following sections to allow easy navigation by Council staff, developers and private certifiers. A brief description of each section is provided below.

Section 1 – Is a contribution required and how is it calculated?

This section describes the types of developments required to make contributions, developments that are exempt from making contributions and includes a flow chart to determine if a development is subject to a contribution and what type of contribution that will be. To aid understanding, the section also provides worked examples on the calculation of contribution amounts for a selection of developments.

Section 2 – How is a contribution imposed on a development?

This section explains how conditions of consent will be used to require contributions and levies, and the ways in which contribution rates and amounts will be adjusted over time to reflect changes in infrastructure costs. It also describes accredited certifiers' obligations to address the requirements of this plan in the issuing of construction certificates and CDCs.

Section 3 – How and when a contribution requirement can be settled?

This section explains how consent conditions requiring the payment of contributions can be settled, typically by cash payment. It also provides Council's requirements for considering alternative means to satisfy contribution requirements under this plan, such as using works-in-kind agreements.

Section 4 – Other administration matters

This section outlines other administrative arrangements applying to the operation of this plan.

Appendices

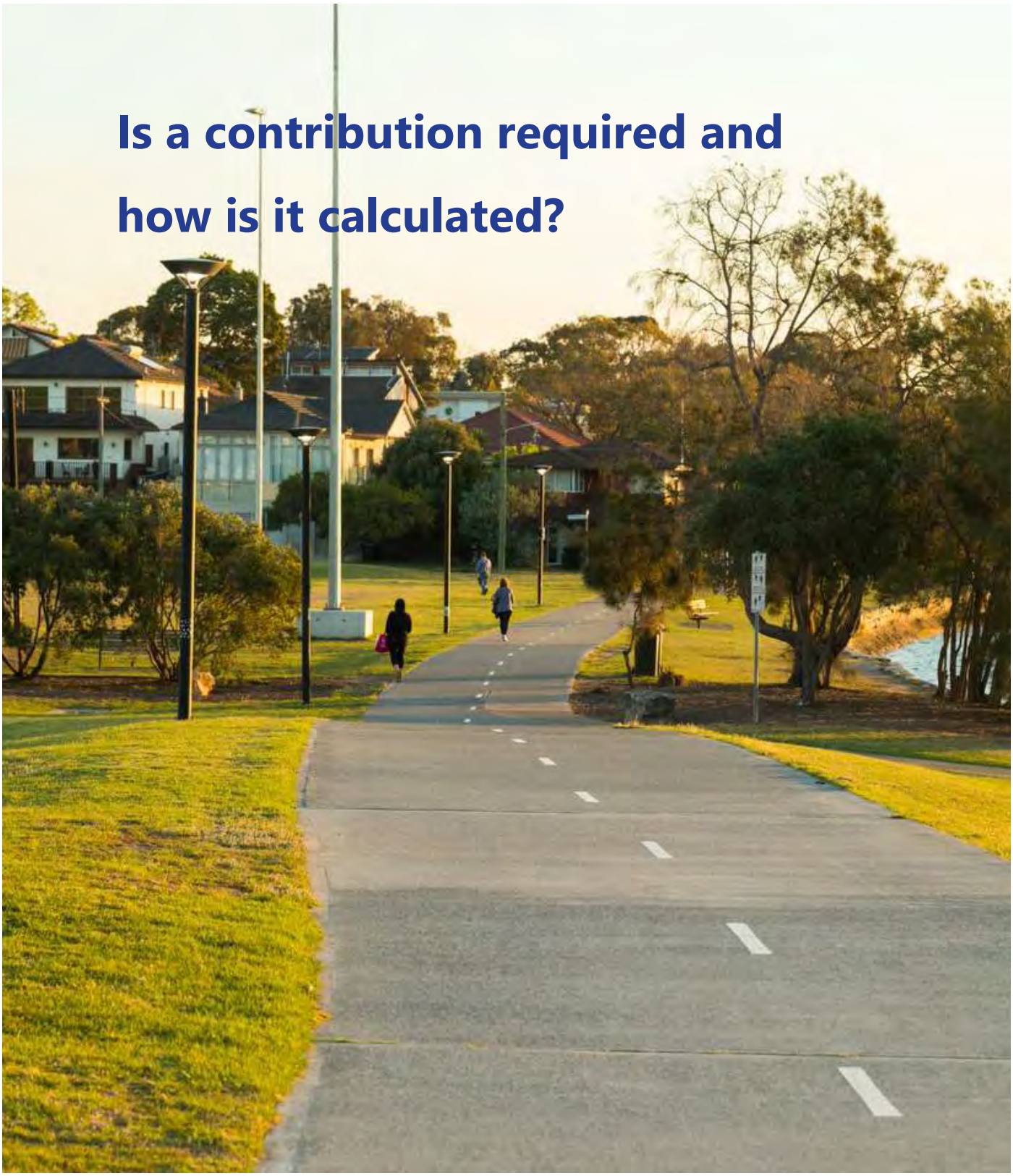
Appendix A includes a discussion on the demand for local infrastructure and how the s7.11 contribution rates have been derived.

Appendix B contains the works schedule and location maps of the local infrastructure that is to be delivered under the plan.

Appendix C includes cost summary reports to be used for s7.12 development cost estimates.

Appendix D includes information on the Parramatta Road Corridor Urban Transformation Strategy.

Is a contribution required and how is it calculated?



City of Canada Bay Local Infrastructure Contributions Plan (Amendment 2)
March 2026

1 Is a contribution required and how is it calculated?

1.1 Name and purposes of the plan

This plan is called City of Canada Bay Local Infrastructure Contributions Plan (Amendment 2).

The main purpose of this plan is to authorise:

- the consent authority, when granting consent to an application to carry out development to which this plan applies; or
- the Council or an accredited certifier, when issuing a CDC for development to which this plan applies,

to require either a contribution (under s7.11 of the EP&A Act) OR a fixed development levy (under s7.12 of the EP&A Act) to be made towards the provision, extension or augmentation of local infrastructure:

- required as a consequence of development in the City of Canada Bay, or
- that has been provided in anticipation of, or to facilitate, such development.

Other purposes of this plan are as follows:

- To provide the framework for the efficient and equitable determination, collection and management of development contributions in the Canada Bay area.
- To establish the relationship between the expected development and proposed local infrastructure to demonstrate that the s7.11 contributions required under this plan are reasonable (refer to **Appendix A**).
- To ensure, within the constraints imposed by the NSW government, that the broader Canada Bay community is not unreasonably burdened by the provision of local infrastructure that is required as a result of development.

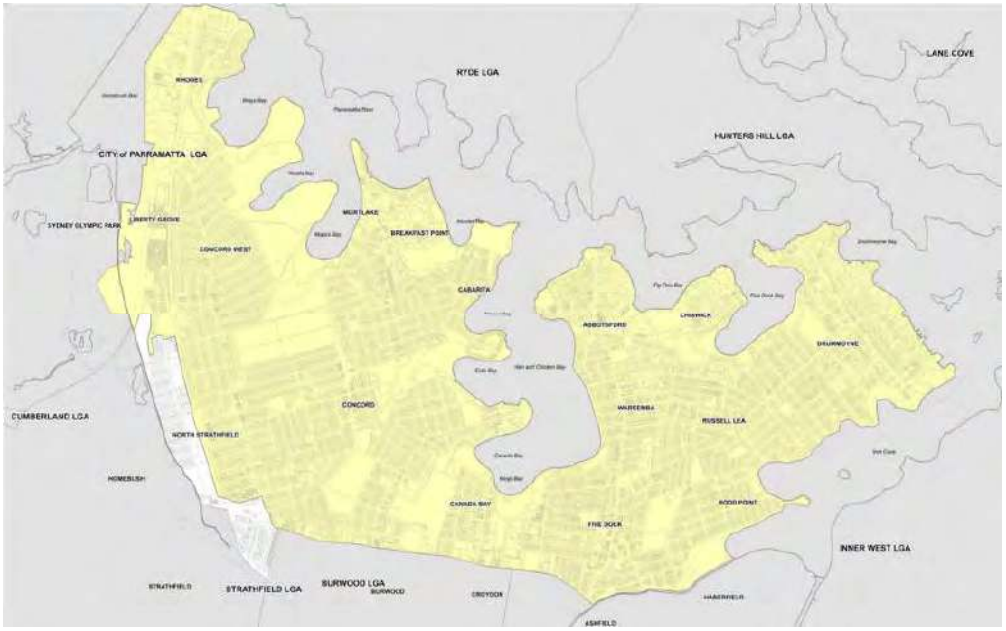
1.2 What land does this plan apply to?

This plan applies to the City of Canada Bay LGA excluding the portion covered by the Homebush TOD. Refer to **Figure 1**.

This area has been divided into 2 catchments for the purpose of determining fair s7.11 contribution rates, namely:

- Rhodes Peninsula
- Canada Bay Rest of LGA

Information and discussion on the catchments are contained in **Appendix A**.



Source: City of Canada Bay Council

Figure 1 Land to which this Plan applies

1.2.1 Separate and additional infrastructure requirements for certain development in the Parramatta Road Corridor Urban Transformation Strategy precincts

Development on land in the Parramatta Road Corridor Urban Transformation Strategy (**PRCUTS**) area, as shown on the maps in **Appendix D**, may be subject to additional infrastructure requirements under Part 8 of the Canada Bay Local Environmental Plan 2013 (**LEP**) and the Parramatta Road Corridor Precincts Infrastructure Strategy (**Infrastructure Strategy**).

Public domain works on public land (such as footpath, utilities connections, lighting and the like) are to be undertaken by landowners, conditioned through DA development consents.

Works identified in the Infrastructure Strategy on private land (such as creation of laneways, parks, landscaping in setbacks) are to be delivered through a planning mechanism in the LEP and associated Infrastructure Strategy.

The LEP and Infrastructure Strategy sets out the requirements of development in these areas to provide infrastructure in order to enhance the amenity of the Parramatta Road Corridor, in exchange for greater land use density.

Infrastructure provided under the LEP's special provisions are separate to and independent of any infrastructure contributions imposed on developments under this contributions plan.

That is, Council will not allow the value of any infrastructure provided under the LEP's special provisions to be used as an offset or credit to partly or fully satisfy a contribution requirement under s7.11 (5) of the EP&A Act or be regarded as a previous contribution under s7.11 (6).

1.3 What development does this plan apply to?

1.3.1 Development affected by the plan

Subject to **section 1.3.2** of this plan, this plan applies to:

(a) Residential Accommodation development that would result in a net increase in residents on the land in accordance with **section 1.4.1.**

(b) other development that has a proposed cost of more than $100,000.

Type (a) developments will be subject to condition requiring a contribution imposed under section 7.11 of the EP&A Act. Refer to **section 1.4.1** for the contribution rates that apply.

Type (b) developments will be subject to a condition requiring the payment of a levy under section 7.12 of the EP&A Act. Refer to **section 0** for the levy rates that apply.

Where a single development application comprises a mix of type (a) and (b) developments, either a s7.11 contribution or a s7.12 levy will be imposed. The following procedure shall be followed to determine the type of contribution and the amount of the contribution.

- if application of a s7.12 levy to the whole development yields a higher contribution amount than application of a s7.11 contribution to the whole development, then a s7.12 levy calculated on the whole development shall be imposed; or
- if application of a s7.12 levy to the whole development yields a lower contribution amount than application of a s7.11 contribution on the whole development, then a s7.11 contribution shall be imposed.

Figure 2 over page shows the process for determining if contributions apply to development under this plan.

Refer to **Table 1**, **Table 2** and **Table 3** for the rates that apply to different development types.

1.3.2 What development is exempted from contributions or levies?

This plan does not apply to the following types of developments:

- Development exempted from s7.11 contributions or s7.12 levies by way of a direction made by the Minister for Planning. Copies of the current directions are available to download from the Department of Planning, Housing and Infrastructure website.
- Development for the purposes of infrastructure funded by s7.11 contributions or s7.12 levies.
- Affordable housing dwellings delivered through the *Canada Bay Affordable Housing Contributions Scheme*.
- Residential care facilities.

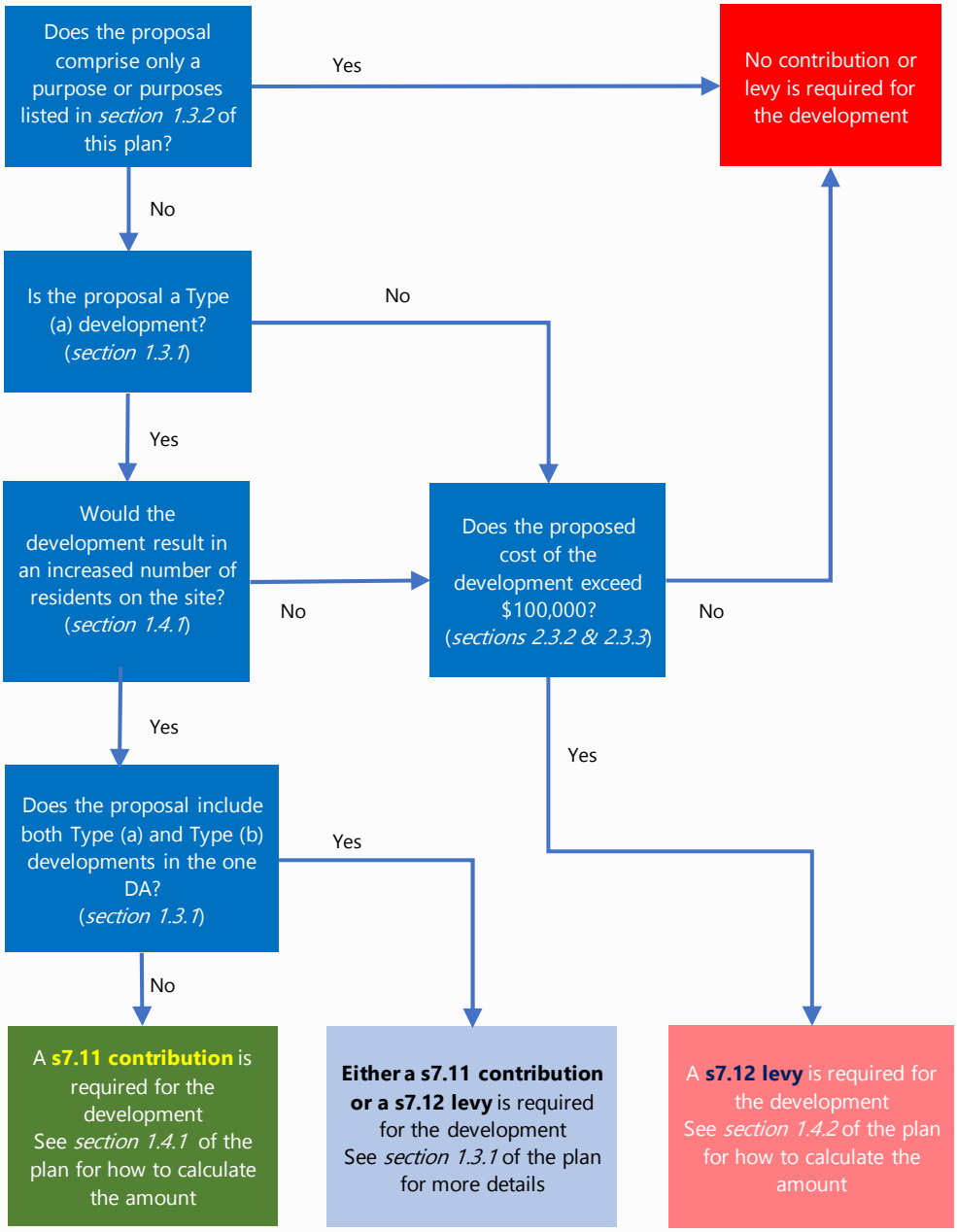


Figure 2 Process to determine when a contribution is required

1.4 How to calculate a contribution amount

Any single development can only be the subject of either a section 7.11 contribution or a section 7.12 levy, not both. The process for calculating either contribution type is shown in the following sections.

1.4.1 Calculating a s7.11 contribution

For a consent authority to impose a s7.11 contribution on development under this plan, the development has to result in a net increase in the number of residents on the site. The determination of net increase will be based on the occupancy assumptions in this section.

The s7.11 contribution that applies to a development is calculated:

- according to the catchment in which the development site is located (see **Figure 3** or **Figure 4**)
- using the rates shown in **Table 1** or **Table 2**, less any allowances or credits for assumed infrastructure demand arising from existing developments, if applicable.

For developments such as Seniors Living and Boarding Houses the most appropriate rate applied is likely to be the per resident rate, however, the rate will be determined when the development application has been lodged.

Contribution catchments

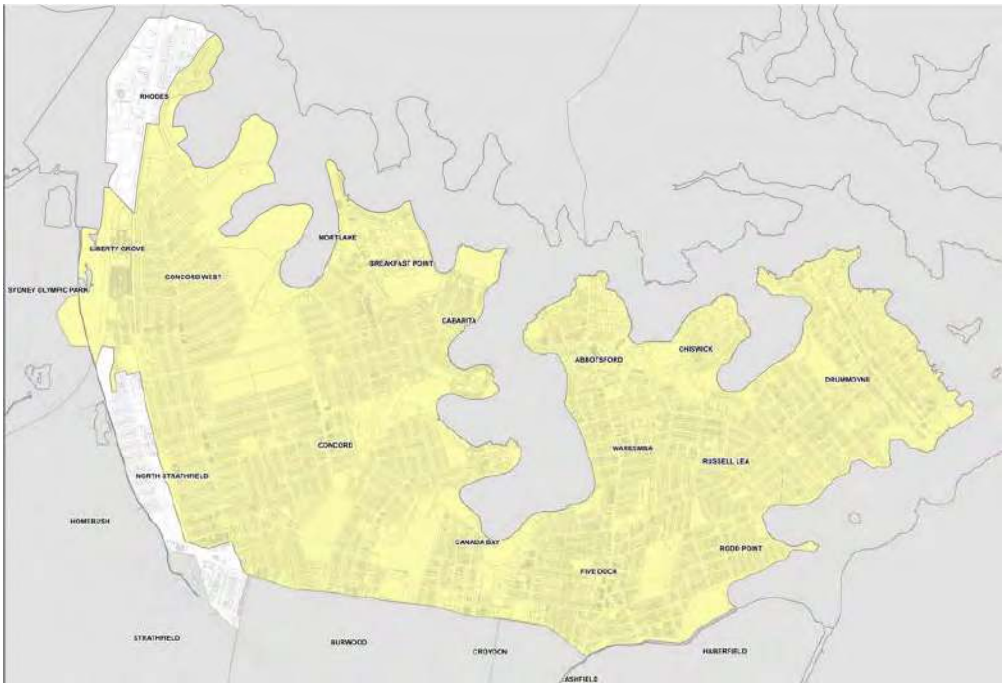


Figure 3 Canada Bay LGA catchment (excluding Rhodes and Homebush TOD area)



Figure 4 Rhodes Peninsula catchment

Is there a net increase in demand?

The occupancy rates included in **Table 5** reflect the estimate of future infrastructure demand attributable to proposed residential development, as well as the estimate of existing demand allowances (or credits) for existing development.

Except where provided for below, s7.11 contributions for residential accommodation development determined under this Plan will be calculated according to the estimated net increase in infrastructure demand that a development is deemed to generate.

For development sites that contain existing residential development or that have been subdivided for residential development, a credit for the existing infrastructure demand (based on the assumed existing population) relating to the development or site will be applied for the purpose of determining whether there is a net increase in population. The credit applied will be based on the rates shown in **Table 5**.

Table 5 Assumed occupancy rates for calculation of contributions and demand credits

Development type	Assumed occupancy rate
Dwellings with 3 or more bedrooms, or vacant allotments that have a dwelling entitlement	2.95 persons per dwelling
Dwellings and secondary dwellings with 2 bedrooms	2.07 persons per dwelling
Bed-sitters, one-bedroom dwellings and one-bedroom secondary dwellings	1.44 persons per dwelling
Self-contained seniors living dwellings	1.17 persons per dwelling
Boarding houses	1.17 persons per room
Group homes and hostels	1 person per bed

Once it is established there is a net increase in demand, then the monetary rates in **Table 1** or **Table 2** are used to determine the contribution amount.

The amount is the difference between the contribution calculated for the proposed residential development less the credit contribution amount deemed to apply to any existing residential development, i.e.

$$s7.11\ contribution\ (\$) = \$\ contribution\ \text{Dev} - \$\ contribution\ \text{Credit}$$

Where:

$\$\ contribution\ \text{Dev}$ is the $ amount determined by multiplying - for each development type listed in Tables 1, 2, or 3 (whichever is relevant) in the proposed development - the number of dwellings, persons or beds by the relevant contribution rate shown in **Table 1** or **Table 2** for each development type.

$\$\ contribution\ \text{Credit}$ is the $ amount determined by multiplying - for each development type listed in Tables 1, 2, or 3 (whichever is relevant) that is existing on the development site - the number of dwellings, persons or beds by the relevant contribution rate shown in **Table 1** or **Table 2** for each development type.

See worked examples in **section 1.4.3** that show how this applies in practice.

1.4.2 Calculating a s7.12 fixed development consent levy

The total levy amount that is imposed on any individual development is calculated by multiplying the applicable contribution rate in **Table 3** by the proposed cost of the development.

That is:

$$s7.12\ contribution\ (\$) = \%\ Rate\ \times \$Cost\ \text{Dev}$$

Where:

$\%\ Rate$ is the relevant rate that applies to the development as shown in Table 4.

$\$\ Cost\ \text{Dev}$ is the proposed cost of carrying out the development. Refer to **section 2.3.1** for more details.

There is no allowance for assumed existing infrastructure demand (or credit) in the calculation of any s7.12 levy.

See worked example in **section 1.4.3** that show how this applies in practice.

A cost summary report must be prepared to calculate the proposed cost of carrying out the development. Refer to **section 2.3.1** for more details.

1.4.3 Worked examples

Worked example 1 - type (a) and type (b) development

A proposed shop top housing development in Five Dock involves the demolition of an existing 3 bedroom house and construction of a mixed-use development containing 30 x 2-bedroom apartments and 300 square metres of ground floor retail GFA. The proposed cost of development has been estimated as $11.5 million. As this development contains both type (a) and (b) development, it will be necessary to calculate both a s7.11 and s7.12 contribution to establish the higher contribution amount.

Section 7.11 contribution amount

30 x 2 bedroom dwellings	=	30 x $20,000 (refer to **Table 1**) = $600,000
Plus 300m^2 ground floor retail	=	$0 (no s7.11 contribution applies to non-residential development)
less 1 dwelling house	=	$20,000 (as per Note in **Table 1**)
Total contribution	**=**	**$580,000**

Section 7.12 levy amount

$11.5 million X 1%	=	$115,000
Total contribution	**=**	**$115,000**

The contribution amount that would be imposed on this development would therefore be the section 7.11 amount - $580,000 - which is higher than the section 7.12 levy amount.

Worked example 2 – type (a) development

A proposed high-density development in Rhodes involves the demolition of 3 existing dwelling houses on separate allotments and the construction of 12 storey residential building. It will provide 40 x 2 bedroom and 5 x 1 bedroom residential dwellings with basement parking. The development is a type (a) development only as there is no non-residential floorspace.

40 x 2 bedroom dwellings	=	40 x $20,000 (refer to **Table 2**) = $786,400
plus 5 x 1 bedroom dwellings	=	5 x $20,000 = $100,000
less 3 dwelling houses	=	$20,000 x 3 = $60,000
Total contribution	**=**	**$840,000**

Worked example 3 – type (a) and type (b) development

A development is proposed in Kings Bay across two allotments. One is a vacant allotment and the other contains a dwelling house to be demolished. The development will comprise a 10 storey mixed-use building with 500m^2 ground floor retail, 4 x 3 bedroom units, 25 x 2 bedroom units and 4 x 1 bedroom units. The applicant has not been able to confirm what was contained on the allotment, as it has been vacant for over 40 years. Council records show it may have been a former vehicle repair shed. The cost of development is estimated as $13.2 million. As this development contains both type (a) and (b) development, it will be necessary to calculate both a s7.11 and s7.12 to establish the higher contribution amount.

Section 7.11 contribution amount

4 x 3 bedroom dwellings	=	4 x $20,000 (refer to Table 1) = $80,000
Plus 25 x 2 bedroom dwellings	=	25 x $20,000 (refer to **Table 1**) = $500,000
Plus 4 x 1 bedroom dwellings	=	4 x $20,000 (refer to **Table 1**) = $80,000
plus 500m^2 ground floor retail	=	$0 (no s7.11 contribution applies to non-residential development)
less 0 for the vacant allotment	=	$0 as there is no formal record of a dwelling being on the site and no credit for non-residential uses.
less 1 dwelling house		$20,000
Total contribution	**=**	**$640,000**

Section 7.12 levy amount

$13.2 million x 1%	=	$132,000
Total contribution	**=**	**$132,000**

The contribution amount that would be imposed on this development would therefore be the s7.11 amount - $640,000 – as it is higher than the s7.12 amount.

Following the approval of this development application, the applicant lodges a subsequent modification application to convert the proposed retail floorspace into 4 x 2 bedroom dwellings. The modification application requests Council to review and update the contributions applicable to the development. The additional contributions that apply are:

4 x 2 bedroom dwellings	=	4 x $20,000 (refer to Table 1) = $80,000
less 500m^2 ground floor retail	=	$0 (no s7.11 demand credit applies to non-residential development)
Additional contribution	=	**$80,000**

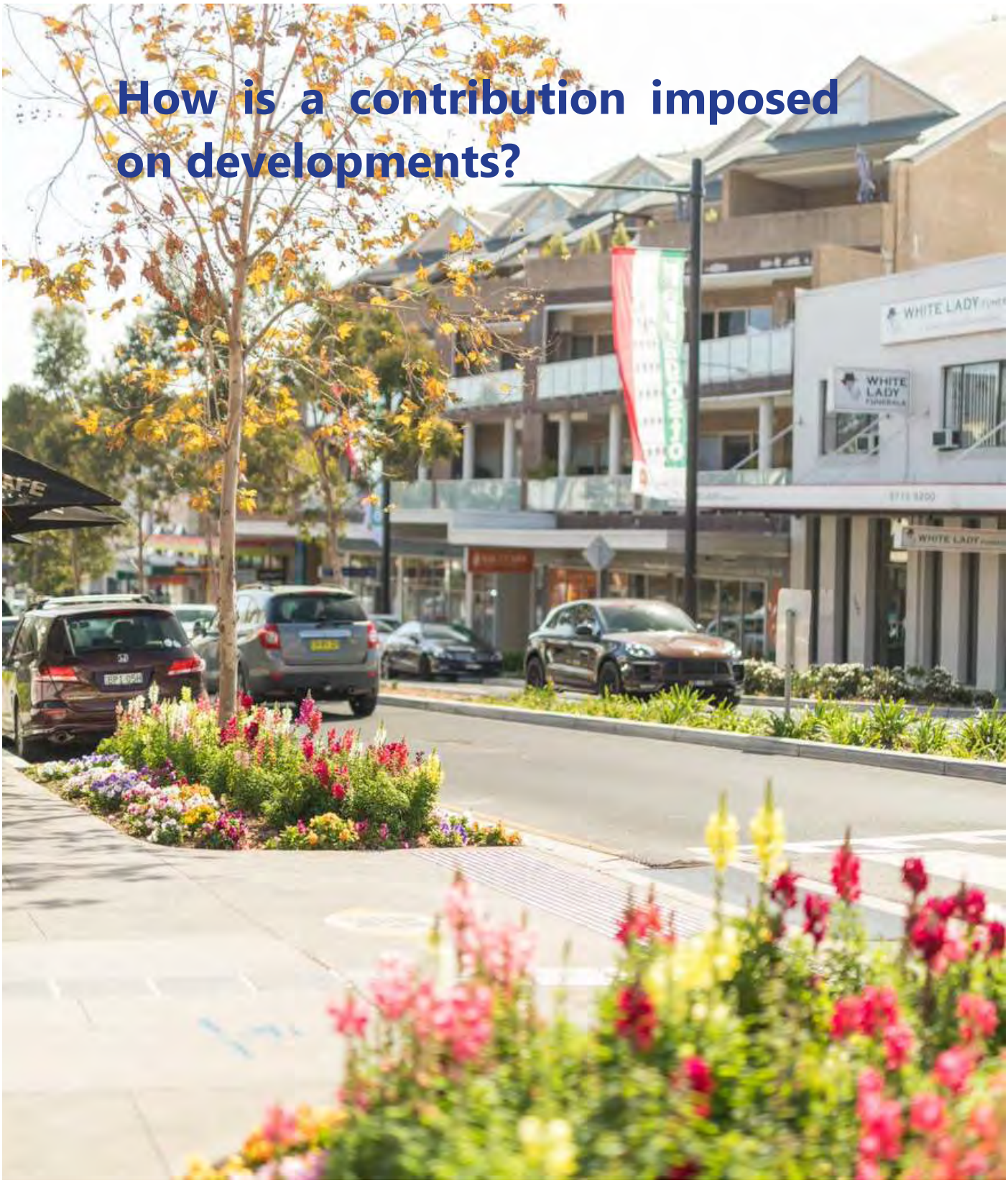
Worked example 4 – type (b) development

A proposed warehouse development in North Strathfield involves the demolition of existing improvements and the construction of a building, car parking and landscaping with a cost of construction of $3.5 million. As there is no residential floorspace proposed, a s7.12 calculation only applies.

Section 7.12 levy amount

$3.5 million x 1%	=	$35,000
Total contribution	**=**	**$35,000**

How is a contribution imposed on developments?



2 How is a contribution imposed on developments?

2.1 Monetary contributions

This plan authorises the Council or an accredited certifier, when determining an application for development or an application for a CDC, and subject to other provisions of this plan, to impose a condition requiring either a contribution under section 7.11 or a levy under 7.12 of the EP&A Act on that approval for:

- the provision, extension or augmentation of local infrastructure to be provided by Council; and
- the recoupment of the previous costs incurred by Council in providing existing local infrastructure.

A section 7.12 levy cannot be required in relation to development if a section 7.11 contribution is required in relation to that same development.

The types of development subject to either a contribution or levy, and the contribution or levy rates applying to different development types, are identified in **section 1.3**, **Table 1**, **Table 2** and **Table 3** of this plan.

Accredited certifiers should also refer to **section 2.4** of this plan as to their obligations in assessing and determining applications.

2.2 Section 7.11 contributions

This section of the plan applies only in respect to the calculation of s7.11 contributions for individual developments.

2.2.1 Land contributions

This plan authorises the consent authority, other than an accredited certifier[2], when granting consent to an application to carry out development to which this plan applies, to impose a condition under s7.11(1) of the EP&A Act requiring the dedication of land free of cost to Council for the provision, extension or augmentation of local infrastructure to be provided by Council.

Wherever land required under this plan is situated within a development site, the consent authority will generally require the developer of that land to dedicate the land required under this plan free of cost.

2.2.2 Cap on monetary s7.11 contributions for residential development

The Minister for Planning has issued a Direction to Council that caps s7.11 contributions (or s94 as it was formerly known) for residential development in the City of Canada Bay LGA.

[2] Note: the EP&A Act does not allow an accredited certifier other than a Council to impose a condition requiring the dedication of land free of cost.

The Direction requires that:

> *A council (or planning panel) must not grant development consent … subject to a condition under section 94 (1) or (3) of the Environmental Planning and Assessment Act 1979 requiring the payment of a monetary contribution that:*
>
> *(a) in the case of a development consent that authorises one or more dwellings, exceeds $20,000 for each dwelling authorised by the consent, or*
>
> *(b) in the case of a development consent that authorises subdivision into residential lots, exceeds $20,000 for each residential lot authorised to be created by the development consent.*

Consistent with the Direction, consent authorities (including accredited certifiers) shall not issue a DA consent or a CDC that requires the applicant to pay a total monetary contribution amount that exceeds $20,000 for each dwelling or lot.

2.2.3 Adjustment to section 7.11 contribution rates

To ensure that the value of contributions for the construction and delivery of infrastructure is not eroded over time by inflation or significant changes in land values, this plan authorises that contribution rates will be adjusted over time.

Council will - without the necessity of preparing a new or amending contributions plan - make changes to the section 7.11 contribution rates set out in this plan to reflect quarterly movements in the Consumer Price Index (All Groups Index) for Sydney, as published by the Australian Bureau of Statistics.

2.2.4 Latest section 7.11 contribution rates to be used

The s7.11 contribution imposed on a development will reflect the latest, indexed contributions rates authorised by this plan.

The monetary s7.11 contribution rates shown in **Table 1** and **Table 2** reflect the contribution rates at the date that this plan amendment commenced.

Council will publish the latest indexed rates on its website. **Section 3.2** in this plan describes the indexation method to be used.

Regardless of the above, the maximum s7.11 contribution for residential development shall not exceed $20,000 per lot or dwelling, as per the Minister's direction.

2.3 Section 7.12 fixed development consent levies

This section of the plan applies only in respect to the calculation of s7.12 levies for individual developments.

2.3.1 Determining the proposed cost of carrying out a development

Section 7.12 levies are calculated as a percentage of the cost of development. Section 208 of the EP&A Regulation sets out how the proposed cost of carrying out development is determined.

2.3.2 Cost Summary Report must accompany development application

Where a s7.12 levy is required under this plan in relation to a DA or application for a CDC, the application is to be accompanied by a Cost Summary Report prepared at the applicant's cost, setting out an estimate of the proposed cost of carrying out the development.

The Cost Summary Report is to be in accordance with **Appendix C**.

Council will validate all Cost Summary Reports before they are accepted using a standard costing guide or other generally accepted costing method. Should the costing as assessed by Council be considered inaccurate, Council may, at its sole discretion and at the applicant's cost, engage a person referred to in **section 2.3.3** to review a Cost Summary Report submitted by an applicant.

2.3.3 Who may provide a Cost Summary Report?

The persons approved by the Council to provide an estimate of the proposed cost of carrying out development:

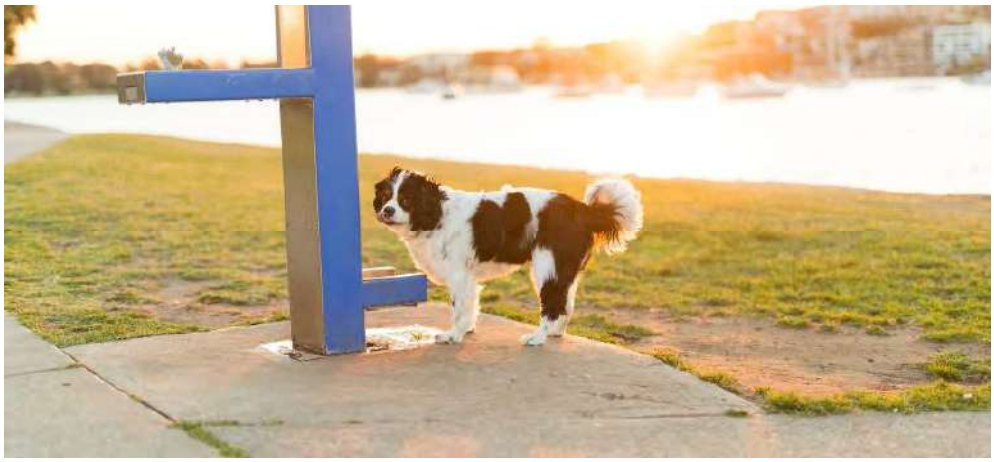
- where the applicant's estimate of the proposed cost of carrying out the development is between $100,001 and $2,000,000 – any building industry professional suitably qualified; or
- where the proposed cost of carrying out the development is in excess of $2,000,000 – a quantity surveyor who is a registered member of the Australian Institute of Quantity Surveyors.

2.4 Obligations of accredited certifiers

2.4.1 Complying development certificates

This plan requires that, in relation to an application made to an accredited certifier for a CDC:

- the accredited certifier must, if a CDC is issued, impose a condition requiring a monetary contribution, if such a contribution is authorised by this plan; and
- the amount of the monetary contribution that the accredited certifier must so impose is the amount determined in accordance with this section; and
- the terms of the condition be in accordance with this section.



Procedure for determining a s7.11 contribution amount

The procedure for an accredited certifier to determine the amount of the section 7.11 monetary contribution for complying development is as follows:

1. If, and only if specified in writing in the application for a CDC, the applicant has requested a credit under s7.11(6) of the EP&A Act (i.e. '$ $contribution$ Credit' that appears in the formula in **section 1.4.1** of this plan), or an exemption of part or the whole of the development under **section 1.3.2** of this plan, the accredited certifier must:

   (a) make a request in writing to the Council for the Council's advice on whether the request is granted, or the extent to which it is granted; and

   (b) in calculating the monetary contribution, comply with the Council's written advice or if no such advice has been received prior to the granting of the CDC refuse the applicant's request.

2. Determine the unadjusted contributions in accordance with the rates included in **Table 1** and **Table 2** of this plan, taking into account any exempted development specified in **section 1.3.2** and any advice issued by the Council under paragraph 1(b) above.

3. Adjust the calculated contribution in accordance with **section 2.2.3** to reflect the indexed cost of the provision of infrastructure.

4. Subtract any infrastructure demand credit advised by the Council under paragraph 1(b) for any assumed local infrastructure demand relating to existing development.

Procedure for determining the section 7.12 levy amount

1. Ensure that the development is not subject to a section 7.11 contribution under this plan or any other contributions plan adopted by the Council and that remains in force.

2. Determine the section 7.12 levy in accordance with the Cost Summary Report prepared by or on behalf of the applicant under **section 2.3.2** of this plan using the rates included in **Table 3** of this plan and taking into account any exempt development specified in **section 1.3.2**.

2.4.2 Construction certificates

It is the responsibility of an accredited certifier issuing a construction certificate for building work or subdivision work to ensure that each condition requiring the payment of a monetary contribution before work is carried out has been complied with in accordance with the CDC or development consent.

The accredited certifier must ensure that the applicant provides a receipt (or receipts) confirming that contributions have been fully paid and copies of such receipts must be included with copies of the certified plans provided to the Council in accordance with the EP&A Regulation. Failure to follow this procedure may render such a certificate invalid and expose the certifier to legal action.

The only exceptions to the requirement are where works in kind, material public benefit, dedication of land and / or deferred payment arrangement has been agreed by the Council. In such cases the Council will issue a letter confirming that an alternative payment method has been agreed with the applicant.



How and when can a contribution requirement be settled?



3 How and when can a contribution requirement be settled?

3.1 Timing of payments

A monetary contribution required to be paid by a condition imposed on the development consent in accordance with this plan is to be paid at the time specified in the condition.

Depending on when the contribution is paid, the amount shall be adjusted in accordance with **section 3.2**.

Generally, the condition will provide for payment as follows:

(a) For development where no further approvals are required – before the development consent is issued.

(b) For development involving subdivision – the contribution must be paid prior to the release of the subdivision certificate (linen plan).

(c) For development not involving subdivision, but where a construction certificate is required, the contribution must be paid prior to the release of the construction certificate.

(d) For works authorised under a CDC, the contributions are to be paid prior to any work authorised by the certificate commences.

3.2 Indexing of contribution and levy amounts in consents

A s7.11 monetary contribution amount required by a condition of development consent imposed in accordance with this plan will be indexed between the date of the grant of the consent and the date on which the contribution is paid in accordance with quarterly movements in the Consumer Price Index (All Groups Index) for Sydney as published by the Australian Bureau of Statistics.

Similarly, the proposed cost of carrying out development the subject of a s7.12 levy is to be indexed between the date of the grant of the consent and the date on which the contribution is paid in accordance with quarterly movements in the Consumer Price Index (All Groups Index) for Sydney as published by the Australian Bureau of Statistics.

The baseline Sydney CPI at the commencement of this plan amendment is that published for the March 2025 Quarter.

3.3 Deferred payments

Council may accept the deferred or periodic payment of a contribution if the applicant or any other person entitled to act upon the relevant consent satisfies the Council that:

(a) compliance with the provisions relating to when contributions are payable is considered unreasonable or unnecessary in the circumstances of the case;

(b) where the applicant intends to make a contribution by way of a planning agreement, works-in-kind or land dedication in lieu of a cash contribution and Council and the applicant have a legally binding agreement for the provision of the works or land dedication; and

(c) deferment of payment or allowing periodic payments does not prejudice the timing or the manner of the provision of the public facility or service for which the contribution was required as outlined in the Capital Works Program.

The decision to accept a deferred or periodic payment is at the sole discretion of Council.

All requests to Council for deferred or periodic payments should be formulated in writing based on consultation with Council and forwarded to Council prior to the determination of a development application by Council.

Council may, if it decides to accept a deferred or periodic payment of a contribution, require the applicant to provide a bank guarantee by an Australian Bank for the contribution or the outstanding balance on condition that:

(a) a. The bank guarantee –

i. Requires the bank to pay the guaranteed amount unconditionally to Council where it so demands in writing not earlier than 6 months (or a term otherwise determined by Council) from provision of the guarantee or completion of the development or stage of the development to which the contribution or part relates;

ii. Prohibits the bank from having recourse to the applicant or other person entitled to act upon the consent or having regard to any appeal, dispute, controversy, issue or other matter relating to the consent or the carrying out of development in accordance with the consent, before paying the guaranteed amount;

iii. Provides that the banks' obligations are discharged when either the payment is made to Council according to the terms of the bank guarantee, the related consent lapses or if Council otherwise notifies the bank in writing that the bank guarantee is no longer required; and

(b) The applicant pays interest to Council at the commercial interest rate on the total contribution required under this Plan on and from the date when the contribution would have been payable in accordance with this Plan.

3.4 Can the contribution be settled by dedicating land or undertaking works?

A person may make an offer to the Council to carry out works or provide another kind of material public benefit or dedicate land, in part or full satisfaction of a monetary contribution required by a condition of consent imposed under this plan.

If a developer wishes to deliver infrastructure that is included in this plan on the Council's behalf, then the developer can approach this either one of two ways:

(a) The developer may offer to enter into a planning agreement to undertake works, make monetary contributions, dedicate land, or provide some other material public benefit. Planning agreements are the most appropriate mechanism for offers made prior to the issue of a development consent for the development.

(b) If the developer has already received a development consent containing a condition requiring a monetary contribution, the developer may offer to undertake works in kind through a works in kind agreement, or offer to dedicate land through a land dedication agreement.

Any offer of works or land should also be consistent with the relevant LEP and DCP applying to the land.

The decision to accept settlement of a contribution by way of works in kind or the dedication of land is at the sole discretion of Council.

Any offer for works in kind or other material public benefit shall be made in writing to the Council and shall be made prior to the commencement of any works proposed as part of that offer. Retrospective works in kind agreements will not be accepted.

Works in kind or the dedication of land may be accepted by the Council under the following circumstances:

- Council will generally only accept offers of works or land that are items included in the schedule of local infrastructure in this plan, and
- Council determines that the works in kind are, or the land to be dedicated is, appropriate and meets a broad community need.

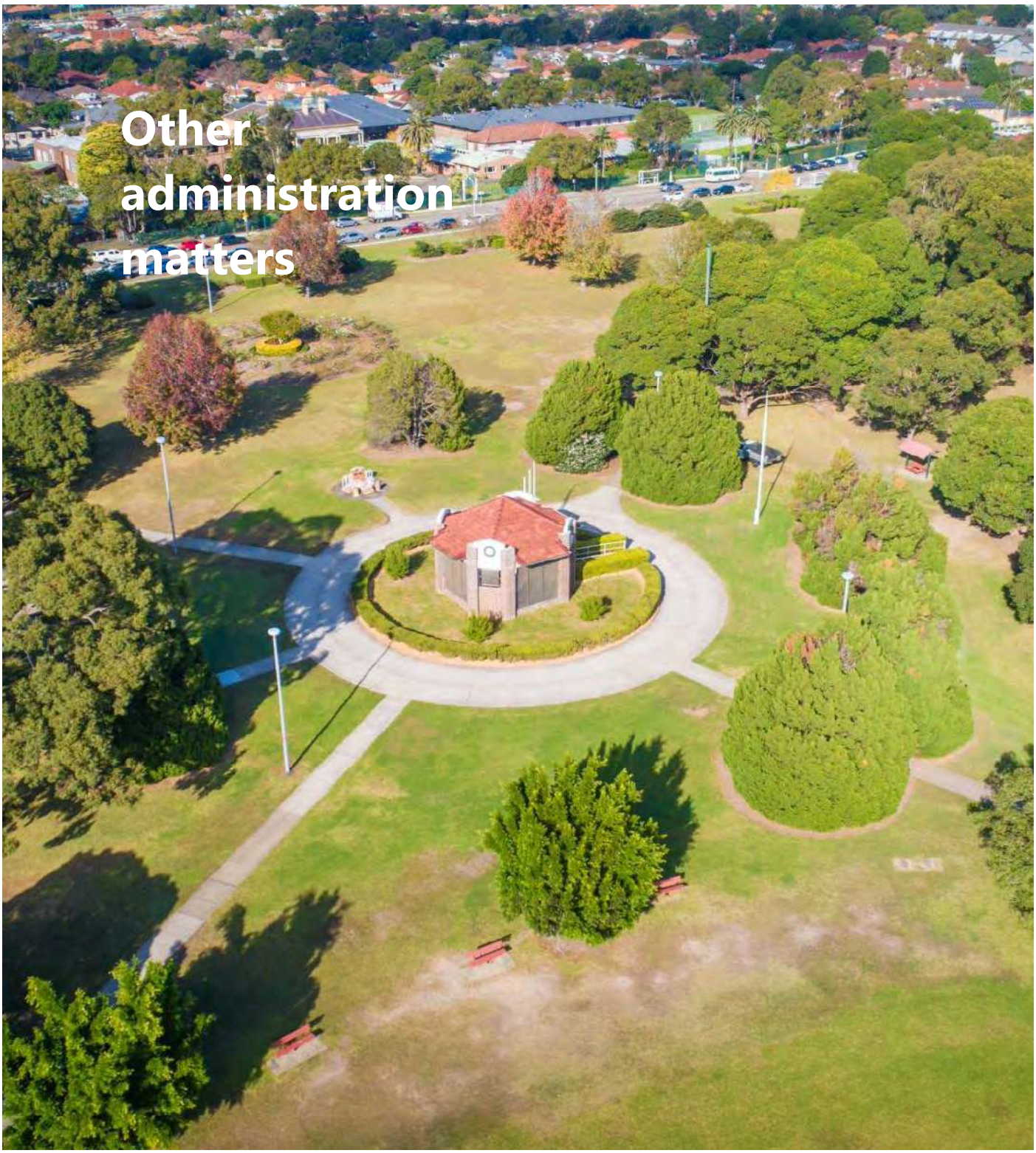
In assessing the request, Council will consider the following:

- The design of the facilities, and whether the design will result in facilities that are fit for purpose.
- The proposed works or land dedication will not constrain the future provision of facilities identified in the works schedule, or conflict with what Council has prioritised in this plan.

Plans and cost estimates of the proposed works are to be prepared by suitably qualified professionals and submitted by the applicant. Land proposed to be transferred is to include site a contamination investigation report, if required remediation works and transfer of land fees.

Should an offer of works in kind or land dedication be accepted, Council will negotiate with the applicant, as relevant, the following:

- an acceptable standard for workmanship and materials
- frequency of progress works inspections
- the program for completion of the works or the dedication of the land
- landscaping management plan
- an appropriate defects liability period.



Other administration matters

4 Other administration matters

4.1 Relationship of this plan to other contributions plans

The following contributions plans are repealed by this plan:

- City of Canada Bay Section 7.11 Development Contributions Plan (November 2017)
- City of Canada Bay Section 7.12 Fixed Levy Contributions Plan (March 2018)
- City of Canada Bay Development Contributions Plan – Strathfield Triangle (April 2013)

This plan does not affect development consents applying to land in the City of Canada Bay LGA containing conditions requiring contributions or levies under the above plans.

Requests for modifications of consents under s4.55 of the EP&A Act will be assessed against the contributions plan(s) that applied at the time the original development consent was issued.

Contributions imposed on developments under the above plans and paid to or held by Council will be applied to completing the works schedules in this plan.

4.2 Transitional arrangements

This plan applies to a DA or application for a CDC that was submitted but not yet determined on the date on which this plan took effect.

4.3 Pooling of contributions funds

This plan authorises monetary contributions paid for different purposes in accordance with development consent conditions authorised by this plan and any other contributions plan that is in effect in the City of Canada Bay LGA to be paid and applied progressively for those purposes.

The priorities for the expenditure of pooled monetary contributions under this plan are the priorities for works as set out in the works schedule of this plan.

4.4 Accountability and access to information

In accordance with the EP&A Act and EP&A Regulation a contributions register will be maintained by Council and may be inspected upon request.

The register will be maintained at regular intervals and will include the following:

- Particulars sufficient to identify each development consent for which contributions have been sought
- Nature and extent of the contribution required by the relevant condition of consent
- Name of the contributions plan under which the condition of consent was imposed
- Date the contribution was received, for what purpose and the amount.

Separate accounting records will be maintained for each contribution type in this plan and published every year in Council's financial accounts. They will contain details concerning contributions received and expended, including interest for each service or amenity to be provided. The records are held at Council's administration office and may be inspected upon request.

4.5 Review of contributions plan

The contributions plan will be reviewed after five (5) years following the date of adoption. Council may review the plan prior to that time if required by changes to, planning instruments, legislation or development conditions.



APPENDIX A: INFRASTRUCTURE DEMAND AND THE CALCULATION OF THE CONTRIBUTION RATES

City of Canada Bay Local Infrastructure Contributions Plan (Amendment 2)
March 2026

A.1: Section 7.11 contributions must be shown to be reasonable

There are requirements for s7.11 contributions including the following:

- Contributions can only be imposed if the consent authority considers that the development 'will or is likely to require the provision of or increase the demand for public amenities and public services within the area' (s7.11(1)).
- Contributions toward recoupment of facilities can only be imposed if the facilities were provided in preparation for or to facilitate the carrying out of development in the area and the development will benefit from the provision of those public amenities or public services (s7.11(3)).
- Contributions that are imposed must be reasonable (s7.11(2) and (4)), and that a developer may appeal to the Land and Environment Court on the grounds that contributions imposed on a development are unreasonable in the particular circumstances of the case (s7.13(3)).

These requirements mean that a contributions plan that authorises s7.11 contributions should show that the contribution rates are reasonable by explaining the relationship between the anticipated developments and the infrastructure included in the plan that is needed to meet the demands of those developments.

So that the contributions that are imposed are reasonable, the s7.11 contribution rates in this plan have been calculated having regard to the principles of nexus and fair cost apportionment. This has included consideration of:

- whether the infrastructure serves existing or new populations or both; and
- whether the infrastructure serves the Canada Bay development, specific catchments within Canada Bay or populations beyond the Canada Bay LGA boundaries.

The following sections explains the expected development in the Canada Bay LGA, the infrastructure necessary to support this development, and the way in which the s7.11 contribution rates have been calculated.

A.2: Development and population context

A2.1 Area context

Canada Bay is in Sydney's inner western suburbs and part of the Eastern City District Plan. It is approximately 6 kilometres from the Sydney CBD. It is bounded by the local government areas of Parramatta and Strathfield to the west, Burwood and Inner West to the south.

The Parramatta River frames the northern part of the area and is a major recreation resource.

The Canada Bay LGA is approximately 20 square kilometres. Its residential areas consist of a mix of:

- suburban-style low density housing, or detached dwellings on lots less than 1,000 square metres;
- areas of medium density housing, such as town houses and walk-up residential flat buildings;
- high-density, high-rise housing in Rhodes and Breakfast Point.

The area also has both minor and major employment areas, the most significant being:

- Rhodes, Five Dock, Concord and Birkenhead Point, which contain a range of retail, commercial and other services; and
- Concord Hospital precinct.

A2.2 Recent development and population characteristics

Canada Bay has been experiencing high rates of residential development from medium to large sized apartment blocks in Rhodes to dual occupancies, villas and town houses throughout the suburbs. Sixty two percent of the dwellings are medium or high density dwellings.

The construction of these types of housing is likely to continue due to the area's proximity to the Sydney CBD, its central metropolitan location, its local services, amenities and employment opportunities, and plans to substantially improve its accessibility through the proposed Sydney Metro West.

Housing

Table 6 below shows the increase in number of dwellings between 2016 and 2021. The highest increase in the types of housing during this period was for medium and high-density dwellings. Over this time 2,325 dwellings were created.

Table 6 Dwelling structure comparison 2016-2021

Dwelling type	2016		2021		Change
	Number	%	Number	%	2016 to 2021
Separate house	13,547	36.8	13,709	35.1	+162
Medium density	7,504	20.4	7,724	19.8	+220
High density	15,160	41.2	17,127	43.8	+1,967
Caravans, cabin, houseboat	6	0.0	0		-6
Other	380	1.0	472	1.2	+92
Not stated	171	0.5	61	0.2	-110
Total Private Dwellings	**36,768**	**100.0**	**39,093**	**100.0**	**+2,325**

Source: Australian Bureau of Statistics, Census of Population and Housing 2016 and 2021. Compiled and presented by .id (informed decisions), September 2025.

Population

Household type

Canada Bay's household type and family structure are outlined in **Table 7** below.

Table 7 Household type 2021 census

Household type	Canada Bay 2021 (No.)	Canada Bay 2021 (%)
Couples with children	10,889	30.5
Couples without children	10,004	28.0
One parent families	3,076	8.6
Other families	486	1.4
Group household	1,551	4.3
Lone person	8,520	23.8
Other not classifiable household	1,002	2.8
Visitor only households	201	0.6
Total households	**35,729**	**100.0**

Source: Australian Bureau of Statistics, Census of Population and Housing 2016 and 2021. Compiled and presented by .id (informed decisions), September 2025

The dominant household type in Canada Bay was couples with children, accounting for 30.5% of households. Couples without children and lone households are also highly represented. This trend is expected to continue.

Household occupancy rates

The following occupancy rates were recorded across Canada Bay at the 2021 census.

Table 8 Occupancy rates Canada Bay LGA

Residential development type	Occupancy rate
0 and 1 bedroom dwellings	1.44 persons per dwelling
2 bedroom dwellings	2.07 persons per dwelling
3+ bedroom dwellings	2.95 persons per dwelling

Source: Compiled from ABS census 2021 data

Secondary dwellings, boarding houses and self-contained seniors living dwellings also make up the housing mix in the LGA. The ABS census does not separate data for occupancy of these dwelling types. For the purposes of this plan, Council has assumed an average dwelling occupancy rate of 1.17 for boarding houses and self-contained seniors living dwellings. Secondary dwelling occupancy rates will be according to the number of bedrooms per dwelling as outlined in **Table 8**.

Other notable community characteristics

- In 2021, 40.1% of people were born overseas compared with 38.6% in Greater Sydney.
- In Canada Bay, 39.5% of people speak a language other than English. The dominant language is Mandarin, with 8.6%.
- The most common occupations were professionals (35%), managers (19.7%) and clerical and administrative workers (14.3%). In combination these occupations account for 69% of the employed resident population.
- Compared to Greater Sydney, there is a larger proportion of high-income households (more than $2,500 per week) and a lower proportion of low income households (less than $650 per week).

Non-residential development

In 2021 there were approximately 36,719 persons employed in the City of Canada Bay LGA.[3] The main employment centres are Rhodes and the Concord Health Precinct.

The demographic characteristics assist council to plan for the additional infrastructure that may be required over the life of this contributions plan.

A.3: Expected development and population

A3.1 Planning framework

Future development in the Canada Bay LGA is guided by number of plans and policies, including Council's City of Canada Bay Local Strategic Planning Statement **(LSPS)** and Council's Community Strategic Plan – Your Future 2030 **(CSP).**

The LSPS identifies 19 planning priorities. Key priorities relevant to this contributions plan are:

- Planning for a City that is supported by infrastructure
- Providing community services and facilities to meet people's changing needs
- Provide high quality planning and urban design outcomes for key sites and precincts
- Improve connectivity throughout Canada Bay by encouraging a modal shift to active and public transport
- Increase urban tree canopy and deliver Green Grid connections
- Deliver high quality open space and recreation facilities[4]

[3] Source: Transport for NSW, Bureau of Transport Statistics, Travel Zone Explorer

[4] City of Canada Bay Local Strategic Planning Statement, p19

A3.2 Anticipated residential development and population

Council's LSPS anticipates that the population in the LGA will grow to approximately 120,000 people. It is expected that the housing for the new population will be delivered in the planned urban transformation of the Parramatta Road Corridor[6], continuing redevelopment of the Rhodes Peninsula and urban infill.[7]

The confirmation of Metro West Stations at Five Dock, Burwood and North Strathfield means areas adjacent to these stations will be attractive for urban densification. Council is commencing the Master Planning process to identify where the potential zoning changes and growth will occur. As a precautionary approach, Council has identified land acquisitions and works to cater for the growth along the Metro corridor and are contained in the works schedule. This plan will be updated when the process is completed.

Figure 5 shows the new metro route and stations in Canada Bay LGA.



Figure 5 Sydney Metro West route and station locations in the Canada Bay LGA

Source: https://v2.communityanalytics.com.au/tfnsw/sydmetrowest/map accessed on 20 August 2020

[6] Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), UrbanGrowth NSW 2016

[7] City of Canada Bay Local Strategic Planning Statement, p12

Table 9 shows the anticipated population growth. The areas forecast to grow significantly in future are Kings Bay and Concord / Burwood North, both part of PRCUTS. Significant growth is also expected in North Strathfield, an area subject to the Low and Medium Rise Housing Policy (**LMR**) and the Homebush Accelerated TOD area (not subject to this contributions plan). Other areas with significant growth are Concord West, Five Dock and Rhodes.

Table 9 Population forecast 2025-2041

Area	2025	2041	Change	
	Number	Number	Number	%
Rhodes	14,774	20,033	+5,259	26%
Homebush Accelerated TOD	5,128	10,016	+4,889	49%
Rest of LGA catchment	74,466	93,822	+19,356	21%
Kings Bay	274	6,224	+5,950	96%
Concord West	3,518	6,481	+2,963	46%
North Strathfield	1,481	3,629	+2,148	59%
Five Dock	4,442	6,614	+2,173	33%
Concord/ Burwood North	2,269	5,059	+2,790	55%
Drummoyne	10,846	11,760	+914	8%
Bayside residential areas	17,275	18,115	+839	5%
Local / Other residential areas	34,360	35,940	+1,580	4%
Total	**94,368**	**123,872**	**29,504**	**24%**

Source: Local Housing Strategy (LHS) dwelling forecast take-up rates undertaken by Mecone and Atlas Economics, April 2025.

Age structure and households

Canada Bay is an attractive location for young and middle-aged adults who want to live close to employment and central entertainment opportunities. Approximately 59.5% of residents in the LGA are between the ages of 18-54 years. The notable expected changes are:

- A marginal increase in the number of working adults aged between 18-34 years
- Lower proportions of older people aged 50 years or more.

A summary of the current and expected future age profile of the Canada Bay area population is shown in **Table 10**.

Table 10 Age profile 2021 and 2041

Age group (years)	2021 Canada Bay %	2021 Greater Sydney %	2041 Canada Bay %
Babies and pre-schoolers (0 to 4)	5.4	6.0	5.6
Primary schoolers (5 to 11)	7.3	8.8	6.7
Secondary schoolers (12 to 17)	5.9	7.1	5.5
Tertiary education and independence (18 to 24)	7.9	8.8	9.3
Young workforce (25 to 34)	16.7	15.5	19.3
Parents and homebuilders (35 to 49)	22.1	21.5	21.6
Older workers and pre-retirees (50 to 59)	12.5	12.0	10.7
Empty nesters and retirees (60 to 69)	10.1	9.8	8.2
Seniors (70 to 84)	9.6	8.7	9.4
Elderly aged (85 and over)	2.5	2.0	3.8
Total persons	**100**	**100**	**100.0**

Source: Population and household forecasts, 2021 to 2046, National Forecasting Program, .id (informed decisions), December 2024.

A3.3 Non-residential development and worker growth

Non-residential development is expected to continue steadily until 2041. The main locations where employment is expected continues to be in Rhodes and the Concord Health precinct.

Table 11 shows worker population projections for the period up to 2036. The current geographical spread of jobs within the LGA is shown in **Figure 6**.

Table 11 Employment forecast 2021-2041

	2021	2041	Change in workers
Total workers	36,719	42,588	+5,869

Source: Transport for NSW, Bureau of Transport Statistics, Travel Zone Explorer at http://visual.bts.nsw.gov.au/tz/

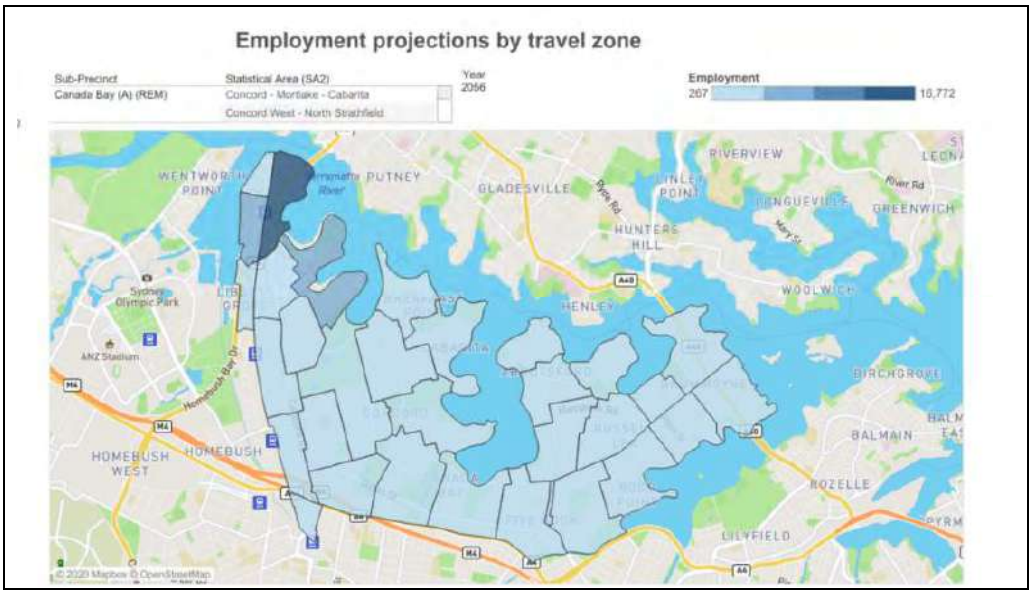


Figure 6 Future spatial distribution of jobs in City of Canada Bay LGA

Source: https://www.transport.nsw.gov.au/data-and-research/forecasts-and-projections/employment

A.4: Infrastructure strategies, schedules and nexus

A4.1 Background

The City of Canada Bay is a built-up locality with residential and employment areas and significant green space along the Parramatta River corridor. These land-use attributes mean that future development will take place by:

- conversion of already-developed land from one use to another (e.g. a residential use replacing a commercial use), or
- denser development of the same land use on the same parcel of land (e.g. residential flat buildings replacing detached dwelling houses).

This has significant implications in terms of planning for the infrastructure needs of the future developments in City of Canada Bay because:

- Parts of Canada Bay are well-endowed with open space, particularly along the Parramatta River foreshore and in the central areas in Concord. There are also other areas with limited public access – e.g. golf courses. Other parts of the LGA, including areas with high concentrations of apartment-dwellers including Strathfield Triangle, North Strathfield, Five Dock and Drummoyne centres have limited access to open space.
- Land costs are very high in Canada Bay, in keeping with its central metropolitan location. Developable land is a scarce resource, meaning its cost will likely continue to increase.
- These factors will mean that opportunities to enlarge infrastructure that requires significant areas of land (such as open space0 to meet the extra demands caused by population growth will be limited. Existing open space, recreation and community facilities assets will need to work more effectively to accommodate both current and future needs.
- Many of the people living in future developments will be almost exclusively apartment-dwellers who will have access to a very limited amount of private open space. Increasingly, apartments are being occupied by couples with children and lone person households who, despite living side by side, have limited interaction with each other. The availability of high-quality, ground-level public open space areas that are within walking distance will be important to the future population's quality of life.
- Development will increasingly be in vertical form, which will create the opportunity for floors within the new buildings to be used for community purposes such as libraries, community centres and, in the case of rooftops, outdoor sports courts[8] and other open space.

Council has identified a schedule of local infrastructure items to meet the needs of the current and future (2036) population. This schedule including estimated costs and staging, and location maps are included in **Appendix B**.

[8] Vertical approach to social infrastructure provision is reflected in the NSW Government's strategy to develop vertical primary and secondary schools in Sydney

The works schedule in this plan has been based on various studies, mostly focused on the need for various types of social infrastructure such as recreation and community facilities. These studies include, but are not limited to:

- Local Strategic Planning Statement 2019
- Social Infrastructure (Community) Strategy and Action Plan 2019
- Social Infrastructure (Open Space and Recreation) Strategy and Action Plan 2019
- Foreshore Access Strategy
- Parramatta Road Corridor Urban Transformation Strategy (**PRCUTS**)
- Pedestrian and Mobility Plan (**PAMP**) 2004
- Smart City Action Plan

A4.2 Contribution catchments

Catchment boundaries

To calculate reasonable contribution rates, this plan determines contributions on the basis of 2 catchments, namely:

- Canada Bay rest of LGA
- Rhodes Peninsula

The catchments are shown in **Figure 3** and **Figure 4**. This contribution plan does not apply to the Homebush TOD area as shown in **Figure 1**.

A standard contribution rate across the land to which this plan applies (e.g. both the Rhodes and Canada Bay rest of LGA catchments) is levied for LGA-wide recreation, community and active transport.

The rest of LGA catchment will be levied for public domain facilities located outside the Rhodes catchment.

The Rhodes catchment, which includes Rhodes East and West, will be levied for proposed roads and public domain within the Rhodes Peninsula catchment. The population data used to determine contribution rates for facilities specific to this catchment is the population that is expected at full development.

Infrastructure demand by contribution catchment

S7.11 contribution rates are based on the cost of a facility divided by the anticipated demand for a facility. In this plan, demand is expressed in persons (specifically, residents). Demand differs according to whether the facility:

- is primarily to meet the needs of a local catchment population (e.g. Rhodes Peninsula), or the land to which this Plan applies, as a whole
- is primarily to meet the needs of future residents, or the needs of both existing and future populations.

The demand values used in contribution rates formulas included in sections A4.3 to A4.7 are the various resident populations that will demand each facility. A summary of the demand populations is shown in **Table 12**. These figures have been derived from the draft Canada Bay Local Housing Strategy Update (April 2025) prepared by Mecone and Atlas Economics.

Table 12 Summary of demand populations by contribution catchment

Contribution catchment	Infrastructure types levied	Where the infrastructure demand *is attributable to the growth* in residents to 2036	Where the infrastructure demand *is attributable to the expected total number of* residents in 2036
Land to which this Plan applies (e.g. Canada Bay LGA excluding Homebush TOD area)	Recreation Active Transport Community	24,615	113,855
Canada Bay rest of LGA	Public Domain	19,356	93,822
Rhodes Peninsula	Roads Public Domain	5,259	20,033

A4.3 Open space and recreation facilities

Objectives

Provide a range of recreation facilities that will meet the demand of future residents.

Needs assessment

Canada Bay has 348 hectares[10] and manages 239 hectares of open space. The area comprises natural areas including, river foreshores and structured recreation areas.

Open space contains various active and passive recreation facilities including:

- district and local parks and playgrounds
- sporting fields and courts
- foreshore areas
- tracks, paths and cycleways
- leisure and aquatic centres

[10] Including Crown land, private land and golf courses.

The Canada Bay community currently enjoys provision of a range of facilities – the current rates of provision are included in **Table 13**.

Table 13 Current local infrastructure provision in City of Canada Bay

Facility	Current provision	Current rate of provision
Open space	239ha	27.2m^2 per person
Sportsfields (rectangular)	28	1 per 3,500 people
Sportsfields (ovals)	5	1 per 20,000 people
Baseball diamonds	4	1 per 24,3000 people
Mini fields	15	1 per 6,500 people
Hockey (synthetic)	1	1 per 97,200 people
Indoor recreation centres (with courts)	1	1 per 97,200 people
Playgrounds	49	1 per 2,000 people
Netball courts (14 grass, 24 hard)	38	1 per 2,600 people
Cricket pitches (15 synthetic, 5 turf)	20	1 per 5000 people
Fitness stations	3	1 station per 32,400 people
Outdoor courts (multi-purpose)	4	1 per 24,300 people
Dog off-leash areas	17	1 per 5,700 people
Community gardens	4	1 per 24,300 people
Skate parks/ youth spaces	2	1 per 48,600 people
Aquatic facilities (Cabarita & Drummoyne)	2	1 per 48,600 people
Off road cycleways	18km	185m per 1,000 people
On road cycleways	21km	216m per 1,000 people

Source: Canada Bay Social Infrastructure (Open Space and Recreation) Strategy and Action Plan 2019

Council's Social Infrastructure (Open Space and Recreation) Strategy and Action Plan 2019 (Cred Consulting 2019) provides the future directions for Council's open space and recreation facilities.

Table 14presents an analysis of the recreation needs of occupants of future developments drawn from the Strategy.

Table 14 Analysis of demand for open space and recreation

Demand issue	Implications for service demand in Canada Bay LGA
Cultural diversity	North Strathfield/Strathfield Triangle, Rhodes and Liberty Grove have the most culturally diverse residents, many recent arrivals are from China and Korea. Open space facilities can help in the formation of cross-cultural relationships and new connections for recently arrived residents. These residents may also have different recreation needs such as badminton, swimming, dancing and walking.

Demand issue	Implications for service demand in Canada Bay LGA
Seniors	The proportion of older people will increase significantly by 2036. There will be a need for open space and recreation facilities that support activities for older people and facilities should be designed to be accessible as people become frailer.
Children and families	Need access to open space and recreation to play, exercise and relax. Recreation programs and activities for parents and babies are important. Five Dock-Canada Bay, Concord and North Strathfield/Strathfield Triangle will experience the highest growth in the number of children aged 0 to 4 and Rhodes, Concord and Five-Dock will experience the highest growth in children 5 to 11 years.
Young people and students	The population of young people aged 12 to 24 is expected to increase significantly. This age group are looking for open space and recreation facilities that offer a place of play, study and social development. There will also be a need for access to unstructured and informal recreation facilities. Rhodes, North Strathfield – Strathfield Triangle and Five Dock are going to have the highest growth in this age group.
Density and household change	The areas of Rhodes, Strathfield Triangle, Breakfast Point – Mortlake have much higher population densities than the average across the LGA. Open space away from home is critical for health and wellbeing. Open space needs to meet a range of recreation needs in a limited space. It needs to minimise conflict between users and neighbours and functions as a 'backyard' for residents living in apartments.
Accessibility	A high proportion of residents in Canada Bay enjoy a low level of disadvantage compared to Greater Sydney, as they are employed and earn moderate to high incomes. There are also some areas with higher disadvantage, so open space programs should also cater for these people. Additionally, some areas including Drummoyne and North Strathfield- Strathfield Triangle have poor access to public transport, making it difficult for residents to reach facilities and programs that are not in walking distance of their homes.

Source: Canada Bay Social Infrastructure (Open Space and Recreation) Strategy and Action Plan 2019

Metro Sydney West will be completed during the life of this plan. It will have a significant impact upon the way people move to, through and within the City of Canada Bay. 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.[11]

Infrastructure strategy

A practical approach to providing open space and recreation opportunities

[11] Canada Bay Social Infrastructure (Open Space and Recreation) Strategy and Action Plan 2019, p66

Future development and the additional populations in those developments will create greater demand for open space and recreation facilities. Most of the new residents will be apartment-dwellers with access to very little private open space.

The current resident population of Canada Bay is supplied with council-owned open space at the rate of 2.6 hectares per 1,000 residents, which is slightly below the traditional standard of 2.8 ha per 1,000 persons. The open space supplies multiple recreation experiences and are the key areas to support the populations' active and sports recreation needs. The location of the space varies widely across the LGA. Some suburbs like North Strathfield have very low levels while Concord has very high.

For new residents of Canada Bay to enjoy the same level of open space as that enjoyed by the existing residents, a further 58 hectares of open space would need to be provided for the projected growth of 26,373 people.

Additional open space is provided by State or local governments acquiring land by purchasing it from existing owners. Purchasing land in Canada Bay is very expensive. At current land prices[12], 58 ha of new open space land would cost $1.7 billion. This would translate to a s7.11 contribution of over $170,000 for a typical 2-bedroom dwelling. Such a high contribution rate is not feasible as it would make new developments unaffordable. Further, a Ministerial Direction also limits a maximum contribution of $20,000 per dwelling[13].

A more realistic approach will be for Council to pursue an approach that requires:

(a) Acquiring, or negotiating with developers to provide, a limited number of local open space areas in strategic locations.

(b) Increasing the recreation carrying capacity of existing Council and other public land (i.e. making existing assets work more effectively.

Open space in strategic locations

Eighty percent of the anticipated population growth in Canada Bay is expected to occur in and around the PRCUTS area, North Strathfield and the Homebush TOD area (refer **Table 9**). Most, if not all this growth will be accommodated in apartments with limited private open space.

Council intends to focus efforts to increase the amount of developed open space in the areas of highest projected population growth.

Council will do this by doing one or more of the following:

- facilitating or directly providing linkages between existing and new public open space areas

[12] Assumed acquisition cost of $3,000 per m^2, which in turn is derived from a typical 600m^2 lot having an average market value of $1.78 million. This amount was the mean price for a non-strata dwelling in Canada Bay (refer to NSW Rent and Sales Report, June Quarter 2019, prepared by Family and Community Services NSW)

[13] The Department of Planning, Industry and Environment has released a discussion paper for review "*Improving the infrastructure contributions system'* that proposes increasing the threshold.

- embellishing areas dedicated by developers at ground level for passive recreation purposes

Principles for facility provision

The 2019 Strategy identified the following principles for meeting open space and recreation needs:

1. Address current and future gaps by realising the capacity of existing open space and recreation facilities.

2. Deliver open space and recreation facilities, services and programs to cater for the informal and formal recreation needs of the diversity of age groups, cultures and genders.

3. Improve accessibility and connectivity to open space and recreation facilities, services and programs through green streets, active transport links, affordable access, universal design, and equitable distribution.

4. Work in partnership and plan collaboratively with the private sector, government agencies, peak bodies and local sporting clubs to share space and deliver new open space and recreation facilities.

5. Be adaptable and future-proof open space for growth through co-located, multipurpose, shared use, diverse and flexible spaces.

6. Be sustainable and provide quality open space, recreation facilities and programs that cater for identified recreation needs, minimise environmental impact and support connected communities.[14]

Open space and recreation priorities are shown in **Figure 7** over page. These priorities have informed the works schedule (**Appendix B**).

Nexus and apportionment

This plan levies s7.11 contributions on residential accommodation development.

As the recreation facilities and associated embellishment works that increase carrying capacity of existing open space are to accommodate new demand from new residents, it is reasonable that the contribution rate calculation for those works assumes that the costs be met entirely by the growth populations.

New playgrounds and playground upgrade embellishments have been apportioned to and will be met by the growth population.

All other works have been apportioned to the total existing and growth populations. This means the new population will only provide a portion of the cost of the works. The balance of the funds will be met by other funding sources.

The demand populations used to calculate the contribution amounts are those shown in **Table 12**.

[14] Canada Bay Social Infrastructure (Open Space and Recreation) Strategy and Action Plan 2019, p101

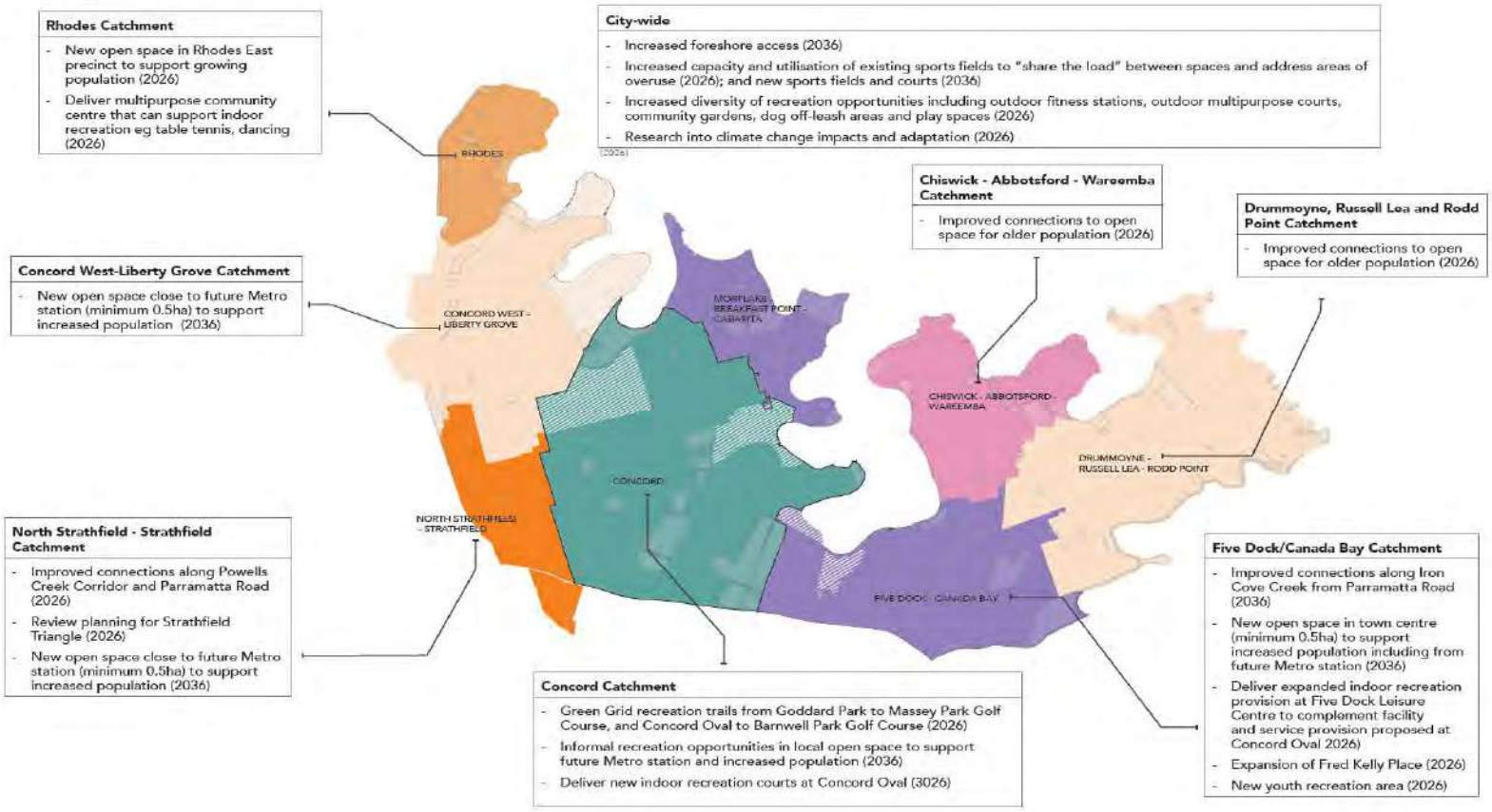


Figure 7 Open space and recreation priorities

Source: Cred Consulting (2019)

Contribution rates calculation

The contribution formula for open space and recreation infrastructure can be expressed as follows:

$$Contribution\ per\ person\ (\$) = \sum \left(\frac{\$INF}{P} \right)$$

Where:

$INF is the apportioned estimated cost of providing each of the recreation infrastructure items required to meet the development of the Canada Bay LGA (refer works schedule in **Appendix B**).

P is the expected persons that will generate the demand for the open space and recreation infrastructure (refer to **Table 12** for values – either 24,615 growth population or 113,855 total future population across land to which this plan applies).

To determine the contribution rate per dwelling, multiply the contribution rate per person by the relevant assumed occupancy rate shown in **Table 5**.

A4.4 Community facilities

Objectives

Provide a range of community facilities and services to meet the demands created by future residents.

Needs assessment and infrastructure strategy

Council currently provides the following community facilities and services:

- library services
- child services and childcare
- community centres, halls and meeting spaces
- youth facilities operated out of the library

Council has recently undertaken an audit[15] of all Council community facilities to establish the location and extent of deficiencies.

Community floor space

Council owns 14 buildings that are classified as community centre floor space, including staffed community centres, venues for hire, senior citizens centres, food services and leased maker spaces. Function centres leased to clubs for commercial uses and scout/guide halls are excluded.

[15] Canada Bay Social Infrastructure (Community) Strategy and Action Plan 2019

There is 3,538m^2 of Council owned floor space across the LGA. There is an inequitable distribution across the LGA, with North Strathfield/ Strathfield and Concord West having zero floor space.

The benchmark commonly used to determine the demand is 80m^2 per 1000 people. There is currently 39m^2 of floorspace per 1000 people which is low and means there is an existing undersupply of floor space. To meet the benchmark, by 2036 Council will need to deliver an additional 6,075m^2 of community floorspace.

Libraries

Council runs 3 libraries with a total of 4,082m^2 of floor space. The Five Dock Library, Concord Library and The Learning Space which is part of the multi-purpose community centre at Rhodes.

The commonly used approach for benchmarking for libraries is the State Library of NSW People Places calculator. New benchmarks were released in April 2019 and were applied to forecast demand for future library space in the existing catchments of Rhodes, Concord and Five Dock.

Nexus and apportionment

This plan levies s7.11 contributions on residential accommodation development.

Community floor space

It is reasonable for the cost of additional floorspace generated by new demand to be met by the future population. Using the planning benchmark[16] rate of provision of 80m^2 per 1000 people, the population growth will generate a demand for 1,810 m^2 of multipurpose community space.

Council is intending to provide a combination of new and replacement community floorspace.

New floorspace will be provided at Rhodes East and either Concord West or North Strathfield. The cost of these works will be met entirely by the growth population.

The remainder of the works will comprise replacement or additional works to address the existing undersupply. The cost of these works has been apportioned to both the existing and new growth population. The balance of the funds will be met by other funding sources.

Libraries

It is reasonable for the cost of additional library floorspace generated by new demand to be met by the future population.

Application of the State Library calculator has established the following:

- Concord Library currently has capacity to accommodate population growth until 2026. Beyond that, an additional 121m^2 will be required by 2036.
- Five Dock Library has a current undersupply of floor space. The expected population growth will create a demand for an additional 373m^2 by 2036.

[16] Source: Canada Bay Social Infrastructure (Community) Strategy and Action Plan 2019, page 51.

- The Rhodes catchment has a current undersupply of floor space. The expected population growth will create demand for an additional 450m^2 by 2036.

The total additional demand created by new population growth is 944m^2 of floor space[17]. The cost of this floorspace will be met entirely by the growth population. It will completely fund the new library space at Rhodes East (500 m^2) and approximately 65% (444 m^2) of the additional floor space proposed at Five Dock Library. The remaining 35% of the funds will be met by other funding sources.

Contribution rates calculation

The contribution formula for community facilities infrastructure can be expressed as follows:

$$Contribution\ per\ person\ (\$) = \sum \left(\frac{\$INF}{P} \right)$$

Where:

$INF is the apportioned estimated cost of providing each of the community facilities infrastructure items required to meet the development of the Canada Bay LGA (refer works schedule in **Appendix B**).

P is the expected persons that will generate the demand for the community facilities infrastructure (refer to **Table 12** for values – either 24,615 growth population or 113,855 total future population across land to which this plan applies).

To determine the contribution rate per dwelling, multiply the contribution rate per person by the relevant assumed occupancy rate shown in **Table 5**.

A4.5 Roads / Active transport

Objectives

Provide improvements to the existing road network and an array of active transport to meet the demands of the future resident population.

Needs assessment and infrastructure strategy

The additional development expected in Canada Bay LGA over the next 16 years will create additional vehicle trips on the existing road network.

There is currently a high reliance on private vehicle for most travel within the area despite the existence of a reliable bus service and train services from Rhodes and North Strathfield. It is expected that the construction of the proposed Sydney Metro West will divert some of the trips made by private vehicle to public transport. Council wants to encourage healthier lifestyles by making it more attractive for residents and workers to use active transport modes for shorter trips.

[17] Source: Canada Bay Social Infrastructure (Community) Strategy and Action Plan 2019 Table 12, p58. This amount excludes the current undersupply of floor space that exists in 2020. The current undersupply is 597m^2.

Canada Bay Bike Plan 2004 (reviewed 2014) identified several new routes to augment the existing network. Many of the proposed works have been delivered and council is preparing a new Bike Plan[18]. Council is committed to extend both on-road and off-road facilities within Canada Bay, to provide a comprehensive and connected network that meets the needs of pedestrian and cyclists of all abilities and ages and links with the wider metropolitan network.

Rhodes Peninsula is undergoing significant transformation from an employment and low-density residential area, to a higher high-density residential place. This transformation requires significant local street and classified road upgrades and improvements.

Nexus and apportionment

Roads and traffic management - Rhodes Peninsula

The works are to augment the existing network to help accommodate new traffic generated by the redevelopment of site. These works are required as the result of the proposed increase in workers and residents to the area. It is reasonable for the purpose of determining the contribution rate that the costs of the infrastructure works are apportioned to the new growth population in Rhodes Peninsula only.

Cycleways and shared paths

Council has a program of works to extend the cycle and share-path network. The program includes new works required by new demand and improvements to the existing infrastructure. It is reasonable that for the purposes of determining the contribution rate the cost of:

- new works required by new demand are apportioned to the new growth population (in accordance with the current standard of provision); and
- augmentation and improvement to existing infrastructure are apportioned to both the existing and new population.

Footpaths

Council is committed to providing new footpath links. The works will augment the existing network and will benefit the existing and future additional population. It is reasonable for the purposes of determining the contribution rate, that the cost of infrastructure is apportioned to all the future (existing and new) population.

[18] Draft Bike Plan exhibited in July 2019.

Contribution rates calculation

The contribution formula for active transport can be expressed as follows:

$$Contribution\ per\ person\ (\$) = \sum \left(\frac{\$INF}{P} \right)$$

Where:

$INF is the apportioned estimated cost of providing each of the active transport infrastructure items required to meet the development of the Canada Bay LGA (refer works schedule in **Appendix B**).

P is the expected persons that will generate the demand for the roads (refer to **Table 12** for values – 5,259 growth population across the Rhodes catchment) or the active transport infrastructure (refer to **Table 12** for values – either 24,615 growth population or 113,855 total future population across land to which this plan applies).

To determine the contribution rate per dwelling, multiply the contribution rate by the relevant assumed occupancy rate shown in **Table 5**.

A4.6 Public domain

Objectives

Provide upgrades to public domain facilities to meet the demands created by future residents.

Needs assessment and infrastructure strategy

The quality of the public domain in Canada Bay LGA varies from centre to centre. The anticipated increase in population will create demand in local centres due to the increased levels of activity. Additional works will provide a higher standard to improve the level of comfort, convenience and amenity.

Council intends to increase the level of amenity in the high growth areas by improvement of pedestrian pavements, the widening of pedestrian areas (where possible), implementation of street furniture, lighting, public art, signage and landscaping.

Additional open space / public domain in the form of civic squares and local parks will be needed to meet the needs of apartment-dwellers in the centres likely to accommodate new apartments - North Strathfield, Burwood North, Five Dock. Council intends to acquire land to create new open space / civic space areas each with an area of 5,000 square metres within 2-3 minute walk of most new dwellings.

Nexus and apportionment

Larger and more usable public domain will be important for the growth populations as these facilities will help offset the lack of private open space available in the apartments. As the land and works in the Five Dock, North Strathfield and Burwood North are to meet the demand from new residents, it is reasonable that the contribution rate calculation assumes that the costs are met entirely by the

future demand population in areas excluding Rhodes Peninsula and Strathfield Triangle (these last two areas will be subject to separate contributions for public domain in their individual contribution catchments).

Public domain works have also been identified for those other centres in Canada Bay LGA where more subdued residential growth is expected. The centres include Concord West, Drummoyne and Wareemba. The works are required to augment the existing public spaces and cost of the works will be shared between the existing and future population.

Rhodes Peninsula

Significant public domain works are proposed for Rhodes, both east and west of the railway. The works are to meet the demand from new residents in this location. It is reasonable that the contribution rate calculation assumes the costs are met entirely by the growth population of Rhodes Peninsula.

Contributions rate calculation

The contribution formula for public domain facilities can be expressed as follows:

$$Contribution\ per\ person\ (\$) = \sum \left(\frac{\$INF}{P} \right)$$

Where:

$INF is the apportioned estimated cost of providing each of the public domain infrastructure items required to meet the development of the Canada Bay LGA (refer works schedule in **Appendix B**).

P is the expected persons that will generate the demand for the public domain infrastructure (refer to **Table 12** for values – 5,259 growth population across the Rhodes catchment or either 19,356 growth population or 93,822 total future population across the Canada Bay rest of LGA catchment).

To determine the contribution rate per dwelling, multiply the contribution rate per person by the relevant assumed occupancy rate shown in **Table 5**.

A4.7 Plan administration

Objectives

Implement and manage this plan so that the contributions remain reasonable over the life of the plan, and that the infrastructure is provided in a reasonable time.

Strategy

This plan has been prepared in order to allow contributions to be levied on development so that infrastructure demands can be satisfied. The costs that Council has incurred in this regard include the commissioning of external experts to prepare the plan text and works schedules.

Additionally, Council is required to manage, monitor and maintain the contributions plan. The effective coordination and administration of the plan will involve many tasks, some of which include the following:

- Monitoring the receipt of contributions.
- Recommending to Council the appropriate management and expenditure of funds in accordance with the adopted works schedules.
- Monitoring and programming works identified in the works schedules including design works and land acquisition.
- Determining the appropriate time for provision of public facilities having regard to the works schedule, the availability of funds, demand generated by development, the time funds have been held, expected additional funds, alternative and supplementary funding sources and maintenance implications.
- Assessing whether a credit or reassessment of the contribution may be appropriate and how that may be determined.
- Reviewing and determining the suitability of any works in kind and material public benefits proposed by a developer.
- Preparing and making available the accountability information as required by the EP&A Regulation.
- Providing advice to applicants and the general public regarding the operation of the plan.
- Commissioning of consultant studies and advice in relation to the efficacy of the development and demand assumptions of the contributions plan.
- Plan reviews

Nexus, apportionment and contribution rates calculation

As plan administration costs arise directly as a result of the future development, it is reasonable that the costs associated with preparing and administering this plan be recouped through contributions from development in the area. Costs associated with the ongoing administration and management of the contributions plan will be levied on all applications that are required to make a contribution under this plan.

Costs included in this plan for management and administration are determined based on the IPART benchmark[19] of an allowance equivalent to 1.5% of the cost of construction works that are to be met by development approved under this plan.

[19] Independent Pricing and Regulatory Tribunal of New South Wales (2014), Local Infrastructure *Benchmark Costs*, page 63

Contributions rate calculation

The contribution formula for plan administration can be expressed as follows:

$$Contribution\ per\ person\ (\$) = \sum \left(\$\ Works\ rate_{\ per\ person} \times 1.5\% \right)$$

Where:

$\$\ Works\ rate_{\ per\ person}$ is the per person contribution rate for each of the infrastructure items (except land acquisition) in **Appendix B** that the development is contributing towards.

To determine the contribution rate per dwelling, multiply the contribution rate per person by the relevant assumed occupancy rate shown in **Table 5**.

APPENDIX B: INFRASTRUCTURE SCHEDULE AND LOCATION MAPS

City of Canada Bay Local Infrastructure Contributions Plan (Amendment 2)
March 2026

Canada Bay Local Infrastructure Contributions Plan
Active Transport

Item	Location	Description	Project reference	Works cost (March 2025 CPI)	Demand	$ rate per person	Priority
R1	LGA Wide	Kerbs and footpaths (PAMP Projects) $100K per year	PAMPS	$ 1,902,447	113,855	$ 17	Short
R2	Mortlake	Mortlake foreshore walk (includes land acquisition)	Delivery program	$ 7,134,177	113,855	$ 63	Long
R3	LGA Wide	CCB Active Transport Plan	Bike Plan	$ 4,280,506	113,855	$ 38	Medium
R4	LGA Wide	Traffic facilities improvement and initiatives (allow 2 or 3 per year)	Capital works program	$ 475,612	113,855	$ 4	Short
R5	LGA Wide	LATMs (allow 2 or 3 per year @$500K)	Capital works program	$ 5,187,776	113,855	$ 46	Short
R6	Timbrell Park	Timbrell Park connection to naturalised canal	Capital Works	$ 1,189,030	113,855	$ 10	
R7	Five Dock	Laneway construction First and Second Avenue Five Dock (6m wide)	Five Dock Town Centre Strategy	$ 1,288,195	113,855	$ 11	Medium
R8	Five Dock	New north-south laneway to improve access to adjoining sites	Five Dock Town Centre Strategy	$ 213,324	113,855	$ 2	Medium
R9	Five Dock	Pedestrian link to East Street	Five Dock Town Centre Strategy	$ 72,899	24,615	$ 3	Medium
R10	Concord West	Shareway construction – western extension of Concord Avenue	Canada Bay Development Control Plan	$ 199,206	24,615	$ 8	Long
R11	Concord West	Landscaped area and new path – western end of Station Avenue to western end of Victoria Avenue	Canada Bay Development Control Plan	$ 443,770	24,615	$ 18	Long
R13	Concord West	New road surface, paths, drainage and landscaping – George Street and Rothwell Avenue	Canada Bay Development Control Plan	$ 1,360,440	24,615	$ 55	Long
R14	Concord West	Shareway construction – Station Avenue from Concord Avenue to King Street	Canada Bay Development Control Plan	$ 339,969	24,615	$ 14	Long
R16	Five Dock	Harris Road and Bevin Ave speed treatment / pedestrian crossing	Active Transport Strategy	$ 200,000	24,615	$ 8	Medium
R17	Rhodes Speed Mitigation Plan	Safety and amenity upgrades	Rhodes LATM (Action Plan)	$ 900,000	24,615	$ 37	Medium
R18	Drummoyne	Local Area Traffic Management	Drummoyne LATM (Action Plan)	$ 1,500,000	24,615	$ 61	Medium
R19	Regional Cycleway Upgrade	Lyons Rd West, William st shared path (stage 2)	Canada Bay Active Transport Plan	$ 1,000,000	24,615	$ 41	Medium
R20	Regional Cycleway Upgrade	Queen Elizabeth Park Shared Path	Active Transport Strategy	$ 400,000	24,615	$ 16	Medium
R21	Regional Cycleway Upgrade	Great North Road Raised Crossing	Active Transport Strategy	$ 1,200,000	24,615	$ 49	Medium
R22	Burwood Precinct - PRCUTs Stage 2	Public Domain upgrades	PRCUTS Public Domain Plan	$ 9,455,730	24,615	$ 384	Medium
R23	Kings Bay Precinct - PRCUTs Stage 2	Public Domain upgrades	PRCUTS Public Domain Plan	$ 1,813,232	24,615	$ 74	Medium
			Total	**$ 40,556,313**		**$ 958**	

Canada Bay Local Infrastructure Contributions Plan
Open space and recreation

Item	Location	Description	Project reference	Works cost (March 2025 CPI)	Demand	$ rate per person	Priority
	Multi-purpose courts - New						
OS4	Drummoyne	Multipurpose Courts (1No)	Social Infrastructure (Open Space and Recreation) Strategy and Action Plan	$ 630,721	24,615	$ 26	Medium
	Sportsfields - to meet new demand						
OS7	LGA	Conversion of existing to synthetic and upgrade of existing natural turf to increase capacity for extra fields	Social Infrastructure (Open Space and Recreation) Strategy and Action Plan	$ 4,518,312	24,615	$ 184	Long
	Green Grid and walking connections						
OS14	LGA Wide	Upgrade open space connections to St Lukes Park	Social Infrastructure (Open Space and Recreation) Strategy and Action Plan	$ 109,677	113,855	$ 1	Medium
	Sports Ovals						
OS15	Concord	Redevelopment of Concord Oval	Recreation Facilities Strategy / POM	$ 21,759,241	24,615	$ 884	Short
OS16	Concord	Redevelopment and expansion of Timbrell Park playing fields	Recreation Facilities Strategy / POM	$ 4,756,118	24,615	$ 193	Medium
OS46	Concord Oval	Gym mezzanine		$ 500,000	24,615	$ 20	Long
	Indoor Facilities						
OS19	Rhodes Recreation Centre	Increase provision of indoor recreation (x 4)	Social Infrastructure (Open Space and Recreation) Strategy and Action Plan	$ 11,176,878	24,615	$ 454	Short
	Other works						
OS21	Five Dock Skate Park	Transform into a youth recreation area	Social Infrastructure (Open Space and Recreation) Strategy and Action Plan	$ 2,396,739	113,855	$ 21	Long
OS22	LGA Wide	New recreation facilities (E.g. new fitness stations, Bay Run)	Social Infrastructure (Open Space and Recreation) Strategy and Action Plan	$ 630,720	113,855	$ 6	Medium
OS24	LGA Wide	Let's All Play Strategy upgrades to parks - allow 2.5 parks per year over the life of the plan ($250,000 per park)	Social Infrastructure (Open Space and Recreation) Strategy and Action Plan	$ 9,375,000	24,615	$ 381	Medium
OS26	LGA Wide	New or existing open space improvements - spaces for community and cultural activities such as: pavement surfaces to allow for a variety of uses. (2000m2)	Social Infrastructure (Open Space and Recreation) Strategy and Action Plan	$ 2,021,351	113,855	$ 18	Medium
OS27	LGA Wide	New or existing open space improvements - spaces for community and cultural activities such as: outdoor amphitheatre (5oom2)	Social Infrastructure (Open Space and Recreation) Strategy and Action Plan	$ 891,772	113,855	$ 8	Medium
OS28	Abbotsford	Hen and Chicken Bay Foreshore renewal	Delivery program	$ 4,756,118	113,855	$ 42	Short
OS29	Kings Bay	Improve access from Regatta Rd along Kings Bay to Friend Avenue, including seawall	Foreshore Access Strategy	$ 4,161,603	113,855	$ 37	Long
OS30	Rickard Street and Nash's Lane, Concord	Boardwalk - Rickard Street and Nash's Lane	Foreshore Access Strategy	$ 1,770,112	113,855	$ 16	Long
OS31	St Luke's Canal, Concord	Pedestrian bridge over St Luke's Canal	Foreshore Access Strategy	$ 400,000	113,855	$ 4	Long
OS32	Barnwell Park Golf Course	Shared, publicly accessible foreshore path	Foreshore Access Strategy	$ 594,515	113,855	$ 5	Long
OS33	Leeds Street Foreshore Park to Mcllwaine Park	Inland path between Leeds Street Foreshore Park to Mcllwaine Park	Foreshore Access Strategy	$ 1,189,030	113,855	$ 10	Medium
OS34	Iron Cove Bridge, Drummoyne	Upgrade pedestrian and cycle paths - 4 m wide with lighting to connect Iron Cove Bridge to Bay Run	Foreshore Access Strategy	$ 4,161,603	24,615	$ 169	Long
OS35	Drummoyne Oval	Upgrade pathways connecting Drummoyne Oval to buses on Lyons Road - Cometrowe Street	Foreshore Access Strategy	$ 271,336	113,855	$ 2	Long
OS36	Drummoyne Oval	Upgrade pathways connecting Drummoyne Oval to buses on Lyons Road - Dempsey Place	Foreshore Access Strategy	$ 336,558	113,855	$ 3	Long

Canada Bay Local Infrastructure Contributions Plan
Open space and recreation

Item	Location	Description	Project reference	Works cost (March 2025 CPI)	Demand	$ rate per person	Priority
OS37	LGA Wide - Foreshore area (Drummoyne priority)	Close existing road reserves to protect existing pocket parks and/or create new ones with views to water	Foreshore Access Strategy	$ 600,000	113,855	$ 5	Medium
OS38	Five Dock	Five Dock Park Upgrade works and Amenities Building upgrade	Five Dock Town Centre Strategy	$ 3,300,000	113,855	$ 29	Short
OS40	Rodd Point	Landscaping and art	Rodd Park Masterplan	$ 535,063	113,855	$ 5	Long
OS42	Cabarita	Cabarita Park Masterplan	Delivery program	$ 1,783,544	113,855	$ 16	Short
OS43	Rhodes	Walk and Run Track	Homebush Bay Circuit Plan	$ 356,708	113,855	$ 3	Short
OS47	LGA wide	Playground accessibility improvements	Let's All Play Strategy	$ 600,000	24,615	$ 24	Medium
OS48	LGA wide	Upgrade of parks (400k per year for lifetime of plan)	Asset Management Plan	$ 6,500,000	24,615	$ 264	Medium
OS49	LGA wide	Outdoor exercise equipment program	Open Space and Recreation Strategy	$ 205,000	24,615	$ 8	Medium
OS50	Howley Park	Upgrade Howley Park	Howley Park Masterplan	$ 709,073	24,615	$ 29	Long
OS51	Five Dock	Five Dock Town Centre Urban Plazas	Five Dock Town Urban Design Strategy	$ 3,400,000	24,615	$ 138	Medium
OS52	Powells Creek Reserve, Edwards Park. Greeenlees Park, Jesse Stewart Reserve, Queen Elizabeth Park, St Lukes Park, Timbrell Park, Campbell Park, Russell Park, Five Dock Park, Arthur Walker Reserve	Synthetic Cricket Wicket Renewal	Open Space and Recreation Strategy	$ 252,897	24,615	$ 10	Medium
OS53	Sid Richards sportsfield	Baseball sportsfield upgrade	Open Space and Recreation Strategy	$ 600,000	24,615	$ 24	Medium
OS54	LGA wide	Dog Off Leash Area (DOLA) upgrades	Dogs in Public Places Strategy	$ 189,672	24,615	$ 8	Medium
OS55	Taplin Park	Amenities Building, Seawall, Footpaths and Paving, Sports Courts, Furniture and Fittings, Landscaping, Signage, Boundary Walls, Fencing and Gates	Drummoyne Precinct Masterplan	$ 13,208,492	24,615	$ 537	Medium
OS56	Drummoyne Oval	Scoreboard, Site Preparation, Footpaths and paved areas, Outbuildings, Landscaping, Signage, Grandstand and Amenities Building	Drummoyne Precinct Masterplan	$ 26,076,538	24,615	$ 1,059	Medium
OS57	Drummoyne Park	Demolition, Site Preparation, Footpaths and paved areas, Play Area, Furniture and Fittings, Landscaping, Signage, Boundary Walls, Fencing and Gates, External Services	Drummoyne Precinct Masterplan	$ 2,616,099	24,615	$ 106	Medium
OS58	Queen Elizabeth Park	Facilities and carparks, landscaping, regional cyclway, Sydney turpentine ironbark forest bush, BBQ and passive open space upgrades including lighting, plumbing, structures and shelters	QEP-Goddard Masterplan	$ 11,052,388	24,615	$ 449	Medium
			Total	**$ 148,392,879**		**$ 5,197**	

Canada Bay Local Infrastructure Contributions Plan
Public Domain

Item	Location	Description	Project reference	Works cost (March 2025 CPI)	Demand	$ rate per person	Priority
	Land acquistion						
PD3	Five Dock	Metro Station - new open space 3550m² (unrelated to PRCUTS)	Social Infrastructure (Open Space and Recreation) Strategy and Action Plan	$ 30,000,000	19,356	$ 1,550	Medium
	Embellishment of new public space						
PD5	Five Dock Town Centre	Deliver new open space in Five Dock Town Centre / Fred Kelly Place (east)	Five Dock Town Centre Strategy	$ 5,483,836	19,356	$ 283	Medium
PD6	Five Dock Metro Station Precinct	Deliver new open space in Five Dock Town Centre (3000m²)	Social Infrastructure (Open Space and Recreation) Strategy and Action Plan	$ 3,729,009	19,356	$ 193	Short
PD7	Concord West	Embellishment of new local Wellbank Park (unrelated to PRCUTS)	Social Infrastructure (Open Space and Recreation) Strategy and Action Plan	$ 5,350,633	19,356	$ 276	Short
	Embellishment of existing public space						
PD10	Five Dock	New Town Square – including raised threshold and Waterview Street link	Five Dock Town Centre Strategy	$ 1,069,496	19,356	$ 55	Short
PD11	Five Dock	Five Dock Public Domain Streetscape (Stage 2 - Southern end)	Five Dock Town Centre Strategy	$ 300,000	93,822	$ 3	Long
PD12	Wareemba	Wymstone Parade - Providea separate cycleway and improve existing walkway	Foreshore Access Strategy	$ 1,189,318	19,356	$ 61	Long
PD13	Concord West Station	Concord West Station Plaza embellishment (500sqm)	Concord West Masterplan	$ 653,966	19,356	$ 34	Medium
PD17	Drummoyne	Public Domain Plan	Victoria Road Urban Design Strategy	$ 713,418	19,356	$ 37	Medium
PD18	Drummoyne	Undergrounding/bundling elecctricity and replacement poles (per pole including installation - 30 poles)	Victoria Road Urban Design Strategy	$ 2,378,059	19,356	$ 123	Medium
PD19	Drummoyne	Public domain works - include furniture, paving, landscaping	Victoria Road Urban Design Strategy	$ 4,756,118	19,356	$ 246	Medium
PD20	Concord West	176 George Street raising and overland flow path	Concord West Master Plan	$ 475,612	19,356	$ 25	Short
PD21	LGA Wide	Lighting improvements at crossings (Allowance of $300K per year for 10 years)	Disability Inclusion Action Plan	$ 3,567,089	93,822	$ 38	Short
PD22	Mortlake	Develop Stanton Reserve as a Town Square for Mortlake	Mortlake Place Plan	$ 148,629	19,356	$ 8	Short
	Parramatta Road Precincts						
PD23	Homebush North	George Street - upgrade footpaths, landscaping, lighting, furniture	Parramatta Road Select Precincts Public Domain Plan 2020	$ 7,307,031	19,356	$ 377	Long
PD24	Homebush North	Victoria Avenue - upgrade works include footpaths, landscaping, lighting, furniture	Parramatta Road Select Precincts Public Domain Plan 2020	$ 2,956,700	19,356	$ 153	Long
PD25	Homebush North	Station Avenue - upgrade footpaths, landscaping, lighting, furntiure	Parramatta Road Select Precincts Public Domain Plan 2020	$ 771,369	19,356	$ 40	Long
PD26	Homebush North	King Street - upgrade footpaths, landscaping, lighting, furniture	Parramatta Road Select Precincts Public Domain Plan 2020	$ 6,843,676	19,356	$ 354	Long
PD27	Homebush North	Station Square - upgrade footpaths, landscaping, lighting, furntiure	Parramatta Road Select Precincts Public Domain Plan 2020	$ 1,147,108	19,356	$ 59	Long
PD28	Homebush North	Victoria Avenue Gates - upgrade footpaths, landscaping, lighting, furniture	Parramatta Road Select Precincts Public Domain Plan 2020	$ 738,966	19,356	$ 38	Long

Canada Bay Local Infrastructure Contributions Plan
Public Domain

Item	Location	Description	Project reference	Works cost (March 2025 CPI)	Demand	$ rate per person	Priority
PD29	LGA Wide	Urban canopy tree planting Increase urban tree canopy	City of Canada Bay Urban Tree Canopy Strategy	$ 4,925,972	19,356	$ 254	Medium
PD30	Burwood Stage 2 (north)	Broughton Street (south) / Gipps Street (east) - right turn ban	Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)	$ 16,981	19,356	$ 1	Medium
PD31	Burwood Stage 2 (north)	Burwood Road (south) / Burton Street (east) - right turn ban	Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)	$ 1,709	19,356	$ 0.09	Medium
PD32	Burwood Stage 2 (north)	Gipps Street upgrades (northern side, east of and including Concord Community Centre) - New shared paths 2.5m wide, landscaping and trees 1.3m wide, blisters in the road with landscaping and trees 3.2m wide, kerb & gutters	Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)	$ 2,933,105	19,356	$ 152	Medium
PD33	Burwood Stage 2 (north)	Gipps Street (west) / Loftus Street (south) - right turn ban	Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)	$ 1,709	19,356	$ 0.09	Medium
PD34	Burwood Stage 2 (north)	Gipps Street / Leight Avenue - Change No Parking to No Stopping on the Northern Side	Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)	$ 8,321	19,356	$ 0.43	Medium
PD35	Burwood Stage 2 (north)	Stanley Street upgrades (southern side, east of 2 Stanley St) - New shared paths 2.5m wide, landscaping and trees 1.5m wide, kerb & gutters	Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)	$ 1,553,146	19,356	$ 80	Medium
PD36	Kings Bay Stage 2 (west)	Harris Road - Remove parking on both sides during peak hour	Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)	$ 12,399	19,356	$ 0.64	Medium
PD37	Kings Bay Stage 2 (west)	Queens Road / Taylor Street - Remove parking with No Stopping on the northern side	Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)	$ 6,254	19,356	$ 0.32	Medium
PD38	Kings Bay Stage 2 (west)	Queens Road / Bayview Road - Remove parking with No Stopping on the southern side	Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)	$ 6,254	19,356	$ 0.32	Medium
PD39	Kings Bay Stage 2 (west)	Queens Road / Regatta Road - Remove parking with No Stopping on both sides	Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)	$ 11,249	19,356	$ 0.58	Medium
			Total Costs	**$ 89,057,132**		**$ 4,442**	

Canada Bay Local Infrastructure Contributions Plan
Community Facilities

Item	Location	Description	Project reference	Works cost (March 2025 CPI)	Demand	$ rate per person	Priority
C2	Drummoyne	New District Multipurpose Community Centre and Library Hub in Drummoyne (total 2,600m²) to include office space, community meeting rooms, kitchen and 200 capacity hall.	Social Infrastructure Strategy	$ 29,835,000	113,855	$ 262	Medium
C3	Concord	District level staffed multipurpose community centre with 400 person capacity hall, community office space, and creative space. (1,500m²) - fitout	Social Infrastructure Strategy	$ 17,718,750	113,855	$ 156	Long
C4	Rhodes East	New multipurpose local community venue in Rhodes East (3,000m²) including library floor space (500m²) and external embellishment of public domain space (350sqm) - construction and fit out	Social Infrastructure Strategy	$ 32,455,432	24,615	$ 1,319	Short
C5	Five Dock or Drummoyne	Additional library floor space (684m²) floor space in the Five Dock library catchment.	Social Infrastructure Strategy	$ 3,659,833	113,855	$ 32	Medium
C6	LGA Wide	New or existing open space improvements - spaces for community and cultural activities such as: Event ready spaces (WiFi & Powerpoints (500m²)	Social Infrastructure (Open Space and Recreation) Strategy and Action Plan	$ 713,418	113,855	$ 6	Medium
C7	Concord	Event ready civic space at Central Park, connected to Concord Library	Social Infrastructure (Open Space and Recreation) Strategy and Action Plan	$ 1,974,181	113,855	$ 17	Long
C8	LGA Wide	Upgrades to community buildings (allow for $300K per year)	Disability Inclusion Action Plan	$ 5,707,341	113,855	$ 50	Medium
C9	Concord	Indoor Youth Space (approx. 800-1,000m²) - construction and fit out	Social Infrastructure Community Strategy	$ 7,425,000	24,615	$ 302	Long
C10	Concord	Community Sports Facility - Queen Elizabeth Park (safety and amenity upgrades)	Open Space and Recreation Strategy	$ 5,000,000	24,615	$ 203	Long
C11	Five Dock	Community Sports Facility - Five Dock Park	Open Space and Recreation Strategy	$ 3,000,000	24,615	$ 122	Long
C12	Five Dock	New District Multipurpose Community Centre and Library “Hub” in Five Dock (total 3,000sqm)	Open Space and Recreation Strategy	$ 34,425,000	24,615	$ 1,399	Medium
			TOTAL COST	**$ 141,913,955**		**$ 3,867**	

Canada Bay Local Infrastructure Contributions Plan
Rhodes Peninsula

Item	Location	Description	Project reference	Works cost (March 2025 CPI)	Demand	$ rate per person	Priority
RH1	Blaxland Road	Upgrades to create a Commuter Street, including surface treatments, in ground service works, pavements, planting, rain gardens and street furniture	Rhodes East Master Plan	$ 5,410,084	5,259	$ 992	Medium
RH2	Cavell Avenue	upgrades to create a Community Spine including surface treatments, in ground service works, pavements, planting, rain gardens and street furniture	Rhodes East Master Plan	$ 6,004,599	5,259	$ 1,100	Medium
RH3	Leeds Street	upgrades to create a Destination Street including surface treatments, in ground service works, pavements, planting, rain gardens and street furniture	Rhodes East Master Plan	$ 5,053,376	5,259	$ 926	Medium
RH4	Other local streets	Upgrades required to Local Streets including surface treatments, in ground service works, pavements, planting, rain gardens and street furniture	Rhodes East Master Plan	$ 3,804,895	5,259	$ 697	Medium
RH5	New Road	Embellishment of new road Blaxland Road to Cavell Avenue (south) including demolition, surfacing, planting, rain gardens and street furniture	Rhodes East Master Plan	$ 2,615,865	5,259	$ 479	Long
RH6	New Road	Blaxland Road to Cavell Avenue (central) - New local road embellishment. Costs include demolition, surfacing	Rhodes East Master Plan	$ 2,556,414	5,259	$ 469	Long
RH7	New Road	Blaxland Road to Cavell Avenue (north) - New local road recommended to improve connectivity. Costs include demolition, surfacing,	Rhodes East Master Plan	$ 2,556,414	5,259	$ 469	Long
RH8	Averill Street and Concord Rd	New left turn lane at intersection including 100 sqm part land acquistion	Rhodes East Master Plan	$ 3,989,812	5,259	$ 731	Medium
RH9	Cavell Street and Averill Street	New single lane roundabout	Rhodes East Master Plan	$ 951,224	5,259	$ 174	Medium
RH10	Cavell Street and Leeds Street	Minor widening at intersection	Rhodes East Master Plan	$ 1,426,835	5,259	$ 262	Medium
RH11	Leeds Street	Linemarking- new	Rhodes East Master Plan	$ 190,245	5,259	$ 35	Medium
RH12	Leeds Street	Connections to foreshore embellishment - New pedestrian access recommended to improve connectivity. Costs include demolition, surfacing,	Rhodes East Master Plan	$ 416,160	5,259	$ 76	Medium
RH13	Averill Street	Pedestrian link to Leeds Street - Costs include demolition, surfacing, planting and furniture embellishment	Rhodes East Master Plan	$ 356,709	5,259	$ 65	Medium
RH14	Blaxland Road Terminus	North end - works include resurfacing, planting, recreation facilities and new on-site rain water detention / retention facilities	Rhodes East Master Plan	$ 1,367,384	5,259	$ 251	Long
RH15	Corner Plazas	Embellishment includes paving, street furniture, way-finding, signage and ligh	Rhodes East Master Plan	$ 951,224	5,259	$ 174	Medium
RH16	Rhodes	Rhodes East Public Domain - Detailed design and masterplan	Rhodes Precinct Plan	$ 1,189,030	5,259	$ 218	Short
RH18	Rhodes	Rhodes Recreation Centre Fit Out	Station Precinct Master Plan	$ 250,000	5,259	$ 48	Short
RH19	Rhodes	Rhodes Station Precinct Traffic Management Infrastructure	Station Precinct Master Plan	$ 6,000,000	5,259	$ 1,141	Short
			Total Costs	**$ 45,090,268**		**$ 8,307**	

Canada Bay Local Infrastructure Contributions Plan
Section 7.12 Works List

Item	Location	Description	Project reference	Works cost (March 2025 CPI)	Priority
W3	Drummoyne Park, Drummoyne Oval & Taplin Park	Implement Access Plan	Drummoyne Park, Drummoyne Oval & Taplin Park - POM	$ 178,355	Medium
W4	Exile Bay South Catchment - drainage map	Exile Bay South Catchment Flood Mitigation - drainage amplification	Exile Bay Flood Study / Floodplain Risk Mgmt Study	$ 200,000	Medium
W5	Five Dock Park Barnstaple Rd frontage footpath	280m footpath along park frontage	Five Dock Park Plan of Management	$ 140,000	Medium
W6	Five Dock Park Ingham Ave footpath	390m Footpath along park frontage	Five Dock Park Plan of Management	$ 195,000	Medium
W8	LGA Wide	Improvement to foreshore facility (In accordance with the AMP seawalls and the Parramatta River EMP)	Sea Walls Asset Management Plan	$ 9,512,236	Medium
W9	LGA Wide	Buildings Renewal	Delivery Program	$ 1,671,657	Medium
W10	LGA Wide	Seawall Renewal	Delivery Program	$ 3,000,000	Medium
W11	LGA Wide	Street Tree Replacement Program ($250K per year)	Urban Tree Canopy Strategy	$ 3,750,000	Medium
W12	LGA Wide	Dog Off Leash - Site improvements	Delivery Program	$ 400,000	Medium
W16	Powells Ck Reserve	Implement POM	Powells Ck Reserve - POM	$ 1,783,544	Medium
W17	Prince Edward Park	Implement POM	Prince Edward Park - POM	$ 178,355	Medium
W18	Quarantine Reserve	Implement POM	Quarantine Reserve - POM	$ 297,257	Medium
W19	Rodd Point Accessible Public Toliets	Rodd Point Accessible Public Toliets	Rodd Point POM	$ 594,515	Short
W20	LGA Wide	Annual Shade Renewal Program	Delivery Program	$ 59,452	Medium
W21	Various locations	Increased wayfinding to and along the foreshore	Foreshore Access Strategy	$ 194,819	Medium
W22	Chiswick, Cabarita (beach watch), Bayview Park and McIlwaine (river watch)	Swimming locations along foreshore	Foreshore Access Strategy	$ 11,890	Long
W27	Road Pavement Renewal Cap	Road Pavement Renewal Cap	Delivery Program	$ 3,266,027	Short
W28	Kerb/Gutter Renewal program	Kerb/Gutter Renewal program	Delivery Program	$ 725,665	Short
W29	Drainage Renewal Program	Drainage Renewal Program	Delivery Program	$ 967,513	Short
W30	Environmental Programs	Water security (to provide irrigation to parks, playing fields and golf courses)	Water Resilience Plan	$ 10,000,000	Medium
W32	LGA Wide	Bus stops (allow a number per year)	Delivery program	$ 594,515	Medium
W33	LGA Wide	Amenities Building Renewal	Public Toilets Strategy	$ 770,000	Medium
W34	Powells Creek Reserve	Tennis carpark fencing - Replacing the failed timber delineation w SS logs	Powells Creek POM	$ 50,000	Short
W35	Rhodes Retaining Wall	Renewing block work retaining wall along SUP + PUBLIC art (Peake Linear)	Delivery Program	$ 100,000	Short
W36	LGA Wide	new water craft storage approach inc infrastructure	Adopted Council Resolution - Water Craft Project	$ 250,000	Short
W37	Massey Park	Retaining wall renewal	Delivery Program	$ 500,000	Short
W38	Barnwell Park	Bridge Renewal	Delivery Program	$ 910,000	Short
W39	Majors Bay Reserve - Ron Routely Oval fencing	redoing the oval fencing	Open Space and Recreation Strategy	$ 200,000	Medium
W40	Majors Bay Reserve - Sportsfield Lighting	Expansion of sportsfield field lighting	Open Space and Recreation Strategy	$ 200,000	Medium
W41	Uhrs Point	Upgrade of embankment	Open Space and Recreation Strategy	$ 130,000	Medium
W42	Red Cross Reserve	New recreation elements to activate unused open space	Open Space and Recreation Strategy	$ 100,000	Medium
W43	Drummoyne Oval	Picket fence upgrade	Open Space and Recreation Strategy	$ 200,000	Medium
W44	LGA wide	Bridge upgrades to accommodate additional use	Delivery Program	$ 800,000	Short
W45	Five Dock	Bay seawalls	Delivery Program	$ 4,940,000	Short

Canada Bay Local Infrastructure Contributions Plan
Section 7.12 Works List

Item	Location	Description	Project reference	Works cost (March 2025 CPI)	Priority
W46	Saltwater Creek and Exile Bay	Seawall naturalisation	Exile Bay Risk Management Study and Plan	$ 3,150,000	Long
W47	Concord	Massey Park Golf Course Maintenance Buildings	Open Space and Recreation Strategy	$ 1,000,000	Medium
W48	Barnwell and Massey Park golf courses	Golf Course Renewal	Open Space and Recreation Strategy	$ 421,495	Long
W49	Cabarita Pool	Cabarita Pool Major renovation	Open Space and Recreation Strategy	$ 200,000	Long
W50	LGA Wide	Building Accessibility Program - community centres, public toilets, childcare centres	Delivery Program	$ 1,200,000	Medium
W51	Majors Bay Village, Concord and Great Northern Road, Five Dock	Outdoor shade and dining structures	Delivery Program	$ 3,000,000	Medium
W52	Cabarita Park	Amenities Building - New toilet	Public toilet strategy	$ 600,000	Medium
W53	Drummoyne Swimming Centre	Electric Heat Pump	Emission Reductions Plan	$ 500,000	Medium
W54	Sustainability Program (Net Zero by 2030) - Buildings	Install EV chargers and solar panels in Council buildings	Sustainability Program (Net Zero by 2030)	$ 1,400,000	Medium
W55	LGA Wide	Provision of public art	Public Art Strategy	$ 500,000	Medium
W56	LGA Wide	Provision of parking meters and in ground parking sensors	Parking Strategy	$ 300,000	Medium
W57	LGA Wide	Footpath Widening and Renewal Program	Asset Management Plan	$ 2,240,000	Medium
			Total Cost	**$ 61,382,295**	

City of Canada Bay Local Infrastructure Contributions Plan 2020

Works Schedule - Sheet LIC_001

Contributions Plan

- S7.11 Active transport and roads
- S7.11 Community facilities
- S7.11 Open space and recreation
- S7.11 Public domain
- S7.11 Rhodes precinct
- S7.12 Works

The following Items are not shown on the map and are applicable to the whole LGA:

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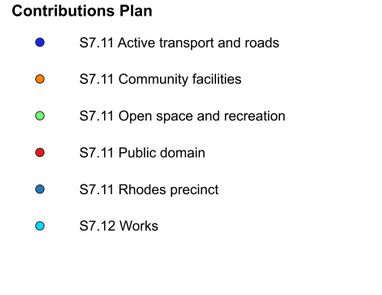
PD25, PD29, PD32.

R1, R2, R3, R4, R5, R6, R7, R8, R9, R17, R18, R21, R22, R23.

RH19.

W15, W16, W17, W18, W19, W20, W33, W35, W36, W40, W42, W44, W50, W54, W55, W56, W57.

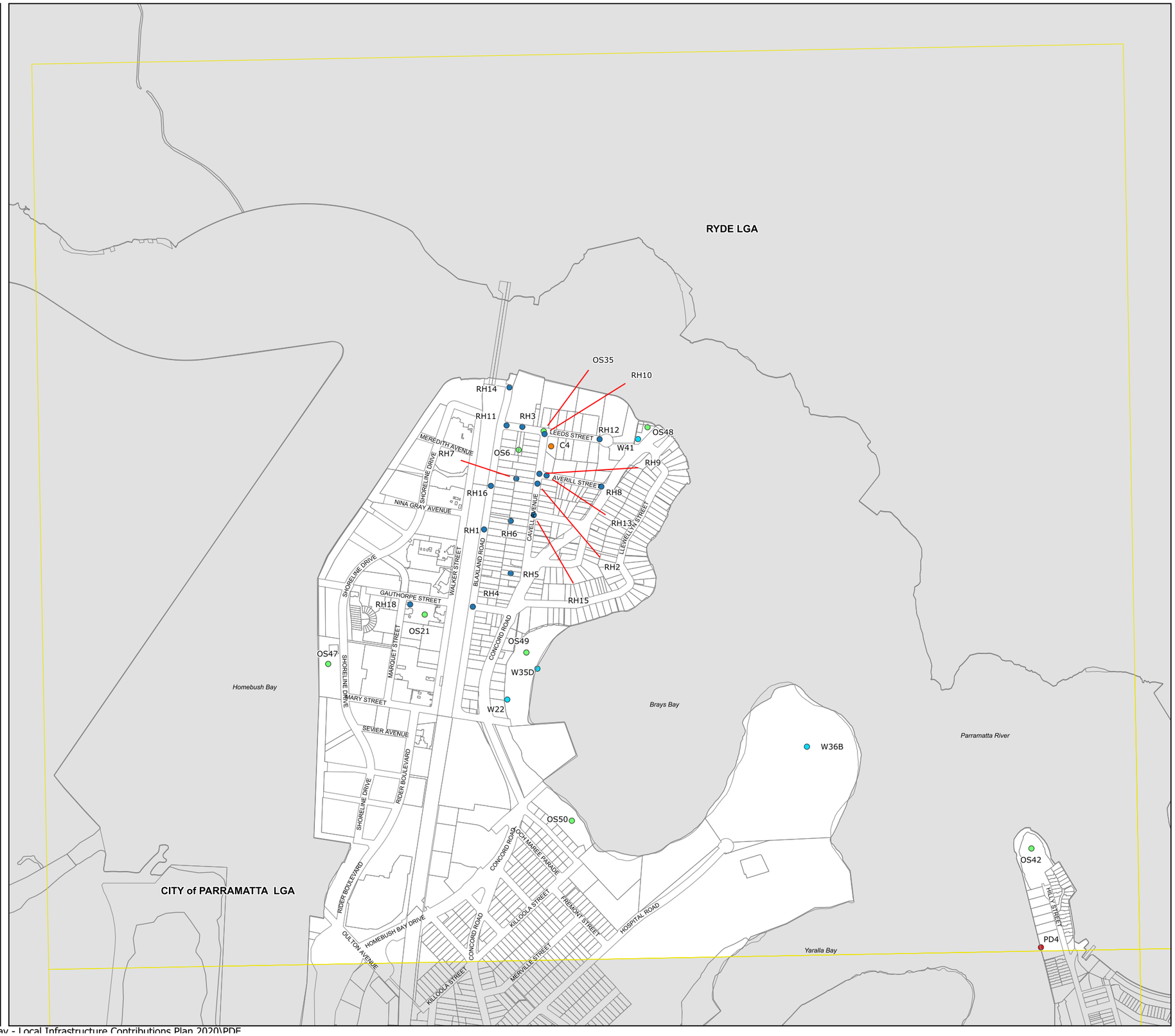
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Projection GDA 2020
MGA Zone 56

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City of Canada Bay Local Infrastructure Contributions Plan 2020

Works Schedule - Sheet LIC_002

Contributions Plan

- S7.11 Active transport and roads
- S7.11 Community facilities
- S7.11 Open space and recreation
- S7.11 Public domain
- S7.11 Rhodes precinct
- S7.12 Works

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C6.

OS9, OS15, OS16, OS22, OS24, OS26, OS27, OS28, OS29, OS40, OS47, OS48, OS49, OS51, OS52, OS54.

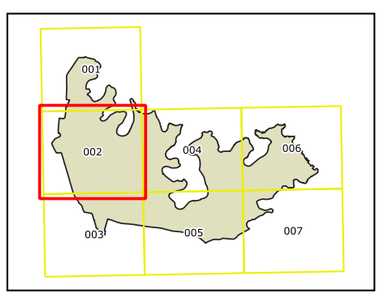
PD25, PD29, PD32.

R1, R2, R3, R4, R5, R6, R7, R8, R9, R17, R18, R21, R22, R23.

RH19.

W15, W16, W17, W18, W19, W20, W33, W35, W36, W40, W42, W44, W50, W54, W55, W56, W57.

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City of Canada Bay Local Infrastructure Contributions Plan 2020

Works Schedule - Sheet LIC_003

Contributions Plan

- S7.11 Active transport and roads
- S7.11 Community facilities
- S7.11 Open space and recreation
- S7.11 Public domain
- S7.11 Rhodes precinct
- S7.12 Works

The following Items are not shown on the map and are applicable to the whole LGA:

C6.

OS9, OS15, OS16, OS22, OS24, OS26, OS27, OS28, OS29, OS40, OS47, OS48, OS49, OS51, OS52, OS54.

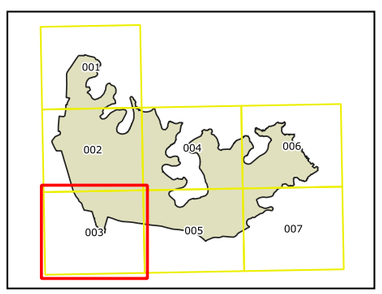
PD25, PD29, PD32.

R1, R2, R3, R4, R5, R6, R7, R8, R9, R17, R18, R21, R22, R23.

RH19.

W15, W16, W17, W18, W19, W20, W33, W35, W36, W40, W42, W44, W50, W54, W55, W56, W57.

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City of Canada Bay Local Infrastructure Contributions Plan 2020

Works Schedule - Sheet LIC_004

Contributions Plan

- S7.11 Active transport and roads
- S7.11 Community facilities
- S7.11 Open space and recreation
- S7.11 Public domain
- S7.11 Rhodes precinct
- S7.12 Works

The following Items are not shown on the map and are applicable to the whole LGA:

C6.

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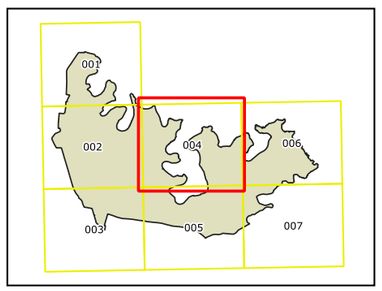
PD25, PD29, PD32.

R1, R2, R3, R4, R5, R6, R7, R8, R9, R17, R18, R21, R22, R23.

RH19.

W15, W16, W17, W18, W19, W20, W33, W35, W36, W40, W42, W44, W50, W54, W55, W56, W57.

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City of Canada Bay Local Infrastructure Contributions Plan 2020

Works Schedule - Sheet LIC_005

Contributions Plan

- S7.11 Active transport and roads
- S7.11 Community facilities
- S7.11 Open space and recreation
- S7.11 Public domain
- S7.11 Rhodes precinct
- S7.12 Works

The following Items are not shown on the map and are applicable to the whole LGA:

C6.

OS9, OS15, OS16, OS22, OS24, OS26, OS27, OS28, OS29, OS40, OS47, OS48, OS49, OS51, OS52, OS54.

PD25, PD29, PD32.

R1, R2, R3, R4, R5, R6, R7, R8, R9, R17, R18, R21, R22, R23.

RH19.

W15, W16, W17, W18, W19, W20, W33, W35, W36, W40, W42, W44, W50, W54, W55, W56, W57.

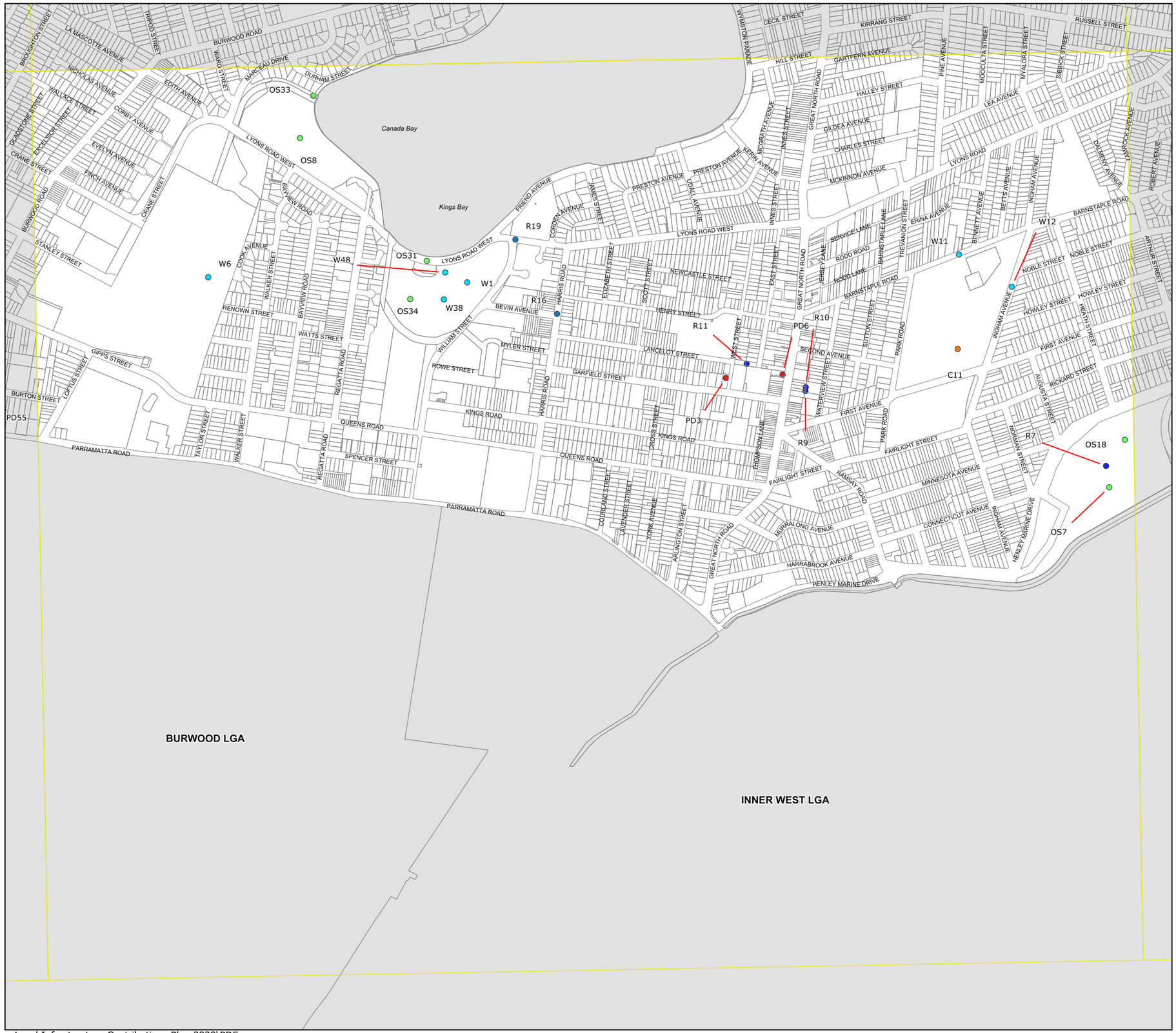
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MGA Zone 56

Scale 1:10,000 @A3



City of Canada Bay Local Infrastructure Contributions Plan 2020

Works Schedule - Sheet LIC_006

Contributions Plan

- S7.11 Active transport and roads
- S7.11 Community facilities
- S7.11 Open space and recreation
- S7.11 Public domain
- S7.11 Rhodes precinct
- S7.12 Works

The following Items are not shown on the map and are applicable to the whole LGA:

C6.

OS9, OS15, OS16, OS22, OS24, OS26, OS27, OS28, OS29, OS40, OS47, OS48, OS49, OS51, OS52, OS54.

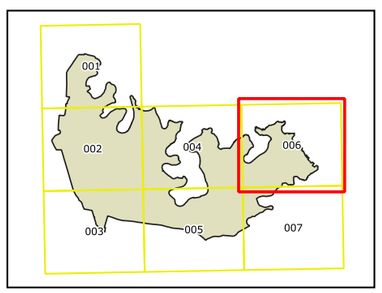
PD25, PD29, PD32.

R1, R2, R3, R4, R5, R6, R7, R8, R9, R17, R18, R21, R22, R23.

RH19.

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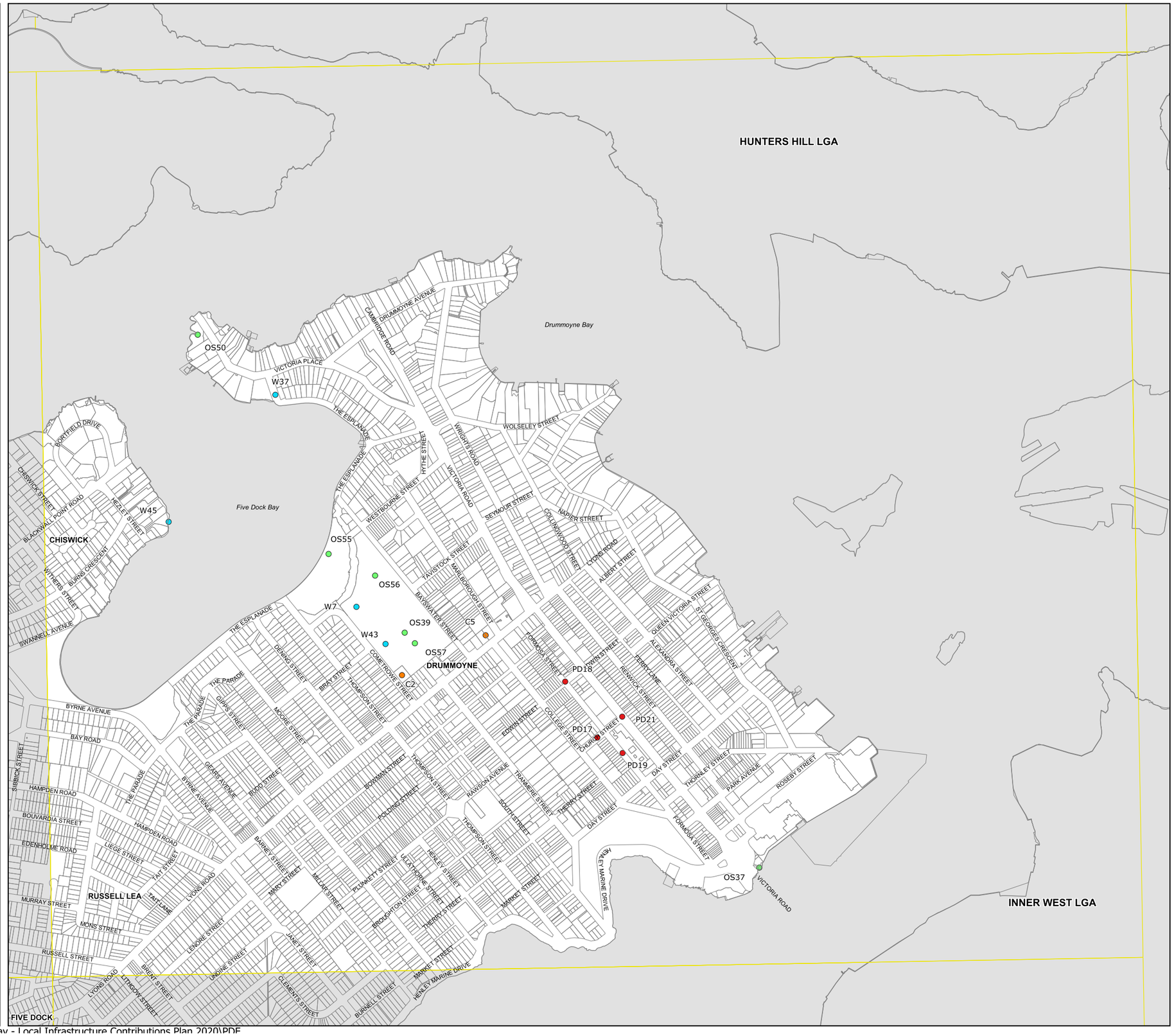
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City of Canada Bay Local Infrastructure Contributions Plan 2020

Works Schedule - Sheet LIC_007

Contributions Plan

- S7.11 Active transport and roads
- S7.11 Community facilities
- S7.11 Open space and recreation
- S7.11 Public domain
- S7.11 Rhodes precinct
- S7.12 Works

The following Items are not shown on the map and are applicable to the whole LGA:

C6.

OS9, OS15, OS16, OS22, OS24, OS26, OS27, OS28, OS29, OS40, OS47, OS48, OS49, OS51, OS52, OS54.

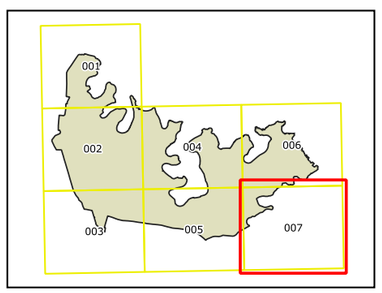
PD25, PD29, PD32.

R1, R2, R3, R4, R5, R6, R7, R8, R9, R17, R18, R21, R22, R23.

RH19.

W15, W16, W17, W18, W19, W20, W33, W35, W36, W40, W42, W44, W50, W54, W55, W56, W57.

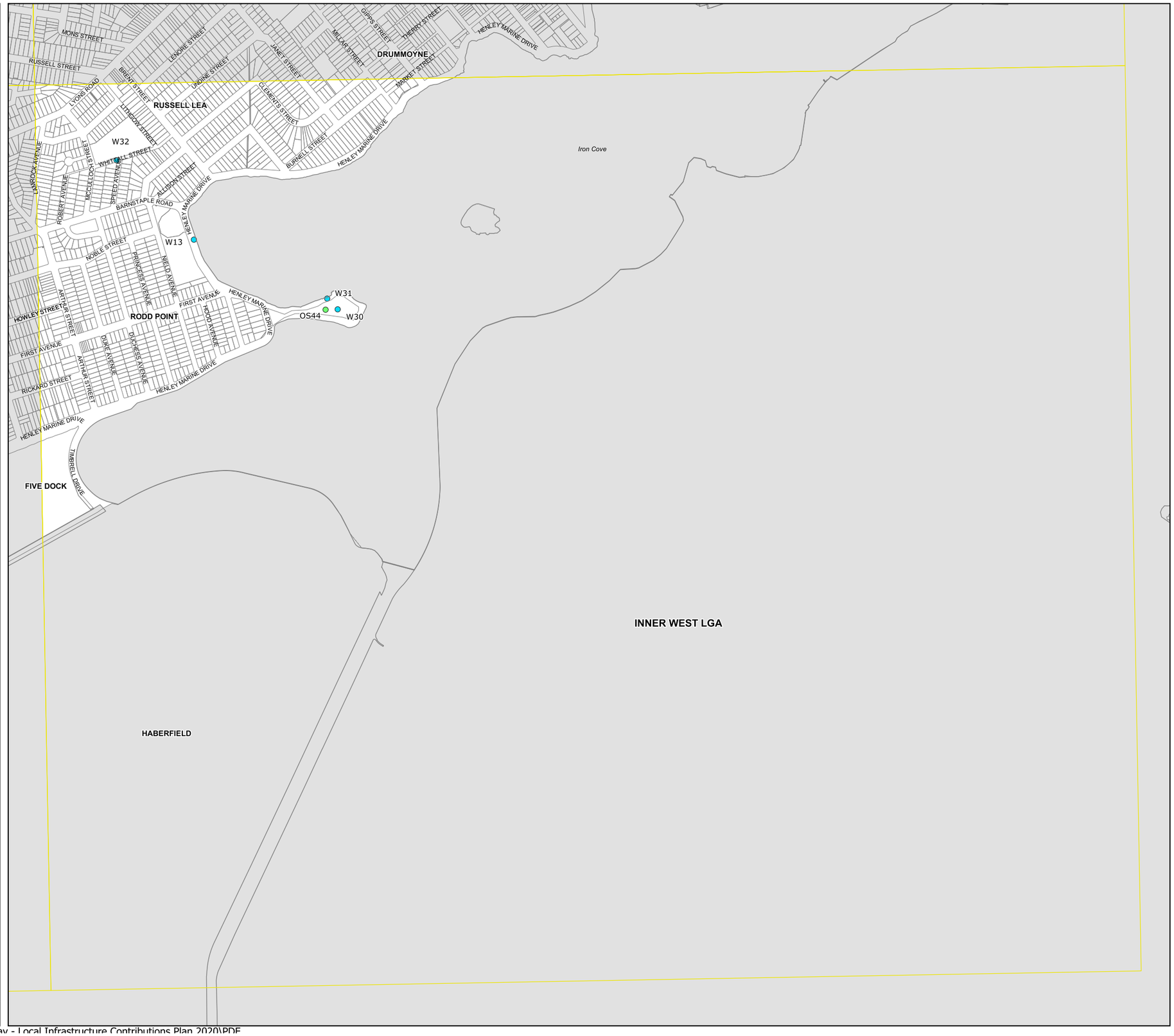
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MGA Zone 56

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APPENDIX C: COST SUMMARY REPORTS

City of Canada Bay Local Infrastructure Contributions Plan (Amendment 2)
March 2026

COST SUMMARY REPORT

Development Cost from $100,001 to $2,000,000

DEVELOPMENT APPLICATION No: _____

COMPLYING DEVELOPMENT CERTIFICATE APPLICATION No: _____

CONSTRUCTION CERTIFICATE No: _____ Date: _____

APPLICANT'S NAME: _____

APPLICANT'S ADDRESS: _____

DEVELOPMENT NAME: _____

DEVELOPMENT ADDRESS: _____

DEVELOPMENT COSTS:

Demolition and alterations	$
Hydraulic services	$
Structure	$
Mechanical services	$
External walls, windows and doors	$
Fire services	$
Internal walls, screens and doors	$
Demolition and alterations	$
Lift services	$
Wall finishes	$
External works	$
Floor finishes	$
External services	$
Ceiling finishes	$
Other related work	$
Fittings and equipment	$
Preliminaries and margin % =	$
Subtotal	**$**
Consultant fees	$
Other related development costs	$
Goods and services Tax	$
TOTAL DEVELOPMENT COST	

I certify that I have:

• Inspected the plans the subject of the application for development consent or construction certificate.

• Calculated the development costs in accordance with the definition of development costs in clause 25J of the Environmental Planning and Assessment Regulation 2000 at current prices.

• Included GST in the calculation of development costs.

Signed: _____ Date: _____

Name: _____

Position and Qualifications: _____

REGISTERED* QUANTITY SURVEYOR'S DETAILED COST REPORT

Development Cost more than $2,000,001

*A member of the Australian Institute of Quantity Surveyors

DEVELOPMENT APPLICATION No: _____ Reference: _____

COMPLYING DEVELOPMENT CERTIFICATE APPLICATION No: _____

CONSTRUCTION CERTIFICATE No: _____ Date: _____

APPLICANT'S NAME: _____

APPLICANT'S ADDRESS: _____

DEVELOPMENT NAME: _____

DEVELOPMENT ADDRESS: _____

DEVELOPMENT DETAILS:

Gross Floor Area – commercial	m^2	Gross Floor Area – other	m^2
Gross Floor Area – residential	m^2	Total Gross Floor Area	m^2
Gross Floor Area – retail	m^2	Total site area	m^2
Gross Floor Area – car parking	m^2	Total car parking spaces	
Total development cost	$		
Total construction cost	$		
Total GST	$		

ESTIMATE DETAILS:

Professional Fees	$	**Excavation**	$
% of development cost		Cost per m^2 of site area	
% of construction cost		**Car Park**	
Demolition and Site Preparation		Cost per m^2 of site are	
Cost per m^2 of site area		Cost per space	
Construction Commercial		**Fit out – Commercial**	
Cost per m^2 commercial area		Cost per m^2 of commercial area	
Construction Residential		**Fit-out - Residential**	
Cost per m^2 of residential area		Cost per m^2 of residential area	
Construction Retail		Fit out - Retail	
Cost per m^2 of retail area		Cost per m^2 of retail area	

I certify that I have:

• Inspected the plans the subject of the application for development consent or construction certificate.

• Prepared and attached an elemental estimate generally prepared in accordance with the Australian Cost Management Manuals from the Australian Institute of Quantity Surveyors.

• Calculated the development costs in accordance with the definition of development costs in section 25(J) of the Environmental Planning and Assessment Regulation 2000 at current prices.

• Included GST in the calculation of development costs.

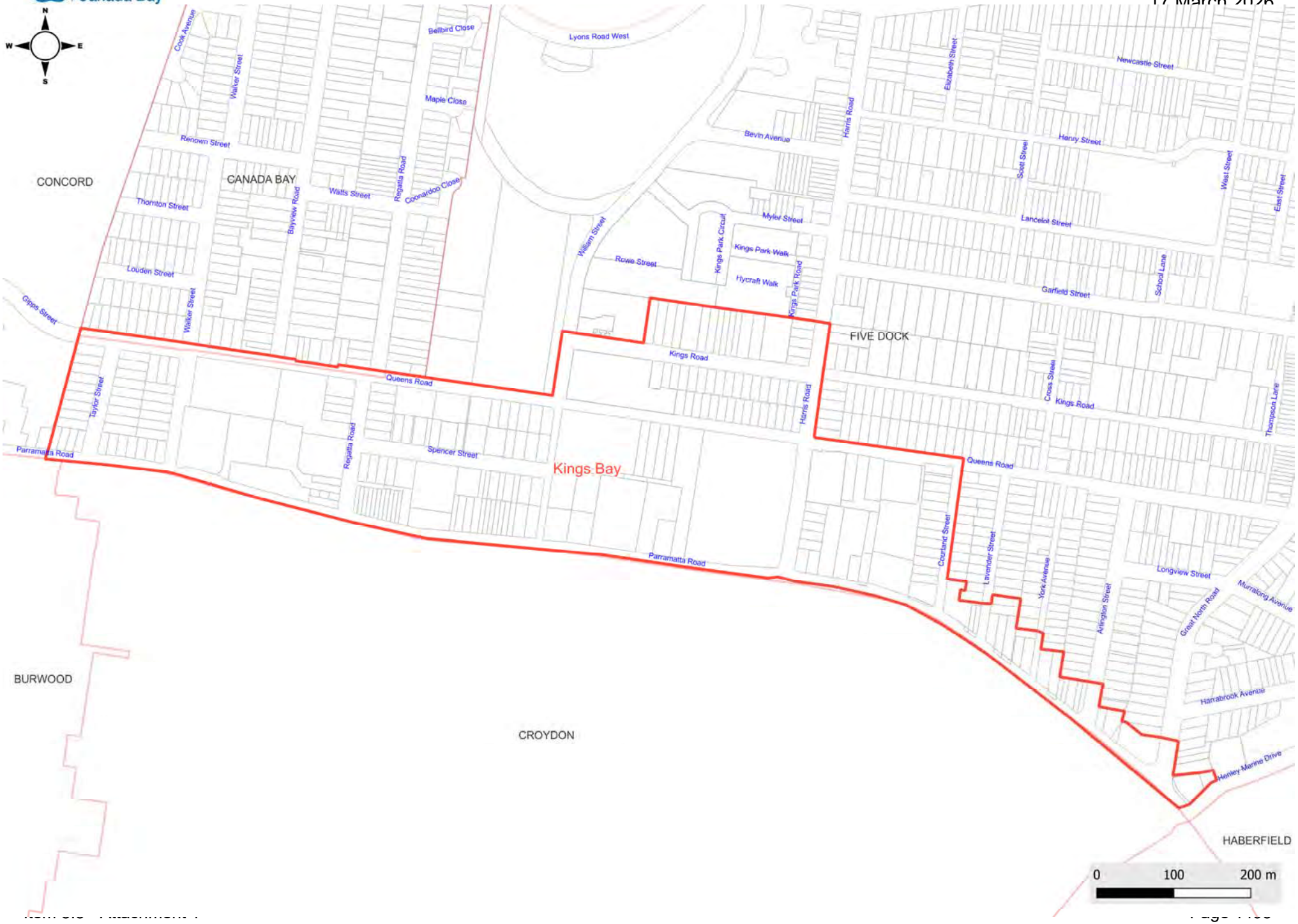
• Measured gross floor areas in accordance with the Method of Measurement of Building Area in the AIQS Cost Management Manual Volume 1, Appendix A2.

Signed: _____ Date: _____

Name: _____

Position and Qualifications: _____

APPENDIX D: PRCUTS, KINGS BAY


City of Canada Bay
N
W
E
S
Cook Avenue
Walker Street
Bellbird Close
Lyons Road West
Maple Close
Renown Street
Bevin Avenue
Harris Road
Elizabeth Street
Newcastle Street
Henry Street
Scott Street
West Street
East Street
CONCORD
CANADA BAY
Thornton Street
Bayview Road
Watts Street
Regatta Road
Coonardoo Close
Myler Street
Lancelot Street
William Street
Kings Park Circuit
Kings Park Walk
Hycraft Walk
Kings Park Road
Rowe Street
Louden Street
Walker Street
Gipps Street
Garfield Street
School Lane
FIVE DOCK
Kings Road
Queens Road
Taylor Street
Harris Road
Cross Street
Kings Road
Thompson Lane
Parramatta Road
Regatta Road
Spencer Street
Kings Bay
Queens Road
Courtond Street
Lavender Street
York Avenue
Arlington Street
Longview Street
Great North Road
Murralong Avenue
Parramatta Road
BURWOOD
CROYDON
Harrabrook Avenue
Henley Marine Drive
HABERFIELD
0
100
200 m

City of Canada Bay Local Infrastructure Contributions Plan (Amendment 2)
March 2026



HOMEBUSH TOD SECTION 7.12 LOCAL INFRASTRUCTURE CONTRBUTIONS PLAN

City of Canada Bay

Homebush TOD Section 7.12 Local Infrastructure Contrbutions Plan

Prepared for

City of Canada Bay

By

gln. planning consulting strategy

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Document History and Status

Version	Issue To	Qty	Date	Prepared by	Reviewed by
Draft V1		1e	31/10/2025	JG/PS	JON

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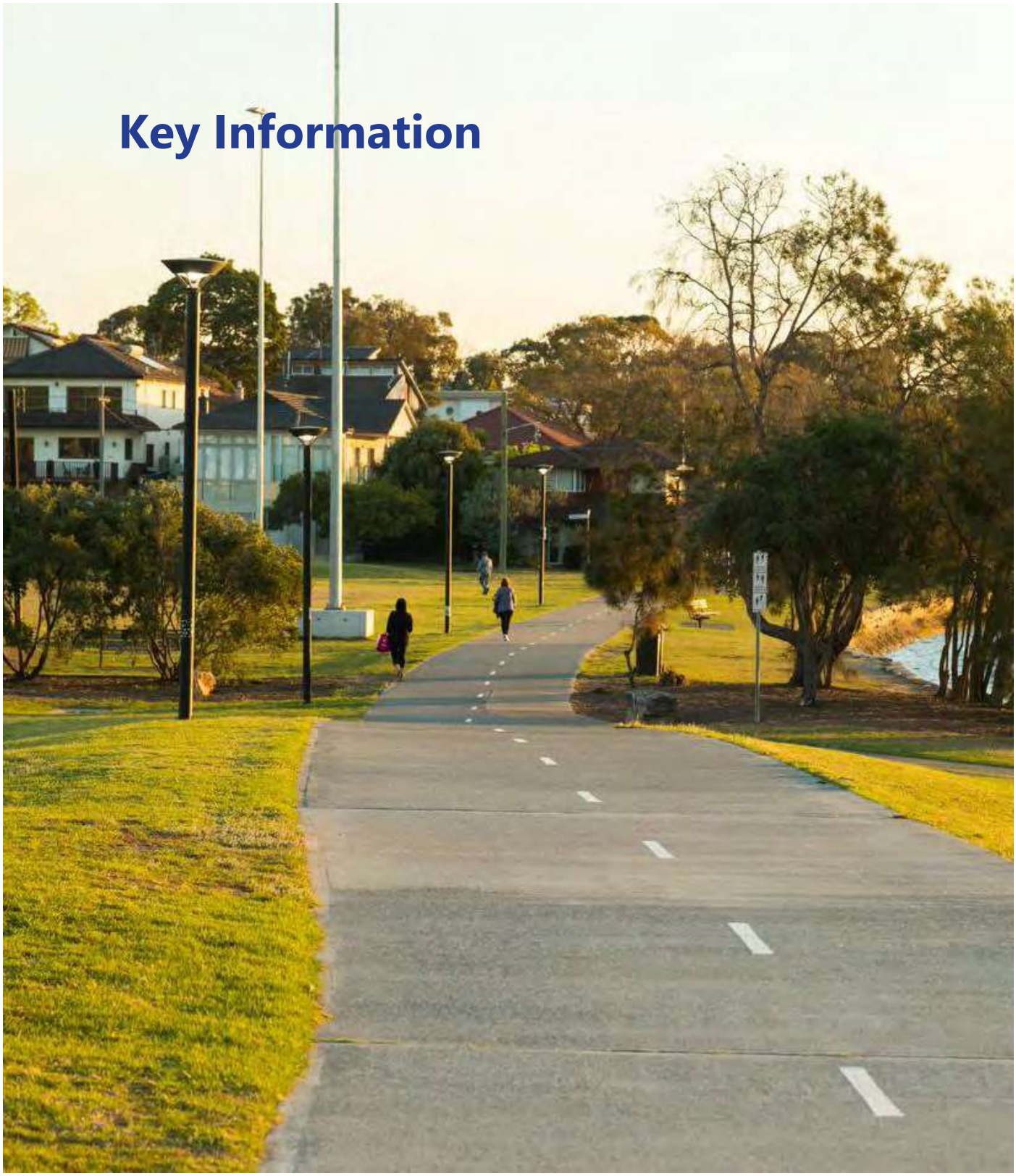
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Key Information



1 Key Information

This part of the Plan contains key information including the date it commences, the land and development it applies to and the section 7.12 levy percentages.

1.1 Name of this Plan

The *Homebush TOD Section 7.12 Local Infrastructure Contributions Plan* (the Plan).

1.2 Commencement of this Plan

This Plan commences on XX Month 2025.

1.3 Purpose of this Plan

This Plan authorises Council, registered certifiers and other consent authorities to impose a condition requiring a levy to be paid under section 7.12 of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**) when determining an application for development (**DA**) or an application for a complying development certificate (**CDC**).

A section 7.12 levy is required to fund the public amenities and public services (**local infrastructure**) set out in the works schedule in Appendix B to this Plan, which are intended to support development in the Homebush Transport Oriented Development (**TOD**) precinct following rezoning in 2024 (**Homebush TOD rezoning**). The items described in Appendix B to this Plan will address existing demand in the precinct as well as additional demand created by the Homebush TOD rezoning, as outlined in the *Infrastructure Delivery and Implementation Plan – Homebush State-led Rezoning* (2025) and supporting studies undertaken by the Department of Planning, Housing & Infrastructure.

1.4 What land does this plan apply to?

This Plan applies to the land subject to the Homebush TOD rezoning within the Canada Bay LGA (**Homebush TOD area**). This area is shown outlined in **Figure 1**.

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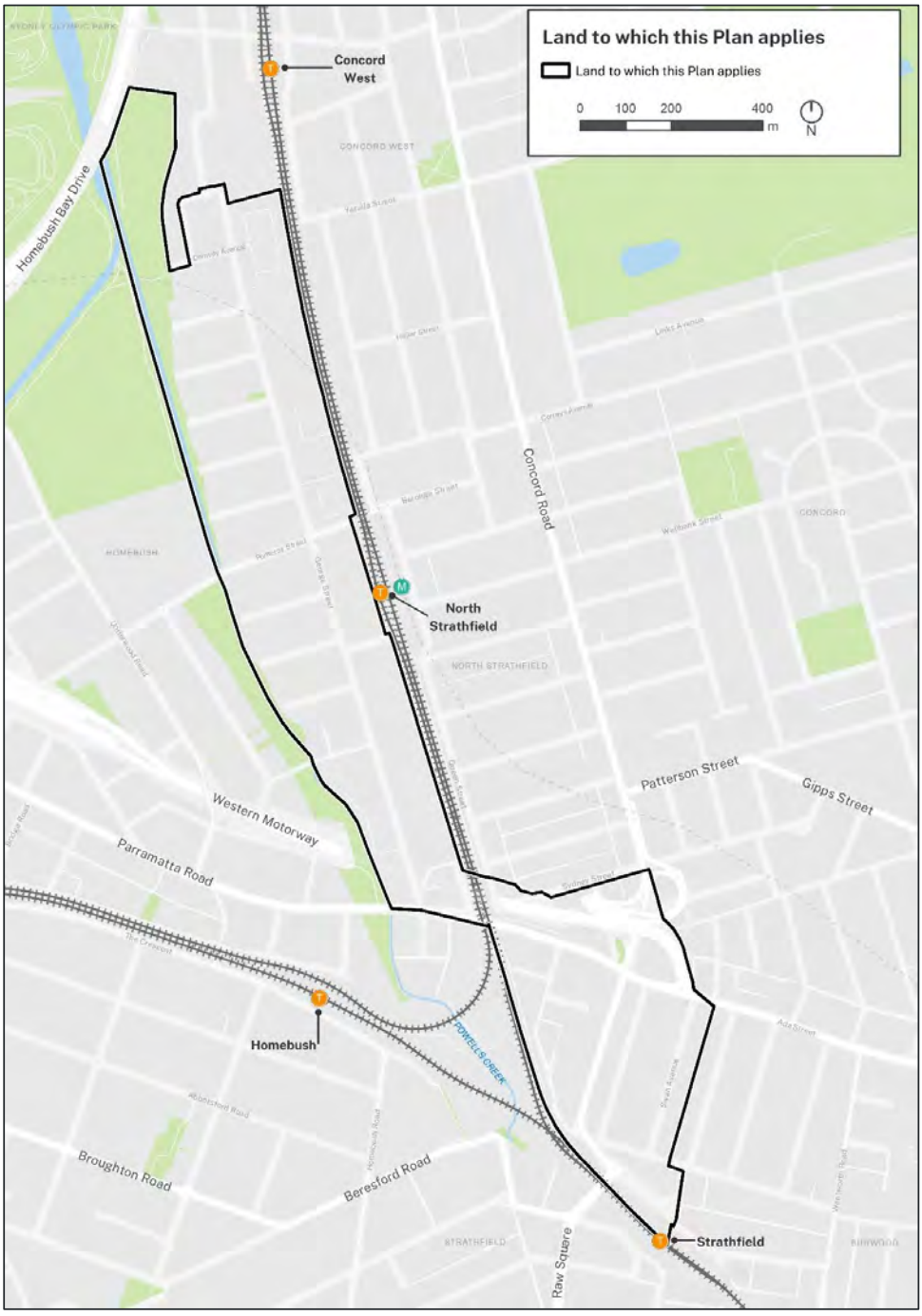


Figure 1: Plan area where a section 7.12 levy applies

1.5 Relationship to other contributions plans

The City of Canada Bay Local Infrastructure Contributions Plan (Amendment 2) (**displaced plan**) does not apply to development in the Homebush TOD area, being the land to which this Plan applies.:

This Plan does not affect any condition of consent imposing a local infrastructure contribution under the displaced plan that applied to the Homebush TOD area before the date of commencement of this Plan.

Any contributions that have been, or will be, paid for development within the Homebush TOD area under conditions of consent imposed in accordance with the displaced plan may be pooled with levies paid under this Plan and applied to the local infrastructure in the works schedule in Appendix B to this Plan.

Any single development can only be the subject of either a section 7.11 contributions or section 7.12 levy. As a result, a condition requiring a contribution under section 7.11 may not be imposed for any development on land within the Homebush TOD area.

1.6 Development to which this Plan applies

This Plan applies to all development that:

- Is subject to a DA or CDC application under Part 4 of the EP&A Act; and
- Is located within the Homebush TOD area identified under section 1.4; and
- Is not exempt under section 1.7; and
- Has a cost of development in line with Table 1 under section 1.8.

1.7 Development exempt from a section 7.12 levy

Development for any of the following purposes is exempt from paying a section 7.12 levy under this Plan:

- Seniors housing other than a group of independent living units, if carried out by or on behalf of a social housing provider within the meaning of *State Environmental Planning Policy (Housing) 2021*.
- Social housing, if carried out by or on behalf of a social housing provider within the meaning of *State Environmental Planning Policy (Housing) 2021*.
- Affordable housing within the meaning of the EP&A Act. Includes dwellings required to be dedicated, free of cost, for the purpose of providing affordable housing under section 7.32 of the EP&A Act.
- Supportive accommodation (within the meaning of section 34 of *State Environmental Planning Policy (Housing) 2021*).
- Specialist disability accommodation (within the meaning of the *National Disability Insurance Scheme Act 2013* of the Commonwealth).
- Educational establishments.

- Boarding houses that will be used for affordable housing in perpetuity as referred to in section 26 of *State Environmental Planning Policy (Housing) 2021*.
- Group homes.
- Hostels.
- Development that is the subject of a Crown development application (within the meaning of Division 4.6 of the EP&A Act) and for the purposes of health services facilities, emergency services facilities or public administration buildings.
- Development for the purposes of a local infrastructure item specified in Appendix B to this Plan.

In addition, there are certain costs that cannot be considered in determining the cost of development for section 7.12 levies. These are detailed further under section 2.1.2 of this Plan.

Under *Environmental Planning and Assessment (Local Infrastructure Levies) Direction 2015* (dated 14 April 2016), consent authorities must not impose a section 7.12 condition on development where a section 7.11 contribution was made for the initial subdivision for that land. However, a condition may still be imposed where the new development is likely to increase the demand for relevant local infrastructure beyond the initial subdivision.

The imposition of levies in accordance with this Plan is also subject to any direction given by the Minister administering the EP&A Act after the commencement of this Plan from time to time. Council may, at their discretion, choose to exempt other forms of development on a case-by-case basis.

1.8 Section 7.12 levy rates

Development listed as exempt under section 1.7 of this Plan is not charged a section 7.12 levy.

The section 7.12 levy amount is calculated by multiplying the levy rates in the following table by the proposed cost of development. Table 1 identifies the percentage levy rates that will apply to all residential accommodation development and non-residential development.

Table 1: Section 7.12 levy rates

Development type and proposed development cost	Levy
All development with a proposed cost up to and including $100,000	Nil
All development with a proposed cost between $100,001 to $250,000	0.5%
All non-residential development with a proposed cost of more than $250,000	1%
All residential accommodation development with a proposed cost of more than $250,000	3%

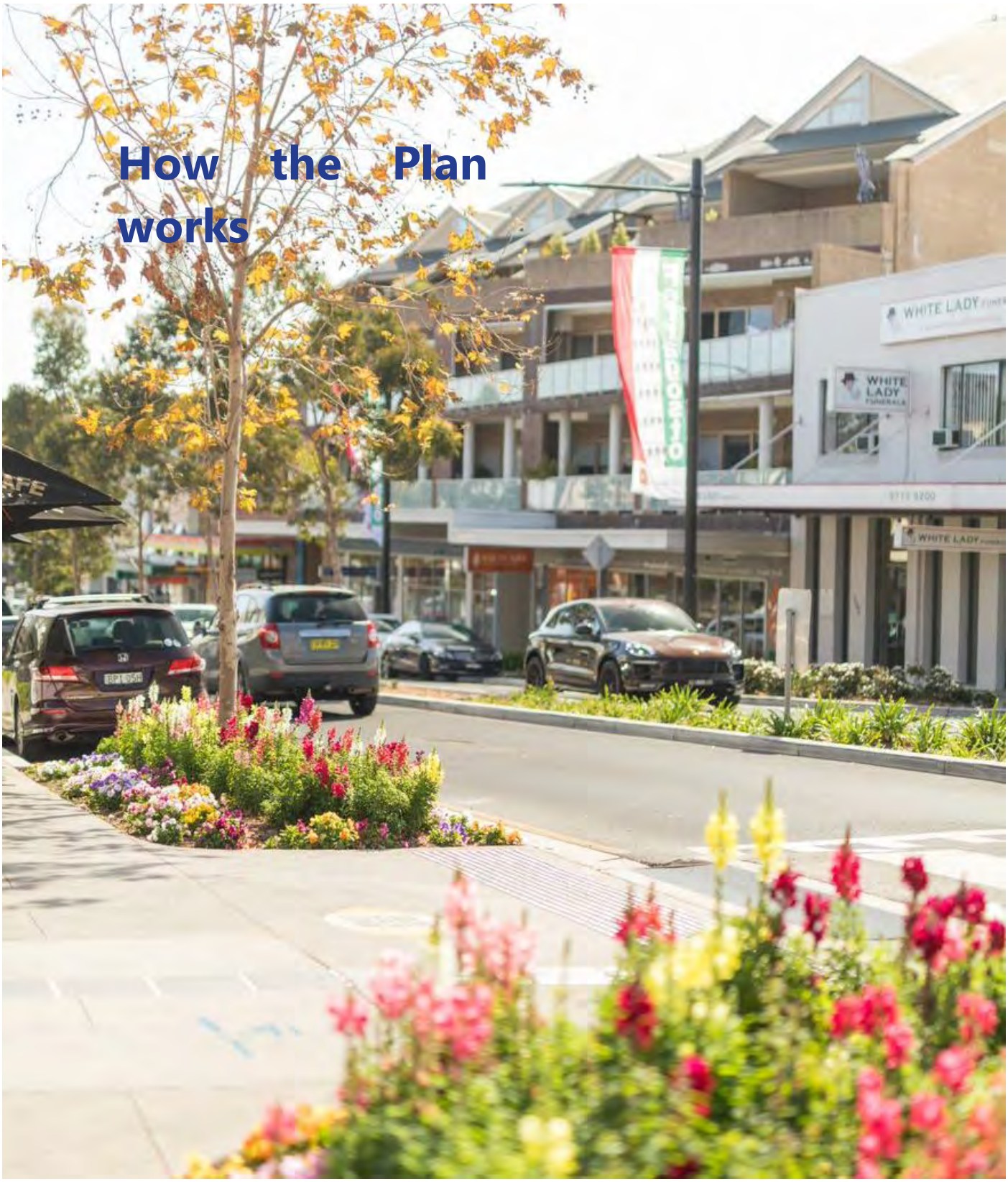
1.9 Savings and transitional arrangements

This Plan applies in relation to all DAs and CDC applications to carry out development under Part 4 of the EP&A Act made on or after the date of commencement of this Plan.

For DAs and applications for CDCs for development made before the commencement of this Plan, conditions imposing contributions will be determined in accordance with the displaced plan (or other contributions plan) that applied to the land and the development concerned before the commencement of this Plan. The rates in the relevant plan will be applied instead of the rates in this Plan.

Any adjustment to a contribution imposed as a condition of a development consent applying the displaced or other contributions plan will be made in accordance with that plan if a modification to the consent is to be approved, to the extent an adjustment is permitted.

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How the Plan works

2 How the Plan works

This part of the Plan contains information on the operation of the Plan including how levy amounts are calculated and imposed as conditions of consent, how levies can be paid and any alternatives to payment.

2.1 Calculating the levy amount

A section 7.12 levy amount is calculated by multiplying the relevant levy rates shown in **Table 1** by the proposed cost of development.

2.1.1 Determining the cost of development

The proposed cost of development must be determined by the consent authority by adding up all the costs and expenses that have been or will be incurred by the applicant in carrying out the development. This outlined in section 208 of the EP&A Regulation.

Section 208(4) of the EP&A Regulation outlines costs that must be excluded from the cost of development. This includes:

(a) the cost of the land on which the development will be carried out,

(b) the costs of repairs to a building or works on the land that will be kept in connection with the development,

(c) the costs associated with marketing or financing the development, including interest on loans,

(d) the costs associated with legal work carried out, or to be carried out, in connection with the development,

(e) project management costs associated with the development,

(f) the cost of building insurance for the development,

(g) the costs of fittings and furnishings, including refitting or refurbishing, associated with the development, except if the development involves an enlargement, expansion or intensification of a current use of land,

(h) the costs of commercial stock inventory,

(i) the taxes, levies or charges, excluding GST, paid or payable in connection with the development by or under a law,

(j) the costs of enabling access by people with disability to the development,

(k) the costs of energy and water efficiency measures associated with the development,

(l) the costs of development that is provided as affordable housing,

(m) the costs of development that is the adaptive reuse of a heritage item.

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Development may combine different development types. Where this is proposed, any listed exemption under section 1.7 of this Plan or costs to be excluded will only apply to that component of the development.

For example, a DA may propose a residential flat building with a portion of affordable housing. In determining the cost of development, the consent authority is to exclude any costs related to the affordable housing component only.

2.1.2 Cost summary reports

Any development that will incur a levy under this Plan is to provide a cost summary report with the DA or CDC application prepared at the applicant's cost, setting out an estimate of the proposed cost of carrying out the development.

The costs report must be prepared by the following:

- Where the estimate is at or below $1,000,000 – any building industry professional.
- Where the estimate is above $1,000,000 – a Quantity Surveyor who is a registered member of the Australian Institute of Quantity Surveyors.

The relevant consent authority will validate all Cost Summary Reports before they are accepted using a standard costing guide or other generally accepted costing method. A consent authority may, at its sole discretion and at the applicant's cost, engage a person referred to above to review a cost report submitted by an applicant.

In all cases, the determination of the proposed cost of development by the consent authority is final.

2.1.3 Mixed use development

A mixed used development occurs where a single DA includes development types subject to different levies, for example, shop-top housing with a ground floor commercial unit.

For mixed use development, consent authorities will calculate the total cost of the development rather than separately calculating the costs of the residential and the non-residential components. Costs will then be attributed to each component based on the portion of the total gross floor area for that component. Shared areas, such as lobbies, refuse areas or shared car parks will be treated as non-residential.

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Worked example:

A DA for a 10 storey building comprises ground floor retail uses and residential accommodation above. Included on the ground floor is a lobby servicing the residential accommodation and refuse storage shared by both commercial and residential users. The development includes basement level car parking for residential users only, with access gained from a ramp on the ground floor.

The development cost (minus the excluded costs) is estimated as $40,000,000.

In determining the levy, the residential proportion consists of the 9 storeys of residential accommodation, basement car parking (including the access from ground floor), vertical circulation (i.e. lifts and stairs) for each storey of residential accommodation and the lobby. This totals 92% of the total gross floor area.

The non-residential proportion would consist of the ground floor retail and shared refuse area. This totals 8% of the total gross floor area.

The contribution amount will be calculated as follows:

Residential	$40,000,000 x 92% = $36,800,000
	$36,800,000 x 3% = $1,104,000
Commercial	$40,000,000 x 8% = $3,200,000
	$3,200,000 x 1% = $32,000
Total	$1,104,000 + $32,000
	$1,136,000

The consent will require the payment of $1,136,000

The total cost for the development will be used to determine which levy rate in **Table 1** applies. For example:

- If the total cost of a mixed use development is more than $250,000 but the cost attributable to the non-residential component falls below $250,000, the levy rate used for the non-residential component will be 1% and not 0.5%.
- If the total cost of the mixed use development is more than $250,000 but the cost attributable to the residential component is less than $250,000, the rate of 3% will still be applied to the residential component.

2.2 Complying development

In relation to an application made to a registered certifier for a CDC, if the complying development is subject to this Plan, the certifier must impose a section 7.12 levy condition on the CDC in accordance with this Plan and requirements of section 156 of the EP&A Regulation.

This includes:

- Calculating the levy amount using the precise method included in this Plan.
- Imposing a condition consistent with the standard condition included in Appendix C of this Plan.

It is the professional responsibility of registered certifiers to accurately calculate the contribution and to apply the section 7.12 levy condition correctly.


Paying a section
7.12 levy

3 Paying a section 7.12 levy

This part of the Plan provides detail on how the section 7.12 levy condition should be expressed, including when the levy is to be paid and how indexation will be applied.

3.1 Timing of payment

The condition of consent should set out the timing of payment for a levy. Applicants must pay the levy at the time specified. If no time is specified, payment must be made before obtaining the relevant certificate under Part 6 of the EP&A Act as detailed below.

A condition must provide for payment as follows:

- **Development involving building work** – prior to the release of the first construction certificate.
- **Development involving subdivision** – prior to the release of the subdivision certificate.
- **Development involving building work and subdivision** – prior to the release of the construction certificate or subdivision certificate, whichever occurs first.
- **Development where no construction certificate or subdivision certificate is required** – prior to issue of the first occupation certificate.
- **Development authorised by complying development certificates** – prior to the commencement of any building or subdivision work authorised by the certificate.

At the time of payment, it will be necessary for levy amounts to be updated in accordance with section 3.2 of this Plan.

3.2 Indexation

This Plan authorises the proposed cost of development to be indexed between the granting of consent and the date of payment in accordance with quarterly movements in the Australian Bureau of Statistics Producer Price Index (Building Construction, NSW). This is to account for increases in construction costs over time.

The cost of development, as required by conditions of consent, will be indexed at the time of payment in accordance with the below formula:

$$\textit{indexed cost of development} = \textit{cost of development at consent} \times \frac{\textit{current index figure}}{\textit{base index figure}}$$

- **Current index figure** is the last published Producer Price Index (Building Construction, NSW) figure as at the first day of the quarter in which the payment is made.
- **Base index figure** is the last published Producer Price Index (Building Construction, NSW) figure as at the first day of the quarter in which the consent was issued.

If the adjusted contributions amount at payment is less than the contributions amount in the condition of consent, then the contributions will not be amended.

3.3 Deferred and periodic payments

Deferred or periodic payments may be permitted at the discretion of Council in the following circumstances:

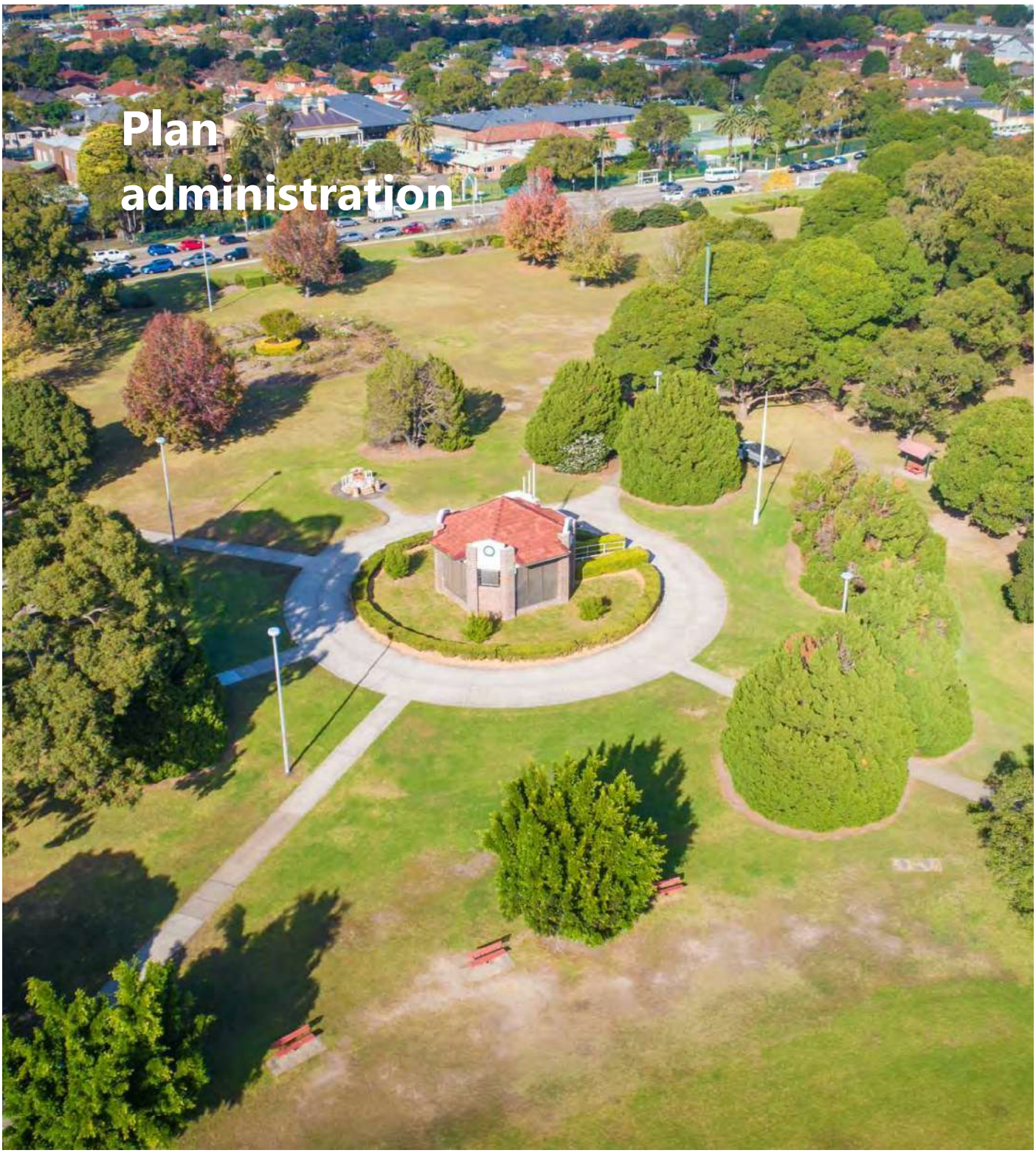
- Deferral will not prejudice the timing or the manner of the provision of local infrastructure included in the works schedule.
- There are circumstances justifying the deferred or periodic payment of the contributions.

3.4 Alternatives to money levies

Section 7.12 levies can only be made as monetary contributions. A section 7.12 condition cannot require the dedication of land.

Council may accept an offer, in connection with a development application, by an applicant to enter into a planning agreement to provide works-in-kind, dedication of land or other material public benefit but is not required to do so. A planning agreement must be entered into before the grant of a development consent that imposes section 7.12 levies in accordance with this Plan.

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Plan administration

4 Plan administration

This part of the Plan details the administrative processes Council will undertake once the Plan has been approved and contributions start being collected from development.

4.1 Pooling of levies

This Plan authorises pooling of monetary contributions paid for different purposes and applied progressively for those purposes. Council can pool within and between contributions plans to fund infrastructure identified in either this contributions plan or other contributions plans.

Council will ensure pooling will not prevent the delivery of infrastructure for which the contribution was originally collected. The priorities for the expenditure of pooled contributions in this Plan are set out in the works schedule.

4.2 Reporting and accounting requirement

Council is required to comply with all requirements in the EP&A Regulation for accounting and reporting in relation to this Plan. This includes:

- Keeping a contributions register in accordance with section 217 of the EP&A Regulation.
- Accounting for funds received under this Plan within its annual financial report in accordance with section 218 of the EP&A Regulation.
- Providing details about projects funded using levies collected under this Plan in its annual reports in accordance with section 218A of the EP&A Regulation.
- Disclosing receipt and expenditure of contributions in annual financial statements in accordance with section 219 of the EP&A Regulation.

Council must publish, in accordance with sections 218A and 220 of the EP&A Regulation, the following on the NSW Planning Portal and its website:

- This Plan.
- The levy rates.
- Contributions register.
- Annual statements.
- Information relating to the use of levies required to be included in its annual reports.

4.3 Review of this Plan

The Plan will be reviewed by Council as needed to incorporate any changes to the items and staging of works specified in the works schedule in Appendix B to this Plan. At a minimum, Council will review this Plan every 5 years from the date of its commencement.

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4.4 Repeal of this Plan

Conditions of consent are not affected by the repeal of this Plan. Money collected from consents approved under this Plan but paid after this Plan has been repealed will be transferred to the subsequent contributions plan applicable to the area defined in **Figure 1**.

4.5 Formation of a local infrastructure governance committee

Council may establish a local infrastructure governance committee or, alternatively, add additional functions to an existing group to meet the aims of this committee. The primary aim of the committee will be to oversee contributions within the precinct and ensure the infrastructure needed to support the precinct is delivered.

At a minimum, the committee should:

- Be chaired by an appropriate Council executive and consist of executives from finance, asset management and strategic planning.
- Receive reports on revenue received.
- Receive reports on anticipated future revenue, using modelling of expected development.
- Make decisions on timing of delivery, including tracking expenditure, borrowing and pooling of levies and completed projects.
- Provide oversight and advice on proposed planning agreements to provide works in kind instead of the payment of section 7.12 levies.
- Oversee the reporting of levies.
- Receive recommendations and make decisions on the review of the Plan.

Council should keep minutes, tracking any actions and noting decisions of the committee. These documents will be made available on request.

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Growth projections



5 Growth projections

This part of the Plan describes expected growth in the Homebush TOD precinct and the need for new local infrastructure required to service that growth.

5.1 Future demand

The Homebush TOD area was identified as an accelerated precinct under the Transport Oriented Development program in 2023. The aim of the program was to create more well-located homes next to transport, jobs and services.

Master planning and rezoning for the Homebush precinct was undertaken in 2024 by the NSW Department of Planning, Housing and Infrastructure. This involved identifying changes to planning controls, including building heights and floor space ratios, to permit an increase in density. Using these changes, future dwelling and worker projections within the Canada Bay side of the Homebush TOD were identified and are shown in **Table 2**.

Table 2: Growth projections within the Canada Bay LGA portion of the Homebush TOD

	Existing (2024)	TOD Rezoning
Dwellings	2,550	10,550
Residential population	6,120	26,375
Workers	920	1,110

For detailed information on the Homebush TOD rezoning process, including assumptions used in determining future growth projections, refer to the Homebush State-led Rezoning Urban Design Report (Cox, 2024) and other supporting studies provided in Appendix A.

5.2 Infrastructure needs and costs

To address the residential and worker population increases projected as a result of the Homebush TOD rezoning, a number of new and upgraded local infrastructure items have been identified.

The items in the works schedule consist of the following:

- New items identified to address the demand generated by the Homebush TOD rezoning, as identified in infrastructure needs studies carried out as part of the rezoning (in the works schedule these items reference the masterplan ID to link them to more detailed information in the associated studies).
- Existing items yet to be delivered from the contributions plans that applied to the land previously.

For further information on the infrastructure needs that informed the items included in the works schedule, refer to the studies in Appendix A.

Table 3 below identifies categories of local infrastructure items included in the works schedule, as well as total costs for all local infrastructure to be funded under this Plan. Refer to Appendix B for the detailed works schedule.

Table 3: Infrastructure costs

Infrastructure category	Total costs
Active transport	$23,604,053
Community facilities	$25,849,353
Drainage	$146,466
Roads	$49,082,781
Open space	$74,989,133
Public domain	$20,053,536
Total	**$193,725,322**

5.2.1 Assigning attributable costs to items

Demand for the infrastructure items arises primarily from the future population of the precinct as a result of the Homebush TOD rezoning. For some infrastructure items, there is also demand arising from existing population currently living in the precinct, as well as the broader population (both existing and future) of the Canada Bay local government area.

To ensure a more equitable approach to funding the new infrastructure items, the works schedule considers the attributable percentage of each item's cost that should be applied to this contributions plan and therefore borne by future development and population. This includes:

- Items with 100% attributable costs to the Homebush TOD precinct were identified if they were located in the precinct, were new items identified to address the new demand or were previously identified by Council as being 100% attributable to new demand in the precinct.
- Items with 18% attributable costs to the Homebush TOD precinct were identified if they were located outside the precinct and have been identified by Council as being LGA wide significant items that demand generated by the TOD precinct rezoning will contribute to. The 18% figure has been derived as the percentage of new growth as a result of the rezoning, out of the total projected Canada Bay LGA population growth, which includes existing population.

5.2.2 Key site provisions to deliver land

Key site provisions are being used to deliver land for some new open space, road and community facility infrastructure items that have been identified to service the expected growth in the precinct. It is intended to allow incentives for development on these key sites provided certain requirements are met and suitable land for the identified infrastructure items is provided.

The embellishment works for new open space or construction works for other items are included as infrastructure items in the works schedule of this Plan and will be funded through contributions. The

costs associated with these items do not include acquiring the land, as the land will be provided through key site provisions.

Refer to the Homebush TOD Precinct Design Guide (Nov 2024) for further information on the operation of key site provisions.

Infrastructure items in the works schedule contingent on land being delivered by key site provisions are detailed in **Table 4**.

Table 4: Infrastructure items with land being provided through key site provisions

Map ID	Infrastructure item
7	Walking and cycling link on the eastern side of Powells Creek between Warsaw Street and Parramatta Road. Masterplan item R2.13.7
20	Multipurpose community centre at McDonald College site. Masterplan item 18
25	Upgrade George Street and Pomeroy Street intersection. Masterplan item R4.1
29	New laneway at the rear of properties fronting Leicester Avenue between Hilts Road and realigned Cooper Street. Masterplan item R4.6
30	A new street along the edge of Powells Creek between Conway Avenue and Allen Street. Masterplan item R4.10
31	Widen Cooper Street. Masterplan item R4.11
32	Realign Cooper Street to Leicester Avenue with a new signalised intersection. Masterplan item R4.7
34	North Strathfield Station Park. Masterplan item P3
35	Cooper Street Park. Masterplan item P10
36	Allen Street Bakehouse Quarter Park. Masterplan item P14
37	Swan Ave Park. Masterplan item P11
38	WA McInnes Park. Masterplan item P1
39	Powells Creek North Park. Masterplan item P12
46	Pedestrian Link Pomeroy St. Masterplan item L1
47	Pedestrian Link Bakehouse Quarter. Masterplan item L3
48	Pedestrian Link Strathfield Triangle. Masterplan item L8



Terms used in this Plan

6 Terms used in this Plan

In this Plan, the following words and phrases have the following meaning:

Table 5: Definitions

Term	Definition
Council	City of Canada Bay Council
Consent Authority	Has the same meaning as section 4.5 of the EP&A Act and includes a registered certifier within the meaning of that Act
EP&A Act	Environmental Planning and Assessment Act 1979
EP&A Regulation	Environmental Planning and Assessment Regulation 2021
Gross Floor Area	Is the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes— (a) the area of a mezzanine, and (b) habitable rooms in a basement or an attic, and (c) any shop, auditorium, cinema, and the like, in a basement or attic, and (d) any area for common vertical circulation, such as lifts and stairs, and (e) any basement— (i) storage, and (ii) vehicular access, loading areas, garbage and services, and (f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and (g) car parking to meet any requirements of the consent authority (including access to that car parking), and (h) any space used for the loading or unloading of goods (including access to it), and (i) terraces and balconies with outer walls less than 1.4 metres high, and (j) voids above a floor at the level of a storey or storey above
Local infrastructure	The public amenities and public services that are traditionally the responsibility of local government, excluding water supply or sewerage services
LGA	Local Government Area
Planning agreement	A voluntary agreement as described in section 7.4 of the EP&A Act
Registered certifier	Has the same meaning as in the EP&A Act

Except as provided for above, words and phrases used in this Plan have the same meanings as they have in the EP&A Act and the standard instrument set out in Standard Instrument (Local Environmental Plans) Order 2006.

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7 Appendices

The Appendices provide detail as to how the infrastructure needs have been determined for the precinct and the infrastructure items that contributions will fund. It refers to the technical studies, reports and materials used in the preparation of this Plan.

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APPENDIX A: SUPPORTING STUDIES AND STRATEGIES

A.1: Supporting studies and strategies

Table 6: Supporting studies and strategies

Name of supporting study	Detail
Infrastructure Delivery and Implementation Plan - Homebush State Led Rezoning	Prepared for the Department of Planning, Housing and Infrastructure in February 2025 Prepared by Arcadis Australia Pacific
Homebush TOD Rezoning Precinct Transport Statement	Prepared for the Department of Planning, Housing and Infrastructure in November 2024 Prepared by Arup
Homebush TOD Precinct Public Domain Strategy Report	Prepared for the Department of Planning, Housing and Infrastructure in December 2024 Prepared by Tyrrell Studio
Homebush TOD Precinct Flood Impact and Risk Assessment and Stormwater Management Strategy	Prepared for the Department of Planning, Housing and Infrastructure in November 2024 Prepared by WMA Water
Homebush State-led Rezoning Urban Design Report	Prepared for the Department of Planning, Housing and Infrastructure in November 2024 Prepared by Cox Architecture
Homebush TOD Precinct Design Guide	Prepared by the Department of Planning, Housing and Infrastructure in November 2024
Finalisation Report Homebush TOD Precinct	Prepared by the Department of Planning, Housing and Infrastructure in November 2024
Homebush Precinct State Led Rezoning Utilities Report	Prepared for the Department of Planning, Housing and Infrastructure in July 2024 Prepared by Arcadis Australia Pacific
Connecting with Country Framework Homebush TOD	Prepared for the Department of Planning, Housing and Infrastructure in April 2024 Prepared by Cox Inall Ridgeway
Parramatta Road Corridor Urban Transformation Strategy 2016 (PRCUTS) - Infrastructure Schedule	Prepared for Urban Growth NSW in 2016 Reviewed and audited by Urbis in 2023

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APPENDIX B: WORKS SCHEDULE AND INFRASTRUCTURE MAP

B.1: Works schedule and infrastructure map

Table 7: Works schedule

Map ID	Item	Description	Total item cost	Attributable % of cost to plan	Attributable plan cost	Timing	Priority
Active Transport							
1	Walking and Cycling Link	Along Queen Street from Pomeroy Street/North Strathfield Station to Strathfield Station via Cooper Street. Masterplan items R2.4.3, R2.4.4 and R2.13.8	$3,983,738	100%	$3,983,738	Short	High
2	Walking and Cycling Link	Along Pomeroy Street from Queen Street to Powells Creek. Masterplan item R2.13.10	$710,807	100%	$710,807	Short	High
3	Walking and Cycling Link	Along Hamilton Street and Hamilton Street East. Masterplan item R2.13.11	$585,164	100%	$585,164	Short	Medium
4	Walking and Cycling Link	Along Conway Avenue from George Street to Powells Creek. Masterplan items R2.4.2 and R2.14.3	$675,246	100%	$675,246	Medium To Long	Medium
5	Walking and Cycling Link	Along George Street between Conway Avenue and Station Avenue. Masterplan items R2.13.3 and R2.14.1	$1,100,138	100%	$1,100,138	Medium To Long	Medium
6	Walking and Cycling Link	On Queen Street between Concord West and North Strathfield stations. Masterplan item R2.13.6	$2,288,756	100%	$2,288,756	Medium To Long	Medium
7	Walking and Cycling Link	On the eastern side of Powells Creek between Warsaw Street and Parramatta Road. Masterplan item R2.13.7	$3,594,681	100%	$3,594,681	Medium To Long	Low
8	Walking and Cycling Link	On Princess Avenue to Gipps Street via Patterson Street. Masterplan item R2.13.9	$981,209	100%	$981,209	Medium To Long	Medium

Map ID	Item	Description	Total item cost	Attributable % of cost to plan	Attributable plan cost	Timing	Priority
9	Walking and Cycling Link	From Hilts Road to Leicester Avenue, in the proposed street park. Masterplan item R2.13.15	$165,069	100%	$165,069	Medium To Long	Medium
10	Walking and Cycling Link	Along Malta Street connecting Powells Creek with new open space proposed next to the new North Strathfield Station concourse. Masterplan item R2.13.17	$423,394	100%	$423,394	Medium To Long	Medium
11	Walking and Cycling Link	Widen existing (south side) or construct new (north side) pedestrian bridge across Powells Creek at Pomeroy Street bridge for pedestrian and cycle infrastructure in item 2. Masterplan item R2.16	$950,880	100%	$950,880	Medium To Long	Medium
12	Walking and Cycling Link	Precinct contribution to council's LGA-wide program of walking and cycling link improvements. Exact locations to be determined on a needs basis	$3,600,000	18%	$648,000	Medium To Long	Low
13	Cycling Link	On Sydney Street between the eastbound cycleway on the M4 Motorway and Concord Road. Masterplan item R2.4.5	$494,153	100%	$494,153	Medium To Long	Medium
14	Walking Link	Along George Street between Parramatta Road and Conway Avenue. Masterplan item R2.6.1 and R2.14.4	$3,048,588	100%	$3,048,588	Medium To Long	Medium
15	Walking Link	On Lorraine Street to Powell Creek. Masterplan item R2.14.5	$287,037	100%	$287,037	Short	Medium
16	Walking Link	Along the western kerb of Leicester Avenue. Masterplan item R2.14.10	$1,125,132	100%	$1,125,132	Medium To Long	Medium
17	Walking Link	Along Parramatta Road between Swan Avenue and George Street. Masterplan item W7	$2,254,061	100%	$2,254,061	Medium To Long	Medium
18	Walking Link	Precinct contribution to council's LGA-wide Pedestrian and Mobility Plan (PAMP). Exact locations to be determined on a needs basis	$1,600,000	18%	$288,000	Medium To Long	Low

Map ID	Item	Description	Total item cost	Attributable % of cost to plan	Attributable plan cost	Timing	Priority
Community Facilities							
19	Cultural Space	A new community arts and cultural space of approximately 500m2 (to include around 4-6 artist studios ideally collocated into one studio space). Location to be determined, does not include land cost. Masterplan item 12	$5,684,330	100%	$5,684,330	Short	Medium
19a	Land Acquisition	Land cost for item 19	$7,907,342	100%	$7,907,342	Short	Medium
20	Meeting Space & Library	Development of a new multipurpose community centre at McDonald College site of approximately 3,000sqm (multipurpose district-level library and community hub facility). Masterplan item 18	$12,257,681	100%	$12,257,681	Medium To Long	Medium
Drainage							
21	Drainage Improvements	Precinct contribution to council's LGA-wide drainage improvements program. Exact locations to be determined on a needs basis	$813,700	18%	$146,466	Medium To Long	Low
Roads							
22	Road Improvements	Precinct contribution to council's LGA-wide local area traffic management (LATM) program. Exact locations to be determined on a needs basis	$1,100,000	18%	$198,000	Medium To Long	Low
23	Road Improvements	Precinct contribution to council's LGA-wide road pavement improvements program. Exact locations to be determined on a needs basis	$2,746,800	18%	$494,424	Medium To Long	Low
24	Road Improvements	Precinct contribution to council's LGA-wide kerb and gutter improvements program. Exact locations to be determined on a needs basis	$610,300	18%	$109,854	Medium To Long	Low

Map ID	Item	Description	Total item cost	Attributable % of cost to plan	Attributable plan cost	Timing	Priority
25	Intersection	Upgrade George Street and Pomeroy Street intersection. Masterplan item R4.1	$15,000,000	100%	$15,000,000	Short	High
26	Wombat Crossings	Wombat crossings for safe prioritised crossing opportunities for pedestrians at key crossing points. Masterplan item R1.1: • Lorraine Street at George Street ($264,371) • Hamilton Street at George Street ($264,371)	$528,742	100%	$528,742	Medium To Long	Medium
27	Raised Thresholds	Provide raised thresholds at all intersections of local and main streets to slow vehicle speeds. Cost is $196,800 per threshold with 16 thresholds in total. Masterplan item R1.2	$3,148,816	100%	$3,148,816	Medium To Long	Medium
28	Signalised Pedestrian and Bicycle Crossing	Provide signalised pedestrian and bicycle crossing at George Street and Parramatta Road. Masterplan item R1.3	$166,750	100%	$166,750	Medium To Long	Medium
29	Laneway	A new laneway at the rear of properties fronting Leicester Avenue between Hilts Road and realigned Cooper Street. Masterplan item R4.6	$1,032,750	100%	$1,032,750	Medium To Long	Medium
30	New Road	A new street along the edge of Powells Creek between Conway Avenue and Allen Street . Masterplan item R4.10	$22,457,275	100%	$22,457,275	Medium To Long	Low
31	Widen Street	Widen Cooper Street. Masterplan item R4.11	$1,733,713	100%	$1,733,713	Medium To Long	Medium
32	Road Realignment	Realign Cooper Street to Leicester Avenue with a new signalised intersection. Masterplan item R4.7	$2,197,242	100%	$2,197,242	Medium To Long	Medium
33	Road Realignment	Realign George Lane. Masterplan item S5	$2,015,215	100%	$2,015,215	Medium To Long	Medium
Open Space							

Map ID	Item	Description	Total item cost	Attributable % of cost to plan	Attributable plan cost	Timing	Priority
34	New Open Space	North Strathfield Station Park 6,598m2 embellishment. Masterplan item P3	$13,913,443	100%	$13,913,443	Short	High
35	New Open Space	Cooper Street Park 6,222m2 embellishment. Masterplan item P10	$12,028,791	100%	$12,028,791	Short	High
36	New Open Space	Allen Street Bakehouse Quarter Park 5,482m2 embellishment. Masterplan item P14	$7,172,412	100%	$7,172,412	Short	High
37	New Open Space	Swan Ave Park 2,442m2 embellishment. Masterplan item P11	$3,684,558	100%	$3,684,558	Medium To Long	High
38	Existing Open Space	WA McInnes Park 3,371m2. Embellishment of current and expanded park. Masterplan item P1	$4,769,476	100%	$4,769,476	Medium To Long	High
39	Existing Open Space	Powells Creek North Park 23,112m2 embellishment. Masterplan item P12	$16,178,400	100%	$16,178,400	Medium To Long	High
40	New Open Space	North Strathfield multipurpose court, location to be determined within the precinct	$600,682	100%	$600,682	Medium To Long	Low
41	Land Acquisition	8 Hilts Road for new park	$2,421,221	100%	$2,421,221	Short	High
42	Land Acquisition	10 Hilts Road for new park	$3,264,860	100%	$3,264,860	Short	High
43	Land Acquisition	12 Hilts Road for new park	$3,259,198	100%	$3,259,198	Short	High
44	Land Acquisition	14 Hilts Road for new park	$3,264,860	100%	$3,264,860	Short	High

Map ID	Item	Description	Total item cost	Attributable % of cost to plan	Attributable plan cost	Timing	Priority
45	Land Acquisition	36 Leicester Avenue for pedestrian/cycle link from Hilts Rd to Leicester Ave	$4,431,233	100%	$4,431,233	Short	High
Public Domain							
46	Pedestrian Link	Pomeroy St. Masterplan item L1	$645,565	100%	$645,565	Medium To Long	Low
47	Pedestrian Link	Bakehouse Quarter. Masterplan item L3	$346,656	100%	$346,656	Medium To Long	Low
48	Pedestrian Link	Strathfield Triangle. Masterplan item L8	$1,871,969	100%	$1,871,969	Medium To Long	Low
49	Streetscapes	Along Argonne Street between George Street and Powells Creek, three landscaped areas and new pedestrian paths	$80,206	100%	$80,206	Medium To Long	Low
50	Streetscapes	George Street streetscape works	$6,959,030	100%	$6,959,030	Medium To Long	Medium
51	Streetscapes	Cooper Street streetscape works	$4,577,747	100%	$4,577,747	Medium To Long	Medium
52	Streetscapes	Leicester Avenue (includes pedestrian access to Leicester Lane from Hilts R oad) streetscape works	$1,546,927	100%	$1,546,927	Medium To Long	Low
53	Streetscapes	Hilts Road streetscape works	$1,509,706	100%	$1,509,706	Medium To Long	Low
54	Streetscapes	Clarence Street streetscape works	$1,249,958	100%	$1,249,958	Medium To Long	Low

Map ID	Item	Description	Total item cost	Attributable % of cost to plan	Attributable plan cost	Timing	Priority
55	Streetscapes	Parramatta Road streetscape works	$1,085,774	100%	$1,085,774	Medium To Long	Medium
56	Streetscapes	Precinct contribution to council's LGA-wide street tree program. Exact locations to be determined	$1,000,000	18%	$180,000	Medium To Long	Low
Total plan cost			**$203,131,378**		**193,725,322**		

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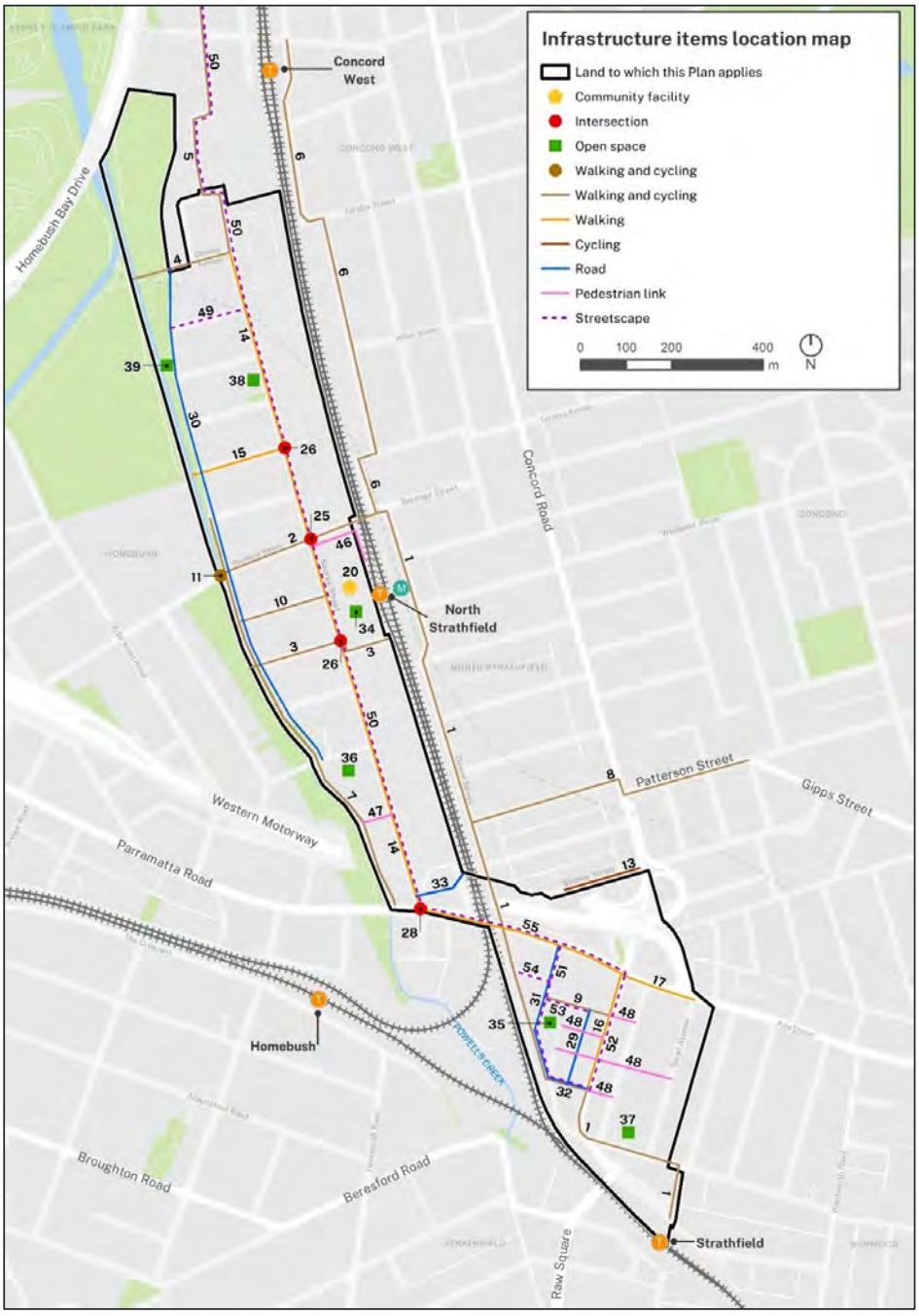


Figure 2: Infrastructure items location map

* The following items have not been mapped:

- Items without an exact location - 12, 18, 19, 21, 22, 23, 24, 27, and 56.
- Land acquisition items - 40, 41, 42, 43, 44 and 45.

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APPENDIX C: STANDARD CONDITION FOR COMPLYING DEVELOPMENT

C.1: Standard condition for complying development

Condition

Before the commencement of any work authorised by this certificate, a section 7.12 levy is to be paid to City of Canada Bay Council in the amount of **$[insert amount]** for the purposes of the local infrastructure identified in the Homebush TOD Section 7.12 Local Infrastructure Contributions Plan 2025.

The contribution amount is based on a proposed cost of carrying out the development of $[insert amount]. This cost must be indexed between the date of this certificate and the date of payment in accordance with section 3.2 of the contributions plan, and the levy recalculated based on the indexed cost of development.

If the adjusted levy amount at payment is less than the levy amount specified in the consent, then the levy amount specified in the consent is payable.

Condition reason

To require monetary contributions towards the provision of local infrastructure.

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CANADA BAY LOCAL ENVIRONMENTAL PLAN 2013

(PP2025/0002)

PLANNING PROPOSAL – Affordable Housing Contribution Scheme

PP2025/0002

5 March 2025

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Introduction

This planning proposal (the Proposal) seeks to amend the Canada Bay Local Environmental Plan (CBLEP) 2013 to:

- provide for an updated Affordable Housing Contributions Scheme to apply. The updated scheme comprises housekeeping amendments to simplify calculations and updates to reflect Council policies.

The Proposal has been prepared in accordance with section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and addresses the requirements of cl 3.8 (3) of the EP&A Act 'on the preparation of planning proposals under section 3.33 to give effect to the district strategic plan'. It is also in accordance with the *Local Environmental Plan Making Guideline (August 2023)*.

Part 1 - Objectives or Intended Outcomes

The objective of the Proposal is to amend the Canada Bay Local Environmental Plan 2013 (CBLEP) to:

- implement housekeeping amendments to the Canada Bay Affordable Housing Contribution Scheme to simplify the application and reflect Council's DIAP and needs of the community; and

.

Part 2 - Explanation of Provisions

Proposal

The Proposal seeks to amend the CBLEP 2013 to:

- provide for an updated Affordable Housing Contributions Scheme to apply. The updated scheme comprises housekeeping amendments to simplify calculations and updates to reflect Council policies.

Amended maps

The Proposal does not seek to amend any of the current LEP maps.

Amended clause

The Proposal is seeking to amend clause 6.12 to:

(1) Amend the definition of Affordable Housing Contributions Scheme to the date that Council adopts the updated Affordable Housing Contributions Scheme. The proposed change is highlighted red in the existing clause 6.12(10) below.

(10) In this clause—

affordable housing contribution area means the following areas shown on the Affordable Housing Contribution Scheme Map—

(a) Burwood affordable housing contribution area,

(b) 160 Burwood Road Concord affordable housing contribution area,

(c) Homebush affordable housing contribution area,

(d) Kings Bay affordable housing contribution area,

(e) Rhodes East affordable housing contribution area,

(f) Rhodes West affordable housing contribution area,

(g) 1 Ramsay Road Five Dock affordable housing contribution area.

Affordable Housing Contributions Scheme means the Affordable Housing Contributions Scheme adopted by the Council on 17 March 2026.

Area 4 means the land identified as "Area 4" on the Additional Local Provisions Map.

relevant floor area of a building means the gross floor area of the building that is to be used for residential purposes excluding the floor area that is—

(a) to be used to provide affordable housing or public housing, or

(b) to be used for community facilities, schools, public roads or public utility undertakings, or

Updated Affordable Housing Contribution Scheme.

The update to the Affordable Housing Contribution Scheme incorporates housekeeping updates and a simplified calculation to ascertain the level of monetary contribution payable (in lieu of dwelling dedication). The revised Scheme can be found at Appendix A, with the changes to the scheme highlighted red. In summary changes include:

- Inclusion or amendment of definitions for Affordable Housing, Affordable Rental Housing, Equivalent monetary contribution, Key workers, Net saleable area, contribution rate and social housing.
- Amendments to the objectives of the plan to reflect Council's Disability Inclusion Action Plan (DIAP) and updated Affordable Housing Policy
- Summary of applicable affordable housing contribution percentage within each identified area subject to the Scheme
- Explanation of relationship with other affordable housing provisions under State Environmental Planning Policy (Housing) 2021
- Updated to Affordable Housing Policy section to reflect corresponding changes to Council's affordable housing policy
- Reinforcement of Council's preference for the dedication of completed affordable housing dwellings.
- Apply a dollar rate per sqm based on the average median strata dwelling price across the LGA.
- Revised and new calculation examples for dwelling dedication and financial contributions.
- Explanation as to how the equivalent monetary contribution rate is calculated
- Deletion of requirements which are relevant to the ongoing management of affordable housing by Council which will be included within Council's updated Affordable Housing Management Guidelines.

Clarify the collection of monetary funds under Chapter 2 Part 3 of the Housing SEPP must be transferred to the Department of Communities and Justice (DCJ).

Assessment Criteria

a) Does the proposal have strategic merit? Will it:

- **Give effect to the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, and/or corridor/precinct plans applying to the site. This includes any draft regional, district or corridor/precinct plans released for public comment**

or a place strategy for a strategic precinct including any draft place strategy; or;

The Proposal will give effect the Objectives and Priorities of the Greater Sydney Region Plan and Eastern District Plan seeking to provide greater housing supply, diversity and affordability. These include:

Greater Sydney Region Plan:

- 10 - Greater housing supply and
- 11 - Housing is more diverse and affordable.

Eastern District Plan:

- Planning Priority E5 'Providing housing supply, choice and affordability with access to jobs, services and public transport' and
- Action 17 'Facilitate an Affordable Rental Housing Target Scheme following development of implementation arrangements'.

- **Demonstrate consistency with the relevant LSPS or strategy that has been endorsed by the Department or required as part of a regional or district plan;**

The Proposal is consistent with Council LSPS action 5.5 and Council's Local Housing Strategy. Council's AHCS was adopted in 2020 as part of the implementation of Council LSPS LEP amendment. This proposal seeks to provide housekeeping updates and is consistent with the adopted approach of Council.

- **Respond to a change in circumstances that has not been recognised by the existing planning framework.**

The Proposal is primarily housekeeping updates to respond to best practice and operational feedback on the current AHCS.

b) Does the proposal have site specific merit, having regard to the following?

- **the natural environment on the site to which the proposal relates and other affected land (including known significant environmental areas, resources or hazards)**

The Proposal does not seek to include any additional sites subject to the AHCS. The proposal will not have any impact on the natural environment of sites already identified within the AHCS.

- **existing uses, approved uses, and likely future uses of land in the vicinity of the land to which the proposal relates**

The AHCS facilitates the provision of affordable housing within the City of Canada Bay LGA. Where dedication of housing is provided this will enable affordable housing within

the vicinity of new development. The AHCS outlines that dedication of completed affordable dwellings is Council's preference where possible.

- **services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.**

This Proposal does not propose an increase in density and is not expected to result in any additional burden on existing public infrastructure.

Matters for Consideration

Section A – Need for the planning proposal

Q1. Is the planning proposal a result of any strategic study or report?

This Proposal is consistent with the City of Canada Bay's Local Strategic Planning Statement and Local Housing Strategy and reflect the implementation on ongoing actions to facilitate affordable housing within the LGA.

Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The Proposal is the only means to achieve the intended outcome as amendments to CBLEB 2013 are required.

Section B – Relationship to the strategic planning framework

Q3. 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)?

Regional Plan

A Metropolis of Three Cities – the Greater Sydney Region Plan is the NSW Government's overarching strategic document for growth and change in Sydney. The 20 year plan with a 40 year vision seeks to transform Sydney into a metropolis of three cities being the Western Parkland City, the Central River City and the Eastern Harbour City. The City of Canada Bay is located within the Easter Harbour City.

To achieve the vision, the plan proposes 10 directions, 40 objectives and associated strategies. Objectives of particular relevance to this Proposal include: 10 - Greater housing supply and 11 - Housing is more diverse and affordable.

This Proposal is consistent with several relevant directions, objectives and strategies of the plan. Specifically, it will increase the supply of affordable housing and improve housing diversity and choice.

District Plan

The Easten City District Plan sets out how 'A Metropolis of Three Cities – the Greater Sydney Region Plan applies to local areas. The district plan requires councils to develop

local housing strategy and actions to address the range of housing needs in their LGAs, including affordable housing.

The Proposal is consistent with Planning Priority E5 'Providing housing supply, choice and affordability with access to jobs, services and public transport' and Action 17 'Facilitate an Affordable Rental Housing Target Scheme following development of implementation arrangements'.

The City of Canada Bay Council adopted an Affordable Housing Contribution Scheme on 18 August 2020 to address Action 17 of the District Plan. The Scheme has been amended to include additional land numerous times. This proposal seeks on to make housekeeping updates and simply the calculation of contributions under the Scheme.

Q4. Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GCC, or another endorsed local strategy or strategic plan?

The Proposal is in accordance with Council's LSPS and consistent with LSPS action 5.5.

Q5. Is the planning proposal consistent with any other applicable State and regional studies or strategies?

There are no applicable State and regional studies that would apply to the Proposal.

Q6. Is the planning proposal consistent with applicable State Environmental Planning Policies?

The Proposal is consistent with the relevant SEPP's that apply to the City of Canada Bay LGA.

Table 1: Consistency with SEPPs

SEPP Title	Consistency
SEPP (Biodiversity and Conservation) 2021	The Proposal does not contain provisions that would affect the application of the SEPP.
SEPP (Exempt and Complying Development Codes) 2008	The Proposal does not contain provisions that would affect the application of the SEPP.
SEPP (Housing) 2021	The Proposal is consistent with the Housing SEPP, facilitating the provision of affordable housings or monetary contributions in lieu of dwelling dedication.
SEPP (Industry and Employment) 2021	This Proposal does not contain provisions that would affect the application of the SEPP.
SEPP (Planning Systems) 2021	This Proposal does not contain provisions that would affect the application of the SEPP.

SEPP Title	Consistency
SEPP (Precincts – Central River City) 2021	Not applicable
SEPP (Eastern Harbour City) 2021	This PP does not contain provisions that would affect the application of the SEPP.
SEPP (Precincts – Regional) 2021	Not applicable
SEPP (Precincts – Western Parkland City) 2021	Not applicable
SEPP (Primary Production) 2021	Not applicable
SEPP (Resilience and Hazards) 2021	This Proposal does not contain provisions that would affect the application of the SEPP.
SEPP (Resources and Energy) 2021	This Proposal does not contain provisions that would affect the application of the SEPP.
SEPP (Sustainable Buildings) 2021	This Proposal does not contain provisions that would affect the application of the SEPP.
SEPP (Transport and Infrastructure) 2021	This Proposal does not contain provisions that would affect the application of the SEPP.

Q7. Is the planning proposal consistent with applicable Ministerial Directions (section 9.1 Directions) or key government priority?

The Proposal is consistent with the Local Planning Directions which apply to the City of Canada Bay LGA.

Table 2: Consistency with Ministerial Directions

Direction	Comments
Focus area 1: Planning Systems	
1.1 Implementation of Regional Plans	The Proposal is consistent with A Metropolis of Three Cities – The Greater Sydney Region Plan.
1.3 Approval and Referral Requirements	The Proposal will be subject to consultation with state authorities as required by the Gateway Determination. The amendment to the Scheme does not require concurrence, consultation or referral provisions or identifies any designated development
1.4 Site Specific Provisions	Consistent. This Proposal does not include any site-specific provisions.
1.4A Exclusion of Development	Not applicable

Direction	Comments
Standards from Variation	
Focus area 1: Planning Systems – Place-based	
1.5 Parramatta Road Corridor Urban Transformation Strategy	The existing Scheme applies to specific sites within the Parramatta Road corridor as a result of feasibility testing. The Proposal seeks to provide clarification that affordable housing contributions required under Chapter [x] Retention of Affordable Rental Housing applies across the LGA, but does not seek to identify any additional specific sites.
1.6 – 1.22	Not applicable
Focus area 3: Biodiversity and Conservation	
3.1 Conservation Zones	Not applicable
3.2 Heritage Conservation	Consistent. The Proposal will not adversely impact the ongoing conservation of heritage items.
3.3 – 3.6	Not applicable
3.7 Public Bushland	Consistent. The Proposal does not adversely impact the protection of bushland in urban areas.
3.8 Willandra Lakes Region	Not applicable
3.9 Sydney Harbour Foreshores and Waterways Area	Consistent, the Proposal does not adversely impact the protection of the Sydney harbour foreshore.
3.10 Water Catchment Protection	Not applicable
Focus area 4: Resilience and Hazards	
4.1 Flooding	The Proposal is consistent with the objectives of the Direction.
4.2 Coastal Management	The Proposal is consistent with the objectives of the Direction.
4.3 Planning for Bushfire Protection	Not applicable
4.4 Remediation of Contaminated Land	The Proposal will not adversely impact the remediation of contaminated land. The proposal is a result of housekeeping updates to a Scheme already permitted under the City of Canada Bay planning controls and does not introduce or intensify development.

Direction	Comments
4.5 Acid Sulfate Soils	The Proposal does include areas within the LGA impacted by acid sulfate soils. However, the proposal is a result of housekeeping updates to a Scheme already permitted under the City of Canada Bay planning controls and does not introduce or intensify development.
Focus area 5: Transport and Infrastructure	
5.1 Integrating Land Use and Transport	Consistent, the proposal is a result of housekeeping updates to a Scheme already permitted under the City of Canada Bay planning controls and does not introduce or intensify development.
5.2 Reserving Land for Public Purposes	Consistent, the proposal does not relate to the reservation of land for public purposes.
Focus area 6: Housing	
6.1 Residential Zones	Consistent, the proposal facilitates provision of affordable housing and future housing needs within the City of Canada Bay LGA.
Focus area 7: Industry and Employment	
7.1 Employment Zones	Consistent. The proposal is a result of housekeeping updates to a Scheme already permitted under the City of Canada Bay planning controls and does not introduce or intensify development.

Section C – Environmental, social and economic impact

Q8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The proposed changes are minor or administrative in nature and are unlikely to impact critical habitats, threatened species, populations or ecological communities.

Q9. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The proposed changes are minor or administrative in nature and are unlikely to result in any adverse environmental effects.

Q10. Has the planning proposal adequately addressed any social and economic effects?

The Proposal is seeking to address needed types of housing and affordability. The proposed changes are unlikely to result in any adverse social or economic effects.

Section D – Infrastructure (Local, State and Commonwealth) Q11. Is there adequate public infrastructure for the planning proposal?

This Proposal does not propose an increase in density and is not expected to result in any additional burden on existing public infrastructure.

Section E – State and Commonwealth interests

Q12. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

No consultation has been undertaken with federal public authorities and government agencies prior to preparing this Proposal.

Part 4 – Maps, where relevant, to identify the intent of the planning proposal and the area to which it applies

The Proposal does not seek to amend any of the current LEP map sheets.

Part 5 - Community Consultation

The draft plan was exhibited for the minimum period of 20 working days, consistent with the Gateway determination.

No government agency consultation was required.

Part 6 - Project Timeline

It is anticipated the Proposal will take a minimum of **6** months to finalise from the issue of a Gateway determination. An indicative project timeline for this minimum period is provided below.

Action	Timeframe
Submission for Gateway	April 2025
Gateway Determination	October 2025
Government Agency Consultation	N/A
Exhibition Period	December 2025 to January 2026
Consideration of submissions	February 2026
Council Meeting	March 2026
Date of submission to the Department for drafting and finalisation	March 2026

Appendix A – Draft Affordable Housing Contribution Scheme

Affordable Housing Policy

1. Purpose

Council is committed to enabling affordable housing in the City of Canada Bay to maintain a diverse, vibrant and healthy community and to alleviate housing stress experienced by some individuals and families in the private rental housing market.

The purpose of this policy is to establish the City of Canada Bay's (Council) approach to affordable housing. The policy:

- Defines the type of housing referred to in this policy
- Outlines Council's principles (role and approach) to affordable housing
- Clarifies the intent of Council's involvement in affordable housing
- Provides management guidelines for the ongoing operation of affordable housing units owned by Council (refer to Affordable Housing Management Guideline).

2. Scope

The policy applies to housing types in the categories **bolded and highlighted** below:

<table>
<tr><td colspan="8">THE HOUSING SUPPLY CONTINUUM</td></tr>
<tr><td>Emergency shelters/ crisis accommodation</td><td>Transitional/ supported housing</td><td>Social housing (including public housing)</td><td>Affordable (community rental) housing</td><td>Affordable home ownership/ shared ownership</td><td>Private market affordable rental housing (including boarding houses and student accommodation, which may be government subsidised)</td><td>Private market rental housing</td><td>Home ownership</td></tr>
<tr><td colspan="3">Government subsidised housing (including housing provided by the government and the community sector)</td><td colspan="2">Non-market housing (community housing sector)</td><td colspan="3">Market housing</td></tr>
</table>

3. Definitions

Term	Meaning
Affordable Housing	Housing for very low income households, low income households or moderate income households, if the household has a gross income within

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Affordable Housing Policy

	the range of percentages set out in clause 13 of the *State Environmental Planning Policy (Housing) 2021.*
Affordable Housing Dwellings	Dwelling that has been obtained by Council through planning mechanisms or purchase, for the purpose of affordable housing.
Local Environmental Plan (LEP)	A legal document prepared by Council and approved by the State Government to regulate land use and development
Development Control Plan (DCP)	A plan to provide detailed planning and design guidelines to support the planning controls in the Local Environmental Plan
Inclusionary Zoning	Statutory planning controls requiring affordable housing to be incorporated in a development project, or the proponent makes cash contribution for the obligation to be discharged off-site

4. Policy Principles

The policy provides a set of principles to guide Council's endeavors in support of affordable housing. This includes Council's position when working with other levels of government; the management of Council owned affordable housing dwellings; and the development of plans, strategies and actions relating to affordable housing and their implementation.

The policy does not address general housing needs and housing targets for the local government area.

The following principles encapsulate Council's role and approach to affordable housing:

- Produce - Council supports the production of affordable housing stock; whether through inclusionary zoning, voluntary planning agreements or working with developers to encourage appropriately designed affordable housing.
- Promote – Council aims to provide a diverse range of housing types and sizes for varying stages and circumstances of life, including affordable housing for key workers, adaptable housing for people with a disability and housing for families and individuals escaping domestic violence.
- Retain - Council undertakes the role of advocacy, and where possible, undertake mitigation to reduce further loss to affordable housing stock

5. Rational for Council Involvement in Affordable Housing

Council's involvement in affordable housing is intended to contribute towards:

- Maintaining a diverse community to ensure a socially, economically and environmentally vibrant and healthy community;
- Promoting affordable housing provision by private, government and non-government sectors; as well as the production of diverse housing types and sizes;
- Improvements to affordable housing policy at all levels of government.

6. Ownership of Affordable Housing

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Affordable Housing Policy

Affordable Housing dwellings dedicated to Council under the *Environmental Planning and Assessment Act* section 7.32 and 7.33 or any other means, are to be transferred in property title to the City of Canada Bay Council.

7. Affordable Housing Management

Affordable Housing properties under ownership of City of Canada Bay Council, or a Council nominated recipient, are to be managed by a registered Community Housing Provider endorsed by Council.

Where monetary contributions are received by the City of Canada Bay Council in lieu of affordable housing dwellings, the contribution funds are to be held by Council for the purpose of maintaining or increasing the affordable housing portfolio

8. Affordable Housing Management Guideline

Council has adopted an *Affordable Housing Management Guideline* which aims to assist local residents and/or local employees on very low, low or moderate weekly incomes to access affordable rental housing in the Local Government Area by:

- Improving access to rental housing that is affordable for very low to moderate income households, and in turn alleviate housing stress;
- Ensuring the affordable rental housing mix is appropriate to the changing needs of households with regard to size and type, location, sustainability and community connectedness;
- Ensuring that the quality of affordable housing dwellings is generally equivalent to other dwellings provided on the site or in the area.

9. Laws and Standards

- Local Government Act 1993
- Environmental Planning and Assessment Act 1979
- City of Canada Bay Local Environmental Plan 2013
- State Environmental Planning Policy (Housing) 2021

10. Related City of Canada Bay Policies and Procedures

- City of Canada Bay Affordable Housing Position Paper
- Affordable Housing Management Guideline

11. Consultation

This policy was publicly exhibited from [x] and [x].

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Affordable Housing Policy

12. Approval Status

The General Manager / Council approved this policy on [insert date].

13. Approval History

Stage	Date	Comment	ECM ID
Original Policy	07/08/2007	Approved by Council	
Reviewed	15/08/2017	Update ownership and management requirements	
Reviewed	xx/xx/2025	Updates to reflect DAIP policy	
Revision adopted	17/03/2026	Approved by Council	

14. Ownership and Approval

Responsibility	Role
Author	MD
Owner	Strategic Planning
Approver	City of Canada Bay Council

Document Set ID:
Version: 2, Version Date: 17/02/2026

STRATEGIC
PLANNING POLICY

CITY OF CANADA BAY
AFFORDABLE HOUSING CONTRIBUTION SCHEME

Date of original adoption:
18/08/2020

Dates revised:
16/06/2021, 18/10/2022, 28/03/2023,
17/03/2026

Effective date:
25/08/2023

Version	Date	Author	Amendment
2.0	Revised* 15/6/21 Effective** 31/10/21	T.Kao	• Rhodes West Contribution Area added to AHCS • References to annual indexation are corrected to quarterly indexation
3.0	Revised* 18/10/2022 Effective** 31/3/2023	K.Judd	• 1-7 Ramsay Rd, Five Dock Contribution Area added to AHCS
4.0	Revised* 28/03/2023 Effective** 25/8/2023	H. Wilkins	• Contribution for 160 Burwood Rd, Concord (Bushells site) from 5% to 10%
5.0	Revised* 17/03/2026 Effective** TBC	M. Dennett	• Housekeeping amendments

Note: **Revision Date* is the date of Council adoption of the revised Affordable Housing Contribution Scheme. ***Effective Date* is the date of *Canada Bay Local Environmental Plan* Amendment gazettal to include the affected land under Cause 6.12.

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SECTION 1: STRATEGIC CONTEXT AND BACKGROUND

1.1 Introduction

The City of Canada Bay Affordable Housing Contributions Scheme (the AHCS) sets out how, where, and at what rate development contributions are collected by the Council for affordable housing.

The AHCS has been prepared in accordance with the requirements of Section 7.32(1)(c) of the *Environmental Planning and Assessment Act 1979* and *State Environmental Planning Policy (Housing) 2021*.

It is consistent with the Eastern City District Plan which identifies opportunities to support affordable rental housing, particularly for key workers and skilled workers in targeted employment areas.

1.2 Context

In Sydney over the last 20 years, a growing population combined with a decrease in average household size has led to an increase in the demand for housing. This demand has exceeded the supply of new dwellings and has contributed to increased housing costs, which affects the ability of very low to moderate income households to live in large parts of the Eastern City District, including desirable locations such as the City of Canada Bay.

Unless there is intervention to support the provision of designated Affordable Housing, particularly in significant redevelopment areas such as Rhodes East and in the Parramatta Road Corridor, urban renewal is likely to push prices and rents that are already beyond the capacity of many households even further out of reach.

Council is committed to enabling Affordable Housing in the City of Canada Bay to maintain a diverse, vibrant and healthy community and to alleviate housing stress experienced by some individuals and families in the private rental housing market. This commitment is set out in the Canada Bay Community Strategic Plan - *Our Future 2036* which identifies housing affordability as a challenge and recognises the need to supply housing for purchase and rental across a range of income levels to ensure a broad cross-section of the community can enjoy living and working in the City. This approach is reinforced in the City of Canada Bay Local Strategic Planning Statement (the LSPS) which sets out a land-use vision that includes housing affordability and includes actions requiring Council to address Affordable Housing.

The City of Canada Bay Housing Strategy supports the LSPS, providing an evidence base and the following vision for Affordable Housing in Canada Bay:

> *Affordability of housing will be addressed through the requirement for major redevelopment sites to provide affordable housing that can be managed by community housing providers. This will allow key workers and households on low-moderate incomes to live within the City of Canada Bay, and retain social and economic diversity.* (SGS 2019: p 12).

This Affordable Housing Contribution Scheme is a key step towards meeting that vision.

1.3 Objectives of the AHCS

The objectives of the City of Canada Bay AHCS are to:

- recognise the provision of Affordable Rental Housing as critical infrastructure to support sustainable growth
- contribute to meeting the needs of very low to moderate income households for Affordable Housing in the City of Canada Bay, including providing accessible housing for all;
- Ensure Affordable Housing is constructed to a standard consistent with other housing in the LGA
- provide certainty around the requirements for Affordable Housing in the City of Canada Bay, including the rate for contributions and how contributions will be collected
- ensure that contribution rates for Affordable Housing are viable and are evidence- based.

1.4 Where does the AHCS apply?

The AHCS applies to the City of Canada Bay Local Government Area. The following affordable housing contribution areas are identified within LGA:

1) Rhodes West and Rhodes East as shown in Figure 1.1, below; and
2) The Parramatta Road Corridor Urban Transformation Strategy Precinct Areas of Homebush, Burwood, and Kings Bay as shown in Figure 1.2, below; and
3) 160 Burwood Rd, Concord (Bushell 's site) at Figure 1.3, below; and
4) 1-7 Ramsay Road, Five Dock at Figure 1.4 below,
5) Other areas within the City of Canada Bay where a Planning Proposal is approved for residential or mixed-use development and an uplift of land value is created, and where Council resolves to include the area in this AHCS scheme and the Canada Bay LEP.

These lands are collectively referred to as "the Affordable Housing Contribution Areas".

Additional land may be added to the AHCS by amendment of this document via Council resolution and amendment of the Canada Bay LEP.

1.5 Summary of Affordable Housing Contribution %

Land	Affordable Housing Contribution %
Area 4 Rhodes West	3.5%
Rhodes West (except for Area 4)	5%
Burwood affordable housing contribution area	4%
Homebush affordable housing contribution area (except for 3 King St, Concord West and 176 – 184 George St, Concord West)	4%
Kings Bay affordable housing contribution area	4%
3 King St, Concord West	5%
176 – 184 George St, Concord West	5%
Rhodes East affordable housing contribution area	5%
1 -7 Ramsay Rd, Five Dock	5%

Land	Affordable Housing Contribution %
160 Burwood Rd, Concord	10%



Figure 1.1a: Rhodes East Affordable Housing Contribution Area



Figure 1.1b: Rhodes West Affordable Housing Contribution Area



Figure 1.2a: Homebush Affordable Housing Contribution Area

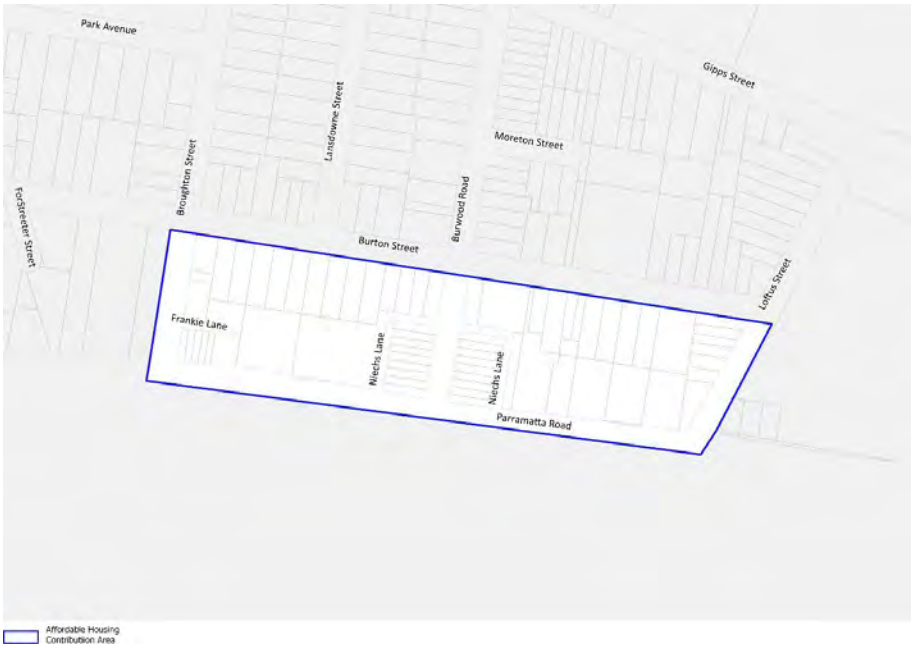


Figure 1.2b: Burwood Affordable Housing Contribution Area



Figure 1.2c: Kings Bay Affordable Housing Contribution Area



Figure 1.3: 160 Burwood Road, Concord Affordable Housing Contribution Area



Figure 1.4: 1- 7 Ramsay Road, Five Dock Affordable Housing Contribution Area

1.6 What type of development does the AHCS apply to?

The AHCS applies to all new development in the Affordable Housing Contribution Areas defined by the maps in section 1.2 of this AHCS, except for:

- Development for non-residential floorspace (unless identified as adaptable floor space)
- Exempt development
- A dwelling house that results in the creation of less than 200sqm of residential floor space
- Refurbishment or repair of a building that results in additional residential floorspace less than 100 sqm
- Development for the purposes of Affordable Housing or Social Housing.
- Development of community facilities, public roads or public utility undertakings.

1.7 Overview- Affordable Housing Need in City of Canada Bay

Evidence

Council has assembled a comprehensive evidence base that considers both the need for and viability of requiring Affordable Housing provision as part of development in the LGA. This has supported the development of the AHCS and is referenced in this section and throughout the document, with details provided in the appendices. The evidence base includes LGA-wide information such as the Housing

Strategy, and locality-based Affordable Housing reports, including the following documents.

- Council's Affordable Housing Policy (2007, revised August 2017)
- City of Canada Bay Housing Strategy (SGS Economics and Planning) 2019
- Draft Affordable Housing Program Rhodes East (Hill PDA) 2017
- Affordable Rental Housing -Evidence report Rhodes East (Hill PDA) 2017
- Draft Affordable Housing Program- Parramatta Road Corridor (AEC Consulting) 2019
- Affordable Housing Program- Parramatta Road Corridor Background Analysis (AEC Consulting) 2018
- Feasibility analysis undertaken by the Department of Planning, Industry and Environment for Rhodes Gateway West (Jones Lang LaSalle) 2020
- 1 Ramsay Road, Five Dock – Affordable Housing Feasibility Analysis (Atlas Urban Economics) 2021

Overview

As for many Councils within the Greater Sydney Region, the decline in the affordability of housing is a key issue for the City of Canada Bay. Over the last 20 years there has been an ongoing decline in the proportion of housing stock available for Very Low to Moderate income households in particular. The desirable location and proximity of the LGA, together with the upward pressure on property prices and the increasing cost of living, is expected to cause further declines in affordability over future decades. This will lead to increased demand for Affordable Housing and Social Housing. [1,2]

[1] SGS Economics and Planning for City of Canada Bay Council (2019) Canada Bay Housing Strategy.
[2] AEC for City of Canada Bay Council (2019) Affordable Housing Program Parramatta Road Corridor.

The lack of Affordable Rental Housing will have the effect of displacement within the City of Canada Bay, with very low-moderate income earners at risk of being forced away from the area. This would lead to a less diverse community, the migration of young people to other areas and a reduced labour force of key workers available to support the local economy. [3]

One of the key findings of The City of Canada Bay's Housing Strategy is that housing in the LGA is becoming less affordable- particularly for young families moving into larger dwellings with more than two bedrooms.[4]

Affordable and Social Housing Demand[5]

The Housing Strategy describes households who are in need of Affordable Housing as those who, due to financial stress (and potentially other reasons), are either:

- Unable to access market housing (including homeless persons)
- Have low household incomes and spend a high proportion of this income on rent (i.e. are experiencing rental stress)[6]

Research undertaken by SGS Economics and Planning for the Housing Strategy found that at the time of the 2016 Census, 42% of households renting in the City of Canada Bay LGA were experiencing rental stress (paying more than 30% of household income on rent). Of the 3,780 households currently experiencing rental stress, 2,224 were experiencing severe rental stress (paying more than 50% of household income on rent). This has a significant impact on lower income households, including key workers, sole parents, older persons and students.

This level of rental stress translated to a demand for 5,058 social and affordable housing dwellings within Canada Bay, is illustrated in Figure 1.4 below: Canada Bay households living in social housing also contributes to this demand.

[3] Affordable Housing Discussion Paper and Action Plan- Warringah Council (2015) in Hill PDA (2017 Affordable Housing Program Rhodes East)
[4] SGS Economics and Planning for City of Canada Bay Council (2019) Canada Bay Housing Strategy.
[5] Information in this section from SGS Economics and Planning for City of Canada Bay Council (2019) Canada Bay Housing Strategy.
[6] This definition excludes those who are homeowners and are experiencing mortgage stress. This cohort is typically excluded, as these households have the option of liquidating their asset and entering the rental market. (source: SGS Economics and Planning 2019).

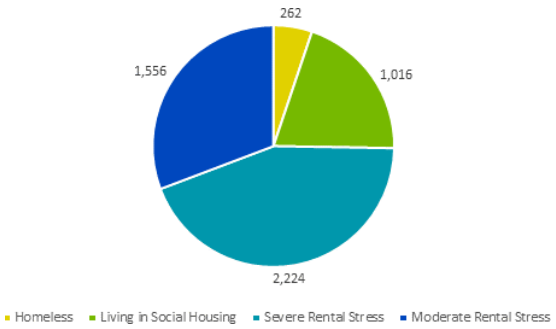


Figure 1.5: Current Demand (by number of households) for Social and Affordable Housing
Source: ABS Census 2016, ABS Homelessness Estimate (Cat. 2049.0), SGS Economics & Planning 2018

Over the 20-year period spanning from 2016 to 2036, the City of Canada Bay is expected to accommodate a high level of population growth, with the population predicted to increase from approximately 88,000 in 2016 to 120,000 in 2036.

Demand for social and affordable housing is expected to grow by approximately 770 dwellings to 2026 and up to 1,997 additional dwellings between 2016 and 2036. When added to current demand, this results in a total demand of 7,056 dwellings (i.e. 14% of all dwellings in Canada Bay). This represents an average annual growth rate of 1.7%, compared to an annual growth of 1.5% across NSW.[7]

In addition to population growth pressures, the redevelopment of land in urban renewal precincts such as Rhodes Planned Precinct and the Parramatta Road Corridor is likely to place upward pressure on property values. Unless there is intervention to support the provision of designated Affordable Housing, urban renewal is likely to push already high purchase prices and rents further out of reach of very low to moderate income households.

[7] Ibid
[8] Information sourced from [8]SGS Economics and Planning for City of Canada Bay Council (2019) Canada Bay Housing Strategy.

1.8 Legislative basis for Affordable Housing Contributions

Section 7.32 of the Environmental Planning and Assessment Act (EP&A Act) allows Council to levy contributions for affordable housing if a State Environmental Planning Policy (SEPP) identifies a need for Affordable Housing in the LGA.

In April 2018, State Environmental Planning Policy No 70 – Affordable Housing (Revised Schemes) (SEPP 70) was amended to apply to the City of Canada Bay. The SEPP provided a mechanism for Councils to develop schemes and levy developer contributions for Affordable Housing via conditions of consent. The SEPP now applies to all Councils in the Greater Sydney Region. In November 2021, SEPP 70 was consolidated into State Environmental Planning Policy (Housing) 2021. Clause 14 of State Environmental Planning Policy (Housing) 2021 states there is a need for affordable housing within each area of the State.

Under Section 7.32(3)(b) of the EP&A Act, any condition imposed on a development consent must be authorised by a Local Environmental Plan (LEP) and be in accordance with an affordable housing contribution scheme for dedications or contributions set out in, or adopted by, the LEP.

Clause 6.12 of the City of Canada Bay LEP 2013 authorises this AHCS, as follows:

Part 6 Local Provisions

6.12 Affordable housing

(1) This clause applies to development on land in an affordable housing contribution area that involves—

(a) the erection of a new building with a gross floor area of more than 200 square metres, or

(b) alterations to an existing building that will result in the creation of more than 200 square metres of gross floor area that is intended to be used for residential purposes, or

(c) the demolition of existing floor area and the subsequent creation, whether for the same or a different purpose, of more than 100 square metres of gross floor area.

(2) The consent authority may, when granting development consent to development to which this clause applies, impose a condition requiring a contribution equivalent to the applicable ***affordable housing levy contribution*** for the development specified in subclauses (2A)–(6A).

(2A) The affordable housing levy contribution for development in Area 4 of the Rhodes West affordable housing contribution area is 3.5% of the relevant floor area that exceeds the floor space achieved by applying a floor space ratio of 1.76:1.

(3) The affordable housing levy contribution for development in the following affordable housing contribution areas is 4% of the relevant floor area—

(a) the Burwood affordable housing contribution area,

(b) the Homebush affordable housing contribution area, except for 3 King Street, Concord West and 176–184 George Street, Concord West,

(c) the Kings Bay affordable housing contribution area.

(4) The affordable housing levy contribution for development on land at 3 King Street, within the Homebush affordable housing contribution area, is 5% of the relevant floor area that exceeds the floor space achieved by applying a floor space ratio of 0.5:1.

(5) The affordable housing levy contribution for development on land at 176–184 George Street, Concord West, within the Homebush affordable housing contribution area, is 5% of the relevant floor area that exceeds the floor space achieved by applying a floor space ratio of 1.0:1.

(6) The affordable housing levy contribution for development in the following affordable housing contribution areas is 5% of the relevant floor area—
(a) the Rhodes East affordable housing contribution area,
(b) 1 – 7 Ramsay Road, Five Dock;
(6A) The affordable housing levy contribution for development on land in the Rhodes West affordable housing contribution area, except for Area 4, is 5% of the relevant floor area that exceeds the floor space achieved by applying the maximum floor space ratio that was shown for the land on the Floor Space Ratio Map immediately before the commencement of this subclause.

(7) The affordable housing levy contribution for development on land at 160 Burwood Road Concord contribution area is 10% of the relevant floor area.

(8) A condition imposed under this clause must provide for the affordable housing levy contribution to be satisfied—
(a) by dedication in favour of the Council of land comprising—
(i) 1 or more dwellings, each having a gross floor area of not less than 50 square metres, with any remainder paid as a monetary contribution to the Council, or
(ii) other land approved by the Council in accordance with the Affordable Housing Contributions Scheme, with any remainder paid as a monetary contribution to the Council, or
(b) if the person chooses, by monetary contribution paid to the Council.

(9) The rate at which a dedication of land or monetary contribution is taken to be equivalent to the relevant floor area for the purposes of the affordable housing levy contribution is to be calculated in accordance with the Affordable Housing Contributions Scheme.

(10) To avoid doubt—
a. it does not matter whether the floor area, to which a condition under this clause relates, was in existence before, or is created after, the commencement of this clause, or whether the floor area concerned replaces an existing area, and
b. the demolition of a building, or a change in the use of land, does not give rise to a claim for a refund of an affordable housing contribution.

(11) Notwithstanding subclause (1), subclause (12) applies to development to which s47(1) of the State Environmental Planning Policy (Housing) 2021 applies'.

(12) The consent authority, may when granting development consent to development to which this subclause applies, impose a condition requiring a contribution towards affordable housing calculated in accordance with s48 of the State Environmental Planning Policy (Housing) 2021

(13) In this clause—
affordable housing contribution area means the following areas shown on the Affordable Housing Contribution Scheme Map—
(a) Burwood affordable housing contribution area,
(b) 160 Burwood Road Concord affordable housing contribution area,
(c) Homebush affordable housing contribution area,
(d) Kings Bay affordable housing contribution area,

(e) Rhodes East affordable housing contribution area,
(f) Rhodes West affordable housing contribution area,
(g) 1 - 7 Ramsay Road affordable housing contribution area.

Affordable Housing Contributions Scheme means the Affordable Housing Contributions Scheme adopted by the Council on 17 March 2026.

Area 4 means the land identified as "Area 4" of the Rhodes West affordable housing contribution area on the Additional Local Provisions Map.

relevant floor area of a building means the gross floor area (GFA) of the building that is to be used for residential purposes excluding the floor area that is—
(a) to be used to provide affordable housing or public housing, or
(b) to be used for community facilities, schools, public roads or public utility undertakings, or
(c) on land in Zone IN1 General Industrial.

1.9 Relationship to other Affordable Housing provisions in the LGA

State Environmental Planning Policy (Housing) 2021 (Housing SEPP)

The requirement to provide affordable housing in relation to residential development pursuant to Chapter 2 Part 2 In-fill affordable housing or section 156 of Chapter 5 of the Housing SEPP is in addition to the requirements of this Affordable Housing Contribution Scheme.

Any requirement to provide a monetary contribution under Chapter 2 Part 3 Retention of affordable rental housing is to be in accordance with Section 3 of this Affordable Housing Contribution Scheme. Any collection of monetary funds under Chapter 2 Part 3 of the Housing SEPP is to be transferred to the Department of Communities and Justice (DCJ) (now a part of Homes NSW).

City of Canada Bay Local Environmental Plan 2013

The Affordable Housing Contributions Scheme is affected by the inclusionary zoning provisions in the City of Canada Bay Local Environmental Plan 2013 which are authorised under the Environmental Planning and Assessment Act 1979 and the State Environmental Planning Policy (Housing) 2021.

Under these provisions all residential development in the nominated locations (unless excluded) is required to provide Affordable Housing contributions. This can be achieved by dedicating Affordable Housing dwellings on-site or by a monetary contribution or by land dedication of suitable land to Council.

City of Canada Bay Local Strategic Planning Statement

The City of Canada Bay Local Strategic Planning Statement sets out the following Affordable Housing provisions:

- Action 2.1 includes Council's intention for 5% of new housing to be provided as Affordable Housing in the Rhodes Peninsula.
- Action 5.1 states that an Affordable Housing Contributions Scheme will be prepared for the Parramatta Road Corridor.

- Action 5.5 requires a minimum of 5% of the Gross Floor Area of new development to be dedicated as Affordable Housing for: Planned Precincts; Parramatta Road Corridor precincts; and where there is an increase in density arising from a planning proposal. It also states that an affordable housing contribution plan is required before the rezoning of above precincts/sites.

Voluntary Planning Agreements

Council has a Planning Agreements Policy which sets out its policy, principles and proceduresrelating to planning agreements under section 7.4 of the Environmental Planning and Assessment Act 1979.

The minimum requirements for Affordable Housing as set out in this AHCS will apply to applicable development regardless whether a Voluntary Planning Agreement is negotiated with Council. In some instances, additional Affordable Housing contributions will be negotiated and required in a Voluntary Planning Agreement.

Where Council is negotiating the terms of a proposed planning agreement that includes provision for Affordable Housing in connection with a development application or proposed development application, it will follow the requirements set out in the Environmental Planning and Assessment Act 1979 and the Environmental Planning and Assessment Regulation 2021.

City of Canada Bay Affordable Housing Policy

The City of Canada Bay Affordable Housing Policy provides a set of principles and clarifies the intent of Council's involvement in affordable housing. The principles are:

- Produce - Council supports the production of affordable housing stock; whether through inclusionary zoning, voluntary planning agreements or working with developers to encourage appropriately designed affordable housing.
- Promote – Council aims to provide a diverse range of housing types and sizes for varying stages and circumstances of life, including affordable housing for key workers, adaptable housing for people with a disability and housing for families and individuals escaping domestic violence.
- Retain - Council undertakes the role of advocacy, and where possible, undertake mitigation to reduce further loss to affordable housing stock

1.10 Conditions for imposition of an Affordable housing contribution

Before an Affordable Housing Contribution is imposed, the consent authority is required to consider the conditions set out in Clause 15 of the SEPP (Housing) 2021:

(a) affordable housing must aim to create mixed and balanced communities,

(b) affordable housing must be created and managed so that a socially diverse residential population, representative of all income groups, is developed and maintained in a locality,

(c) affordable housing must be made available to very low, low and moderate income households, or a combination of the households,

(d) affordable housing must be rented to appropriately qualified tenants and at an appropriate rate of gross household income,

(e) land provided for affordable housing must be used for the purposes of the provision of affordable housing,

(f) buildings provided for affordable housing must be managed to maintain their continued use for affordable housing,

(g) affordable housing must consist of dwellings constructed to a standard that, in the opinion of the consent authority, is consistent with other dwellings in the area.

1.11 Definitions

Affordable Housing	As defined by Environmental Planning and Assessment Act 1979: means housing for very low-income households, low income households or moderate-income households, being such households as are prescribed by the regulations or as are provided for in an environmental planning instrument.
Affordable Rental Housing	Is rental housing that is owned by the City of Canada Bay that is managed by a registered Community Housing Provider and rented to Very Low, Low and Moderate income households.
Equivalent monetary contribution	Monetary contributions in lieu of dedication of completed dwellings. The dollar contribution rate is expressed as a dollar amount per square metre of floorspace (GFA) required. The dollar contribution rate is indexed quarterly. The monetary contribution amount defines the dollar value of a contribution in-lieu of (instead of) dwellings in-kind. This dollar amount forms the basis of cash or contribution of land.
Dwelling in-kind	Completed dwellings dedicated (gifted) to Council in perpetuity
Gross Floor Area (GFA)	As defined by Canada Bay Local Environmental Plan 2013: The sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes: a) the area of a mezzanine, and b) habitable rooms in a basement or an attic, and c) any shop, auditorium, cinema, and the like, in a basement or attic, but excludes: d) any area for common vertical circulation, such as lifts and stairs, and e) any basement: f) storage, and g) vehicular access, loading areas, garbage and services, and h) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and i) car parking to meet any requirements of the consent authority (including access to that car parking), and j) any space used for the loading or unloading of goods (including access to it), and k) terraces and balconies with outer walls less than 1.4 metres high, and l) voids above a floor at the level of a storey or storey above.
Housing affordability	Refers to the relationship between expenditure on housing cost (whether a mortgage payment or a rental payment) and household incomes. A common benchmark measure is no more than 30% of gross household income is spent on housing costs.

Inclusionary zoning	A planning intervention by government that mandates a certain proportion of development is required (or included) as Affordable Housing dwellings as a condition of planning consent. This mandatory requirement is specified as a certain proportion of Affordable Housing to be 'included' within the development.
Key workers	Persons permanently employed in the following sectors in the City of Canada Bay or surrounding region: • Health services (incl. support and ancillary staff) • Childcare • Public primary or secondary education (incl. support and ancillary staff) • Emergency services (incl. support and ancillary staff) • Public transport • City of Canada Bay employee • Retail • Labourers • Manufacturing • Hospitality Note: The list of occupations may change from time to time.
Land in-kind	Dedication to the City of Canada Bay of land for affordable housing
Net Saleable Area (NSA)	A term used for residential property which refers to the internal floor area including internal walls, mezzanines, bathrooms and hallways but excludes common spaces and uncovered areas such as balconies, patios and verandahs.
Contribution rate (%)	The percentage contribution rate that is used in the calculation of completed dwellings to be dedicated (gifted) to Council in perpetuity. A monetary contribution for a relevant development and is adjusted quarterly to take into account indexation.
Very Low, Low & Moderate income households	As defined in State Environmental Planning Policy (Housing) 2021, Very Low to Moderate income households are those households whose gross incomes fall within the following range of percentages of the median household income for the Sydney Statistical Division according to the Australian Bureau of Statistics: • Very low-income household < 50% • Low income household 50% -80% • Moderate income household 80% to 120%
Registered Community Housing Provider	Community housing providers who are registered under the National Regulatory System of Community Housing. In NSW a community housing provider must be registered by the Registrar of Community Housing to receive assistance from the Department of Family and Community Services or the NSW Land and Housing Corporation.
Social housing	Social housing is secure and affordable rental housing for people on low incomes. It includes public, community and Aboriginal housing. Public housing is managed by Department of Communities and Justice while community housing is managed by non-government organisations (community housing providers).

SECTION 2: AFFORDABLE HOUSING CONTRIBUTIONS

2.1 Contribution rates (%)

Affordable Housing contributions are in addition to other contributions including local infrastructure contributions (s7.11 or s7.12) and special infrastructure contributions (Subdivision 4 of the Act).

All development in the Affordable Housing Contribution Areas must contribute to Affordable Housing, required through a condition of development consent. Contributions must meet the following requirements:

- A contribution is to be calculated in accordance with the requirements of this section. There are no savings or credits for floor space that may exist on the site, even if the building is being adapted or reused.
- If the contribution is less than 50 sqm then it must be made as a monetary contribution.
- A contribution in some instances may comprise a combination of in-kind dedication and monetary contribution.
- Adaptable floor area (from existing commercial/industrial to residential) is calculated in the total residential gross floor area for the purpose of calculating an Affordable Housing contribution.
- In all instances Council will require evidence that that the condition of consent has been satisfied prior to the granting of a Construction Certificate.

The rates (%) of Affordable Housing contributions required under the AHCS are as follows:

Rhodes East and Rhodes West Affordable Housing Contribution Areas

Rhodes East Affordable Housing Contribution Area: 5% of the total gross floor area that is to be used for residential uses.

Rhodes West Affordable Housing Contribution Area: 5% of the additional gross floor area that is to be used for residential uses (except for 4 Mary Street and 1-9 Marquet Street in Rhodes where 3.5% of the additional gross floor area applies) [9]

Parramatta Road Corridor Affordable Housing Contribution Areas:

- **Kings Bay Affordable Housing Contribution Area -** 4% of the total gross floor area that is to be used for residential uses.
- **Burwood Affordable Housing Contribution Area -** 4% of the total gross floor area that is to be used for residential uses.
- **Homebush Affordable Housing Contribution Area -** 4% of total gross floor area (except for 3 King St and 176 George Street in Concord West where 5% of additional gross floor area applies)[10]

[9] With regard to the Rhodes West Affordable Housing Contribution Area (Rhodes Gateway West) additional gross floor area is taken to mean any additional floor area that is granted development approval in addition to what is permissible under the Canada Bay LEP as at October 2020, with the exception of 4 Mary Street and 1-9 Marquet Street where additional gross floor area is taken to mean any additional floor area that is granted development approval in addition to what is permissible under the Canada Bay LEP as at October 2020.

160 Burwood Road, Concord Affordable Housing Contribution Area:

160 Burwood Road, Concord: 10% of the total gross floor area that is to be used for residential uses.

1-7 Ramsay Road Affordable Housing Contribution Area:

1 – 7 Ramsay Road, Five Dock: 5% of the total gross floor area that is to be used for residential uses.

A detailed justification for the above rates and description of the viability testing for each of the locations can be found in Appendix B.

There are three methods by which a contribution requirement may be satisfied:

- Dedication of completed dwellings (refer section 2.2)
- Making an equivalent monetary contribution (refer section 2.3) or
- Contribution of land for Affordable Housing (refer section 2.4).

Council's preference is for Affordable Housing contributions to be made through the dedication of completed dwellings. When submitting a DA, the documentation should confirm the dwellings which are to be dedicated on completion and must be accepted by Council and its nominated Community Housing Provider (CHP).

Should the dwellings proposed for dedication be deemed unsuitable by Council, cash contributions in lieu of dwellings dedicated will be the method of contribution. The cash contribution will be calculated in accordance with section 2.3.

2.2 Dedication of dwellings

The Affordable Housing contribution requirement is to be satisfied through the dedication of completed dwellings free of cost, and to the satisfaction of Council. The completed dwellings must be purposed as Affordable Rental Housing, be consistent with the Design Guidelines in Appendix D and meet the following requirements:

- Completed dwellings (and land) are dedicated to Council in perpetuity and free of cost. Council or its CHP will be responsible for rental arrangements.
- Total gross floor area (GFA) exceeds 50sqm. If the GFA is less than 50sqm, a monetary contribution will instead be payable (as described in section 2.3 of the AHCS).
- Where only part of a contribution is satisfied through dedication of completed dwellings, any remaining requirement is to be paid as a monetary contribution.

[10] The affordable housing contributions rates in the Homebush Scheme Area are different for the sites at 3 King St and 176 George St, West Concord, as these are subject to negotiated Voluntary Planning Agreements where an agreement was made that 5% of additional gross floor area would be required as affordable housing contributions.

CALCULATING DWELLING CONTRIBUTION FOR 5% RATE (APPLIES TO RHODES EAST & 1-7 RAMSAY ROAD FIVE DOCK AFFORDABLE HOUSING CONTRIBUTION AREAS)

Calculating the Contribution - *Residential development*

Calculation: **Gross floor area x 5% = required affordable housing square metre provision**

Example: A development application for a new residential development comprising 8,000sqm of GFA.

= 8,000sqm x 5%

= 400sqm affordable housing GFA required to be dedicated

Calculating the Contribution - *Mixed-use development*

Calculation: **Total GFA - non-residential GFA = residential GFA**

Residential GFA x 5% = required affordable housing square metre provision

Example: A development application for a new 8,000sqm mixed use development comprising 7,000sqm of residential GFA and 1,000sqm of non-residential GFA.

= 8,000sqm - 1,000sqm = 7,000sqm Residential GFA

= 7,000sqm x 5%

= 350sqm affordable housing GFA required to be dedicated

Calculating the Contribution - *Adaptable Use*

A change of use of an existing non-residential use to a residential use would attract an affordable housing contribution.

Affordable Housing contribution provision:

= contribution rate (%) x converted residential gross floor area

Example: A development application for a conversion of a of an existing 2,000sqm commercial/ industrial space to residential GFA.

= 5% x 2,000sqm

= 100 sqm affordable housing GFA required to be dedicated

CALCULATING DWELLING CONTRIBUTION FOR 4% RATE (APPLIES TO HOMEBUSH*, BURWOOD AND KINGS BAY AFFORDABLE HOUSING CONTRIBUTION AREAS)

**Excluding 3 King St and 176 George Street in Concord West.*

Calculating the Contribution - *Residential development*

Calculation: **Gross floor area x 4% = required affordable housing square metre provision.**

Example: A development application for a new residential development comprising 8,000 square metres of GFA.

= 8,000sqm x 4%

= 320sqm affordable housing GFA required to be dedicated

Calculating the Contribution - *Mixed-use development*

Calculation: Subtract the non-residential gross floor area from the total building gross floor area to determine the residential gross floor area

Therefore: **Total GFA - non-residential GFA = residential GFA**

Residential GFA x 4% = required affordable housing square metre provision

Example: A development application for a new 8,000sqm mixed use development comprising 7,000sqm of residential GFA and 1,000sqm of non-residential GFA.

= 8,000sqm - 1,000sqm = 7,000sqm Residential GFA

=7,000sqm x 4%

= 280sqm affordable housing GFA required to be dedicated

Calculating the Contribution - *Adaptable Use*

A change of use of an existing non-residential use to a residential use would attract an affordable housing contribution.

Monetary contribution provision:

= contribution rate x converted residential gross floor area

Example: A development application for a conversion of an existing 2,000sqm commercial/ industrial space to residential GFA.

= 4% x 2,000sqm

= 80sqm affordable housing GFA required to be dedicated

CALCULATING DWELLING CONTRIBUTION FOR 5% of Additional Gross Floor Area (APPLIES TO RHODES WEST* & 3 KING ST AND 176 GEORGE STREET CONCORD WEST AFFORDABLE HOUSING CONTRIBUTION AREAS)

**Excluding 4 Mary Street and 1-9 Marquet Street, Rhodes*

Calculating the Contribution - *Residential development*

Calculation:

Additional gross floor area[#] x 5% = required affordable housing square metre provision.

[#]**Additional gross floor area** = Subtract the residential gross floor area permissible under the *Canada Bay Local Environmental Plan* prior to the amended development controls, from the proposed residential gross floor area.

Example: A development application for a new residential development comprising 8,000sqm of additional GFA.

= 8,000sqm additional GFA x 5%
= 400sqm affordable housing GFA required for dedication

Calculating the Contribution - *Mixed-use development*

Calculation: **Total GFA – permissible GFA under LEP = Additional GFA**

Additional GFA x (Residential GFA ÷ Total GFA) = Additional Residential GFA

Additional Residential GFA x 5% = required affordable housing square metre provision

Example: A development application for a new development is for a total of 10,000sqm GFA (comprised of 9,000sqm residential GFA and 1,000sqm non-residential GFA). The previous 7,000sqm GFA permitted under the LEP is deducted from the 10,000sqm.

Additional GFA = 10,000sqm - 7,000sqm
= 3,000sqm

Additional Residential GFA = 3,000sqm x (9,000sqm ÷ 10,000sqm)
= 2,700sqm

Dwelling Contribution Required = 2,700sqm x 5%
= 135sqm affordable housing GFA required for dedication

Calculating the Contribution - *Adaptable Use*

A change of use of an existing non-residential use to a residential use would attract an affordable housing contribution.

Affordable Housing contribution provision:

= contribution rate (%) x converted residential gross floor area

Example: A development application for a conversion of an existing 2,000sqm commercial/ industrial space to residential GFA.

= 5% x 2,000sqm

a= 100sqm affordable housing GFA required to be dedicated

CALCULATING DWELLING CONTRIBUTION FOR 3.5% of Additional Gross Floor Area (APPLIES TO 4 MARY STREET & 1-9 MARQUET STREET RHODES AFFORDABLE HOUSING CONTRIBUTION AREAS)

Calculating the Contribution - *Residential development*

Calculation:

Additional gross floor area[#] x 3.5% = required affordable housing square metre provision.

[#]**Additional gross floor area** = Subtract the residential gross floor area permissible under the *Canada Bay Local Environmental Plan* prior to the amended development controls, from the proposed residential gross floor area.

Example: A development application for a new residential development comprising 8,000sqm of additional GFA.

= 8,000sqm additional GFA x 3.5%
= 280sqm affordable housing GFA required to be dedicated

Calculating the Contribution - *Mixed-use development*

Calculation: **Total GFA – permissible GFA under LEP = Additional GFA**

Additional GFA x (Residential GFA ÷ Total GFA) = Additional Residential GFA

Additional Residential GFA x 5% = required affordable housing square metre provision

Example: A development application for a new development is for a total of 10,000sqm GFA (comprised of 9,000sqm residential GFA and 1,000sqm non-residential GFA). The previous 7,000sqm GFA permitted under the LEP is deducted from the 10,000sqm.

Additional GFA = 10,000sqm - 7,000sqm
= 3,000sqm
Additional Residential GFA = 3,000sqm x (9,000sqm ÷ 10,000sqm)
= 2,700sqm
Dwelling Contribution Required = 2,700sqm x 3.5%
= 94.5sqm affordable housing GFA required for dedication

Calculating the Contribution - *Adaptable Use*

A change of use of an existing non-residential use to a residential use would attract an affordable housing contribution.

Affordable Housing contribution provision:

= contribution rate x converted residential gross floor area

Example: A development application for a conversion of an existing 2,000sqm commercial/ industrial space to residential GFA.

= 3.5% x 2,000sqm
= 70sqm affordable housing GFA required to be dedicated

CALCULATING DWELLING CONTRIBUTION FOR 10% RATE (APPLIES TO 160 BURWOOD ROAD CONCORD AFFORDABLE HOUSING CONTRIBUTION AREAS)

Calculating the Contribution - *Residential development*

Calculation: **Gross floor area x 10% = required affordable housing square metre provision.**

Example: A development application for a new residential development comprising 8,000sqm of GFA.

= 8,000sqm x 10%

= 800sqm affordable housing GFA required to be dedicated

Calculating the Contribution - *Mixed-use development*

Calculation: **Total GFA - non-residential GFA = residential GFA**

Residential GFA x 10% = required affordable housing square metre provision

Example: A development application for a new 8,000sqm mixed use development comprising 7,000sqm of residential GFA and 1,000sqm of non-residential GFA.

= 8,000sqm - 1,000sqm = 7,000sqm Residential GFA

= 7,000sqm x 10%

= 700sqm affordable housing GFA required to be dedicated

Calculating the Contribution - *Adaptable Use*

A change of use of an existing non-residential use to a residential use would attract an affordable housing contribution.

Affordable Housing contribution provision:

= contribution rate x converted residential gross floor area

Example: A development application for a conversion of an existing 2,000sqm commercial/ industrial space to residential GFA.

= 10% x 2,000sqm

= 200sqm affordable housing GFA required to be dedicated

Note: If the dedication of dwellings is in deficit of more than 1 sqm, the remaining balance of the GFA is paid as a monetary contribution using the methodology detailed in section 2.3.

If the dedication of dwellings exceeds the gross floor area required, the amount is not recoverable by the developer. Each affordable housing dwelling is required to have a gross floor area of 50sqm or greater.

Where dedication of dwellings exceeds the GFA requirement, there is no offset available against other contributions.

2.3 Equivalent monetary contribution

Where an offer to satisfy an Affordable Housing contribution requirement by dedication of completed dwellings is not accepted by Council, the contribution requirement may be satisfied by making an equivalent monetary contribution.

The equivalent monetary contribution is calculated by multiplying the applicable contribution rate (%) by a dollar per square metre rate and multiplied by the applicable residential GFA.

The equivalent monetary contribution rate is calculated based on the median strata dwelling price for the City of Canada Bay (as shown in the Department of Communities and Justice (DCJ) Sales and Rent Reports) and reviewed and indexed quarterly as per Section 3.2 of this Scheme.

The current dollar per square metre rate for the June 2025 quarter is **$11,812/sqm GFA**. Updated contributions rates are provided within the AHCS Summary Table on Council's website at https://www.canadabay.nsw.gov.au/development/plans-policies-and-controls/development-contribution-plans

The first two examples below show how the equivalent monetary contribution is calculated in circumstances where dedication of dwellings in-kind is not accepted by Council, and therefore a monetary contribution is required to satisfy the Affordable Housing contribution requirement.

CALCULATING EQUIVALENT MONETARY CONTRIBUTIONS (ALL CONTRIBUTION AREAS)

Calculating the Contribution - *Residential development*

(for 3 King St and 176 George Street in Concord West, Additional Gross Floor Area# x 5% = required affordable housing square metre provision)

Calculation: **Equivalent monetary contribution rate x Contribution rate (%) x GFA**

= $11,812/sqm x 5% x additional residential GFA

#Additional gross floor area = Subtract the residential gross floor area permissible under the *Canada Bay Local Environmental Plan* prior to the amended development controls, from the proposed residential gross floor area.

Example: A development application for a new residential development comprising 8,000sqm of additional GFA.

Monetary contribution = $11,812/sqm x 5% x 8,000sqm
= $4,724,800

Calculating the Contribution - *Mixed-use development*

(for 4 Mary Street and 1-9 Marquet Street in Rhodes, Additional Gross Floor Area# x 3.5% = required affordable housing square metre provision)

Calculation: Subtract the maximum permitted gross floor area under the LEP from the total gross floor area multiplied by the proportion of residential to total GFA proposed to determine the additional residential gross floor area.

Multiply the equivalent monetary contribution with the contribution rate (%) and the additional residential gross floor area.

Therefore: **Total GFA – permissible GFA under LEP = Additional GFA**

Additional GFA x (Residential GFA ÷ Total GFA) = Additional Residential GFA

Monetary contribution = Equivalent monetary contribution rate x Contribution rate (%) x Additional Residential GFA

Example: A development application in Rhodes East for a new development is for 10,000sqm GFA (comprised of 9,000sqm residential GFA and 1,000sqm non-residential GFA). The previous 7,000sqm GFA permitted under the LEP is deducted from the 10,000sqm..

= 10,000sqm - 7,000sqm = 3,000sqm Additional GFA

= 3,000sqm x (9,000sqm ÷ 10,000sqm)

= 2,700sqm Additional Residential GFA

Monetary contribution = $11,812/sqm x 3.5% x 2,700sqm

= $1,116,234

The next two examples show where dedication of completed dwellings is insufficient to satisfy the Affordable Housing contribution requirement, and an equivalent monetary contribution is additionally required.

CALCULATING DWELLING CONTRIBUTION AND EQUIVALENT MONETARY CONTRIBUTION AT 5% RATE (ALL CONTRIBUTION AREAS)

(for Rhodes East and 1-7 Ramsay Road, Five Dock, Residential Gross Floor Area x 5% = required affordable housing square metre provision)

Calculating the Contribution - *Residential development*

Calculation: **Gross floor area x 5% = required affordable housing square metre provision**

Example: A development application for a new residential development comprising 8,000 square metres of GFA.

= 8,000sqm x 5%

= 400sqm affordable housing GFA required to be dedicated

Four 2-bedroom units (each measuring 90sqm GFA) are dedicated to Council on completion. This totals 360sqm GFA of dedicated affordable housing GFA. There is a shortfall of 40sqm GFA to satisfy the Affordable Housing contribution requirement.

An equivalent monetary contribution of $23,624 is additionally made. This is calculated as follows:

= $11,812/sqm x 5% x 40sqm GFA

In total, the Affordable Housing contributions in this example are four 2-bedroom units dedicated on completion and a monetary contribution of $23,624 is made.

Calculating the Contribution - *Mixed-use development*

Calculation: **Total GFA - non-residential GFA = residential GFA**

Residential GFA x 5% = required affordable housing square metre provision

Example: A development application for a new 8,000sqm mixed use development comprising 7,000sqm of residential GFA and 1,000sqm of non-residential GFA.

= 8,000sqm - 1,000sqm = 7,000sqm Residential GFA

= 7,000sqm x 5%

= 350sqm affordable housing GFA required to be dedicated

Five 1-bedroom units (each measuring 68sqm GFA) are dedicated to Council on completion. This totals 340sqm GFA of dedicated affordable housing GFA. There remains a shortfall of 10sqm GFA to satisfy the Affordable Housing contribution requirement.

An equivalent monetary contribution of $5,906 is additionally made. This is calculated as follows:

= $11,812/sqm x 5% x 10sqm GFA

In total, the Affordable Housing contributions in this example are five 1-bedroom units dedicated on completion and a monetary contribution of $5,906 is made.

Calculating the Contribution - *Adaptable Use*

A change of use of an existing non-residential use to a residential use would attract an affordable housing contribution.

Affordable Housing contribution provision:

= contribution rate (%) x converted residential gross floor area

Example: A development application for a conversion of a of an existing 2,000sqm commercial/ industrial space to residential GFA.

= 5% x 2,000sqm

= 100sqm affordable housing GFA required to be dedicated

One 2-bedroom unit (measuring 89sqm GFA) is dedicated to Council on completion. There remains a shortfall of 11sqm GFA to satisfy the Affordable Housing contribution.

A equivalent monetary contribution of $6,497 is additionally made. This is calculated as follows:

= $11,812/sqm x 5% x 11sqm GFA

In total, the Affordable Housing contributions in this example are a 2-bedroom unit dedicated on completion and a monetary contribution of $6,497 is made.

2.4 Dedication of Land

The acceptability of land for dedication (as an alternative to dedication of dwellings or monetary contribution) is subject to Council's discretion and approval, in consultation with the community housing sector and Council's nominated CHP. The following requirements are identified to guide the assessment of suitability.

- Minimum area of 800sqm
- Within 5-min walking catchment (400m) of bus station or 10-min walking catchment (800m) of train station
- Not be subject to environmental constraints, in particular:
  - Be of residential building quality, not contaminated or require remediation
  - Be of good quality building land, not subject to flooding or flood constraints
- Have access, locational and site characteristics comparable to the proposed residential development.

The value of the dedicated land (assuming the associated floorspace potential is not transferred/ realised elsewhere on the site) should be equivalent to the monetary contribution calculated under the AHCS.

If the floorspace potential of the dedicated land is able to be transferred and developed elsewhere on the site, the land should be dedicated to Council at nominal cost ($200/sqm to cover cost of legal and administrative matters) and a monetary contribution will still be required for affordable housing.

If the floorspace potential of the dedicated land is not transferred and developed elsewhere on the site, the expertise of a valuer/ land economist is required. In this circumstance, the following steps are relevant for the dedication of land as a contribution.

- Assess if the land to be dedicated meets with the identified requirements
- If land is suitable for dedication, identify the proposed land in a subdivision plan to be approved by Council
- Calculate the equivalent monetary contribution payable
- Obtain independent valuation of land to be dedicated
- If the assessed land value is less than the equivalent monetary contribution payable, subject to acceptability by Council, pay the difference in monetary contribution.

If the assessed land value exceeds the equivalent monetary contribution, no offset or refund is applicable.

A development application must include the following information:

- The quantum and location of land to be dedicated and any residual amount for which a monetary contribution is required
- Identify on the subdivision plans the land proposed for dedication
- Demonstrate the value of the land to be dedicated against the equivalent monetary contribution
- Demonstrate the appropriateness of the land proposed for dedication with reference to the principles of the AHCS.

CALCULATING A LAND DEDICATION CONTRIBUTION (ALL CONTRIBUTION AREAS)

Land dedicated may contribute to satisfying the Affordable Housing contribution requirement. The value of land dedicated is deducted from the equivalent monetary contribution amount and any shortfall may be satisfied by a monetary contribution.

The value of land dedicated depends on whether the floorspace potential associated with that land has been transferred to the rest of the site.

If the floorspace potential has been transferred for development elsewhere on the site, a nominal value will be ascribed to the land dedicated ($200/sqm).

If the floorspace potential has not been transferred for development elsewhere on the site, a valuation of the land dedicated is required.

Calculating the Contribution - *Residential development*

Example: A development in the Kings Bay Precinct proposes new residential floorspace of 4,000sqm GFA. The affordable housing contribution rate of 4% is applied to the residential GFA as follows:

An equivalent monetary contribution of $1,889,920 ($11,812 x 4% x 4,000sqm) is required.

If contribution through land dedication is proposed, consideration should be given to whether the floorspace potential associated with the dedicated land can be transferred and developed elsewhere on the site, or if the floorspace potential is foregone with the land that is dedicated.

These two scenarios are illustrated below:

- Scenario 1 - floorspace potential cannot be transferred/ developed elsewhere
  - If the land proposed for dedication is valued at $2,000,000, its value exceeds the equivalent monetary contribution of $1,889,920 required. If accepted for dedication, no offset or refund is applicable.
  - If the land proposed for dedication is valued at $1,500,000, its value is less than the equivalent monetary contribution of $1,889,920 required. A monetary contribution of $389,920 is required.
- Scenario 2 - floorspace potential can be transferred and developed elsewhere on the site
  - The land should be transferred to Council at nominal value ($200/sqm).
  - If the land proposed for dedication measured 800sqm, a monetary contribution of $1,729,920 would be required, calculated below:

    = $1,889,920 - $160,000 (800sqm x $200/sqm)
    = $1,729,920

2.5 Development that is exempt from the affordable housing contribution scheme

The following development is exempt from the AHCS:

a) Development for non-residential floorspace (unless identified as adaptable floor space)
b) Exempt development
c) A dwelling house that results in the creation of less than 200sqm of residential floor space;
d) Refurbishment or repair of a building that results in additional residential floorspace less than 100 sqm
e) Development for the purposes of Affordable Housing or social housing
f) Development of community facilities, public roads or public utility undertakings.

The justification for granting exemptions to these development categories is:

- In the case of a) and f), above, the development of non-residential floorspace and community facilities, public roads or public utility undertakings are excluded from Affordable Housing contributions. This is because they are considered to have community value due to their ability to accommodate jobs (commercial or community development) and/ or community services (community facilities).

- In the case of b), c), and d), the works are considered to be of a minor nature and imposition of an Affordable Housing contribution is considered a disproportionate burden in such minor circumstances.

- In the case of e), development for the purposes of affordable or social housing will already contribute substantially to the aims of the AHCS.

2.6 Conditions of consent for affordable housing

Council will levy developer contributions for Affordable Housing via conditions of consent.

The condition of consent must include the following information:

a) The total residential gross floor area of the development that was used to calculate the contribution or the monetary contribution required.
b) the different floor areas that can contribute to the total contribution amount (this only applies in instances where rates differ between development types or between commercial and residential floor space)
c) the relevant contribution rates (%)
d) the indexation period at time of determination (for any monetary contributions).
e) a requirement to demonstrate that the title of any dwellings will be transferred to a community housing provider or council prior to the granting a Construction Certificate.
f) a requirement to make any monetary payment at a specified time or stage in the development application process
g) a requirement that any dwellings that will be dedicated are shown on approved plans in the same development application and referenced in the affordable housing condition.
h) The dedicated Affordable Housing is to be constructed to a standard which in the opinion of Council is consistent with other dwellings in the development.
i) If a staged development, Affordable Housing must be provided at each stage.

SECTION 3: ADMINISTRATION AND IMPLEMENTATION

3.1 How to make a contribution

All development to which this AHCS applies (other than development excluded by Canada Bay LEP 2013) is required to provide Affordable Housing. This requirement will be by way of a condition of development consent.

There are three different ways to make the required Affordable Housing contribution. The first (and preferred way) is the dedication of affordable housing dwellings to Council. Secondly where it is not possible or practical for Affordable Housing to be dedicated, an equivalent monetary contribution can be made. The third and least preferred is the dedication of land and is expected to apply in exceptional situations.

A contribution requirement forms part of a development consent. Council will require evidence that the Affordable Housing contribution requirement is satisfied prior to granting of any construction certificate or complying development certificate. Where no construction certificate is required, evidence that the Affordable Housing contribution requirement is satisfied will be required by Council before commencement of use/occupation.

The AHCS also includes a methodology for the dedication of land, however it is expected that this approach would only occur in exceptional circumstances.

Dedicating Affordable Housing dwellings

Where Affordable Housing is proposed to be dedicated on site, the applicant must transfer the titles of the dwellings to Council. An agreement to transfer the titles must be made and evidence provided to Council prior to the granting of a Construction Certificate.

Council must be satisfied that the nominated dwellings achieve the affordable housing principles and design details as set out in this Scheme. Where appropriate Council will seek comment from the Community Housing Provider to ensure this.

Council and the Community Housing Provider (as appropriate) will also consider the suitability of the proposed dedication and quantum of dwellings from an operational perspective, that is, the cost implications of management and maintenance.

The Affordable Housing contribution will be satisfied when the title is transferred to Council prior to issue of an Occupancy Certificate.

Paying a monetary contribution

Where an applicant is to make a monetary contribution towards Affordable Housing the amount of the contribution will be specified in the condition of development consent. The contribution must be paid to Council prior to the issue of any Construction Certificate.

If the applicant is unable to pay the monetary contribution at Construction Certificate stage, evidence must be provided to Council to this effect and arrangements made for Council to secure payment such as a Bank Guarantee or equivalent at a later stage in the development period.

Dedicating land

Where land is proposed to be dedicated as a contribution, Council will ensure the proposed land satisfies Council's requirements and refer the application to a preferred CHP for comment.

Council will undertake an assessment of the appropriateness of land proposed for dedication with reference to the affordable housing principles and comment received from the preferred CHP.

3.2 Indexing of payments

Contribution rates will be adjusted quarterly within one week of the first of March, June, September and December, to ensure that the contributions reflect the costs associated with the provision of affordable housing over time. Rates will be adjusted with reference to movement in the median price for strata dwellings in the City of Canada Bay LGA. All monetary contributions must be indexed at the time of payment to ensure funds received will cover the full costs of delivering the required affordable housing contributions.

The median strata price is published quarterly in the NSW Government Rent and Sales Report, Table: Sales Price - Greater Metropolitan Region - Strata.

The formula for the adjustment is:

Next Quarter's Contribution Rate = Current Contribution Rate x (MDP2/MDP1)

Where:

MDP1 is the median strata dwelling price for the PREVIOUS quarter

MDP2 is the median strata dwelling price for the CURRENT quarter

The City of Canada Bay's website will display the current rates within the *AHCS Summary Table*.

3.3 Processes for the distribution and management of funds

Contributions will be pooled and managed by Canada Bay Council or its nominated Community Housing Provider until there is sufficient funding available to issue a tender or request for expressions of interest. Any financial return resulting from the management of funds in waiting is to be used for the purpose of developing Affordable Housing in accordance with this Scheme.

Rental income received from Affordable Housing stock will be managed in accordance with the terms outlined in Council's Affordable Housing policy. This will ensure returns are re-invested in Affordable Housing stock in the form of property maintenance and renewal and replacement.

3.4 Registered community housing providers and delivery program

Affordable Housing properties acquired or achieved under this AHCS or by any other means, are to be transferred in property title to the City of Canada Bay Council. Alternatively, the City of Canada Bay Council may nominate a Community Housing Provider, to which the property title is transferred.

Council will outsource the management of the Affordable Housing contributions and dwellings to a Housing Manager with demonstrated experience and expertise in the management of Affordable Housing. Selection of the Housing Manager to manage the dwellings will be conducted in accordance with Council's Procurement Policy. Council will enter into a management agreement for the affordable rental housing dwellings with the successful Housing Manager following the selection process.

A Council inter-departmental Affordable Housing Steering Committee will be involved in the ongoing management of the Affordable Housing program and preparation of a management agreement that clearly delineate the responsibilities of both Council and the Community Housing Provider. Council will also provide a delivery program that outlines how funds raised or dwellings provided under the AHCS will be used and requirements for reporting and transparency.

3.5 Monitoring and review of scheme

The AHCS will be reviewed every three years. Key considerations will include:

- A review of evidence relating to the Affordable Housing Contribution Scheme where monitoring identifies issues or considerable change in market conditions.
- Number of delivered affordable housing dwellings
- Total amount of funds in waiting
- Allocation of funding within that year
- Size, type, quality and locational appropriateness of dwellings
- Retention and use of affordable housing revenue by Council

Affordable Housing Covenants

The affordable housing covenant ensures the benefits of affordable housing are secured in accordance with this Program in the long term.
The affordable housing covenant will be required to be registered, before the date of the issue of the occupation certificate, against the title of the property, in accordance with section 88E of the Conveyancing Act 1919. The covenant will:

- require Affordable Rental Housing to be retained as affordable rental housing in perpetuity;
- require Affordable Rental Housing to be managed in accordance with the Affordable Rental Housing Principles;
- allow at the sole discretion of Council for the removal of the covenant to facilitate the sale of affordable rental housing where Council is satisfied equivalent or better replacement stock is to be provided within the LGA; and
- allow for the lifting of the covenant at the sole discretion of Council in the circumstance that the eligible community housing provider becomes insolvent and another eligible community housing provider, or the Council, is unable or unwilling to take over the interest in the asset.

APPENDIX D: DESIGN GUIDELINES

Where an affordable housing contribution requirement is to be satisfied by the dedication of built dwellings, the dwellings must be suitable to be used for affordable housing in the long term. Homes should be designed in such a way to be low-maintenance and efficient to run, reducing as much as possible any financial costs and pressures to tenants and Council/Community Housing Providers. This includes:

1. The location, size, amenity and quality of the Affordable Housing dwellings are to be to the satisfaction of Council and its nominated CHP and generally consistent with the standard of new housing in the LGA. They should not be distinguishable from market housing within the LGA. If not to its satisfaction, Council may require the contribution to be satisfied by way of an equivalent monetary contribution.
2. Exclusion from embedded power networks, if the embedded network does not allow tenants to freely choose the service provider
3. Provision of ceiling fans and window blinds for thermal comfort
4. Provision of appliances with high efficiency standards
5. Maximising passive and cross-ventilation and other cooling methods to avoid air-conditioning costs
6. Use of robust, durable and low-maintenance materials that are easy and cost effective to replace when needed
7. The internal living space (net saleable area, NSA) of the competed dwellings is to be a similar efficiency ratio to the overall residential dwellings.
8. A proportion of affordable housing is to be provided as adaptable housing, in accordance with the City of Canada Bay DCP. These should incorporate features that support equitable access for all users, such as step-free entries, accessible bathrooms and circulation spaces.
9. If dwellings are part of a larger development:
    - the internal and external design of the proposed affordable housing dwellings are to be equivalent in design quality to other dwellings in the development. It must include external elements, such as balconies or courtyards, that are generally consistent with those provided for other dwellings on the site.
    - use the same entrance and access points to the main development/building and facilities.
    - comply with the Apartment Design Guidelines (ADG), including a maximum of 15% of dedicated apartments receiving no direct sunlight between 9am and 3pm at mid-winter.

Dwelling mix requirements

Where the affordable housing contribution is greater than 10 apartments, the dwelling mix must comply with the Canada Bay LEP 2013.

Parking

In developments that provide on-site parking, affordable housing is to receive a proportionate allocation of parking spaces consistent with the allocation provided to market housing.

Attachment 1– Investment Report FEBRUARY 2026

INVESTMENT
REPORT
FEBRUARY 2026

INVESTMENT REPORT FEBRUARY 2026

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Investment Report FEBRUARY 2026

February 2026 Investment Report

Statement of Cash Investments as of 28 February 2026

STATEMENT OF CASH INVESTMENTS							
Maturity Date	Bank/Issuer	Long Term Rating	Fair Value	Term	Interest	Issue Date	Investment Type
04/03/26	National Australia Bank (NAB)	AA-	$3,000,000.00	202	4.12%	14/08/25	Term Deposits
12/03/26	National Australia Bank (NAB)	AA-	$3,000,000.00	260	4.23%	25/06/25	Term Deposits
18/03/26	National Australia Bank (NAB)	AA-	$3,000,000.00	208	4.13%	22/08/25	Term Deposits
19/03/26	Suncorp Bank	AA-	$2,500,000.00	265	4.27%	27/06/25	Term Deposits
25/03/26	National Australia Bank (NAB)	AA-	$2,000,000.00	240	4.20%	28/07/25	Term Deposits
25/03/26	National Australia Bank (NAB)	AA-	$3,000,000.00	208	4.10%	29/08/25	Term Deposits
01/04/26	National Australia Bank (NAB)	AA-	$2,000,000.00	243	4.15%	01/08/25	Term Deposits
01/04/26	National Australia Bank (NAB)	AA-	$2,500,000.00	209	4.13%	04/09/25	Term Deposits
08/04/26	National Australia Bank (NAB)	AA-	$2,000,000.00	243	4.20%	08/08/25	Term Deposits
15/04/26	Suncorp Bank	AA-	$2,500,000.00	216	4.19%	11/09/25	Term Deposits
22/04/26	National Australia Bank (NAB)	AA-	$2,000,000.00	268	4.20%	28/07/25	Term Deposits
30/04/26	Suncorp Bank	AA-	$2,500,000.00	307	4.20%	27/06/25	Term Deposits
07/05/26	ING	A	$4,000,000.00	371	4.18%	01/05/25	Term Deposits
20/05/26	Suncorp Bank	AA-	$2,000,000.00	251	4.19%	11/09/25	Term Deposits
27/05/26	National Australia Bank (NAB)	AA-	$2,000,000.00	252	4.15%	17/09/25	Term Deposits
03/06/26	Bank of Queensland	A-	$2,500,000.00	196	4.33%	19/11/25	Term Deposits
10/06/26	MyState Bank	BBB	$3,000,000.00	152	4.50%	09/01/26	Term Deposits
17/06/26	MyState Bank	BBB	$2,000,000.00	146	4.40%	22/01/26	Term Deposits
24/06/26	Bank of Queensland	A-	$3,000,000.00	208	4.39%	28/11/25	Term Deposits
25/06/26	National Australia Bank (NAB)	AA-	$3,000,000.00	365	4.15%	25/06/25	Term Deposits
01/07/26	Heartland Bank Australia	BBB	$2,000,000.00	258	4.30%	16/10/25	Term Deposits
01/07/26	Bank of Queensland	A-	$3,000,000.00	210	4.39%	03/12/25	Term Deposits
08/07/26	Australian Military Bank	BBB+	$2,000,000.00	182	4.61%	07/01/26	Term Deposits
15/07/26	Bank of Queensland	A-	$2,000,000.00	161	4.56%	04/02/26	Term Deposits
22/07/26	Bank of Queensland	A-	$2,000,000.00	166	4.63%	06/02/26	Term Deposits
29/07/26	Bank of Queensland	A-	$2,500,000.00	168	4.72%	11/02/26	Term Deposits
31/08/26	ING	A	$2,000,000.00	367	4.58%	29/08/24	Term Deposits
10/09/26	ING	A	$2,000,000.00	374	4.63%	30/08/24	Term Deposits
17/09/26	National Australia Bank (NAB)	AA-	$2,000,000.00	365	4.16%	17/09/25	Term Deposits
23/09/26	Heritage Bank	BBB+	$2,500,000.00	222	4.81%	13/02/26	Term Deposits
07/10/26	Heartland Bank Australia	BBB	$2,500,000.00	229	4.85%	20/02/26	Term Deposits
28/10/26	ING	A	$2,000,000.00	372	4.74%	21/10/24	Term Deposits
05/11/26	ING	A	$16,500,000.00	372	4.94%	29/10/24	Term Deposits
16/12/26	National Australia Bank (NAB)	AA-	$2,000,000.00	328	4.55%	22/01/26	Term Deposits
13/01/27	ING	A	$2,000,000.00	334	4.84%	13/02/26	Term Deposits
20/01/27	ING	A	$2,000,000.00	348	4.79%	06/02/26	Term Deposits
27/01/27	ING	A	$3,000,000.00	362	4.78%	30/01/26	Term Deposits
04/02/27	ING	A	$4,000,000.00	644	4.10%	01/05/25	Term Deposits
17/02/27	Heartland Bank Australia	BBB	$2,000,000.00	365	5.00%	17/02/26	Term Deposits
03/03/27	Heartland Bank Australia	BBB	$2,500,000.00	369	5.00%	27/02/26	Term Deposits
18/03/27	National Australia Bank (NAB)	AA-	$2,000,000.00	678	4.09%	09/05/25	Term Deposits
01/04/27	ING	A	$4,000,000.00	700	4.08%	01/05/25	Term Deposits
14/04/27	Heartland Bank Australia	BBB	$2,500,000.00	411	5.05%	27/02/26	Term Deposits
06/05/27	ING	A	$2,500,000.00	728	4.03%	08/05/25	Term Deposits
12/05/27	Rabobank Aus Limited	A	$2,000,000.00	730	4.22%	12/05/25	Term Deposits
20/05/27	National Australia Bank (NAB)	AA-	$2,000,000.00	741	4.07%	09/05/25	Term Deposits
29/10/27	ING	A	$2,000,000.00	729	4.25%	30/10/25	Term Deposits
11/05/28	Rabobank Aus Limited	A	$2,000,000.00	1095	4.37%	12/05/25	Term Deposits
30/10/28	ING	A	$2,000,000.00	1096	4.33%	30/10/25	Term Deposits
03/03/26	Westpac	AA-	$2,000,000.00	90	2.22%	04/03/22	Tailored Deposit
30/10/26	Westpac	AA-	$2,000,000.00	365	4.30%	30/10/25	Tailored Deposit
15/05/26	Bendigo Adelaide Bank	A-	$1,000,000.00	88	5.21%	15/05/23	Floating Rate Notes
15/06/26	Teachers Mutual Bank	BBB+	$850,000.00	181	4.39%	16/06/21	Floating Rate Notes
19/08/26	ING Bank Covered	AAA	$500,000.00	181	4.37%	19/08/21	Floating Rate Notes
14/09/26	Macquarie Bank	A+	$1,600,000.00	273	4.56%	14/09/23	Floating Rate Notes
23/12/26	Commonwealth Bank	AA-	$2,000,000.00	365	4.14%	23/09/21	Floating Rate Notes
22/03/27	ING	A	$1,000,000.00	455	4.68%	22/03/24	Floating Rate Notes
14/05/27	Bendigo Adelaide Bank	A-	$800,000.00	452	4.96%	14/05/24	Floating Rate Notes
18/08/27	Commonwealth Bank	AA-	$1,100,000.00	546	4.99%	18/08/22	Floating Rate Notes
13/09/27	AMP	BBB+	$1,300,000.00	637	4.98%	13/09/24	Floating Rate Notes
01/11/27	Great Southern Bank	BBB+	$1,150,000.00	637	4.88%	01/11/24	Floating Rate Notes
13/01/28	Commonwealth Bank	AA-	$1,500,000.00	730	4.89%	13/01/23	Floating Rate Notes
19/01/28	Rabobank Aus Branch	A+	$1,000,000.00	730	4.91%	19/01/23	Floating Rate Notes
16/02/28	Westpac	AA-	$1,000,000.00	729	4.94%	16/02/23	Floating Rate Notes
09/05/28	Bank of Queensland Covered	AAA	$1,250,000.00	820	5.14%	09/05/23	Floating Rate Notes
17/08/28	Commonwealth Bank	AA-	$1,250,000.00	912	4.91%	17/08/23	Floating Rate Notes
03/10/28	Teachers Mutual Bank	BBB+	$2,000,000.00	1002	4.69%	03/10/25	Floating Rate Notes
20/11/28	Bank of Queensland	A-	$1,500,000.00	1004	4.76%	20/11/25	Floating Rate Notes
20/08/29	ING	A	$1,800,000.00	1277	5.01%	20/08/24	Floating Rate Notes
27/09/29	Suncorp Bank	AA-	$2,100,000.00	1368	4.65%	27/09/24	Floating Rate Notes
18/03/30	National Australia Bank (NAB)	AA-	$1,600,000.00	1551	4.55%	18/03/25	Floating Rate Notes
21/05/30	Suncorp Bank	AA-	$700,000.00	1548	4.92%	21/05/25	Floating Rate Notes
19/06/30	Westpac	AA-	$1,200,000.00	1643	4.56%	19/06/25	Floating Rate Notes
10/07/30	Rabobank Aus Branch	A+	$1,000,000.00	1640	4.60%	10/07/25	Floating Rate Notes
17/07/30	Macquarie Bank	A+	$1,100,000.00	1640	4.55%	17/07/25	Floating Rate Notes
15/08/30	ING	A	$500,000.00	1641	4.74%	15/08/25	Floating Rate Notes
15/01/31	Commonwealth Bank	AA-	$1,500,000.00	1826	4.47%	15/01/26	Floating Rate Notes
24/08/26	Suncorp Covered	AAA	$2,000,000.00	181	3.25%	20/04/22	Fixed Rate Bond
21/01/30	Westpac	AA-	$1,800,000.00	1461	4.95%	21/01/25	Fixed Rate Bond
21/05/30	Suncorp Bank	AA-	$500,000.00	1642	4.60%	21/05/25	Fixed Rate Bond
17/07/30	Macquarie Bank	A+	$1,000,000.00	1640	4.37%	17/07/25	Fixed Rate Bond
15/08/30	ING	A	$500,000.00	1641	4.28%	15/08/25	Fixed Rate Bond
15/01/31	Commonwealth Bank	AA-	$800,000.00	1826	5.03%	15/01/26	Fixed Rate Bond
	AMP	BBB+	$10,000,000.00		4.50%		AMP
	AMP	BBB+	$500.00		2.25%		AMP
	Macquarie Bank	A+	$403.81		4.15%		Macquarie Bank
	Commonwealth Bank	AA-	$4,700,000.00		3.85%		CBA BOS
	28/02/26		$190,600,903.81		4.4538%		
	TOTAL INVESTMENTS at 31/1/2026		$189,200,902.61		**4.2856%**		
	Net Increase/(Decrease) in Investments		$1,400,001.20		**0.1682%**		

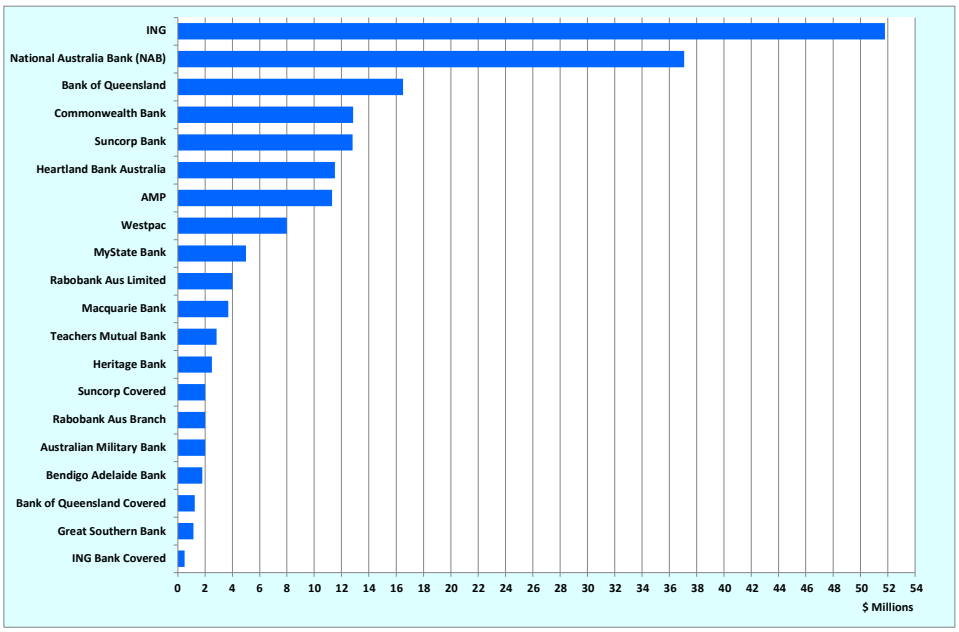
Certificate of the Responsible Accounting Officer

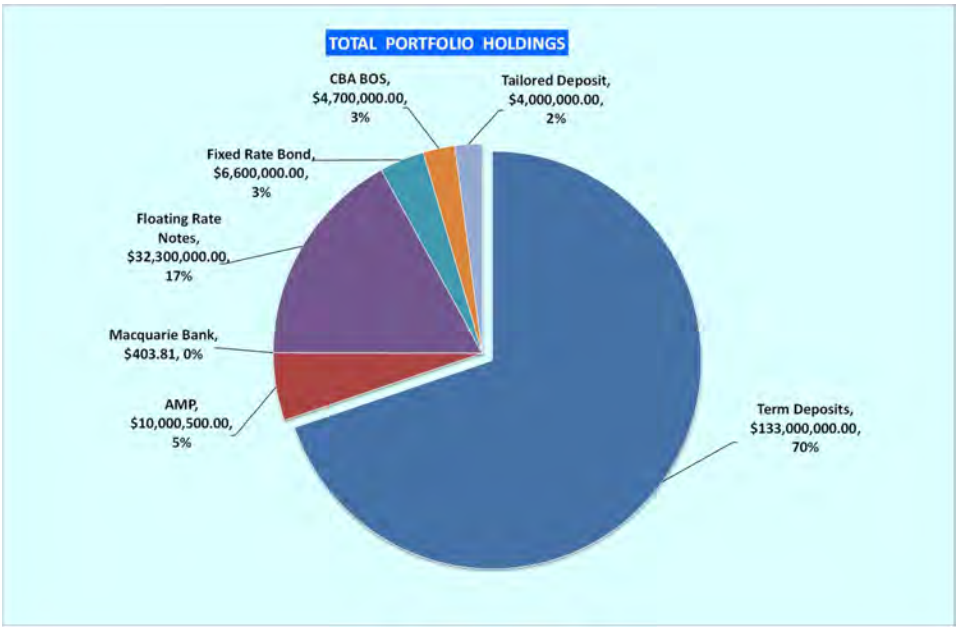
I certify that as at the date of this report, the investments listed have been made and are held in compliance with Council's Investment Policy and applicable legislation.

Jourdan Di Leo Date: 04 Mar 2026

Investment Report FEBRUARY 2026

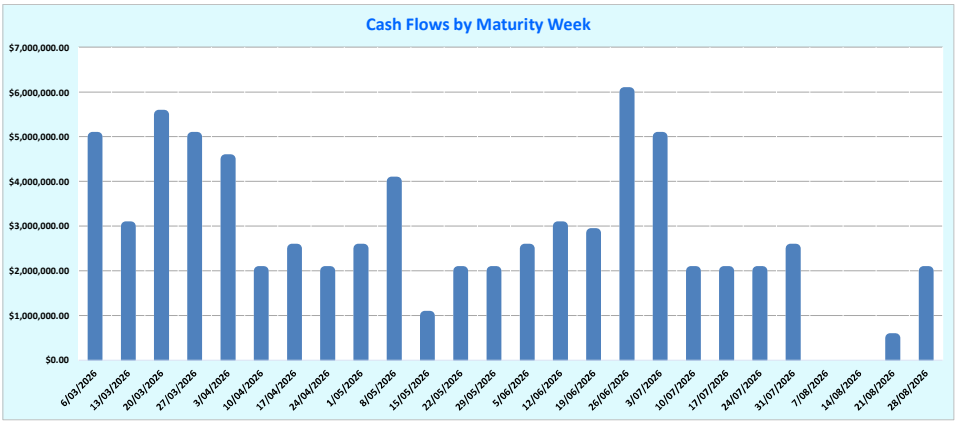
Total Investment Deposits by Institution as of 28 February 2026





Investment Report FEBRUARY 2026

Weekly cash flow forecast for 6 months as of 28 February 2026



Individual Counterparty Limits for Term Deposits, Fixed Rate Notes, Floating Rate TDs, and FRNs as per Council Investment Policy

LT Ratings	ADI	Individual Limit	% of Portfolio
AAA	ING Bank Covered	50%	0.26%
	Bank of Queensland Covered	50%	0.66%
	Suncorp Covered	50%	1.05%
AA-	Suncorp Bank	45%	6.72%
	Westpac	45%	4.20%
	National Australia Bank (NAB)	45%	19.46%
	Commonwealth Bank	45%	6.74%
A+	Rabobank Aus Branch	30%	1.05%
	Macquarie Bank	30%	1.94%
A	Rabobank Aus Limited	30%	2.10%
	ING	30%	27.18%
A-	Bank of Queensland	30%	8.66%
	Bendigo Adelaide Bank	30%	0.94%
BBB+	Great Southern Bank	10%	0.60%
	Australian Military Bank	10%	1.05%
	Heritage Bank	10%	1.31%
	AMP	10%	5.93%
	Teachers Mutual Bank	10%	1.50%
BBB	Heartland Bank Australia	10%	6.03%
	MyState Bank	10%	2.62%
	Total Portfolio		**100.00%**

Investment Report FEBRUARY 2026

Counter Party Class Limits for Term Deposits, Fixed Rate Notes, Floating Rate TDs, and FRNs as per Council's Investment Policy (excluding At Call Deposits)

LT Ratings	Holdings	Portfolio Limit %	% Portfolio
AAA, AA-	$74,500,000.00	100%	39.09%
A+	$5,700,403.81	70%	2.99%
A	$55,800,000.00	70%	29.28%
A-	$18,300,000.00	70%	9.60%
BBB+	$19,800,500.00	40%	10.39%
BBB	$16,500,000.00	40%	8.66%
Total Portfolio	**$190,600,903.81**		**100.00%**

Investment Transactions during February 2026

Date	Transaction	Bank/Issuer	Type	Term	Int Rate	Amount	Interest Paid
31/01/2026	Balance	Investment Balance Fair Value				$189,200,902.61	
2/02/2026	Reset	Great Southern Bank	Floating Rate Notes	728	4.67%	($1,150,000.00)	$13,375.13
2/02/2026	Reset	Great Southern Bank	Floating Rate Notes	637	4.88%	$1,150,000.00	
4/02/2026	Purchase	Bank of Queensland	Term Deposits	161	4.56%	$2,000,000.00	
4/02/2026	Maturity	State Bank of India, Sydney Branch	Term Deposits	195	4.35%	($2,000,000.00)	$46,479.45
5/02/2026	Maturity	National Australia Bank (NAB)	Term Deposits	366	4.72%	($2,000,000.00)	$94,658.64
6/02/2026	Purchase	Bank of Queensland	Term Deposits	166	4.63%	$2,000,000.00	
6/02/2026	Purchase	ING	Term Deposits	348	4.79%	$2,000,000.00	
9/02/2026	Reset	Bank of Queensland Covered	Floating Rate Notes	911	4.84%	($1,250,000.00)	$15,098.52
9/02/2026	Reset	Bank of Queensland Covered	Floating Rate Notes	820	5.14%	$1,250,000.00	
11/02/2026	Purchase	Bank of Queensland	Term Deposits	168	4.72%	$2,500,000.00	
12/02/2026	Maturity	Bank of Queensland	Term Deposits	287	4.30%	($4,000,000.00)	$135,243.84
13/02/2026	Purchase	Heritage Bank	Term Deposits	222	4.81%	$2,500,000.00	
13/02/2026	Purchase	ING	Term Deposits	334	4.84%	$2,000,000.00	
16/02/2026	Reset	ING	Fixed Rate Bond	1826	4.28%	($500,000.00)	$10,710.00
16/02/2026	Reset	ING	Fixed Rate Bond	1641	4.28%	$500,000.00	
16/02/2026	Reset	Bendigo Adelaide Bank	Floating Rate Notes	179	4.90%	($1,000,000.00)	$12,222.67
16/02/2026	Reset	Bendigo Adelaide Bank	Floating Rate Notes	546	4.65%	($800,000.00)	$9,590.37
16/02/2026	Reset	Bendigo Adelaide Bank	Floating Rate Notes	88	5.21%	$1,000,000.00	
16/02/2026	Reset	Bendigo Adelaide Bank	Floating Rate Notes	452	4.96%	$800,000.00	
16/02/2026	Reset	ING	Floating Rate Notes	1732	4.43%	($500,000.00)	$5,525.45
16/02/2026	Reset	ING	Floating Rate Notes	1641	4.74%	$500,000.00	
16/02/2026	Maturity	National Australia Bank (NAB)	Term Deposits	364	1.04%	($2,000,000.00)	$20,743.02
17/02/2026	Reset	Commonwealth Bank	Floating Rate Notes	1004	4.60%	($1,250,000.00)	$14,501.03
17/02/2026	Reset	Commonwealth Bank	Floating Rate Notes	912	4.91%	$1,250,000.00	
17/02/2026	Reset	Westpac	Floating Rate Notes	820	4.63%	($1,000,000.00)	$11,549.52
17/02/2026	Reset	Westpac	Floating Rate Notes	729	4.94%	$1,000,000.00	
17/02/2026	Maturity	Westpac	Tailored Deposit	183	2.24%	($2,500,000.00)	$28,076.71
17/02/2026	Purchase	Heartland Bank Australia	Term Deposits	365	5.00%	$2,000,000.00	
18/02/2026	Reset	Commonwealth Bank	Floating Rate Notes	638	4.67%	($1,100,000.00)	$12,958.87
18/02/2026	Reset	Commonwealth Bank	Floating Rate Notes	546	4.99%	$1,100,000.00	
19/02/2026	Reset	ING Bank Covered	Floating Rate Notes	273	4.05%	($500,000.00)	$5,101.72
19/02/2026	Reset	ING Bank Covered	Floating Rate Notes	181	4.37%	$500,000.00	
20/02/2026	Reset	Bank of Queensland	Floating Rate Notes	1096	4.41%	($1,500,000.00)	$16,677.96
20/02/2026	Reset	Bank of Queensland	Floating Rate Notes	1004	4.76%	$1,500,000.00	
20/02/2026	Reset	ING	Floating Rate Notes	1369	4.66%	($1,800,000.00)	$21,147.80
20/02/2026	Reset	ING	Floating Rate Notes	1277	5.01%	$1,800,000.00	
20/02/2026	Purchase	Heartland Bank Australia	Term Deposits	229	4.85%	$2,500,000.00	
23/02/2026	Reset	Suncorp Bank	Floating Rate Notes	1642	4.58%	($700,000.00)	$8,262.86
23/02/2026	Reset	Suncorp Bank	Floating Rate Notes	1548	4.92%	$700,000.00	
24/02/2026	Reset	Suncorp Covered	Fixed Rate Bond	364	3.25%	($2,000,000.00)	$32,500.00
24/02/2026	Reset	Suncorp Covered	Fixed Rate Bond	181	3.25%	$2,000,000.00	
24/02/2026	Maturity	RACQ Bank	Floating Rate Notes	92	5.15%	($2,300,000.00)	$29,870.39
24/02/2026	Maturity	Westpac	Tailored Deposit	91	2.31%	($2,000,000.00)	$11,518.36
27/02/2026	Purchase	Heartland Bank Australia	Term Deposits	369	5.00%	$2,500,000.00	
27/02/2026	Purchase	Heartland Bank Australia	Term Deposits	411	5.05%	$2,500,000.00	
	Activity	Macquarie Bank	Macquarie CMA		4.15%	$1.20	$1.20
	Activity	CBA Business Online Saver	CBA (BOS)		3.85%	$700,000.00	$20,932.94
	Activity	AMP Bank 31Day Notice	AMP Notice		4.50%	($5,000,000.00)	$50,675.05
	Activity	AMP Business Saver	AMP BSA		2.25%	$0.00	$1,656.54
28/02/2026		**EOM Balance**			**Total**	**$190,600,903.81**	**$629,078.04**

Total Interest Received during February 2026

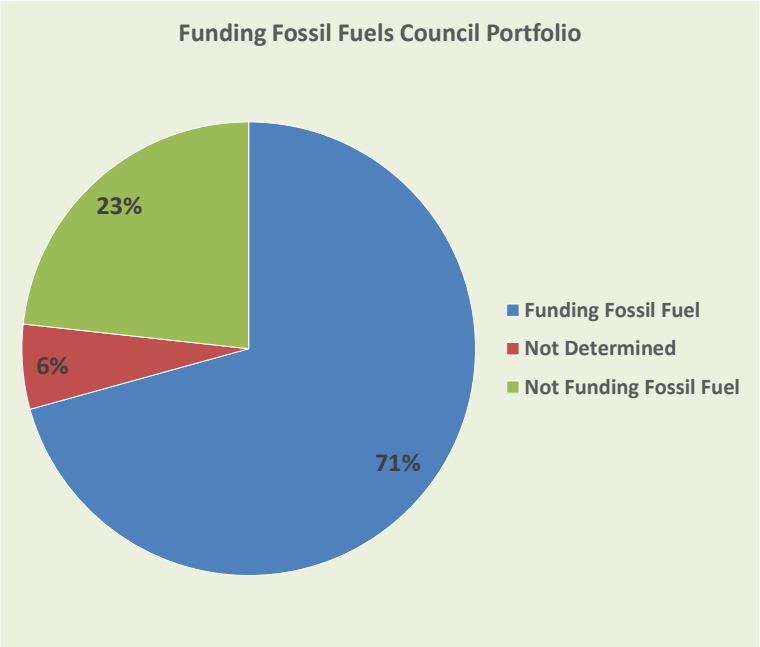
Ledger Account	Type	February
102623-1465-40068	Investments	$555,812.31
102623-1465-40067	At Call Accounts	$73,265.73
	Sub-Total	**$629,078.04**
102623-1465-40066	General Bank Acc	$9,139.40
	Total	**$638,217.44**

Fossil Fuel Allocation (Green Funding) as of 28 February 2026

Sum of Fair Value		
Funding Fossil Fuel	**Bank/Issuer**	**Total**
Funding Fossil Fuel	ING	$51,800,000.00
	National Australia Bank (NAB)	$37,100,000.00
	Commonwealth Bank	$12,850,000.00
	Suncorp Bank	$12,800,000.00
	Westpac	$8,000,000.00
	Rabobank Aus Limited	$4,000,000.00
	Macquarie Bank	$3,700,403.81
	Rabobank Aus Branch	$2,000,000.00
	Suncorp Covered	$2,000,000.00
	ING Bank Covered	$500,000.00
Funding Fossil Fuel Total		**$134,750,403.81**
Not Determined	Heartland Bank Australia	$11,500,000.00
Not Determined Total		**$11,500,000.00**
Not Funding Fossil Fuel	Bank of Queensland	$16,500,000.00
	AMP	$11,300,500.00
	MyState Bank	$5,000,000.00
	Teachers Mutual Bank	$2,850,000.00
	Heritage Bank	$2,500,000.00
	Australian Military Bank	$2,000,000.00
	Bendigo Adelaide Bank	$1,800,000.00
	Bank of Queensland Covered	$1,250,000.00
	Great Southern Bank	$1,150,000.00
Not Funding Fossil Fuel Total		**$44,350,500.00**
Grand Total		**$190,600,903.81**

Council relies on information compiled by Market Forces to report on which banks invest in fossil fuels. The website is accessible from the following link. https://www.marketforces.org.au/info/compare-bank-table/. Council's investment portfolio balance as at 28/02/2026 of $190.6M, is comprised of approximately 71% of funds in institutions that have some form of exposure to the fossil fuel industry. Where the institution is not incorporated into the Market Forces database, a determination of n/a is applied. This analysis is based on the institution/counterparty's exposure and not the actual underlying investments purchased by Council.

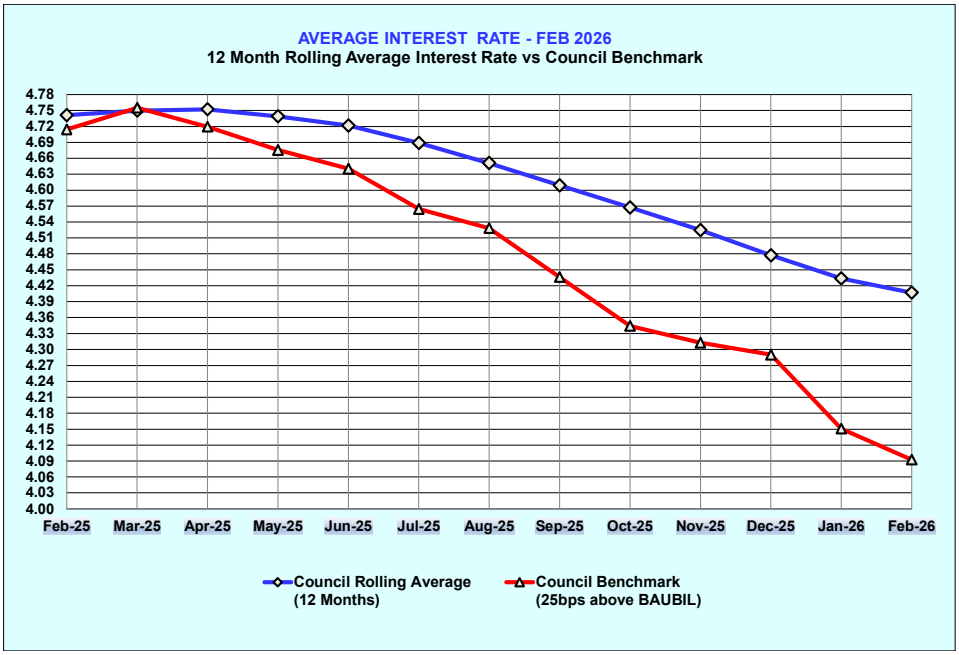
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Statement of Consolidated Cash and Investments as of 28 February 2026

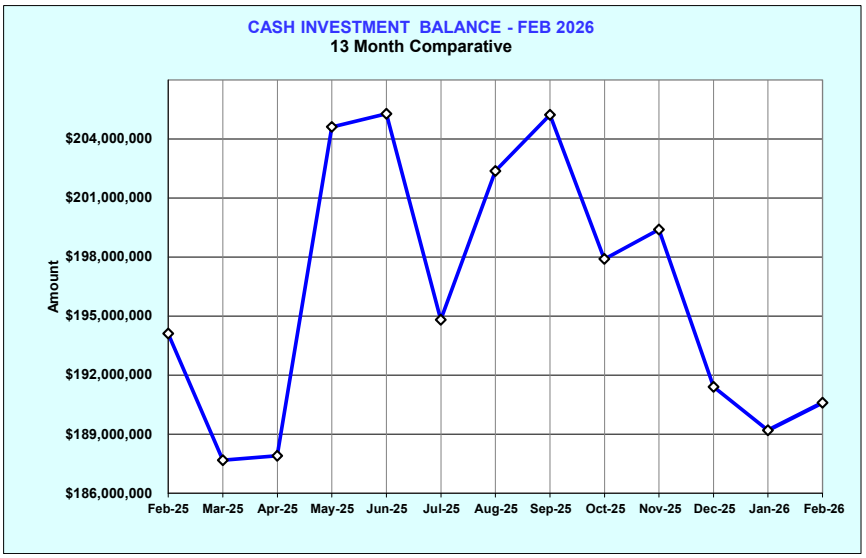
Consolidated Cash & Investments		
Cash & Investments		
Cash At Bank as at 28 Feb 2026	$1,945,890.70	
Investments at Fair Value as at 28 Feb 2026	$190,600,903.81	
Total Cash & Investments		**$192,546,794.51**
The above cash and investments are comprised of:		
Externally Restricted Reserves		
Externally restricted reserves refer to funds received that are restricted by externally		
Total External Restrictions		**$126,795,637.96**
Internally Restricted Reserves		
Internally restricted reserves are funds restricted in the use by resolution or policy of Council		
Total Internal Restrictions		**$45,449,788.70**
Unrestricted Cash & Investments		
Total Unrestricted Cash & Investments		**$20,301,367.85**
Total Cash & Investments		**$192,546,794.51**

Comparative Graphs

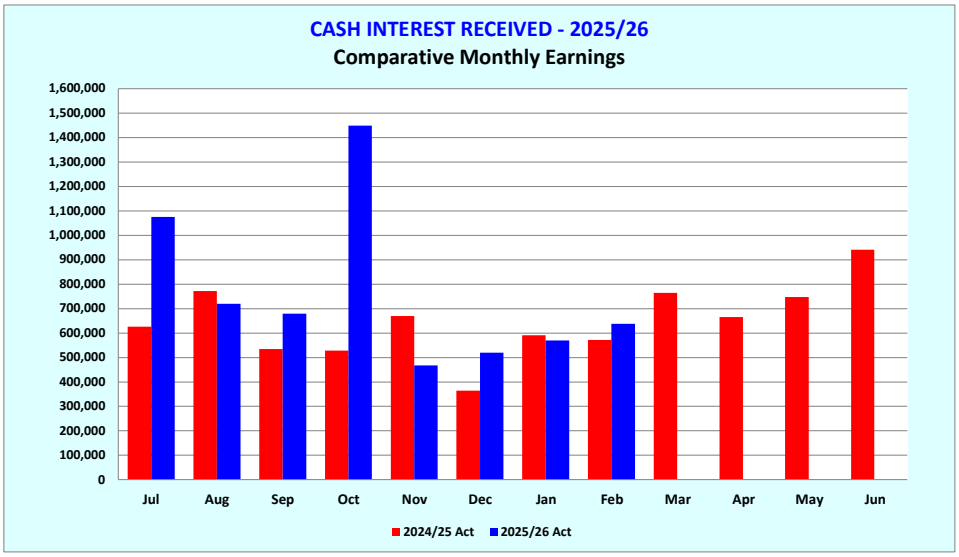


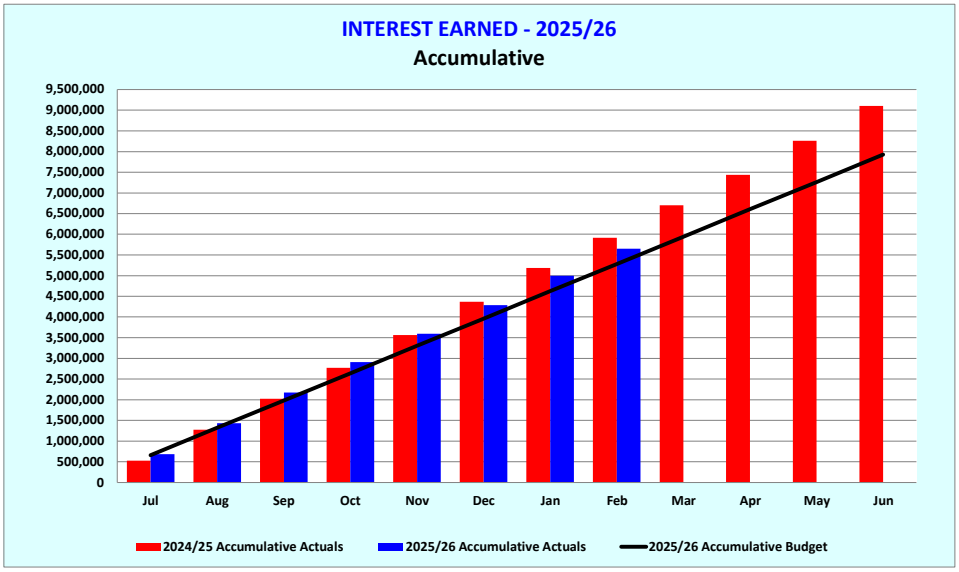
The rolling 12-month portfolio return relative to the index has out-performed benchmark. This is the result of investing in longer-term investments and locking in higher than current market rates.

Council's adopted budget for 2025-26 forecasts interest earnings of $7.225M. The budget has been revised up by $400k to $7.625M in quarter one and to $7.925M in quarter two. Investment income earned for February 2026 amounted to $660,195.62



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