




# FIVE DOCK TOWN CENTRE

URBAN DESIGN STUDY






Final - 10 October 2013

Prepared by Arup, Hill PDA and StudioGL for City of Canada Bay

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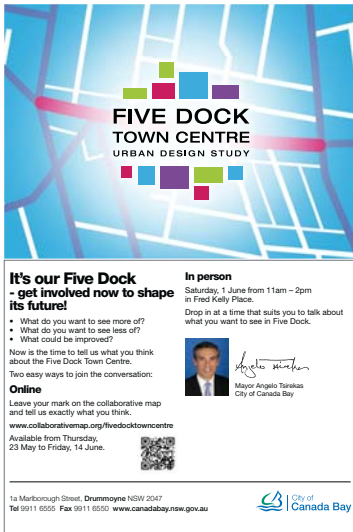
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## CONSULTATION & ENGAGEMENT

- 1.1 Introduction
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- 1.3 Stage 1 Community Participation
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- 1.6 Stage 2 Community Participation
- 1.7 Stage 2 Stakeholder Workshop
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Poster advertising the consultation process

### 1.1 INTRODUCTION

As part of the Five Dock Town Centre Urban Design Study, stakeholder and community engagement activities were carried out during May, June and July 2013 to involve stakeholders and the broader community in planning for the future of the town centre.

Stage one of the engagement process aimed to introduce the project to stakeholders and the community, raise awareness and encourage participation in engagement activities to ensure valuable community and stakeholder input into the process. This stage focused on understanding what people like, what they don't like and their ideas for improvements and/or changes in the town centre.

### 1.2 ENGAGEMENT OBJECTIVES

The aims for the Five Dock Town Centre engagement program are to:

- Build from the engagement activities previously undertaken to inform the Five Dock Town Centre Strategy.
- Provide Council with an engagement program that is transparent, broad and inclusive.
- Work with Council to utilise established channels of communication.
- Encourage a broad range of stakeholders to participate in the discussion about the future of their centre.
- Gather information from stakeholders and the community to inform the technical work streams.

### PHASE 1 - INCEPTION

- Councillor Presentation - 14 May 2013

### PHASE 2 - UNDERSTANDING THE ISSUES

Consultation Stage 1

- Community Feedback via online Collaborative Map - April / June 2013
- Community Participation Event - 1 June 2013
- Stakeholder Workshops - 5 and 6 June 2013

### PHASE 3A - DESIGN DEVELOPMENT

Consultation Stage 2

- Community Feedback via online Collaborative Map - July / August 2013
- Community Participation Event - 20 July 2013
- Chamber of Commerce Presentation - 22 June 2013
- Stakeholder Workshops - 20 and 25 June 2013

### PHASE 3B - DESIGN REFINEMENT

- Council Staff Presentation - TBA

### PHASE 4 - IMPLEMENTATION

- Councillor Presentation - TBA

### PHASE 5 - FINALISATION

Figure 1. Urban Design Study program with parallel consultation stages and events



Figure 2. Collaborative mapping online interface



Workshops & Drop-In Participation Sessions

### Stakeholder Groups

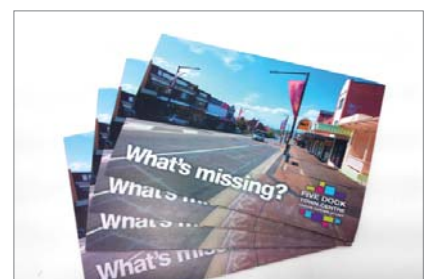
A number of individuals, groups and organisations were identified as being key to the project. Potential issues, sensitivities and opportunities for each stakeholder group were also identified. Stakeholders were grouped as below:

1. *Decision makers* – those with decision making power or the ability to influence the decision (i.e. Councillors, Council officers, State Government).
2. *People and groups with an interest in the town centre* - building owners, tenants, owners of services (power/ water/ telecommunications), other service providers (waste collection etc.)
3. *People who use the town centre daily* e.g. those who work in the area and/or live in the centre
4. *People who use the town centre as required* (e.g. those who visit the area only when they need to).

### Engagement Activities

A variety of engagement activities were carried out to ensure a broad range of stakeholders and the wider community were provided with the opportunity to input into the process.

Activities include: stakeholder workshops, community sessions in Fred Kelly Place, use of Collaborative Community Map, postcards distributed to the local area, advertising placed in local publications, posters in placed in local shop fronts and meetings with key stakeholders.



Postcard sent to businesses and community members

### 1.3 STAGE 1 COMMUNITY PARTICIPATION

The first community participation event was held on Saturday, 1 June from 11:00am to 2:00pm in Fred Kelly Place. Holding the session in a prominent public area allowed the project team to speak to people who made special effort to come to the session as well as those who just happened to be in Five Dock that day. The event was advertised via a letter box drop and advertisement in the local newspaper.

The purpose of the community participation session was to increase awareness of the Urban Design Study and gather information about what people like and don't like about Five Dock as well as their ideas for potential improvements or changes in the town centre. These were collected through face-to-face discussions, written feedback forms and annotations on the project maps and posters.



Impressions from the Community Participation event in June 2013



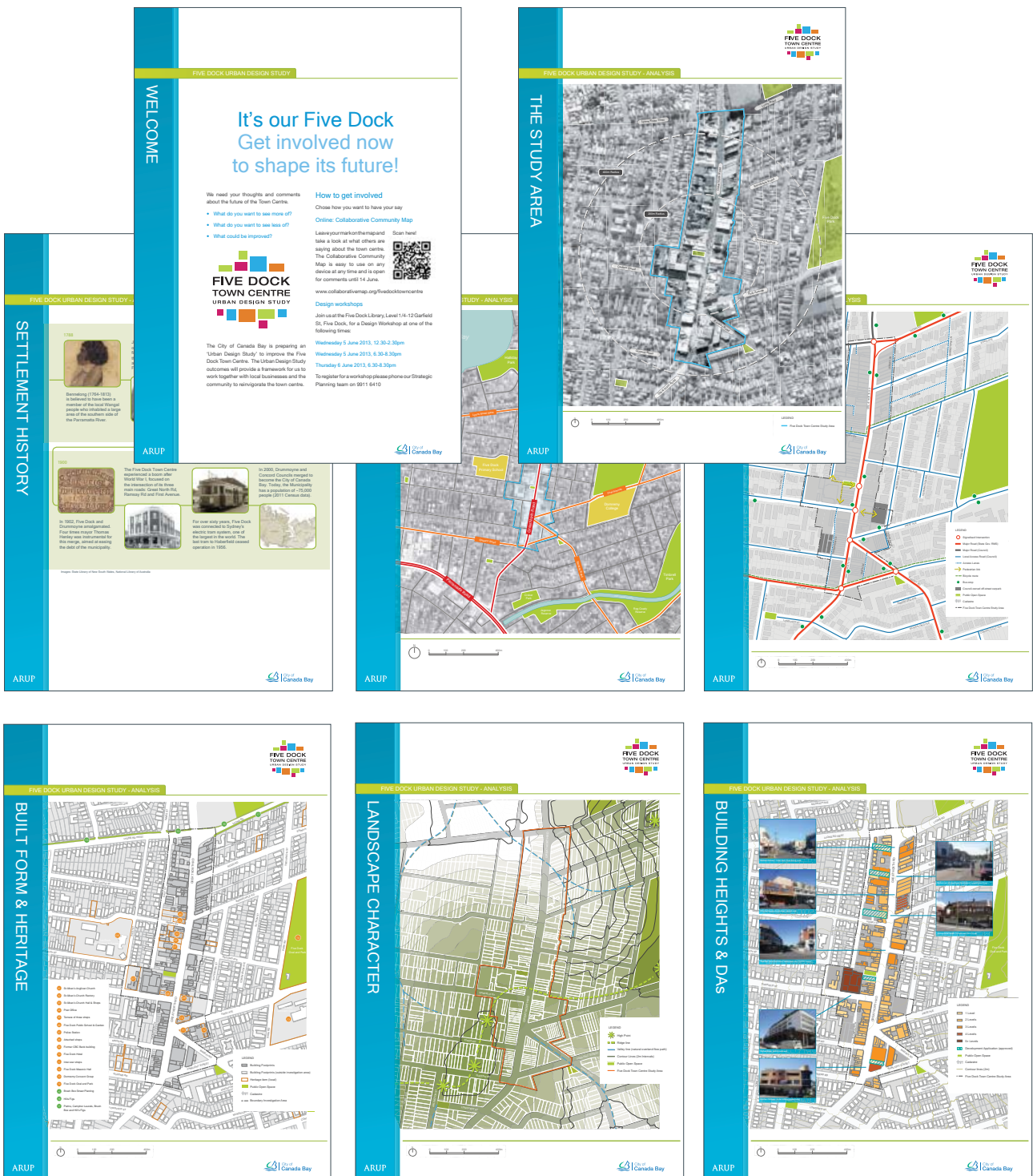


Figure 3. Display boards of the Engagement Stage 1



Impressions of the Community Participation event on 1 June 2013, held at Fred Kelly Place, Five Dock Town Centre



ELEVATION - WESTERN SIDE, GREAT NORTHERN ROAD



ELEVATION - WESTERN SIDE, GREAT NORTHERN ROAD





1.4 STAGE 1 STAKEHOLDER WORKSHOPS

Three stakeholder workshops were held on 5 and 6 May 2013 in the Bay Room at the Five Dock Library. The sessions were attended by 44 people - a mix of business owners and local residents.

The sessions served as a forum for a more in-depth discussion about what people like and don't like about the current Five Dock town centre as well as their ideas for the local area.



The stakeholder workshops in June were attended by 44 people of the Five Dock community

Workshop Participants

Attendees - Workshop 1	
Wednesday 5 June - afternoon session	
1	Matt Steele, St Alban's Church/resident
2	David Martin, resident
3	Valda Martin, resident
4	Phillip Overduin, resident
5	Carol Overduin, resident
6	Brian Matledge, business owner
7	Albert Matledge, resident
8	Philippa Haine, resident
9	Jack Nolan, resident
10	Marilyn Forbes, resident
11	Bob Goldsteen, resident
12	Yvonne, resident
13	Carmel Young, resident
14	Rose Colbeck, business owner
15	Glen Haron, business owner

## Attendees - Workshop 2

Wednesday 5 June - evening session	
1	Ros Lawrie, resident
2	Ben Weinberg, resident
3	Laurel Weinberg, resident
4	Michael Plant, resident
5	Marissa Plant, resident
6	Lucy Bourke, resident
7	Lisa Bella Esposito, business owner
8	Skye Taylor, resident
9	Josie Macri, resident
10	John Whitford, business owner
11	Patty Panatou, resident
12	Joanna McGill
13	Peter Shead
14	Kat Wollford
15	Peter McGill



## Attendees - Workshop 3

Thursday 6 June - evening session	
1	Louise Saunders, resident
2	Andrew Bornhorst, resident
3	Hon Kwan Ding, resident
4	Linda Maniaci, resident
5	Eddie Maniaci, resident
6	Lindsay Brockway, Five Dock Uniting Church
7	John Arnold, resident
8	Carol Arnold, resident
9	Rocco Migliorino, Business
10	Michael Santangelo, resident
11	Max Blackman, Five Dock Uniting Church
12	Ken Shepherd, resident
13	Giovanni Palamara, resident
14	Anthony Palamara, resident

Workshop Impressions



Impressions stakeholder workshops (Stage 1)







### What We Like About Five Dock

Wide footpaths and trees
Historic buildings bring character
Variety of cuisines/food/deli shops
Convenient carparking (Kings Rd, Waterview St, below Supabarn)
Cosmopolitan atmosphere
Good variety of shopping/retail, banks, cafes, chemists
Diversity of retail and service offering
No big chains but individual offering
Easy access to shops
Five Dock transforms during Ferragosto
Slow vehicular speed in the centre creates a pedestrian-friendly environment
Delis, pastry/cake shops, banks, medical/health facilities
Compactness of the centre
“Five Dock Square” (Fred Kelly Place) great facilities: supermarket, library, parking
Traffic well-controlled (e.g. no hooning)
Long distance views to Sydney CBD, not blocked by development (yet)
Variety / specialised dining
Community-friendly town centre
Library is a great facility
Historic buildings
Village feel and low-rise built form
Town centre is surrounded by water, e.g. close to foreshore
Convenience and human scale of the centre
Mix of residential and commercial/retail
Events such as Ferragosto as an expression of Italian heritage
Good parks in the area, dog-friendly community
The centre and surrounds are walkable, distances to services and facilities are short
Good medical facilities: pathology, radiology
Identity of Five Dock: fresh food
Local community, people know each other, friendly & homely feel
Opportunities in the northern part of GNR: wide street space
Excellent bus routes/services, easy walk to parks

What We Don't Like

Barnstaple Road congested during weekends
Lack of variety of shops/retail offer
Lack of aesthetics
More trees, in particular along the northern part of Great North Road
Streetscape not cared for, untidy
Thomson Lane in particular untidy (2x)
Parking and traffic conflicts at Barnstaple Road
Lack of aesthetics
Barnstaple Road congested during weekends
Generally parking in the centre is poor
Traffic congestion in peak times
Traffic lights synchronisation
Development such as a large supermarket that generates significantly more traffic
Fred Kelly Place is too small 'not a piazza'
Hard/dangerous to cycle in the centre due to heavy traffic/too many cars
Public toilets: hard to find, hidden, need more, located more centrally to the centre
Traffic congestion, even pedestrian congestion!
Lack of cohesion (visual appearance, building heights) along GNR
North side of GNR does not match to the upgraded section further south
Roads are too wide
Disorganised footpath dining
Bus stops located too close to intersections and block traffic
Some areas are uninviting
Northern part of GNR is a 'ghetto'
Placement of poles
Too many signs and visual clutter, visual pollution
No night life on Friday and Saturday nights for the younger demographic
Opening hours, Five Dock resembles a 'Ghost Town' after 5pm and on Sundays
Too many traffic lights, not well synced
Narrow footpaths along Henry Street
No identity
Ugly shop fronts





What We Don't Like (Contn.)

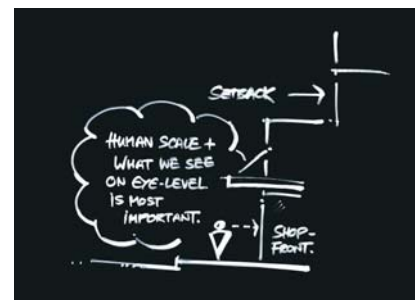
Some new buildings are poorly constructed / bad workmanship > gives Five Dock a bad name
No bus shelters
Lack of disabled parking
Lack of trees which would 'soften' the area
Some 'hard' materials of the built form such as aluminium and glass
Precedent for 6-storey building set by Council's library (too high)
Traffic endangers cyclists, in particular trucks/industrial vehicle movements
Some of the recently constructed shops feel too big
Some new development is ugly
Rundown vacant shops
Graffiti
Busy intersection to the south of the study area: GNR, Queens & Fairlight Street
Fast traffic speeds, in particular in the northern part of GNR
Unsafe corner (slip lane, short cur) Lyons Road and GNR
Supabarn carpark exit is unsafe, poor visibility for both pedestrians and cars
Concrete/bitumen footpaths uncomfortable to walk on and unsightly
Patterned footpath near supermarket noisy due to shopping trolleys
Some areas of the footpath have poor drainage (puddles)
Vicinity of 7-11 and cnr Lyons Rd/GNR dangerous for pedestrians
Mud outside post office when wet
Traffic island at cnr Lyons Road/ GNR is dangerous
Jersey Lane cnr Rodd Rd and parking is dangerous
Carparking taken up by nearby business, not shoppers

Our Ideas For Five Dock

More trees, in particular along the northern part of Great North Road
Improved lighting (where exactly?)
More colour
Better cycle infrastructure
Add more car parking (on-street, parallel or 60/90 degree angle) for visitors to the Five Dock Park
Colour and cosmopolitan look and feel needed
Clean up northern end of GNR
Public toilets at Fred Kelly Place, Anglican Church, or other central location

## Our Ideas For Five Dock (Contn.)

Extending/widening Fred Kelly Place; create a town square
Organic food markets
Do more with the widened footpaths
Improved cycling facilities to attract more people/visitors
Expansion of Fred Kelly Place into former library space (opposite GNR?)
Traffic by-pass to Abbotsford
Further footpaths widening and blister treatment
Increased planting and landscape elements
More open space
Gateway treatment of northern intersection of Lyons Road and GNR (2x)
Higher shop fronts on ground floor and better retail
Higher buildings would be ok
Waterview St Council carpark: more car spaces, community facilities & hub
Re-energise side streets
Need for a community meeting place
Move bus stops to the 'quieter' areas of GNR to create activity there
Uniform approach to awnings to create a village feel
Reveal what uses are on the upper levels
Connect east and west and create safe crossing opportunities of GNR for pedestrians
Improved lighting for better safety
Create a community space: village mode meeting area , event space e.g. ice rink in winter, Christmas tree, silent disco, food/wine festivals
Major shopping / supermarket / retail to draw people to the northern side of GNR
Colour scheme / palette for main street, possibly heritage colours
More variety, such as book shops
More signage to the carparks
Innovative, better lighting to support night time activity
Later/longer business hours, open on weekends
No smoking on the main street
Renovate the iconic Five Dock pub to cater for families, outdoor beergarden on upper level, specified smoking area, roof-top wine bar
Discourage feeding of pigeons & add anti-pigeon design features to buildings
Discourage a large supermarket in Five Dock
Five Dock Park Film Festival ('Movie in the Park'), other events linked such as outdoor organic food market





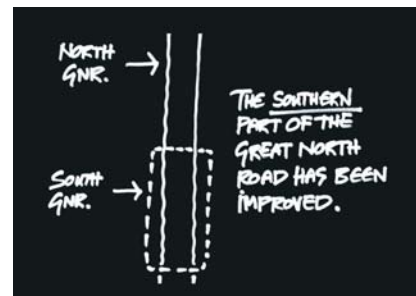
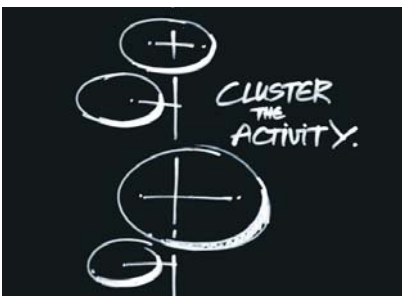
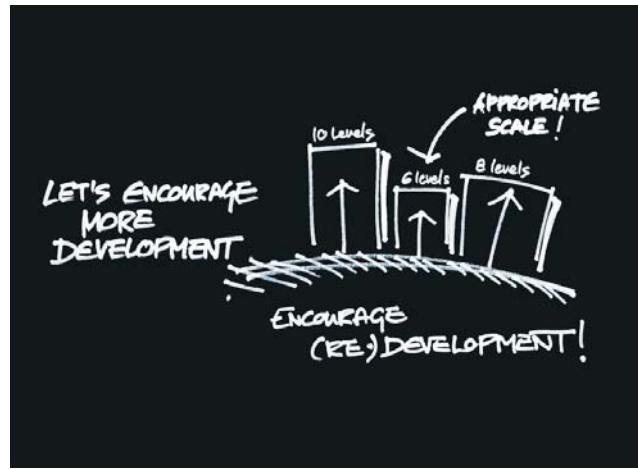
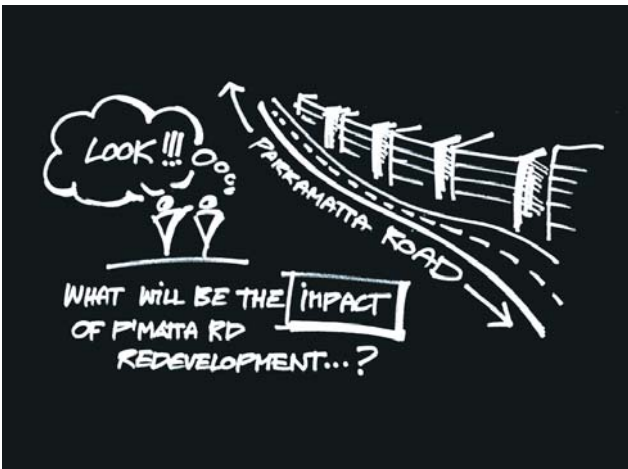
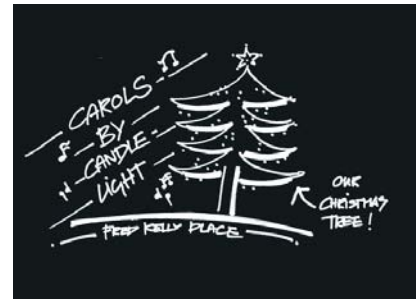
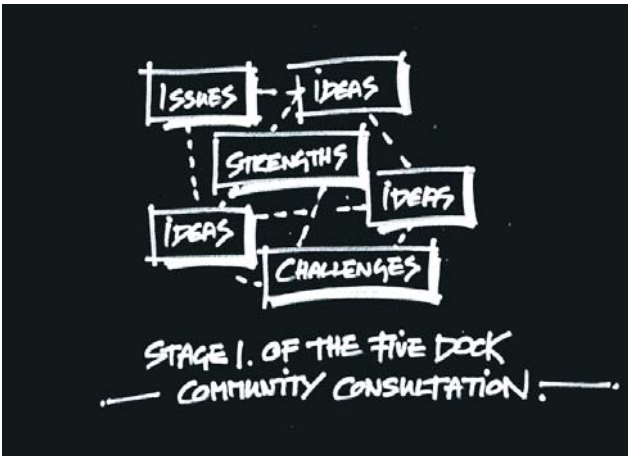
Our Ideas For Five Dock (Contn.)

Town Square where Australia Post is
More rubbish bins
Encourage street art in lanes and carparks
Benches and landscaping (e.g. planter boxes) on footpaths to shield pedestrians from moving traffic
30min free parking, then parking meter
Restore historic buildings
Flower baskets between shops
Village markets
Meeting areas and community event spaces
Add more quality night shopping and dining
Less signs and advertisement
Identity: celebrate our heritage
Need to reflect that the community demographics are changing (>> DATA!!!)
Aesthetics: green, homogenous, united: 'What is the Five Dock signature (brand)?'
Cluster activity, create two clusters of activity and community interest i.e. one retail, the other restaurants, dining
Need more: disabled parking (in particular in front of medical services), lighting, seating, bins
More public space
Green the streetscape
More places to have a coffee or wine after 7pm while listening to music
More lighting, particularly in side and back streets and laneways, better maintenance of existing lighting (some lights are broken)
We need a good bookshop and toyshop
Acknowledgement of Wangal people/ Aboriginal heritage e.g. through artwork
Create a community garden, grower's market
Bring back the tram / extend light rail to Five Dock down GNR linking to Abbotsford
Recycling bins
Plant Australian / native trees
Local art installations, street art, more colour, murals, statues
Remember history other than the Italian heritage, e.g. French-Canadian history
Stage and lawn area on extended Fred Kelly Place
Council to wave footpath rents/fee for outdoor seating/tables
Create more arcades and upgrade existing, locals use it frequently
More bus stops

Our Ideas For Five Dock (Contrn.)

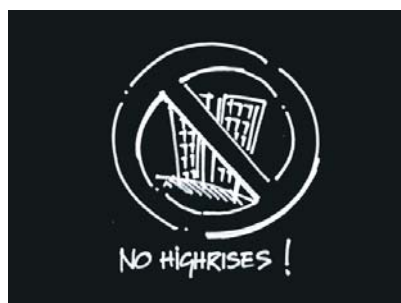
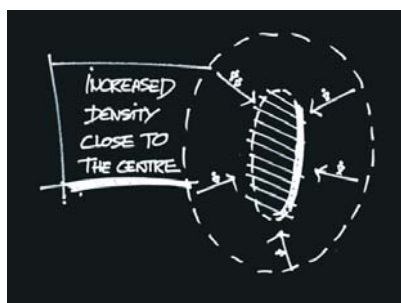
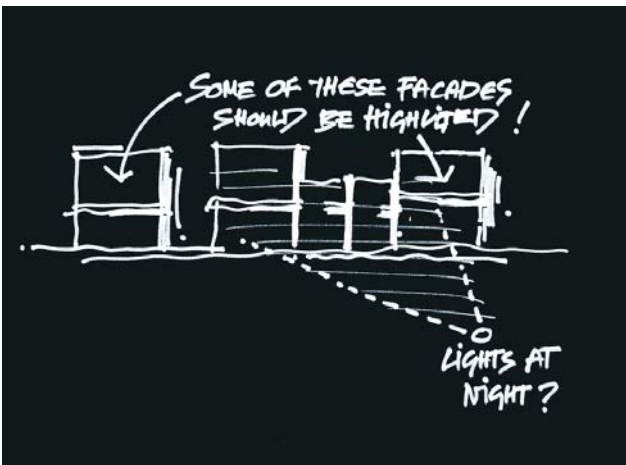
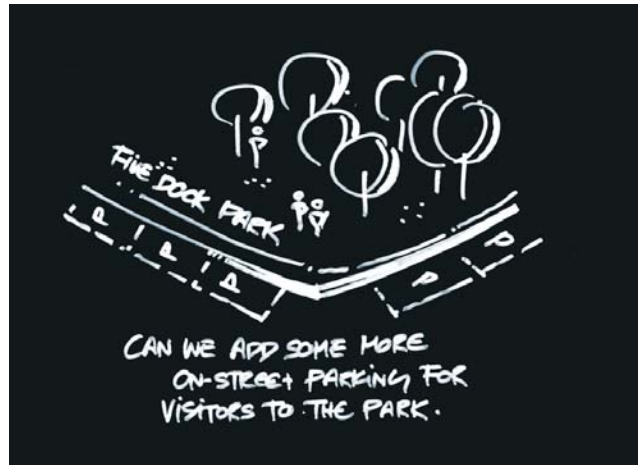
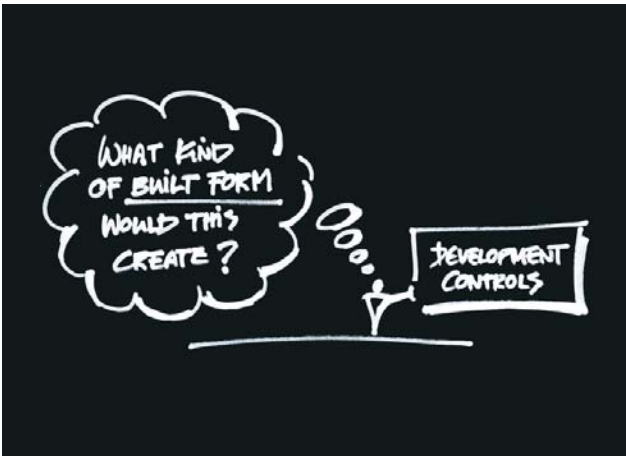
Slow traffic down
Links to Parramatta River
Pop-up shops e.g. in empty not leased shops
Organised food-tours
Live music & bands
More rubbish bins especially at bus stops
Consider to downsize commercial area/zoning
Uniting church may be open for development
Improve finish of footpaths
Keep disused buildings secure and 'neat'
Protect heritage and character buildings that are not (yet) listed
Have more pedestrian crossings and reduce traffic speeds
A shop where local artists can exhibit and sell
Generally quiet, safe and trouble free area/town centre
Lots of heritage, we need to recognise and enhance these
Exchange signalled traffic lights opposite Fred Kelly Place with refuge
Food offering need to be more diverse (not just Italian and Thai)
More seating along GNR especially at bus stops, covered
Find location for the Christmas tree
Resolve vacant block next to Fred Kelly Place
Keep vacant blocks of land tidy
Design guidelines for new buildings along the main street to use heritage features/ heritage 'look'
Northern end of GNR: More pedestrian crossings, better access
Monthly artisan market
Encourage higher development
Build upon patisserie reputation
Growers Market
Waterview St carpark could be 2-storeys
A more uniform streetscape, e.g. more trees on GNR
More high density residential in near town centre > critical mass
Gateway/marker site at cnr Lyons Road/GNR
Multi-deck carpark needed
More bike parking
History plaques along footpaths or buildings





Graphic scribing sketches captured during the stakeholder workshops (Stage 1)





### 1.5 ONLINE COLLABORATIVE MAP

During the collaborative map consultation period of three weeks (23 May to 14 June 2013) there were 399 visits to the website by 246 unique visitors.

56% of all pageviews were by returning visitors and the average time people spend on the collaborative website was six minutes. The adjacent figures show 'web-analytics' and results of the website activity.

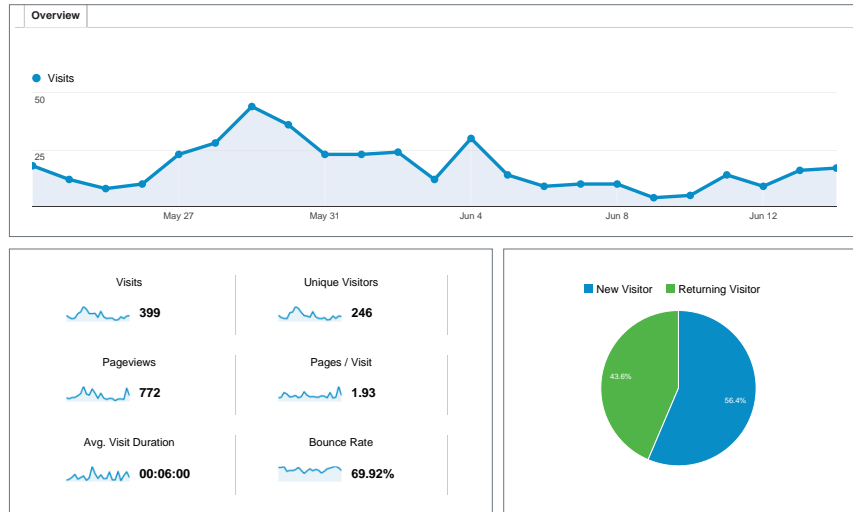


Figure 4. Website activity and visitor profile

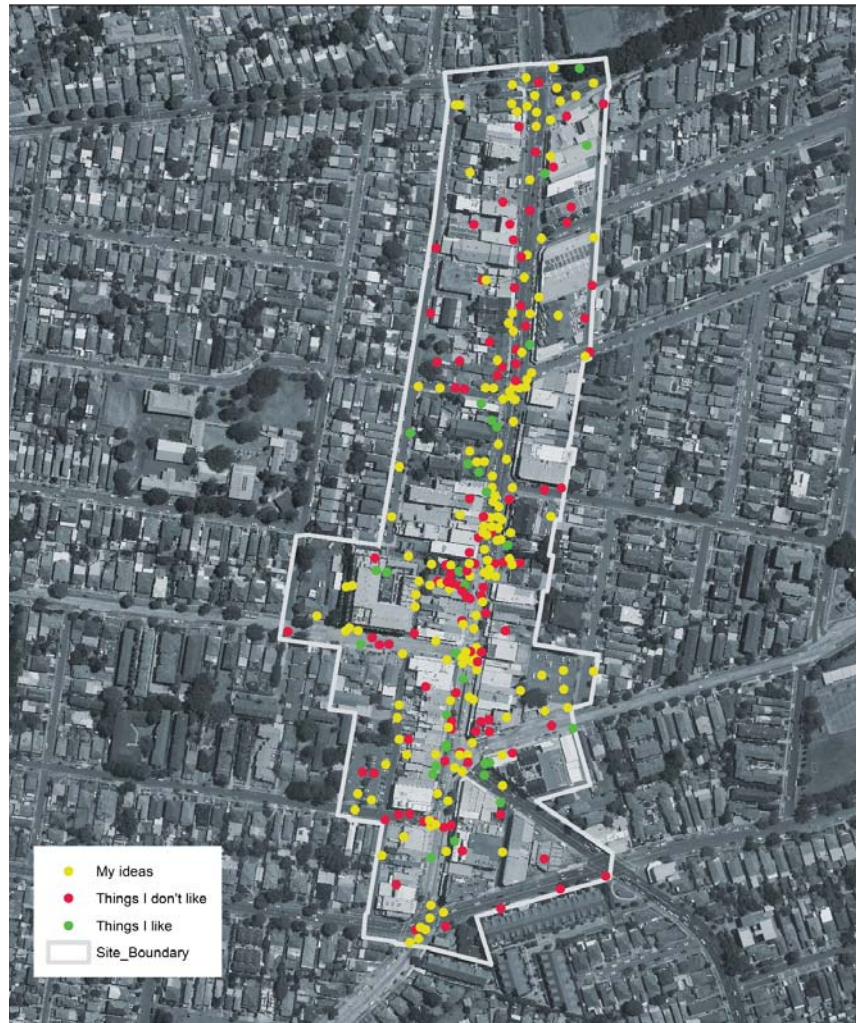


Figure 5. Spatial distribution of comments



Figure 6. 'What I Like' Category Snapshot



Figure 7. 'What I Don't Like' Category Snapshot



Figure 8. 'My Ideas' Category Snapshot

### Comment Breakdown

Overall, there were 290 comments submitted to the collaborative map website by 65 individuals, who were asked to tag their comment with one of following three categories:

- Things I like (green)
- Things I don't like (red)
- My ideas (yellow)

In summary, 10% of all comments, 31 in total, were submitted in the green category 'things I like' while 35%, (102 comments), were in the category of 'things I don't like'.

Interestingly, more than half of all submissions (157 comments) were focused on ideas for the future of the Five Dock Town Centre.

### Findings

The key themes that emerged during the first stage of the engagement for the Five Dock Town Centre are summarised in the table below.

Comments and ideas gathered through the collaborative map, feedback forms, workshops and discussions were mainly concerned with the character and aesthetics of Five Dock's public spaces: its streetscapes, laneways and civic spaces such as Fred Kelly Place.

## KEY THEMES AND OUTCOMES - STAGE 1 COMMUNITY ENGAGEMENT

01	Maintaining the friendly, village feel of Five Dock
02	Working to Five Dock's strengths
03	Addressing the demographic change in the area whilst celebrating its heritage
04	Improving and maintaining the public domain and streetscape, especially to the north
05	Addressing traffic flows - vehicles, pedestrians and cyclists
06	Providing additional facilities, i.e. toilets, drinking fountains, bins, bus shelters
07	Providing additional carparking
08	Improving the night-time activity through improved lighting and longer opening hours
09	Creating a focus for the community in the town centre

The following pages show comments that were collected through the collaborative map, organised by categories. For a spatial representation, visit: [www.collaborativemap.org/FiveDockTownCentre](http://www.collaborativemap.org/FiveDockTownCentre)

### What We Like About Five Dock

No.	Description	Additional	Added	Group
FDT12	Fred Kelly place is good focal point in heart of Five Dock. Would love to see it increased in size - say buy out vacant land next door.		22/05/2013	Local resident
FDT13	Car parking is limited and does not encourage visitors or local residents who cannot walk too far.		22/05/2013	Local resident
FDT14	Increase size of car parking by going underground, sell long term spaces for local shop keepers and enable more genuine shoppers to park!		22/05/2013	Local resident
FDT15	Purchase vacant land and convert to more community space at Fred Kelly Place		22/05/2013	Local resident
FDT16	Convert the whole FD Town Centre into a speed limited zone from 50 down to 40kph to increase safety and local amenity.		22/05/2013	Local resident
FDT17	Increase patrols and fines to ensure 'No Stopping' zones along Great North Rd are not breached. Too many vehicles consistently use illegally	Perhaps change some signage to ensure limited loading zones are available during non-peak hours for suppliers to local shops.	22/05/2013	Local resident
FDT18	Footpath widening works well!		22/05/2013	Local resident
FDT19	Size of carpark has increased but missed the opportunity to go underground and lease space to local shop keepers. This would make more room		22/05/2013	Local resident
FDT20	Install multiple speed humps along Thompson Lane, Especially around child care centre and car park		24/05/2013	Local business
FDT21	The pigeons are revolting and the square looks grey & boring. Agree with developing to a more positive place..perhaps weekend markets.		24/05/2013	Local resident
FDT22	This pedestrian crossing is dangerous & cars rarely stop. Perhaps pedestrian lights? It's a concern for most mothers I know		24/05/2013	Local resident
FDT23	This area could be brightened up with use of sculptural design. It's pretty dull.		24/05/2013	Local resident
FDT24	Northern end of Five Dock is fairly drab with very few eateries or places to linger. Can some focus be brought to bear on the GNR North end?		24/05/2013	Local resident
FDT25	These corner buildings should be sold off and demolished replaced with a nice corner cafeteria with chairs and pretty flower boxes!	And how about security CCTV cameras to avoid graffiti and vandalism?	25/05/2013	Local resident
FDT26	The car places are an eye sore on the main drag. Can their facade be revamped? or move business a street up/down?		25/05/2013	
FDT27	This dead space fenced off is HORRENDOUS! Who owns it? Make it a park, extend the square, with markets with local produce every weekend!		25/05/2013	
FDT28	LACK of TREES! Trees should be planted along the entire main drag, along with hanging baskets from poles with flowers (like in Glebe).	CCTV cameras should be installed along the main drag for security and to stop graffiti!!	25/05/2013	
FDT29	More cafes and restaurants! The council should subsidise any fees to allow cafes to open on weekends and use the footpaths for tables.	It makes such a nice atmosphere!!	25/05/2013	
FDT30	This shocking building has been in a filthy state for ages! When is it going to be replaced with something fresh and modern! An ALDI store?	Currently all its window panes have been spray painted and vandalised.. horrible!	25/05/2013	
FDT31	A small newsagency would be handy down this end.		25/05/2013	
FDT32	This is a pretty building but it's a shame it's always empty - markets could be organised here every weekend! (like during Ferragosto)	Or a kids playing field could be built.	25/05/2013	
FDT33	Yes ok we have some restaurants but owners really need to revamp their facade and make these places a bit more welcoming and MODERN!		25/05/2013	
FDT34	Love the cafe, green grocer and butcher - friendly, clean and welcoming atmosphere.		25/05/2013	
FDT35	These lanes look dodgy - more lights and CCTV cameras are required along all the lanes in all of Five Dock.		25/05/2013	
FDT36	Gorgeous heritage fig trees - please do not touch them when constructing the site behind them.		25/05/2013	
FDT37	More trees should be planted along this side of this building.		25/05/2013	

### What We Don't Like

No.	Description	Additional	Added	Group
FDT38	Some old and pointless shops along this drag. We need something more MODERN! A new gift shop, Baker's Delight, Max Brenner maybe???		25/05/2013	
FDT39	Install CCTV cameras and patrol regularly.		25/05/2013	
FDT40	From beginning to end of drag plant more trees! Flowery hanging baskets are a great ornament. Markets should be held every week/month!		25/05/2013	
FDT41	This public space should be increased in size so that it can be used as more than just a thoroughfare.	Fred Kelly Place is the town square of Five Dock but it functions like a thoroughfare. The Council should purchase this land for the purpose of a public park. Then the town square could be a real town centre as opposed to a cluttered alleyway.	26/05/2013	Local resident
FDT42	Place trees going up the middle of Great North Road like Majors Bay Road or Wareemba.	Trees down the middle of the road would enhance the area and create a great village feel.	26/05/2013	Local resident
FDT43	I like the low rise buildings that create a village atmosphere.		26/05/2013	Local resident
FDT44	The vacant block as long been an eyesore. Council should buy it and enlarge Fred Kelly Place into a usable community space.	Would be great for markets, concerts and events. Council could lease some of the space to for a small outdoor cafe, such as in Gladesville.	26/05/2013	Local resident
FDT45	This should really be a multi level carpark. 2 storeys above and 2 below.		26/05/2013	

## What We Don't Like (Contn.)

No.	Description	Additional	Added	Group
FDTC46	Traffic is horrendous at any time of the day. How can we encourage traffic flow around the main strip?		26/05/2013	Local resident
FDTC47	Great use of the space. Finally a gelateria in Five Dock!		26/05/2013	Local resident
FDTC48	Something has to be done with this space. It has been empty since Supabarn moved out.		26/05/2013	Local resident
FDTC49	Love the club's face lift. Its a great welcome for visitors to the strip and worlds away from the previous facade.		26/05/2013	Local resident
FDTC50	The no stopping is not enforced. People park here making the street even more narrow and dangerous.		26/05/2013	Local resident
FDTC51	Remove one of the pedestrian light crossings at the end of Garfield St. Pedestrians can cross at the other. This can improve traffic flow.		27/05/2013	Local resident
FDTC52	Install more trees, green space with some seating nullt in along entire length of GNR. Check out Willoughby Rd Crows Nest to see the results		27/05/2013	Local resident
FDTC53	There are not enough trees and green spaces along widened footpaths on GNR		27/05/2013	Local resident
FDTC54	Peak hour traffic from Fairlight converges from 2 to 1 lane when crossing GNR into Queens Rd. This causes bank ups and dangerous driving.	MAke schanges to sort out traffic coming into QR - either install red light cameras (both ways) or change LH lane from Fairlight ST to be a Left Hand turn only at GNR. Mark the crossing with so that no traffic builds up on the intersection - this enables traffic to flow and for the pedestrain crossings to be available ofr pedestrians to use during peak hours...	27/05/2013	Local resident
FDTC55	This area is dirty - food and general waste left on footpath. Looks neglected.	Looked like it had been there for some time. Appears that shop owners/occupiers don't care about the appearance of this area, particularly the back of shops, laneways etc.	27/05/2013	Visitor to the area
FDTC56	Make direction arrow on the lane as this lane is ONE WAY.		28/05/2013	Local resident
FDTC57	Light at cnr of Garfield st and Thomson Ln never on for very long.		28/05/2013	
FDTC58	No stoping sign should replace No Parking sign on King St and make opposit side as Loading Zone.		28/05/2013	
FDTC59	Eldery ped always crossing from King st parking lots to the club at cnr of King n GNR rd as crossing light just 20mtrs away. Not good		28/05/2013	
FDTC60	Make this few space to be Loading Zone, so no more truck loading on GNR.		28/05/2013	
FDTC61	the garbage bins kept in this lane way between superbarn and the cafe's often fill and overflow leaving rubbish strewn in the area	which is unhealthy and an eyesore... can they have more bins or asked to manage their rubbish better	28/05/2013	Local resident
FDTC62	No parking sign is being ignored by many people who park for hours on end in front of Club. Need to change signs or patrol more frequently!		28/05/2013	Local resident
FDTC63	Perhaps to alleviate some traffic congestion can all 3 crossings at Ramsey and GNR cross at one time?		28/05/2013	Local resident
FDTC64	To alleviate traffic congestion at Garfield and GNR reconfigure ped light to all cross at same time - correcting other idea its not Ramsey X		28/05/2013	Local resident
FDTC65	MORE TREES! There can't EVER be enough. The stretch from Lyons Rd to Garfield St is like a concrete jungle .Wareemba's a great example.		28/05/2013	Local resident
FDTC66	Need to create atmosphere.. update footpaths, lighting (fairy lighting), encourage a variety of business from clothing to cafes		29/05/2013	Local resident
FDTC67	Newcastle council has recently encouraged the rejuvenation of a number of areas to restore heritage sites. ... it looks great		29/05/2013	Local resident
FDTC68	This the nicest/prettiest area on the road - leverage off it. make it the focal point.  invest in this area and use it as a template		29/05/2013	Local resident
FDTC69	agree - this gelateria is where the street should be heading - we need to promote this type of business - quality and desirable.		29/05/2013	Local resident
FDTC70	gatto matto - is the best restaurant on our st. but it is hidden, we need to bring this type of quality restaurant forward to street level		29/05/2013	Local resident
FDTC71	this st is so ugly - look at abbotsford for a well exectured strip.  nice restaurants, clean quiet! - a nice place to be		29/05/2013	Local resident
FDTC72	love the new bikram yoga place - we need more lifestyle places - less unused buildings and ugly shopfronts		29/05/2013	Local resident
FDTC73	more trees - totally agree. why cant we stop all cars - just make this a mall its a nightmare for traffic anyway		29/05/2013	Local resident
FDTC74	not gum trees either - nice plane trees that grow fast but managable - look at melbourne inner city streets. we need more trees!		29/05/2013	Local resident
FDTC75	also - further to the tree comments - can we invest in burying all telephone and electrical cables? - how ugly are they?		29/05/2013	Local resident
FDTC76	the two pubs on this road are awful - look at beresford in taylor sq on how to upgrade a pub properly - good food - good outdoor area		29/05/2013	Local resident
FDTC77	this afghani restaurnt is awesome - always busy even monday nights - we are dying for nice reastaurnts in this area.,		29/05/2013	Local resident
FDTC78	love these delis - awesome		29/05/2013	Local resident

What We Don't Like (Contn.)

No.	Description	Additional	Added	Group
FDTC79	perfect place for a thomas dux or parisish posh fruit shop (rose bay) -		29/05/2013	Local resident
FDTC80	totally agree - farmers market here every week would be awesome		29/05/2013	Local resident
FDTC81	i agree - buy this and plant trees - this vacant block is a disgrace		29/05/2013	Local resident
FDTC82	Allow right turn to Henry st, even if only at off-peak hours, to stop all traffic being funnelled into Garfield st.		29/05/2013	Local business
FDTC83	I agree that the car park should be multi level, above and possibly below.		29/05/2013	Local resident
FDTC84	The pub on the corner looks most unwelcoming. With the gentrification of the area people want attractive safe places to go to with families		29/05/2013	
FDTC85	5 Dock needs to promote its Italian heritage & food shops. There needs to be a unifying theme such as striped awnings on shops.		29/05/2013	
FDTC86	Need to repave all the pedestrian footpaths in granite or the like. Current spray-on paving looks dreadful and poorly maintained.		29/05/2013	
FDTC87	Love Raineri's. We don't want to lose family businesses such as these. We need to make Five Dock a wonderful high street shopping experience		29/05/2013	
FDTC88	Need to reclaim some of the wide footpath (restaurants don't seem to be doing much outdoor seating) and put 15min parking spots (plants too)		29/05/2013	
FDTC89	Basically needs a total replan for everything between Barnstaple down to Lyons Road lights. It really has nothing but 7Eleven and services		29/05/2013	Local resident
FDTC90	Some sort of portal treatment could create sense of arrival at each end of Great North Rd		29/05/2013	Local resident
FDTC91	This is a well-used cycle route. Make crossing more cycle friendly & consider signage to encourage cyclists to visit town centre		29/05/2013	Local resident
FDTC92	The new al fresco cafe out front of the dentist is a great new addition - good traditional coffee shop/cafe, well sited alongside the park.		29/05/2013	Local resident
FDTC93	This pedestrian crossing needs to be much better lit. As a driver I struggle sometimes to see whether there's anyone about to cross at night		29/05/2013	Local resident
FDTC94	Fred Kelly PI is nice, but needs to be activated from GNR. This vacant site needs a quality mixed use dev, incl a grd flr cafe open to FKP.		29/05/2013	Local resident
FDTC95	Garfield/GNR cnr is the heart - needs some of Darling St Balmain attractors (contemporary retail: fashion, books, healthfoods etc) ...		29/05/2013	Local resident
FDTC96	Suggest allowing right turn from centre lane for northbound traffic on GNR. PLUS "no stopping" from 7/11 to the corner		29/05/2013	Local resident
FDTC97	The lane is unclean, smelly and not an alternative walk to the supabarn		29/05/2013	Local resident
FDTC98	I like the look and feel of concord and wareemba villages. Tree-lined centre of street and after hours alfresco dining.		29/05/2013	Local resident
FDTC99	Something needs to be done with this block (or hole really!) of vacant land. It's been like this for years. Can Council buy it for FKP?		30/05/2013	Local resident
FDTC100	Make the road signs here a bit clearer - eg. no right turn from Ramsay Rd into First Ave. Have seen cars do this.		30/05/2013	Local resident
FDTC101	I think five dock hotel needs a facelift and modernised to a standard that other pubs for instance in balmain are ,also it feels unsafe		31/05/2013	Local resident
FDTC102	Vacant delaipated buildings down this end are unattractive		31/05/2013	Local resident
FDTC103	An accessible public toilet is needed in a handy location - close to the supermarket where it is safe for kids and adults alike		31/05/2013	
FDTC104	Improve parking off street. Go up, under or both! to make more spaces. improve entry and exit!		31/05/2013	Local resident
FDTC105	Some sort of welcome sign and greenery entering FDock from both Lyons and Kings Road ends		31/05/2013	Local resident
FDTC106	What a waste of tax payers money to suggest an amendment of parking facilities in car park after they have just now been completed.		31/05/2013	
FDTC107	I would like to see the whole strip more like Majors Bay Rd, Balmain, Wareemba low rise, modern, relaxing & pretty including upgrade of pub		31/05/2013	
FDTC108	Traffic lights at intersection need a green light arrow turning from gt nth rd into queens rd. Dangerous intersection, cars run red lights		31/05/2013	Other
FDTC109	All buildings or just their windows & doors along the 5D town centre to be painted in heritage colours to make it appear more connected.		31/05/2013	Local resident
FDTC110	5D TC needs more trees or hedging running down the medium strip down to Lyons Rd so that it ties in all the shops & services.		31/05/2013	Local resident
FDTC111	RSL Club facade looks like its from the 60's & would look better if it looked more Federation to tie in more with the history of the area.		31/05/2013	Local resident
FDTC112	5DTC needs hanging baskets with greenery even if artificial hanging between shops on their shop fronts to create a more inviting atmosphere.		31/05/2013	Local resident
FDTC113	5D TC needs Brunswick green seating at intervals along the whole length of the strip for the use of the disabled & the elderly.		31/05/2013	Local resident
FDTC114	5D TC shop keepers need advice about window displaying to make their shops more appealing & their windows should be cleaned weekly.		31/05/2013	Local resident
FDTC115	5D TC awning signage & sign boxes should be more regulated so that they look more in tune with the aesthetics of the buildings.		31/05/2013	Local resident
FDTC116	5DTC footpaths are wide enough to have potted hedges at regular intervals near the curbs that would also create a safe barrier from the rd.		1/06/2013	Local resident
FDTC117	5DTC needs solar powered lighting so that the iconic architecture along GN Rd are lit up at night. eg. the original PO, NAB building, church		1/06/2013	Local resident
FDTC118	I hate real estate agents signage that are larger than the shop signs & noticed that 2/3rds of a shop is covered by red for lease signage.	They need to be regualted to be made smaller as it detracts from the shop fronts.	1/06/2013	Local resident
FDTC119	5DTC looks bland, it has no identity, it is uninviting, it has no connection to its historical past and it needs its own signature.		1/06/2013	Local resident
FDTC120	No offence to local Members and Politicians, but I hate seeing door size photos of yourselves in your prominent office windows. A4 size?		1/06/2013	Local resident

## What We Don't Like (Contn.)

No.	Description	Additional	Added	Group
FDTC121	I hate fluero shop signs as it looks tacky. Shops should be limited to more traditional external signage- awning, light box & shop facade.		1/06/2013	Local resident
FDTC122	Fortnightly Organic farmers markets and also flower markets seeing as we no longer have a florist shop in FDTC. Charity Fetes too.		1/06/2013	Local resident
FDTC123	Owners of the old superbarn should either split it into 2 smaller shops to lease or lease it out short term as a pop up store or a gallery		1/06/2013	Local resident
FDTC124	The original PO would be better suited for the local members & politicians offices or as a cafe/ art gallery for local artists.		1/06/2013	Local resident
FDTC125	Free parking meters on GN rd free for 30minutes then pay for longer & giving more time to run errands & will allow more traffic flow.	The traffic jams on GN Rd are mostly caused by cars either parking and then moving out into the traffic. Waiting too be served in a bank or the PO can take more than 30minutes. Frustrating!!	1/06/2013	Local resident
FDTC126	As a resident for over 50 years FDTC gets uglier each decade. Council should spend our rates in our area & not other areas like Concord.	I suspect that more councilors live in Concord and not in Five Dock.	1/06/2013	Local resident
FDTC127	I hate that the buildings built around the 1930's & earlier are not being restored & looked after as part of 5Dock's history.		1/06/2013	Local resident
FDTC128	I like the local family businesses, their delis, cafes, medical services & location but doesn't feel like a village style shopping areas.		1/06/2013	Local resident
FDTC129	As a local resident, I hate it that I'd rather go to Rozelle, Balmain & Abbotsford for meals & Sunday brunch. That is really telling.		1/06/2013	Local resident
FDTC130	Welcome to Five Dock! - to an ugly tyre shop, 70s design, plastered with advertising and cracked cement and parked cars. How inviting!		1/06/2013	Local resident
FDTC131	The treatment of this War Memorial is disgraceful. Sterile, drab, cold. This needs to be moved, improved or enhanced. Not a good start.		1/06/2013	
FDTC132	Council's development approval of this site is short sighted, boring and will just be another ugly blight on Five Dock. No vision/direction		1/06/2013	
FDTC133	The ugliest intersection in FD. Please!. Resurface. Improve. Decorate. Make a feature not a just a thoroughfare. Its embarrassing.		1/06/2013	
FDTC134	Nothing says welcome to FD, more than a petrol station!, bus stops and traffic jams. Sad.		1/06/2013	
FDTC135	Widen GN Road to allow traffic through by removing the extra wide footpaths that are not used any more.		1/06/2013	Local resident
FDTC136	Vehicles do approach this pedestrian crossing at alarming speeds, many children cross to school. perhaps (gasp) raise it with a speed hump		1/06/2013	Local resident
FDTC137	this under-utilised greenspace is uninviting.		1/06/2013	Local resident
FDTC138	The standard of paving needs addressing, ie uniformity, poor patches and repairs to the cheap painted bitumen. Pave it properly.		1/06/2013	Local resident
FDTC139	underused area scorched in summer, needs some shade and greening and annex it to fred kelly place.		1/06/2013	Local resident

## Our Ideas For Five Dock

No.	Description	Additional	Added	Group
FDTC140	black unattractive outdoor dining gazebos are unappealing to sit under. though I do prefer the light airy ones in concord.		1/06/2013	Local resident
FDTC141	bins and cardboard litter this driveway. not a welcomming look or smell		1/06/2013	Local resident
FDTC142	this drive thru bottle shop would make a great family beer garden for the pub.		1/06/2013	Local resident
FDTC143	Remove the bollards from the centre of this lane. Designate as NO STOPPING but allow access for deliveries.		1/06/2013	Local resident
FDTC144	Place bins near ALL the bus stops . They seem to attract hurriedly discarded food and drink rubbish.		1/06/2013	Local resident
FDTC145	The props holding this awning. Whats the hold up. either fix it or demolish it, either way, get them off OUR footpath.		1/06/2013	Local resident
FDTC146	Thanks Commbank for getting rid of the pigeons and their mess		1/06/2013	Local resident
FDTC147	Driving up the ramp out of the car park, its hard to see pedestrians especially when dark. Needs reviewing.		1/06/2013	Local resident
FDTC148	Early morning congestion as too many taxis are double parking and doing u turns. Maybe a second taxi rank near 7 Eleven?		1/06/2013	
FDTC149	4 traffic lights = congestion. free it up? Garfield and the pub lights be single entry roundabouts? Fred Kelly orange flashing lights.		1/06/2013	Local resident
FDTC150	people cross here freely anyway, do we need traffic lights? For those that need them can these be orange flashing lights.		1/06/2013	Local resident
FDTC151	Make this a single lane entry roundabout from all directions. Move the crossings to South Kings rd and North midway to Garfield Street.		1/06/2013	Local resident
FDTC152	Great walk thru & kids playground but some chairs & tables & shelter from the elements would make it more appealing to sit & have a bite.	A weekend market is a great idea but not items that would compete with existing businesses.	1/06/2013	Local resident
FDTC153	There once was a fabulous Italian restaurant here and it doesnt seem to have been replaced. Great location for one.		1/06/2013	Local resident
FDTC154	Whitford's shop front needs to be made more attractive like showing off the kitchen fitouts with the addition of fabulous chandelieres. Wow!		1/06/2013	Local resident
FDTC155	Nice to see a Yoga place in 5D but unfortunately their signage & window display is far from inspiring. A waterfull within the whole window.		1/06/2013	Local resident
FDTC156	A tasteful welcome to FDTC sign here directing people to the left lane would be a good idea.		1/06/2013	Local resident
FDTC157	FD has medical, fitness, beauty services, food, restaurants, chemists & more, but has bad roads, footpaths, a poor appearance & no identity		1/06/2013	Local resident
FDTC158	I like that there are no Coles or Woolies in Five Dock. I like dealing with the family businesses here		1/06/2013	Local resident

Our Ideas For Five Dock (Contn.)

No.	Description	Additional	Added	Group
FDTC159	Five Dock RTA intersection (1 Ramsay St x Henley Marine Drive) needs a DO NOT QUEUE ACROSS INTERSECTION or TRAFFIC LIGHTS.	This is becoming a SAFETY issue with impatient drivers from all directions and needs to be addresses urgently. During peak hours, selfish drivers travelling straight on Ramsay St do not give way or allow space for other cars to turn onto road or cross safely. Also often impatient drivers on Henley Marine Drive is also beeping or dangerously surpassing cars in front that have trouble turning or crossing. There is a lot of Learner drivers and RTA customers in this area as well creating congestion.	2/06/2013	Local resident
FDTC160	Town Centre is missing street appeal, greenery, nice buzz and is not attractive for customer nor a business as shopping/eatery destination!	Neighbouring Concord has managed to turn into Mayor Bays Rd into a nice area. Balmain and Rozelle that has major road going through their town centre also has a nice village buzz with attractive businesses and cafes for all ages. The footpaths and crossings are also not well planned and disjointed.	2/06/2013	Local resident
FDTC161	turning right from shop is dangerous as a driver, also is dangerous for pedestrians too.	a month ago elderly lady hit her head on the pavement right there	2/06/2013	Local resident
FDTC162	this Pub does not connect with the town, its filled with bogan tradies and I walk to avoid this place.	Needs to be modernised to attract families not bogans. most of the shops is from 1970s in little italy. why? the owners are greedy, rent is high but there is not foot traffic. so how any any shop owners invest into this area?	2/06/2013	Local resident
FDTC163	hey Five Dock is more than Italian delis right? how about we move into the 2013 guys	get more diverse range of shops, cafes, food places, etc...? Five has the potential to be lively like Rozelle and Balmain	2/06/2013	Local resident
FDTC164	Do we live in 1960?! Sundays should be opened up guys, 2013 we expect good coffee and food available	why drive out to other suburbs when we can spend here	2/06/2013	Local resident
FDTC165	East street must have the worst streetscape in FD. I feel sorry for the residents in this neglected rubbish strewn ghetto		2/06/2013	Local resident
FDTC166	frustrated GN Road users peel off at Barnstaple and roar up Waterview cutting the corner and whipping thru the stop sign.		2/06/2013	Local resident
FDTC167	F D is missing a sense of pride in its community. take a stand against litter and graffiti. Pick up that paper/can even if not yours!		2/06/2013	Local resident
FDTC168	Invite the policeforce into the community, their presence will deter the graffiti artists.		2/06/2013	Local resident
FDTC169	add a few of those stylish filtered water stations along the whole strip, double up as historical markers etc.		2/06/2013	Local resident
FDTC170	the cash trucks that park-up on the footpath and constantly smash the footpath pit lids. Park round the back like we do.		2/06/2013	Local resident
FDTC171	Why not introduce a cultural theme amongst the town centre? Perhaps a different culture every month? More orientated around food.		2/06/2013	Local resident
FDTC172	Create/Conduct a main st beautification program for all GNR businesses to deliver best in class presentation, provide council incentives		2/06/2013	Local resident
FDTC173	Intersection is dangerous at peak times when cars race across to beat lights. Need to curb drivers running red lights and blocking insection		2/06/2013	Local resident
FDTC174	Agree FD point of difference should be a great choice of family owned fresh food outlets, Deli, Green Grocers, Fish shops, Pasticceria,		2/06/2013	Local resident
FDTC175	Owner of this vacant land has been fighting with Supabarn for years re: rear lane access. When will it end?		3/06/2013	Local resident
FDTC176	East St provides access to businesses fronting GNR for loading, waste collection etc. Reduces pedestrian conflict on GNR.		3/06/2013	
FDTC177	five dock needs a cafe piazza in front of Sbarn, and start attracting a more hip vibe through the sorts of shops we have:book/ music stores	There's no visible Italian pride. The place is ugly and lacks visual unity and enticement. You need a designer, and higher standards.	3/06/2013	Local resident
FDTC178	Why do we have so many massage parlours?! .. its starting to look like Kings Cross!		3/06/2013	
FDTC179	This street is really dangerous with too many speeding cars. We need it to be one way and an enforceable speed limit of 50km/h.	We had our car totaled while it was parked on Kings Rd, within 3 months of moving here, because of a speeding driver.	3/06/2013	Local resident
FDTC180	Parking in the 'no stopping' sign area next to Bendo's is epidemic and no parking cop is EVER around to fine these people. It's so dangerou	Parking cops could make a revenue records if they just sat there and waited for people to park there.	3/06/2013	Local resident
FDTC181	More toilets that are cleaner and are cleaned consistently.		4/06/2013	
FDTC182	cleaner toilets, and less graffiti, cleaner park.		4/06/2013	
FDTC183	Need multy storys car park. \the center is to long and unattractive., From henry st should be re developed into multy story appartaments only		4/06/2013	Local business
FDTC184	40 km/hr zone to start from here to Ramsay St intersection		4/06/2013	Local resident



## Our Ideas For Five Dock (Contn.)

No.	Description	Additional	Added	Group
FDTC185	A treescape would be suitable, but must be rees with longish trunks and see-through foliage, like some smallish eucs		4/06/2013	
FDTC186	A double lane roundabout could fit here, with the inside lanes proceeding straight or right, and the left lane for left turns		4/06/2013	
FDTC187	Just because you dont like the pub or use it you cant ask for it to be shut down		4/06/2013	
FDTC188	This is church-owned and not public land. You can't dictate the terms here.		4/06/2013	
FDTC189	In my view this should be the start of a 40km/hr zone to Barnstaple Rd		4/06/2013	
FDTC190	Architecturally very nice.		4/06/2013	
FDTC191	Comments on quality of shops: start an interesting one yourself and see how hard it is to make a living from it, then comment!		4/06/2013	
FDTC192	The library is a great resource and destination for all the families and children in the surrounding suburbs.		5/06/2013	Local resident
FDTC193	this lane is very narrow, cars opt out of GNR, this should be a one way heading North, from Barnstaple to Lyons rd.		6/06/2013	Local resident
FDTC194	Turn Great North Rd into a Pedestrian Plaza from Garfield St to Second av. Redirect buses along Park Av. remove street parking. =village!		6/06/2013	
FDTC195	Add recycling bins Food/Paper/Cans/Glass for rubbish collection throughout Five Dock to promote doing the right thing.		6/06/2013	Local resident
FDTC196	Divert some traffic from GNR. More recreational space (part mall maybe) along it and liven up northern end.		7/06/2013	Local resident
FDTC197	The pub really needs some attention. It could be a great focal point helping attract people to local restaurants		7/06/2013	Local resident
FDTC198	Roof of pub is an eyesore. Some council controls on transmission aerials please!		7/06/2013	
FDTC199	Gelato shop fab addition to area. Fab that trading hours into the night. Need more of this to create nightlife. Perhaps a wine bar?		7/06/2013	Local resident
FDTC200	Need to celebrate FD Italian heritage thru authentic food + wine. What about wine bar featuring best Aussie and Italian wines?		7/06/2013	
FDTC201	Why spend money commemorating Eolie when our own cenotaph has been so poorly neglected? Our diggers deserve more recognition and respect.	Although the fish on the CONCRETE seats are beautifully done, the overall concrete feel is very (unattractively) Italian - I came, I saw, I concreted.	7/06/2013	Local resident
FDTC202	The attempt at public art in the forecourt is woeful. It makes an already very ordinary space worse. The area is full of artists. Use them.		8/06/2013	Local resident
FDTC203	Public Transport ! Get the Light Rail extended to Five Dock.		8/06/2013	
FDTC204	please keep taxi rank		9/06/2013	
FDTC205	Traffic on Great North Rd comes to a stand still when waiting for cars to turn right onto King st from Great North.	Make it No Right turn from Great North rd during peak times or make it one way exiting King St on to Great North, street too narrow anyway.	10/06/2013	Local resident
FDTC206	No right turn onto King St during peak times.		10/06/2013	Local resident
FDTC207	The badly sprayed footpath was an eyesore from the start. Who thought that a good idea?		10/06/2013	Local resident
FDTC208	Simple cement path with sandstone or grey stone borders would look cleaner and smarter.		10/06/2013	Local resident
FDTC209	Make this a Give Way sign. The visibility is clear.		10/06/2013	Local resident
FDTC210	Make this 'Turn left after Stopping on red allowed'.		10/06/2013	Local resident
FDTC211	FD has become ugly and run down. The street works making Concord more appealing and Resident friendly at the cost of FD is shameful.	Truly it's become a 'hole' as they say and I avoid it.	10/06/2013	Local resident
FDTC212	Encourage business owners to make their shop front appealing. Give awards. Give financial incentive. Just make it nicer!		10/06/2013	Local resident
FDTC213	Roundabout at Lyons Rd West and Harris St is dangerous and overloaded. Time for street lights. They are way over due.		10/06/2013	Local resident
FDTC214	Stop approving multi storey buildings that destroy an old style shopping centre. Money's tight but some vision creates a cash flow effect.		10/06/2013	Local resident
FDTC215	This end of the street always looks like a garbage dump. Business works/cars spill over onto the footpath & road. Appears industrial.		11/06/2013	
FDTC216	Green arrow needed for those heading north on GNR and turning right into Fairlight.	Limited vision turning right makes this very dangerous.	11/06/2013	Local resident
FDTC217	This building should be the first to be fixed. It really brings the street down.		12/06/2013	Local resident
FDTC218	Car Parking Signs should be placed on the main street to clearly indicate where they are.		12/06/2013	
FDTC219	The street is very plain from here to Lyons Rd. Missing the authentic european feel that this suburb historically has.		12/06/2013	
FDTC220	Restaurants/cafes/beer garden on main st with greater seating will encourage locals to eat together, catch up & celebrate family milestones.		12/06/2013	
FDTC221	install red light cameras to stop cars speeding through and/or queuing across intersection		13/06/2013	Local resident
FDTC222	remove restricted parking along south side of barnstaple, east of waterview street.	parking isn't currently used and removal of restrictions would give visitors to five dock more parking availability	13/06/2013	
FDTC223	a mirror could be installed so pedestrians and cars can see each other at this very busy carpark exit		13/06/2013	
FDTC224	100 odd wheelie bins lining the street every week for two. This development needs commercial bin collection.		13/06/2013	Local resident
FDTC225	building owner needs to be held to account for dangerous condition. It attracts teens drinking, drugs as well as graffi and vandalism.	Police are regularly called to this building.	13/06/2013	

Our Ideas For Five Dock (Contn.)

No.	Description	Additional	Added	Group
FDT226	Tackle constant illegal dumping on nature strip. Create proper landscaping to deter dumping		13/06/2013	Local resident
FDT227	canopy trees are great but there should be more and somehow integrated so that they have consistent spacing along the street		13/06/2013	
FDT228	Intro no stopping restrictions on corners - vehs parked at intersection on school and cycle route		13/06/2013	Local resident
FDT229	Remove signs referring to road closure 10 years ago		13/06/2013	Local resident
FDT230	Create proper shared space lane way with interesting streetscape. remove bollards		13/06/2013	Local resident
FDT231	This section of GNR needs footway widening and green central median strip.		13/06/2013	Local resident
FDT232	improve traffic light phasing along great north road from garfield st to fairlight st to improve traffic flow		13/06/2013	
FDT233	This could be a multi-storey dev with an element of public parking - like supabarn but not as high or dominating		13/06/2013	Local resident
FDT234	Parking needs to better utilised with better layout and restrictions?		13/06/2013	Local resident
FDT235	retain and increase extent of wide footpaths and use plants/hedging to green these spaces and separate pedestrian and vehicle traffic		13/06/2013	
FDT236	Main bus route to Syd CBD should be along Lyons Rd as it is a quicker.		13/06/2013	Local resident
FDT237	enforce use of loading area within building and stop trucks parking/double parking and unloading along street and footpath		13/06/2013	
FDT238	FD has under stated Italian heritage which is preferred to Leichhardt which is marketed as IT but is less IT now		13/06/2013	Local resident
FDT239	Parking restrictions here and all over FD have low enforcement resulting in abuse of parking and low turn over rates		13/06/2013	Local resident
FDT240	Speed along here should be 50 not 60		13/06/2013	Local resident
FDT241	Lane should be proper shared space with attractive streetscape. Retail should face laneway.		13/06/2013	Local resident
FDT242	Green space should be proper park not a place for subway sandwich boards!		13/06/2013	Local resident
FDT243	FD does not need dodgy massage places like 113. Illegal?		13/06/2013	Local resident
FDT244	Eastern side of GNR suffers because of this traffic dominated intersection with which so un ped friendly.		13/06/2013	Local resident
FDT245	create better links between fred kelly and the green space near post office to create one large landscaped pedestrian friendly space.		13/06/2013	
FDT246	make more pedestrian friendly. make cars wait for pedestrians not pedestrians waiting for cars.		13/06/2013	
FDT247	Remove buses/widen footpath. Business suffer on this side. Close First Ave at GNR. Red traffic impact in favour of peds and locals		13/06/2013	Local resident
FDT248	Better street lighting		13/06/2013	Local resident
FDT249	Left turn on red is car friendly and not ped friendly not suitable for centres.		13/06/2013	Local resident
FDT250	Close slip lane and create wide open space/plaza. Create left turn from Lyons Rd at intersection		13/06/2013	Local resident
FDT251	Discuss with church how this space can contribute to the well being of FD. Church hall is great asset but needs investment & renewal		13/06/2013	Local resident
FDT252	Mixed use should be no higher than this. Causes over shadowing and dominates. Retail is vacant and usual crap uses		13/06/2013	Local resident
FDT253	J&N has moved over the rd but still has blank retail space fronting GNR like a brick wall. No more dead space.		13/06/2013	Local resident
FDT254	Why does FD have ugly pressed tarmac for footpaths and Concord has nice pavers? FD needs quality footpath treatment		13/06/2013	Local resident
FDT255	FD lack IT restaurants		13/06/2013	Local resident
FDT256	More places like wild hearts.		13/06/2013	Local resident
FDT257	No more dev with hidden retail/restaurant spots on first floor		13/06/2013	Local resident
FDT258	This place is a hole and one reason why this side of GNR suffers poor business		13/06/2013	Local resident
FDT259	FD needs to modern and not another fake heritage suburb trying to live in the past. It need that POD		13/06/2013	Local resident
FDT260	Another great illegal dumping and graffiti spot		13/06/2013	Local resident
FDT261	Queens S/Fairlight St should be 50 not 60. Ped x-ing on all 4 arms needed		13/06/2013	Local resident
FDT262	No more single side dev that treats lane ways facing residential as service area/lane		13/06/2013	Local resident
FDT263	Cycle rte Henry to Barnstaple needs improving & continuous. Suggest signal controlled intersection Incorporate ped and cycle movement		13/06/2013	Local resident
FDT264	These ugly brown cheap outdoor dining spaces needs replacing with light modern structures.		13/06/2013	Local resident
FDT265	Widen the footpath/20 people contribute more \$/life to economy than a car space. Give Rizo more room to thrive		13/06/2013	Local resident
FDT266	harris/lyons intersection - alter position/ dimensions of roundabout to slow Lyons rd traffic better and improve visibility from all sides		13/06/2013	
FDT267	Need consistent outdoor dining space & no more barriers/segregation from road like Leichhardt. Encourages more & faster traffic.		13/06/2013	Local resident
FDT268	Council should lease (if not buy) this land for public space. \$ for owner and benefit for community.		13/06/2013	Local resident
FDT269	Intersection needs to be line marked to better manage traffic		13/06/2013	Local resident
FDT270	Right turn lane needs to improved. Lane 1 left&ahead. Lane 2 - rt. Ban parking in peaks only.		13/06/2013	Local resident
FDT271	Street trees along centre but no railings - Concord is corralled and cant move freely		13/06/2013	Local resident
FDT272	FD needs more cycle parking along GNR		13/06/2013	Local resident

## Our Ideas For Five Dock (Contn.)

No.	Description	Additional	Added	Group
FDTC273	Would make great cafe		13/06/2013	Local resident
FDTC274	Bait the pigeons. Some locals still feed them increasing FD:s rat problem		13/06/2013	Local resident
FDTC275	Improve intersection for peds not cars. Traffic improvements = more cars and more congestion. Do not red ped accessibility		13/06/2013	Local resident
FDTC276	Make this attractive lane with retail facing lane		13/06/2013	Local resident
FDTC277	Something needs to be done with old public toilets		13/06/2013	Local resident
FDTC278	The health and safety of this building site is very questionable and needs regular inspections. Dangerous site process occurring.		13/06/2013	Local resident
FDTC279	Unify all pathways with street planting, seats and more attractive and uniform walking surface from lyons rd to queens rd.		14/06/2013	Local resident
FDTC280	install fixed barriers/landscaping beautify and identify footpath dining areas and prevent the creep of tables/chairs into pedestrian areas		14/06/2013	
FDTC281	retain bollard separation for pedestrian safety but soften using landscaping		14/06/2013	
FDTC282	Seats street needs to be actives with commercial on both ides of the street. Five dock is currently one dimensional and needs some depth.	Perhaps multiple unit resi would	14/06/2013	Local business
FDTC283	Landmark building required here that links with east street and creates a gateway Se on other side of street	Seven stores would do it	14/06/2013	Local resident
FDTC284	This should be better activated for commercial use and higher density housing. Get people living and shopping in five dock.		14/06/2013	Local business
FDTC285	Encourage amalgamation of large sites through increase in height to another supermarket chain in five dock.		14/06/2013	
FDTC286	Encourage amalgamation of this site which results in a transport and retail hub. Large heightbincrea could also create a gateway to fdtc	11 stor tower with bus interchange here	14/06/2013	Local resident
FDTC287	Redevelop carpark and turn shops to lane to extend village		14/06/2013	
FDTC288	Extend commercial and multiverse zoning to other side of water view street to increase critical mass of commercial town centre		14/06/2013	
FDTC289	the lane blockage (footpath widening) has only created a traffic choke point at intersection - it adds nothing to pedestrians - bad design		15/06/2013	Local business
FDTC290	Not enough strip parking: spaces lost due to overuse by cab ranks, too many no stopping/standing/parking zones. inconvenient for quick stops		15/06/2013	Local business
FDTC291	How about utilizing this greenspace for a pop-up coffee stand (or similar)....some seats would go well		15/06/2013	Local business
FDTC292	a speed hump? here? seriously? does Gt N Rd need more obstacles and hindrances to the already strangeld traffic flow???		15/06/2013	
FDTC293	Pendum apartments bins are left on footpath every Tuesday, they reek and the stench is disgusting. These should be cleared before daystart		15/06/2013	
FDTC294	Whose idea was it to chop down those large trees in Garfield ST? - the place looks barren now.		15/06/2013	
FDTC295	lack of strip parking in FD. All the great Sydney precincts (Newtown, Glebe , Paddo, Concord) have this - build it and businesses will come		15/06/2013	
FDTC296	wasted space (not enough parking spots) Too much footpath swelling. More parking = more clients. More clients = better business survival		15/06/2013	

1.6 STAGE 2 COMMUNITY PARTICIPATION



The second community participation event was held on Saturday, 20 July from 9:30am to 12:00pm in Fred Kelly Place, Five Dock Town Centre.

Holding the session in a prominent public area allowed the project team to speak to people who made special effort to come to the session, as well as those who just happened to be in Five Dock that day. The event was advertised to those on the project database via the e-newsletter. Some came down especially for the event, while others just happened to be in Fred Kelly Place that morning.

The purpose of the community participation session was to show people the seed design ideas and get

their initial reactions to these. This was achieved via a 'dotmocracy' activity where people were given three sticky dots and asked to place them on the three ideas they liked the best.

244 dots were placed on the posters by community members. The results of this activity are shown in the table below. From this activity, ideas that more people liked were 'Encouraging night-time activity' and 'Expanding Fred Kelly Place', followed by 'Green and tree-lined streetscapes', 'The post office forecourt', 'Attractive laneways' and 'The wi-fi terrace'.

All ideas received at least seven dots and none were rejected by those we spoke to.

Dotmocracy outcomes

Idea 1	A welcoming northern gateway	7 dots
Idea 2	Encouraging good development	7 dots
Idea 3	Green and tree-lined streetscapes	22 dots
Idea 4	Encouraging night-time activity	45 dots
Idea 5	Expanding Fred Kelly Place	44 dots
Idea 6	The post office forecourt	22 dots
Idea 7	Safe and attractive pedestrian links	12 dots
Idea 8	Attractive laneways	26 dots
Idea 9	A second retail anchor	12 dots
Idea 10	Multi-deck car park	12 dots
Idea 11	Redesigning outdoor dining	14 dots
Idea 12	The wi-fi terrace	21 dots

Seed ideas 1-6

01 A WELCOMING NORTHERN GATEWAY



02 ENCOURAGING GOOD DEVELOPMENT



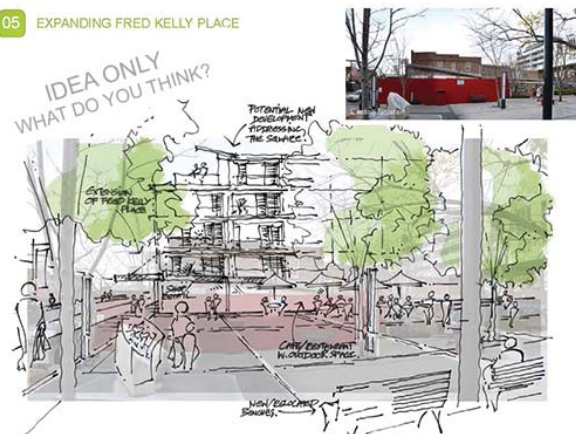
03 GREEN AND TREE-LINED STREETSAPES



04 ENCOURAGING NIGHT TIME ACTIVITY



05 EXPANDING FRED KELLY PLACE



06 THE 'POST OFFICE' FORECOURT



1.7 STAGE 2 STAKEHOLDER WORKSHOPS



Three stakeholder workshops were held on 20 July (1:00 - 3:30pm) and 25 July (12:00pm - 2:30pm and 6:30 - 9:00pm) in the Bay Room at the Five Dock Library. The sessions were attended by 64 people, a mix of business owners and local residents.

The sessions served as a forum for a more in-depth discussion about the seed ideas. The agenda for the sessions was as follows: Welcome and overview; Report back on what the design team has learnt to date; Characteristics of successful centres; Ideas discovery session; and Ideas development session.

**Ideas discovery session**

During the ideas discovery session participants were asked to give their initial thoughts on the seed ideas presented. They had about ten minutes per idea to discuss and record their thoughts. The outcomes of this session are shown in the tables on the following pages.

Overall, many of the ideas were seen as good ideas for the town centre. None of the ideas were rejected, though there were some questions about how the idea would be implemented.

**Ideas development session**

Participants were asked to spend time with a few of the ideas to work through the following questions:

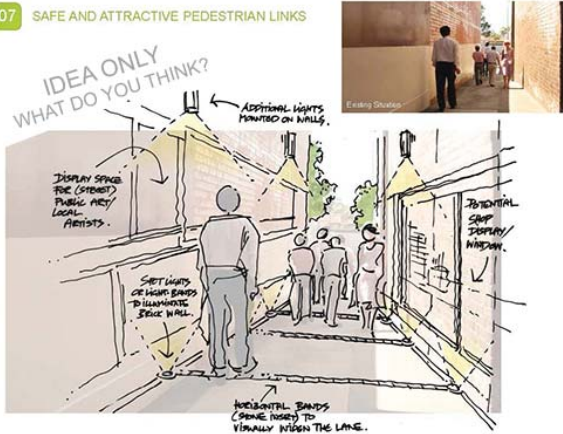
- What are the steps involved to bring the idea to life?
- Who's involved?
- What are the risks and opportunities?
- What are the alternatives?

The aim of this session was to allow people to provide more detailed input into the ideas they liked best and to get them thinking about the complexities of bringing the idea to life. The outcomes of this session are documented in the following pages.



Seed ideas 7-12

07 SAFE AND ATTRACTIVE PEDESTRIAN LINKS



08 ATTRACTIVE LANEWAYS



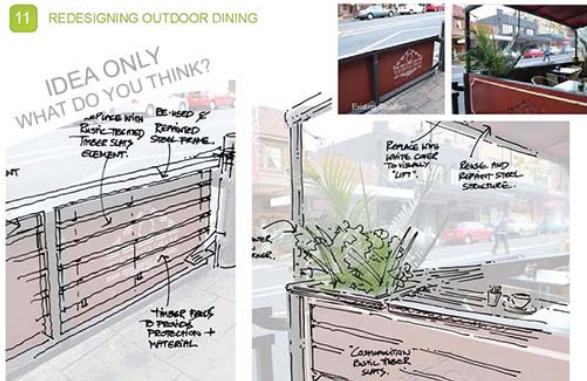
09 A SECOND RETAIL ANCHOR



10 A MULTI-DECK CARPARK



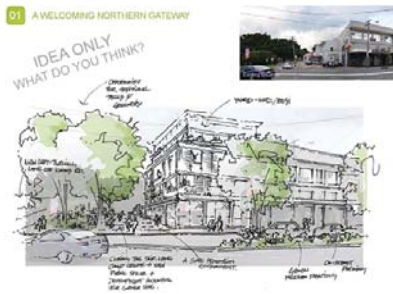
11 REDESIGNING OUTDOOR DINING



12 THE 'MFI' TERRACE



Outcomes from ideas discovery session



**Summary:** Feedback on this idea was generally positive. However there were some concerns over the slip lane, safe pedestrian crossing and vehicle speeds.

01 A welcoming northern gateway	
Traffic too fast of Great North Road between Henry Street and Lyons Road.	
Pedestrian crossing needed on Great North Road near Rodd Road – raised – to cater for current/future pedestrian traffic.	
Organic supermarket and its own eatery.	
Safer crossing.	
Roof top restaurants.	
Welcome to Five Dock sign will be great.	
Buildings on corner will still be ugly if left the same. Ie: Gateway will still be unattractive.	
Move statue dedicated to Italian migrants on Ramsay Road to Northern part of Five Dock at corner of Lyons Road and Great North Road.	
Develop another hub – supermarket.	
Good idea. Signage such as 'welcome to Five Dock'	
New development need to be styled to suit existing heritage buildings.	
Just crossing one road is a good idea.	
More greenery and street art at the north end of Great North Road needed. Yes!	
Greenery is a good idea.	
Good idea shown in sketch (Removing slip lane).	
Move slip lane north and utilize park area. Keep slip lane.	
Remove slip. Add left turn extra lane. Square.	
Yes	
Slipway problem - create traffic flow problems on Lyons/Great North Road. However could work if creatively conceived!	
Love this idea.	
At the corner of Lyons Road and Great North Road residential and commercial retail with underground parking.. 2nd commercial centre.	
Post office – Yes to benches. More greenery. ??? trees. Native grasses (blue post it).	



02 Encouraging good development
Don't want high-rise (ie: 4.5 storeys). 1 person agreed.
New cafes and restaurants. Would be good to have accessible access and disability friendly toilets (no stairs).
More residents to stimulate retail (need parking)
Green wall gardens.
High rise – if usable.
Yes however a good development should be with consideration for people with disabilities and aged.
If multi-storey there needs to be a lift that can be easily accessed by wheelchair users and aged.
Low rise to mid-rise ok but "bulk" must be light and sympathetic.
Current FSR/Building envelope restrictive. Difficult to do good development.
Higher FSR for amalgamated property.
Concession for good developments that give back to community or street incentives.
Good 4 meter minimum retail not impeded by height.
Corner blocks high FSR.
There should be specification made as to the look and style of buildings – what is the look of 5 Dock?
Need to focus on good design.
Height limit of 5-6 is possible, but needs to be sympathetic to heritage buildings.
.
Good development? Council should not sign off on poor workmanship.
Look at Terrigal Esplanade for example of good paving.
New buildings should maintain some of character. eg: colours, brick.
Buildings to be painted in heritage colours.
More bins in Garfield Street at taxi rank and news agent.
These do not maintain village look and feel. Ugly.
New buildings are not very attractive! One person agreed.
Organic super market needed at north end.
Northern end of GNR needs to compete more with upmarket Warreemba.
The whole of Five Dock needs to compete.
New developments should be made to use styles of the existing heritage buildings.



**Summary:** Some concerns over bulk, character and general design of new developments.

Outcomes from ideas discovery session (contn.)



**Summary:** Comments on this idea generally focused on footpaths and streetscaping treatments

03 Green and tree-lined streetscapes

Greenbelt would connect this northern end to the bay.
Get rid of tar paving. 1 person agreed.
Need trees Great North Road and Garfield Street.
Cement path with sandstone border
Trees and bushes (boxed)
Wood seating
Is angle parking on northern part of Great North Road feasible?
More parking places. 1 person agreed.
Solar powered lighting to light up lane ways and buildings.
Continuity of outdoor furniture and umbrellas. 2 people agreed.
Provide curb parking along southern end of GNR. 15-20 minute parking, etc.
More bins. Nice bins? Attractive bins?
What types of trees and greenery?
Disabled set downs for cars in medical precinct.
Paving is a good idea.
Natives? Cultural trees?
Replace shrubs with small trees.
Need new paving and street furniture.
Shop awnings need total revamping and continuity.
Tree suggestions. <i>Tuckeroo cupaniopsis anacardioides</i> please.
Yes. And with wide and flat paths that is wheelchair accessible.
Green it up first.
Furniture.
Don't lose too much parking.
Yes to all!
Bubblers
Good choice of paving, timeless and classic.
Fix the ghetto. Yes good.

04 Encouraging night-time activity
Bring back the cinema! Would support local cafes in evening.
Trees and lighting. Use solar PV panels
Pub needs to update – perhaps have bands. 1 person agreed.
No smoking on footpath outside coffee shops, etc.
Solar lighting in trees is a good idea.
Light up heritage. Solar power.
Family owned business. So close early to be with families.
Night time activity should match the demographic.
Definitely light heritage buildings. 1 person agreed.
Fairy lights in trees!
Control of how many massage shops go in.
Old post office reclaimed!
Council encouraging attractive shop fronts with 'awards' and recognition.
It's quite a contemporary feel and 'highlights' our strengths.
This reminds me of VIVID. Lighting of the Town Hall in Parramatta created the 'centre' feel.
What's the point in floodlighting empty heritage buildings?
Up lighting trees – problem with glare – however, generally...
Concerned over types of trees to plant.
Like it.
Discreet lighting.
Good idea.
Ownership issues?
Up lighting trees.



**Summary:** Feedback on this idea was generally positive. A number of comments regarding lighting in trees and the heritage building were raised. Two people raised evening activities. One person questioned potential ownership issues.

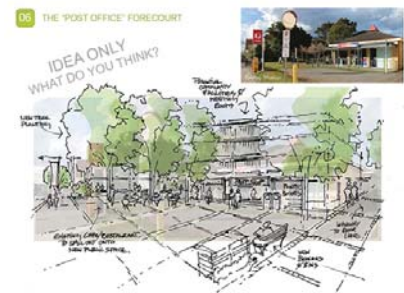
Outcomes from ideas discovery session (contn.)



**Summary:** Feedback on this idea was mixed. Whilst some people liked it and thought it was a good idea, others thought it was not feasible or in the wrong place. A number of comments on sculpture, mosaic, and pigeons were raised.

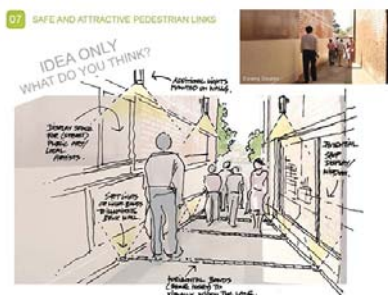
05 Expanding Fred Kelly Place
Make into a soft scape at interface too small for development.
Good idea.
Not possible – will never happen (Fred Kelly Place)
Yes, can we buy this derelict block? Civic responsibility of owners to either developer hand it over.
Like it. Need to purchase the private land attached to it.
Current sculpture is awful! Please remove!
Puppet shows
Great idea, but how do you do it?
Not big enough and in wrong place.
Please get rid of pigeons. Health hazard.
Mosaic seats don't really work there. Beautiful but covered with bird poo.
Pigeons are an issue. And more seating.
Stop feeding them!
Increase space in Fred Kelly space by removing the sculpture at the front.
New sculpture takes up too much space. Move it to say front of library to at least reclaim a bit more space.
1 person agreed. Ugly sculpture.
Or move it to corner Lyons Rd and Great North Road proposed refreshment.
Move the kids' playground to across the road near the post office / on subway site and then expand Fred Kelly place seating area / community area.
Good idea!
Vertical gardens along upper wall of Kelly place. 1 person agreed.
Commission local artists to create murals / street art
But not the artist who did that horrible mosaic
We think this is an excellent idea which could easily be achieved.
Once a month market
great idea. (move playground to over the road).
Purchase land next to it?
Fred Kelly Place and area near subway are not linked. A road separates them.
Ground chess board.
Lighting. Tables and chairs and bins are required.

06 The post office forecourt
Weekend morning yoga/exercise
Weekend community activity space
Forecourt. What should the forecourt represent – purposes?
Centre; civic space
Gathering place
Focus for community activities.
Even surfaces. Flat, not too many steps.
Put some public toilets in.
Arrange for coffee shop to re-orient to green space.
Yes, could work as a public amenity. – Water refill station.
Vertical garden, landscaping.
Currently a wasted space.
Invaluable for night time activation
Yes to multi use space next to post office by removal of subway lots of ideas here for improvement.
Greening. Yes. Correct tree/plant selection.
Create artisan market with community base in mind.
Open space which allows community groups to 'showcase'. Plan calendar of events.
How do you connect library and post office site? Main Road
Needs weather proof cover.
Move the children's playground here. Mothers' groups can meet here.
Get rid of the subway. Retro renovate post office.
Like this idea!
Now much wasted space. Opportunity to develop whole site 1 (as per sketch)
Needs better café – more informal than "Gatto Matto"
More seating with umbrellas good idea. One person agreed.



**Summary:** People were keen on civic space (used for markets, exercise, etc), public amenities, seating and cafes in this area.

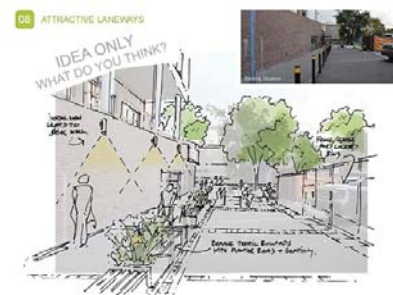
Outcomes from ideas discovery session (contn.)



**Summary:** Feedback on this idea was generally positive. Requests for vertical gardens, art pieces and lighting.

07 Safe and attractive pedestrian links
Create some artistic hanging sculptural pieces across laneway.
Good idea.
QR codes with educational themes (history of area for school excursions).
Continuity – re: footpath paving. Attractive and can be removed and replaced.
Public art – heritage montages can be effective.
Laneway from Garfield to Kings Road needs work. Dogs breakfast! 1 person agreed
Attractive wall lighting well maintained
Don't feel safe at night. Need lighting
Laneway from bottle shop needs updating – mural.
Street art. Lighting
North end of GNR is split in two by traffic. Need a pedestrian crossing near Rodd Street, plus trees.
“Funky” art scenes and lighting will be appealing.
Vertical gardens in laneways.
Cameras
Market in Fred Kelly that continues into laneway.
Get all the awnings fixed at the northern end.
Mural would be nice and more lighting.
Rubbish removal/cleaning.
Public art space.
Photographic mural?
Interactive/educational.
Like floor lighting
Repair footpaths to make it safer to walk
If it's public art PLEASE use someone who is qualified to commission it. Stuff now is awful.
Shop fronts – links to access ways and rejuvenate lane ways. Eg: Melbourne city.
Like it.
Good lighting
Vertical garden attached to the wall.

08 Attractive laneways
Bring commercial frontages onto lane (especially Thompson Lane).
Agreed. Bring commercial frontages onto lane.
Markets
Prioritise pedestrian traffic.
Public art.
Market place.
We like that idea
Street stalls/ bars / laneway culture.
Why not take this further – activate more.
Vertical garden and lighting.
Make wonderful laneways. Such as in Melbourne CBD (Draw card for Five Dock).
Stop traffic in to Thompson Lane.
Can anything be done about bins for units above Supabarn?
More lighting in Thompson Lane. Feel unsafe at night.
Thompson Lane – could car park be widened in order to have pedestrian access through to Garfield Street?
Get rid of pigeons and pigeon feeders too. One person agreed.
Better connect Thompson Lane either side of Garfield Street for pedestrians.
Like the idea of murals.
Screen the back of the little shops bins all the way along.
Vertical garden on upper wall (idea 6 or 8? Pink/purple post it)
Playground – update and maintain.
Expand Fred Kelly Place into vacant land.
Craft Markets in Fred Kelly Place that utilizes the place.



**Summary:** Requests for increased commercial activity facing street, laneway culture, vertical gardens and lighting. Comments also expressed importance of pedestrians over vehicles.

Outcomes from ideas discovery session (contn.)



**Summary:** Feedback on this idea was generally positive. Comments indicated that a second hub in the northern end would be appreciated. Also raised was the need for a civic centre. A number of people raised questions about parking needs.

09 A second retail anchor
Good idea but ... lots of questions
Move supermarket to corner of Second Avenue.
A supermarket here will take from street and further weaken north end.
Picture theatre possible venue.
Supermarket blank walls?
What about public parking?
Are new developments in this area. Eg: old motor traders association site – being approved to make contribution. E: a site for a supermarket.
Relevant mural/art on brick community but must be professional... refer to Leichhardt Council Community Art Programs.
Or Harris Farm? Smaller.
Create a northern hub. Another supermarket with more parking and open area for seating.
This northern end is competing with Wareemba so needs to be upmarket retail and boutique shopping.
Stop vandals climbing! (Refer to sketch on pin post it).
A second hub in the northern end will draw people evenly into town.
Need health food store, organic market, something like Banana Joes at Marrickville.
Organic super market at north end. Agree.
An organic super market would draw the public to the north end.
Bicycle packs to stop to have a drink or meal.
Most of the retail shop front and footpaths from Garfield Street to Lyons Road are polluted with pigeon poo. It's disgusting,
Good idea – but needs more parking – where?
Great idea (pointing to something above) esp Location! IGA? Aldi?
Good idea to separate hubs.
Convert King Street car park to civic centre and put car park under.
Cinema. Please rejuvenate. Awesome church site – previously a cinema.
Extend Fred Kelly Place across Great North Road towards subway and on library 1st flood terrace. 1 person agreed.
St Albans church grounds are under-utilised. Covert to more civic uses.



## 10 Multi-deck car park

Agreed.
Need to have ramp access
Left turn only out of Kings Road into Great North Rd?
Pedestrian crossing/lights moved to facilitate foot traffic from car park to club
Car park has a huge impact on Kings Road residents (and surrounding). Close Kings Rd after car park?
Move pedestrian crossing to Kings Road corner opposite club.
We like – but is the location right (traffic and pollution)? Accessible wheelchair.
Multi-storey car park would bring too much traffic in/out Kings Road.
Make road one way where car park is.
Well thought out entry/exits and traffic controls are required to the surrounding roads this car park will attract.
Disabled set down areas in medical precinct.
RSL should help foot the bill for more parking. Their patrons park there.
Possibility of some car parking as shorter term. Eg: 1.2 hour might move traffic.
Block pedestrians from crossing corner of King Street to RSL club – a barrier around corner.
No right turn at King Street. Safety issue!
Will a car park be needed at the north end of GNR if that end is developed?
Roof-top restaurants above new and existing multi-storey building.
Waterview parking should be multi-level, not Kings Road.
Civic - car park (see sketch on orange post it note).
Attractive car park.
Car park – underground? Utilize ground level space as open space. Water view Street Upper deck car park.
Use all of land. We agree.
If the car park is multi-storey, make the roof a public park with views of the bay
And a high line style walkway/ ramp connected to upper levels of library space.



**Summary:** Feedback on this idea was generally positive; however a number of concerns were raised over traffic, pedestrian crossings, and car parking.

Outcomes from ideas discovery session (contn.)



**Summary:** Feedback on this idea was generally positive. Comments raised were generally to do with design and materials of development, and for greenery to be included through vertical gardens and/or hanging baskets.

11 Redesigning outdoor dining

- Use planter boxes – more green.
- Please do something! Aluminium.
- No wooden panels.
- Re-coat brown steel panels. Nicer colour.
- Building materials that is easily maintained and ages well should be a consideration.
- Vertical garden here.
- Needs to look more inviting.
- Continuity of outdoor furniture and umbrellas.
- Panels old fashioned. Change colour.
- Hanging flowers vine baskets between shops. Artificial?
- Like!
- Depends on design/materials etc. Needs to be well-lit.
- Trees and barriers against traffic.
- Like!
- Natural materials.
- Consistency.
- Light. Open. Green.

12 The wi-fi terrace
Who owns the terrace?
Like the idea. Open spaces for wheelchairs.
We like this idea.
Could be popular. Could be used by whole range of people.
Agreed.
Who owns space? Who is responsible?
Perhaps the restaurant can share this area at night – or the library for talks, book launches too.
Tree/ plants for visual appeal.
Vertical gardens.
Coffee cart?
Tables, chairs, bins, and potted plants.
How do you maintain it?
We like this idea. Coffee/ice cream cart. Weather protection. Seating/benches/ lighting.
Better lighting.
With umbrellas and cushions!
And who pays for it and maintains it?
Love the wifi idea. Pretty up the terrace too.



**Summary:** Feedback on this idea was generally positive. However, some concerns were raised over the ownership and maintenance of the space.

Outcomes from ideas development session

Night-time economy	
Steps involved	<p>Improve streetscape.</p> <p>Increase population in the centre by increasing floor space.</p> <p>Identify key sites to be redeveloped to amalgamate.</p> <p>Encourage diversity of night time activities. Eg: bars, cinemas, cafes, restaurant, family venues.</p> <p>Outdoor activities. Eg: live music, entertainment. Food and wine.</p> <p>Consider extending trading hours.</p> <p>Council to reduce cost of businesses having chairs/tables (outdoor dining) in Five Dock.</p> <p>Lighting of trees and buildings via solar powered lights/fairly lights.</p> <p>Permission from business owners to erect lighting.</p> <p>Live bands.</p> <p>Night markets in the summer 'like the rocks'.</p> <p>Encourage late night trading, especially Friday/Saturday evenings</p> <p>Late night café or wine/bar informal.</p> <p>Cooking classes – informal at the 'wi-fi terrace'.</p> <p>Ice-creamery/frozen yoghurt place open at night – pay attention to the 'trends in social gathering'.</p>
Who's involved	<p>Council to actively encourage night time activities.</p> <p>State Government legislation on liquor laws and entertainment.</p> <p>Land owners.</p> <p>Designers and architects.</p>
Risks/opportunities	<p>Increased traffic/parking/noise – need to balance positive benefits with risks.</p> <p>Night time activity provides more opportunities to revitalize and provide economic growth.</p> <p>Gives more choice to residents to shop locally and service their needs (eg: people coming home from work).</p>

Attractive laneways	
Steps involved	<p>Integrate Thompson Lane with Fred Kelly Place by using the same palette of materials, landscaping, art, and lighting.</p> <p>Need to balance competing interests between car use and pedestrian use of some laneways.</p>
Bringing the idea to life	<p>Art competition revolving around how to bring laneways to life.</p> <p>Covering or permeable 'ceiling' to provide weather protection whilst also letting light through.</p> <p>Co-operation between land owners and Council.</p> <p>Could activate blank walls by putting active uses.</p> <p>Could lighting be part of planter boxes so the lights aren't wasted.</p>



A Second Retail Anchor	
Steps involved	<p>Multi-storey car park – need to think about traffic flow – important.</p> <p>Need to make sure we have more parking – make sure we have disabled car parking spaces.</p> <p>We want second retail anchor.</p> <p>Second retail area away from Superbarn.</p>
Who's involved	<p>Existing property owners and tenants and council for development approvals.</p> <p>Local business organizations and/or council to encourage and develop new businesses and improve existing ones.</p> <p>More development happening north end of Great Northern Road so residents will need retail closer to them.</p>
Risks/opportunities	<p>Parking, pedestrians (crossings) and set down areas, especially for elderly/handicapped.</p> <p>Pigeons near food areas – piking to be made compulsory.</p> <p>More upmarket retail. Eg: organic, whole food and better atmosphere in cafes.</p>
Alternatives	<p>Crowded (more crowded) southern end of Great North Road.</p>

Encouraging good development	
Considerations for Council	<p>Consistency in aesthetics.</p> <p>Ecological/green.</p> <p>Lighting.</p> <p>Attractive.</p> <p>Open space and accessible to all (including people with mobility issues, wheelchair users).</p> <p>Council to control development – area may need to be re-zoned with restrictions and specifications.</p> <p>Need to consider – parking and traffic flow.</p> <p>Need to start with small initiatives to show community changes are happening (eg: wi-fi at library).</p> <p>Matching retail and residency is important.</p> <p>Residency – could this include accessible residency “universal design principles”.</p>

Outcomes from ideas development session (contn.)



Pedestrian safety and access	
<p>Steps involved</p>	<p>Is it possible to open up pedestrian links incorporating existing laneway beside the NAB?                      From First Avenue, beside FD Hotel car parks – extending th link at rear of shops south to north to Second Avenue car park with a link into proposed Fred Kelly 2 (ie: post office forecourt).                      To create links to existing facilities.                      Management of pedestrian and vehicular traffic needs improvement.                      Not pedestrian friendly - e.g.: conflicts in Thompson Lane and Kings Road – footpath does continue.                      Cars tend to dominate.                      Car park exists and entrances. Eg: Garfield Street Supabarn car park – cars and trucks cross the footpath. This hazard also in Kings Road.                      Raised pedestrian crossing on Great North Road near Henry Street is good! Slows vehicles.                      Vehicle speeds (eg: northern end of Great North Road) are too high!                      Need to challenge RMS to achieve better access and safety for pedestrians.                      In summary, laneway improvements good but need attention to the fundamentals of pedestrian and traffic interface and integration.                      There is a footpath from corner kings Road and extends only as far as the real estate office.                      Could this footpath be extended to the end of Thompson Lane and join Garfield Street?                      Better lighting down to Lane. Very scary walking there at night.</p>
<p>Bringing the idea to life</p>	<p>Laneway beside NAB.                      Theme: Historical - to build on existing Five Dock themes. Would NAB be interested in helping fund a project 'photo mural' of the area, incorporating historical and contemporary images and lighting expert and graphic artist commissioned to plan/oversee.                      Interactive element – Local historian for children/tourists.                      QR codes – scan.                      Paving – create a fully realised space/design. Consider mobility issues.                      Risks – vandalism/graffiti – engage local schools to give a sense of ownership – Domremy/ FDPS/ Rosebank / Russellea.                      Opening up a retail window – coffee on the go?! In the south wall – reduce risk of crime.</p>

### Workshop summary

The workshop sessions were well attended and participants appeared to enjoy working through the seed ideas and imagining how these could change the face of Five Dock.

All the ideas were generally accepted by the groups, though there were some ideas that a number of questions were raised about their feasibility.

The workshop sessions gave people the opportunity to understand the rationale for the ideas and discuss their views on each with their neighbours.



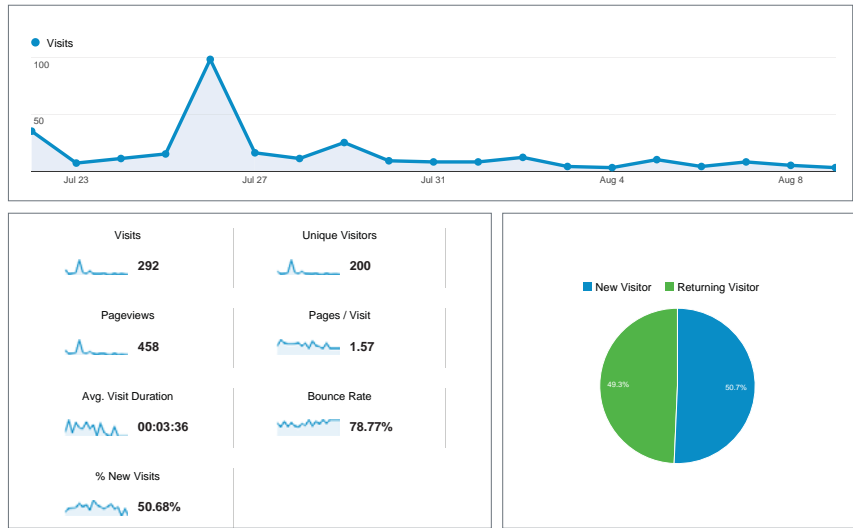
Impressions of the Stakeholder Workshops in June 2013, held at the Five Dock Library

### 1.8 STAGE 2 COLLABORATIVE COMMUNITY MAP

While the Collaborative Community Map tool was again used to gather comments from the community, its main purpose was an online place for people to view the seed ideas.

During the collaborative map consultation period of three weeks (22 July to 9 August 2013) there were 292 visits to the website by 200 unique visitors. More than half of all page views were by returning visitors and the average time people spend on the collaborative website was three minutes. The adjacent figures show 'web-analytics' and results of the website activity.

29 individuals made close to 100 comments about the seed ideas using the Collaborative Community Map. These comments are included in the following pages. People were also able to agree and disagree with comments that others had placed. This information is also included in the following pages.

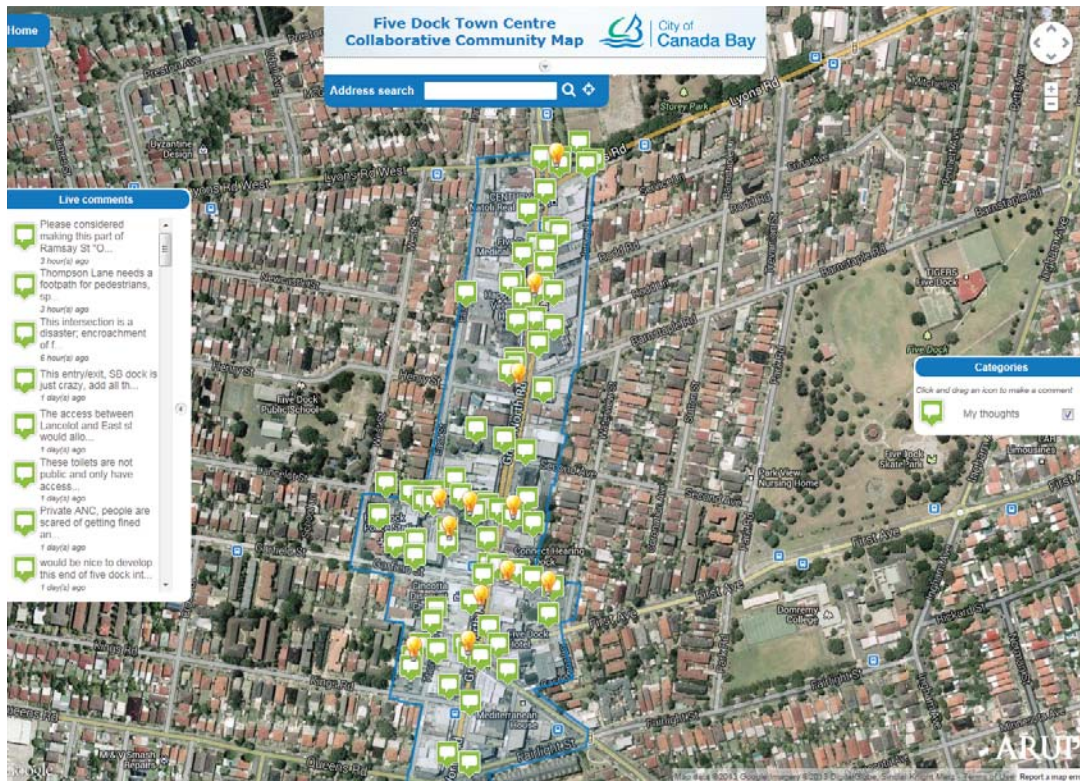


Website activity and visitor profile

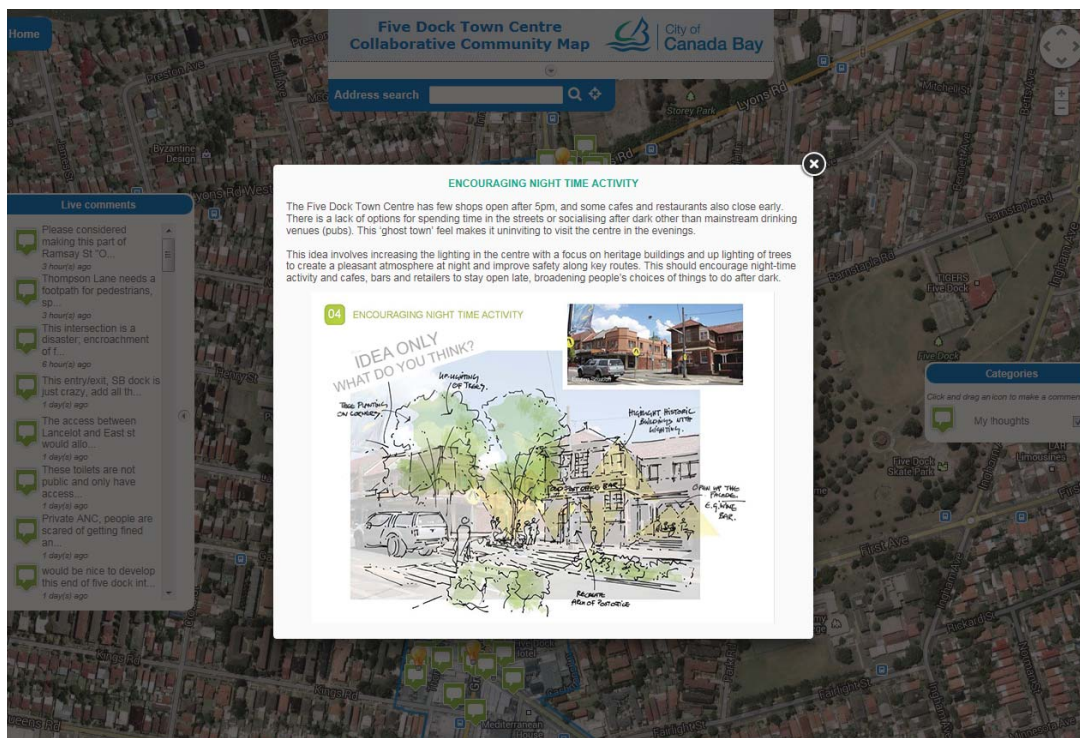


Spatial distribution of comments





Screenshot - the light bulbs show the location of the seed ideas



Screenshot - pop ups showing details of each seed idea

Comments - Collaborative Community Map

Receipt Number	Description	Stakeholder group	Agree	Disagree
FDTC1	At present this area is dominated by cars and this idea would create a more pleasant entry into the centre.	Local resident	2	0
FDTC2	Is it possible to also place gum trees down the middle of the median strip, like in Majors Bay and Wareemba?	Local resident	4	3
FDTC3	Placing a public plaza in this location would create a real heart in Five Dock. Love it!	Local resident	6	0
FDTC4	still need to have all intersections with GNR along this strip with a marked ped crossings to increase safety and access.	Local resident	1	2
FDTC5	The existing barriers and awnings look a bit sad. It would be nice to see natural palette of materials rather than the metal structures.	Local resident	8	0
FDTC6	I think most people agree that a second supermarket is needed in Five Dock. The current operator has a monopoly.	Local resident	8	0
FDTC7	Anything would improve this disgrace, would require shop owners to co-operate,	Local business	3	0
FDTC8	Great	Local resident	0	0
FDTC9	No more asphalt. Concord has pavers. FD needs same treatment & budget. \$1.8m spent on resurfacing in Concord.		7	0
FDTC10	So why no vision for East St. It is a disgrace		2	0
FDTC11	yes more trees more planting soften look and feel of FD	Local resident	4	0
FDTC12	Yes to outdoor ter	Local resident	0	0
FDTC13	Laneway needs active shop sides. Lighting is not enough	Local resident	3	0
FDTC14	PO forecourt - yes a priority as key site	Local resident	4	0
FDTC15	Disappointed that vision to date does not more adequately cover the area of the study. Just hope CBC have budget to deliver something.	Local resident	4	0
FDTC16	Yes more height on GNR and less impact on surrounding residential please	Local resident	1	1
FDTC17	This lane should be a one way heading North from Barnstaple Rd, to discourage a rat run from slip lane evaders heading on to GN Road.	Local resident	1	0
FDTC18	mid height ok, Bulkiness needs to eliminated by using setbacks, vertical wall gardens, "lighter" building design. glass balustrades etc	Local resident	3	1
FDTC19	Increase the scope for free wifi & seating to the street level as well.	Local resident	2	0
FDTC20	The northern end of Great North Rd intensified as a medical hub. Council should investigate incentives for such uses to rejuvenate the area.	Local resident	4	0
FDTC21	This should be a one way to stop car accidents	Local resident	3	0
FDTC22	Love the idea. Five Dock is in need of more parking facilities. Most customers move on to other suburbs because of lack of parking.	Local resident	2	1
FDTC23	This would be a fantastic idea, especially if you build underground parking as well. Ken D (Club Five Dock RSL)	Local business	2	0

Receipt Number	Description	Stakeholder group	Agree	Disagree
FDTC24	"Building Hgts should not exceed 3 stys. 5 Stys though Grt Nth Rd and resulting density will completely change the nature of the area."	Local resident	6	1
FDTC25	Kelly place concept fine but heights not more than 3 storeys. This sketch is unrealistic proportions square width to bldg height - redraw	Local resident	6	0
FDTC26	"Crossing not needed here There's a crossing up the st & another one down the st. Holds up cars turning from Garfield st into GNR."	Local resident	4	1
FDTC27	Consider moving bus stop to here. Could allow spot where existing stop is to be widened for outdoor dining strip (like Concord)	Local resident	2	0
FDTC28	Not clear on the intent here. It could remain a slip, just a smaller one which would create the desired effect without impacting traffic.	Local resident	1	0
FDTC29	I'd like to see another Medical Centre on the other end of Five Dock	Local resident	0	1
FDTC30	It would be good to encourage development that isn't too high - this would retain the village atmosphere.	Local resident	4	0
FDTC31	Fred Kelly Place has an identity problem. Is it a square?, is it a thoroughfare? It begs expansion and development resolution	Local resident	6	0
FDTC32	A second supermarket would stop many people having to drive out of the area and ensure that business stays in Five Dock.	Local resident	5	1
FDTC33	Agree with second supermarket area and should include a significantly widened laneway, preferably with active shops as suggested.	Local resident	4	1
FDTC34	Street trees would soften the northern end of Great North Road. Attempts should be made to introduce other types of landscaping too.	Local resident	6	0
FDTC35	This requires much more consideration; zoning for restaurants, cafes an ATM, small bars etc to create a hub. It's confusing right now.	Local resident	2	0
FDTC36	Just a carpark? Think bigger! Why not better utilise our limited real estate with a comercial/retail centre that includes a larger carpark?	Local resident	2	0
FDTC37	This park should be part of the strategy. A farmers market here or regular events could generate knock on busines for all of Five Dock.	Local resident	5	0
FDTC38	We should encourage terraces for dining or small bar use. We have great views here we should capitalise on them.	Local resident	5	0
FDTC39	Big real estate space under utilised. Surely police can be moved to a smaller site freeing up this space to be better utilised.	Local resident	1	3
FDTC40	"Solar powered spotlights to highlight the heritage building aswell as being painted in heritage colours. "	Local resident	1	0

Comments - Collaborative Community Map (contn.)

Receipt Number	Description	Stakeholder group	Agree	Disagree
FDTC41	"NAB Bank Building Solar powered spotlights to highlight the heritage building aswell as being painted in heritage colours. "	Local resident	2	0
FDTC42	"Awesome Church Solar powered spotlights to highlight the heritage building aswell as being painted in heritage colours. "	Local resident	1	0
FDTC43	"Circa 1912 Building Solar powered spotlights to highlight the heritage building aswell as being painted in heritage colours. "	Local resident	2	0
FDTC44	Solar powered spotlights to highlight the heritage building aswell as being painted in heritage colours.	Local resident	2	0
FDTC45	"Old PO Solar powered spotlights to highlight the heritage building aswell as being painted in heritage colours. "	Local resident	3	0
FDTC46	An additional pedestrian crossing is necessary in the Medical precinct. Also a 10 minute set down area to drop off the elderly & disabled.	Local resident	4	1
FDTC47	Loads more greenery and trees needed all along the street! Aesthetically pleasing places attract people...	Local business	5	0
FDTC48	Parking should be a minimum of 1 hr.. 30 mins doesnt even allow enough time to get kids out of a car, go to the ATM, buy a coffee and leave.	Local business	2	2
FDTC49	"This shop suits an Organic market like Aboutlife adding another retail hub being located near the gym & yoga centres as a health precinct. "	Local resident	0	1
FDTC50	"This shop suits an Organic market like Aboutlife & adds another retail hub being located near the gym & yoga centres as a health precinct. "	Local resident	0	1
FDTC51	"This area suits an Organic market like Aboutlife & adds another retail hub being located near the gym & yoga centres as a health precinct. "	Local resident	1	0
FDTC52	F.Kelly monument should be replaced by a metal or mosaic inlay in the pavement like John Lennon's in NY Central Park as it's grander & flat.	Local resident	1	2
FDTC53	Move childrens play area from Fred Kelly's place to the front of Subway as it would create a good combination of children, mothers & Subway	Local resident	1	2
FDTC54	Verticle garden wall, good lighting, new paving. Wall art should reflect heritage elements but not graffiti. Drummoyne has a good example.	Local resident	1	0
FDTC55	Verticle garden wall, good lighting.	Local resident	2	0

Receipt Number	Description	Stakeholder group	Agree	Disagree
FDTC56	Vertical garden wall & good lighting. The local cafes should be able to have cafe tables & chairs along this area. So Melbourne, So chic !	Local resident	1	0
FDTC57	This building should be painted in heritage colours & have solar powered lights to show of the old architecture.	Local resident	2	1
FDTC58	This ugly lane requires vertical garden walls, good lighting & new paving. The rear of the businesses should maintain & fence in their area	Local resident	2	0
FDTC59	RSL club is dated,no connection to heritage, history or the community.Sloped striped awnings & vertical garden walls on the fascade a must !	Local resident	2	1
FDTC60	Vertical garden walls, good lighting. Perfect for evening roof top dining,or wine bar & jazz bands after the library closes.	Local resident	2	0
FDTC61	This car repair place is ugly,dirty,their cars take up most of the street & should be audited for OH&S due to toxic smells. Verticle garden?	Local resident	6	0
FDTC62	All 4 corners of this intersection should have the same amount of greenery and furniture so that it improves the image & gateway of 5Dock.	Local resident	2	0
FDTC63	I really think that the toilets should be cleaned more often and taken care of	Local resident	3	0
FDTC64	As there are Bicycle lanes, bicycle racks would allow the cyclists to park their bikes to buy some food & beverages in Five Dock.	Local resident	1	1
FDTC65	As there are Bicycle lanes, bicycle racks here would allow the cyclists to park their bikes to buy some food & beverages in Five Dock.	Local resident	2	1
FDTC66	As there are Bicycle lanes, bicycle racks would allow the cyclists to park their bikes to buy some food & beverages in Five Dock.	Local resident	1	1
FDTC67	As there are Bicycle lanes, bicycle racks here would allow the cyclists to park their bikes to buy some food & beverages in Five Dock.	Local resident	1	1
FDTC68	As there are Bicycle lanes, bicycle racks here would allow the cyclists to park their bikes to buy some food & beverages in Five Dock.	Local resident	1	1
FDTC69	The "rock" sculpture should be moved. It is in a high pedestrian traffic area and contributes nothing to the amenity of Fred Kelly place.	Local resident	3	1
FDTC70	Derelict building should be made to be fixed. Looks unsightly but also does not feel safe walking past it, especially of a night.	Local resident	1	0
FDTC71	Everyone complains about lack of parking in FD but when I park in Supabarn carpark it's at least half empty. More directional signage.	Local resident	1	0
FDTC72	would be nice to develop this end of five dock into a little eating strip.	Local resident	0	0

Comments - Collaborative Community Map (contn.)

Receipt Number	Description	Stakeholder group	Agree	Disagree
FDTC73	Private ANC, people are scared of getting fined and won't park there. Very little security park at your peril. Entry and exit very dangerous	Local business	1	0
FDTC74	These toilets are not public and only have access thru locked fire door which is illegally propped open by restaurant operator and others	Local business	1	0
FDTC75	The access between Lancelot and East st would allow people, school kids safe passage to GNR, would also stop all the U turns in East St		0	0
FDTC76	This entry/exit, SB dock is just crazy, add all the U turns, taxis, school kids, buses, mums with prams, foot path blocked by trucks, bins	Local business	0	0
FDTC77	This intersection is a disaster; encroachment of footpaths close off lanes so that thru traffic (GMR) and turning (Garfield St) cannot move	Local business	0	1
FDTC78	Thompson Lane needs a footpath for pedestrians, speed humps to slow traffic and clear signage showing "One Way" direction	Local business	0	0
FDTC79	Please considered making this part of Ramsay St "One Way" heading South East. This will cut traffic congestion and add angle parking	Local business	0	0
FDTC71	Everyone complains about lack of parking in FD but when I park in Supabarn carpark it's at least half empty. More directional signage.	Local resident	1	0
FDTC72	would be nice to develop this end of five dock into a little eating strip.	Local resident	0	0
FDTC73	Private ANC, people are scared of getting fined and won't park there. Very little security park at your peril. Entry and exit very dangerous	Local business	1	0
FDTC74	These toilets are not public and only have access thru locked fire door which is illegally propped open by restaurant operator and others	Local business	1	0
FDTC75	The access between Lancelot and East st would allow people, school kids safe passage to GNR, would also stop all the U turns in East St		0	0
FDTC76	This entry/exit, SB dock is just crazy, add all the U turns, taxis, school kids, buses, mums with prams, foot path blocked by trucks, bins	Local business	0	0
FDTC77	This intersection is a disaster; encroachment of footpaths close off lanes so that thru traffic (GMR) and turning (Garfield St) cannot move	Local business	0	1
FDTC78	Thompson Lane needs a footpath for pedestrians, speed humps to slow traffic and clear signage showing "One Way" direction	Local business	0	0
FDTC79	Please considered making this part of Ramsay St "One Way" heading South East. This will cut traffic congestion and add angle parking	Local business	0	0

Receipt Number	Description	Stakeholder group	Agree	Disagree
FDTC80	Why not consider the new 6 story unit block in Storey Park at the same time? Esp. turning right into this development from GNR or Lyons	Local resident	1	1
FDTC81	Medical Centre and Douglas Hanly Moi r are across the rd from each other. Either newpedestrian crossing OR blood place moves across the road	Local resident	0	0
FDTC82	Smash repair on corner of Barnstaple - paint fumes are WHS issue	Local resident	0	0
FDTC83	Poles & wires on GNR north of Henry need to be undergrounded and replaced with smart poles as per southern half of GNR		1	0
FDTC84	Res dev need to have upper floors set back and low height facing existing residential. Height on GNR should be increased.	Local resident	0	0
FDTC85	NO more dev that flaut DCP controls on sets back and height	Local resident	1	0
FDTC86	Yes remove all the shops on cnr of Garfield and Gt Nth Rd and expand Fred Kelly to a genuine community square.	Local resident	0	1
FDTC87	Five storeys will make GNR a very shady place - no direct sun for any of the cafes. Has anyone done a shade survey for this?		1	0
FDTC88	More asphalt will do nothing to enhance FD's appearance.		0	0
FDTC89	Love the wi-fi idea. Can it have shade when needed and be utilised for other things		0	0
FDTC90	2nd smkt here will add to traffic congestion. Placing it northern end of GNR would be more in line with future development		1	1
FDTC91	This site is an eyesore and whatever the feud between Supabarn and owners of site: they need to sort it out for the sake of the community		2	0
FDTC92	Great idea to redesign this space as a public square, Addition of public toilets, trees, and good seating required. Possible community hall?		0	0
FDTC93	Slip way is useful for traffic flow. Perhaps made smaller and green triangle of land re-landscaped in an attractive stye		0	0
FDTC94	Important to limit the building height. 4 storeys OK but not 5 or 6 as village feel will be lost and GRN will end up looking generic.		2	1
FDTC95	Need to decide if the "look" of FD is going to be heritage or modern. The outdoor dining hardware etc needs to be unified in same the theme.		1	0
FDTC96	It would be preferable to see retail uses up to the footpath as this carpark facing GNR creates a disconnect	Local resident	0	0
FDTC97	I agree with 4-5 storeys+ for mixed-use development. More efficient lift-access buildings with good architectural design are sustainable.	Local resident	0	0
FDTC98	With women and children crossing to get to the library, the play area and subway, a crossing is definitely needed here.		0	0





## PLACE ANALYSIS

- 2.1 Regional and Local Context
- 2.2 Settlement History
- 2.3 Local Surrounds
- 2.4 The Study Area
- 2.5 Vehicular Access
- 2.6 Walking, Cycling and Public Transport
- 2.7 Landscape Characteristics
- 2.8 Built Form Footprints
- 2.9 Heritage Items
- 2.10 Land Ownership
- 2.11 Places of Interest
- 2.12 Gateways and Landmarks
- 2.13 Photographic Observations

## 2.1 REGIONAL AND LOCAL CONTEXT

The City of Canada Bay Local Government Area (LGA) is located in the Inner West of Sydney, around six kilometres west of the Sydney CBD. The LGA encompasses almost twenty square kilometres and is bound by the Parramatta River to the north and east, and Parramatta Road, Homebush Bay and the Bicentennial Park to the south and west.

The draft Metropolitan Strategy for Sydney, released in March 2013, defines six subregions. Canada Bay is located on the eastern boundary of the Central Subregion which includes Port Botany, Bondi, Chatswood and Macquarie Park. Priorities for the region include residential intensification along key corridors, and improved metropolitan connections, such as WestConnex, to increase links between Sydney's west with the airport, the ports and the CBD.

The current draft Inner West Subregion (Inner West Subregional Strategy) focuses on Burwood and Rhodes as the major centres for the region. Ashfield, Leichhardt and Balmain are identified

as town centres while smaller centres including Five Dock, Drummoyne and Majors Bay Road are identified as villages.

A village is defined as a strip of shops and surrounding residential area within a 5 to 10 minute walk and servicing between 2,100 and 5,500 dwellings. A town centre is defined as a centre with retail and community facilities, a medical centre, schools, etc serving a catchment of 800m with between 4,500 and 9,500 dwellings.

A significant change from earlier strategies has been the identification of Parramatta Road as an Enterprise Corridor. The purpose of an enterprise corridor is to provide low cost accommodation for a range of local and regional services, including start-up offices, light industrial, showrooms, building supplies and retail, which benefit from high levels of passing traffic (over 50,000 vehicles per day). Redevelopment within Enterprise Corridors may only include residential uses where there will be acceptable impact from road noise and pollution.

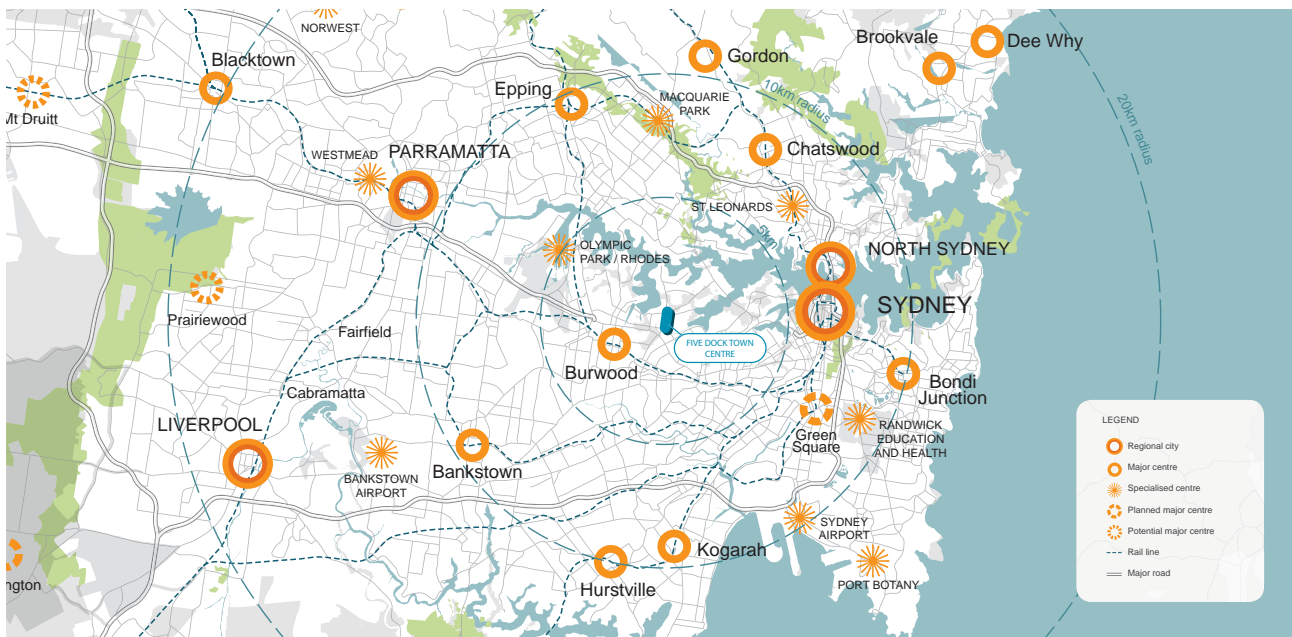


Figure 9. Regional context of Five Dock Town Centre (shown over previous Metropolitan Plan for Sydney)

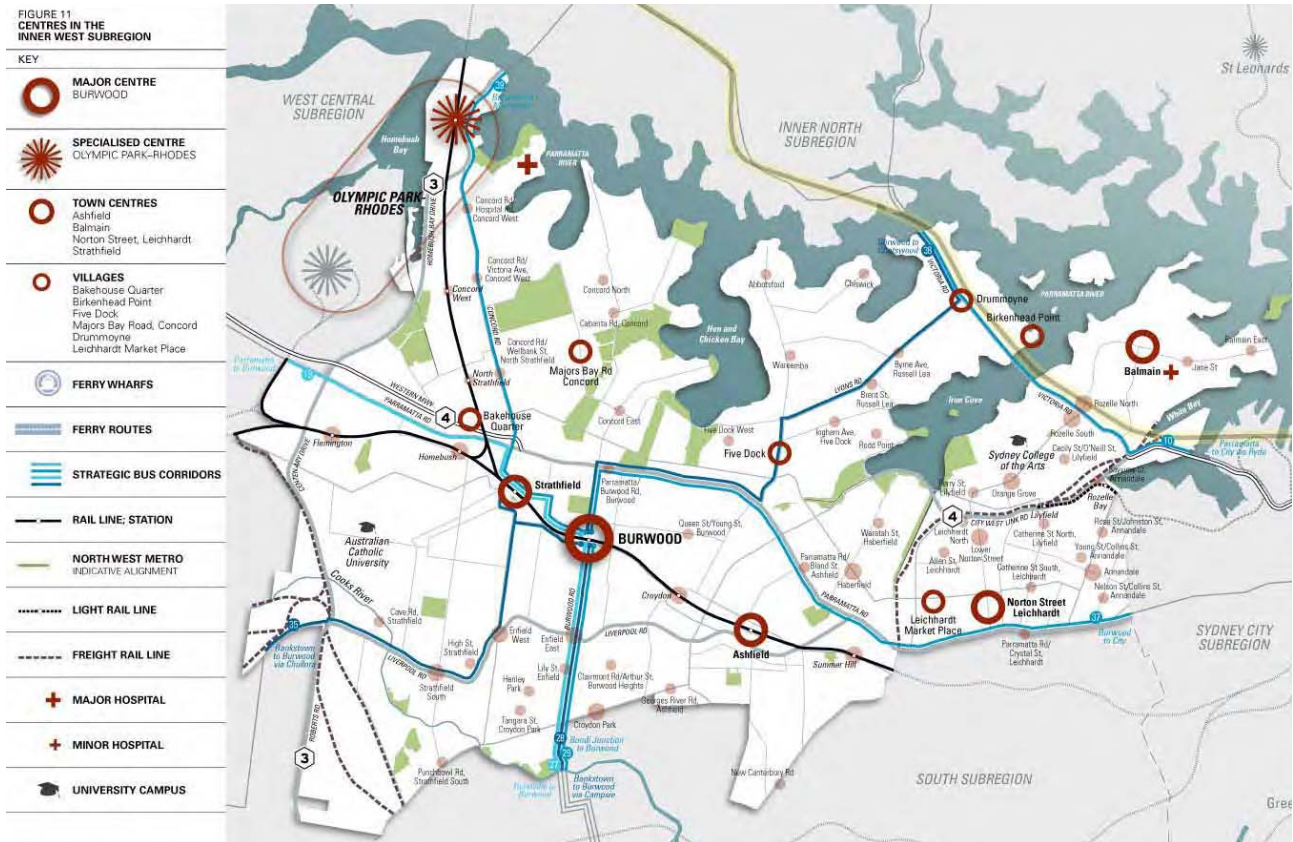


Figure 10. Centres hierarchy as adopted by the Draft Inner West Subregional Strategy (Source: Department of Planning & Infrastructure, 2008)

Local Context

Canada Bay is named in remembrance of the 58 French Canadian prisoners deported to Sydney in 1840, following the Lower Canada Rebellion.

Major assets of the local area include the Parramatta River and foreshore recreational areas, Rhodes Shopping Centre, Yaralla Dame Eadith Walker Hospital, Concord Repatriation General Hospital and Concord Golf Club.

The City of Canada Bay comprises eighteen suburbs, namely Abbotsford, Breakfast Point, Cabarita, Canada Bay, Chiswick, Concord, Concord West, Drummoyne, Liberty Grove, Mortlake, North Strathfield, Rhodes, Rodd Point, Russell Lea, parts of Strathfield, Wareemba and Five Dock.

Canada Bay offers a mix of main street retail centres, residential neighbourhoods and open space. Towards the waterfront, industrial sites have been gradually transformed into multi-unit residential developments.

The LGA is well connected to its surrounds by the Western Motorway, Parramatta Road and the main northern railway line with stations at Ashfield, Croydon, Burwood, Strathfield, North Strathfield, Concord West and Rhodes.

Parramatta Road carries high traffic volumes and forms a significant physical barrier to the south. While its poor visual amenity is an issue, the corridor also provides a large share of the employment lands in the LGA.

Suburb of Five Dock

Over 8,700 people live in the suburb of Five Dock, which covers an area of approximately 240 hectares.

The population density is 36 persons per hectare (pph) compared with an average density of Greater Sydney of 19 pph. According to the Census 2011, around 12% of residents were born in Italy, and 85% of these are aged 55 or older. 3% of Five Dock's residents were born in China, and 2% in England. On average, there are 2.5 people and 1.5 vehicles per household and the median weekly household income is \$1,700.

By 2031, population growth for the suburb is forecasted to be around 18%, and is expected to attract predominantly young professionals.

1788



Bennelong (1764-1813) is believed to have been a member of the local Wangal people who inhabited a large area of the southern side of the Parramatta River.

John Hunter, later Governor of New South Wales, led the first European exploration of the Canada Bay area soon after the arrival of the First Fleet in 1788.



1800



In 1806, Governor King made a land grant to John Harris, which included present areas of Five Dock and Drummoyne. The property became known as 'Five Dock Farm'.

The Great North Road, completed in 1836, was a significant infrastructure project for the time, connecting Sydney to the Hunter Valley and Newcastle.



Images: State Library of New South Wales, National Library of Australia

## 2.2 SETTLEMENT HISTORY

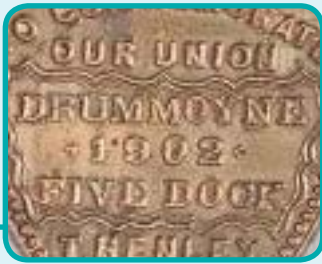
While few traces of indigenous occupation of the Five Dock and Drummoyne area remain, Parramatta Road is believed to have been constructed over an old Aboriginal pathway. The Wangal clan of the Dharug people, one of eight groups living along the banks of the Parramatta River, are understood to have inhabited a large area from Sydney Cove in the east to Rosehill in the west, including Five Dock. Names of some locations, such as 'Wangal Place' off Great North Road to the south of the town centre, are a reminder of this past.

In 1806 Governor King granted 600 hectares of land to John Harris, a military surgeon and magistrate. This property became known as 'Five Dock Farm'. 30 years later, Harris sold the land to Samuel Lyons, who subdivided the property into 133 lots, and defining some of the earliest local roads including Kings Road, Lyons Road, Blackwall Point Road and Barnstaple Road. The section of the Great North Road central to the Five Dock Town Centre was constructed in 1830s, connecting Parramatta Road to a punt on the Parramatta River.



Photo 1. Five Dock Quarry, 1888 - Material for the construction of the Great North Road came from this quarry which was later filled in to form the site for the Five Dock Bowling Club (Source: State Library of New South Wales)

1900

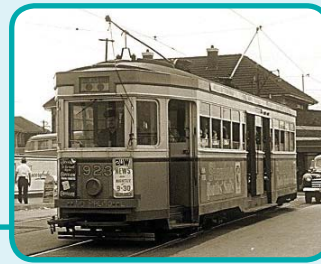


In 1902, Five Dock and Drummoyne amalgamated. Four times mayor Thomas Henley was instrumental for this merge, aimed at easing the debt of the municipality.

The Five Dock Town Centre experienced a boom after World War I, focused on the intersection of its three main roads: Great North Rd, Ramsay Rd and First Avenue.



1950



For over sixty years, Five Dock was connected to Sydney's electric tram system, one of the largest in the world. The last tram to Haberfield ceased operation in 1956.

In 2000, Drummoyne and Concord Councils merged to become the City of Canada Bay. Today, the Municipality has a population of ~75,000 people (2011 Census data).

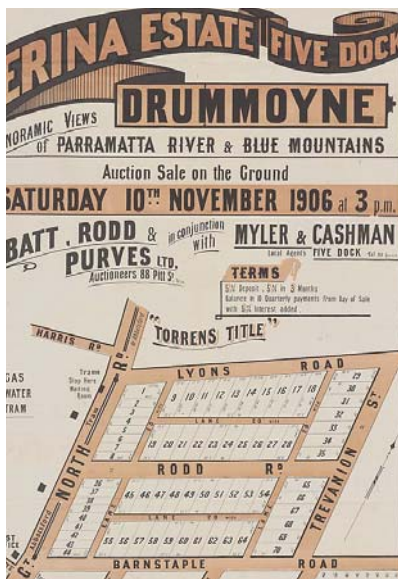


Figure 11. Sales plan for land subdivision in the northern part of the Five Dock Town Centre study area, 1906 (Source: State Library of New South Wales)

The areas popularity for residential subdivision increased with additional transport connections such as the Iron Cove Bridge in 1882 and tram services to the City from the 1890s. In the following decades, employment followed and Drummoyne and Five Dock became an important local centre for light industry and manufacturing.

Ramsay Road led east from Great North Road to Parramatta Road. The unusual alignment, which remains today, followed the 1837 subdivision pattern between First Avenue and Fairlight Street. After World War I, both Ramsay Road and the Great North Road gradually became lined with businesses and their junction defined the heart of the Five Dock Town Centre.

To this day, two historic buildings mark this important location: a pair of inter-war period shops (currently painted red) and the prominent Five Dock Hotel (refer to Chapter 2 Heritage Items for photos and further description).

Many streets in Five Dock are named after former mayors and aldermen. Other streets hold the name of early landowners and prominent local businessmen, while some are named after US warships.

A few streets carry the names of prominent people such as Queens Road after Queen Victoria; Garfield Avenue after American President James Garfield, Kingsford Avenue after Charles Kingsford Smith and Henry Lawson Avenue after Henry Lawson. Coronation Avenue commemorates the coronation of King George VI in 1937.



Photo 2. Remaining rock formation at Howley Park, Drummoyne, believed to have given Five Dock its name (Source: canadabayconnections.wordpress.com)

It is believed that Five Dock takes its name from an unusual water-worn sandstone formation of five 'docks' or indentations along the Parramatta River. Some of these docks were buried under the Gladesville Bridge in 1881 while two of the five docks remain today (see photo above). In 1922, local real estate agents led an unsuccessful campaign to change the name of Five Dock into a more 'attractive' name not connected to the shipping industry to 'enhance property values'.

Sources: about.nsw.gov.au; canadabayconnections.wordpress.com; en.wikipedia.org; www.environment.nsw.gov.au; www.rotarynews.info; trove.nla.gov.au

2.3 LOCAL SURROUNDS



Photo 3. Halliday Park, located at the Parramatta River foreshore

The Five Dock Town Centre is surrounded by predominantly medium to lower density residential development. To the south lies Parramatta Road, a significant and busy traffic corridor which carries over 80,000 vehicles each day. Other roads with relatively high traffic numbers in the vicinity of the centre include Victoria Road to the east, Lyons Road to the north, Concord Road to the west and Queens Road to the south.

A number of the area's major recreational open spaces are located within easy walk of the town centre including Five Dock Park to the east, Timbrell Park to the south and the Parramatta River foreshore with Halliday Park to the north.



Photo 5. Five Dock Leisure Centre



Photo 6. Barbecue facilities Five Dock Park



Photo 4. Skate facilities in Five Dock Park

Five Dock Park describes an area of almost 12 hectares (as a comparison, the Royal Botanic Gardens in Sydney's CBD is 30 hectares in size).

Centrally located within the park is the Five Dock War Memorial, erected in the 1930s. The park offers a playing field, a bowling club, tennis courts, toilets, childcare facilities, an off-leash area for dogs, several BBQ's and seated picnic areas and a popular skate park which was upgraded in 2007.

Along the foreshore of Parramatta River is Halliday Park, which allows for long-distance views across Kings Bay and has a shaded playground facility in its centre. During the year the park hosts several events for the community including Carols in the Park.

The Five Dock Leisure Centre, located on the Corner Queens Road and William Street approximately 1km west of the study area, is a multi-purpose facility and a popular destination for the local community.



Figure 12. Local Context Analysis

2.4 THE STUDY AREA



Photo 7. Fred Kelly Place is an attractive square and popular meeting place in the centre of Five Dock

The study area of the Five Dock Town Centre includes the commercial and retail area of Five Dock along an 800m long section of the Great North Road.

The centre is bound by Lyons Road to the north, East Street to the east, Fairlight Street and Queens Road to the south, and extends mid-block between the Great North Road and Waterview Street, incorporating the Council-owned carpark near First Avenue and the northern section of Ramsay Road.

In the centre of the study area is Fred Kelly Place, sometimes referred to as 'Five Dock Town Square' by locals.

The small square is arguably the focus point of the centre, offering a playground, seating facilities and public art. The square is a popular pedestrian thoroughfare from the Great North Road to a multi-storey development to the west, which incorporates the Five Dock library, a supermarket, a carpark and apartments on the upper levels.



Photo 8. Outdoor cafes along the wide footpaths of the Great North Road, the main street of Five Dock



Photo 9. The Great North Road, looking north



Photo 10. A Post Shop is located in the centre of the study area, opposite Fred Kelly Place





Figure 13. Site Context - Aerial of the study area

2.5 VEHICULAR ACCESS



Photo 11. The Great North Road, Five Dock's main street, looking south



Photo 12. Key central intersection of Great North Road (foreground), First Avenue (left) and Ramsay Road (centre)

Central to the town centre is the Great North Road, often referred to as the main street of Five Dock. Within the study area Great North Road is owned and managed by the NSW Roads and Maritime Services (RMS) and carries comparably high traffic volumes due to Five Dock's location between the Sydney CBD and Parramatta Road.

While a through-route, the Great North Road is also the commercial heart of the town centre and has high pedestrian activity as well as frequent vehicular car parking movements. Other state-owned roads within the study area include Lyons Road, Queens Road, a section of Fairlight Street and Ramsay Road.

Carparking in the centre is available on-street and off-street, namely the council-owned carparks at Waterview Street, Kings Road and underground in the basement of the library building, accessible off Garfield Street.

The urban structure within the Five Dock Town Centre, as defined by the streets and lots, is unusual and challenging. Many local streets leading to the Great North Road often terminate, creating T-intersections, which limit east-west connectivity.

In addition, with the exception of Second Avenue, all streets to the east of the study area meet the Great North Road at an angle, creating inefficient lot parcels that are generally more difficult to develop than rectangular shaped lots.



Photo 13. Council-owned carpark off Waterview Street

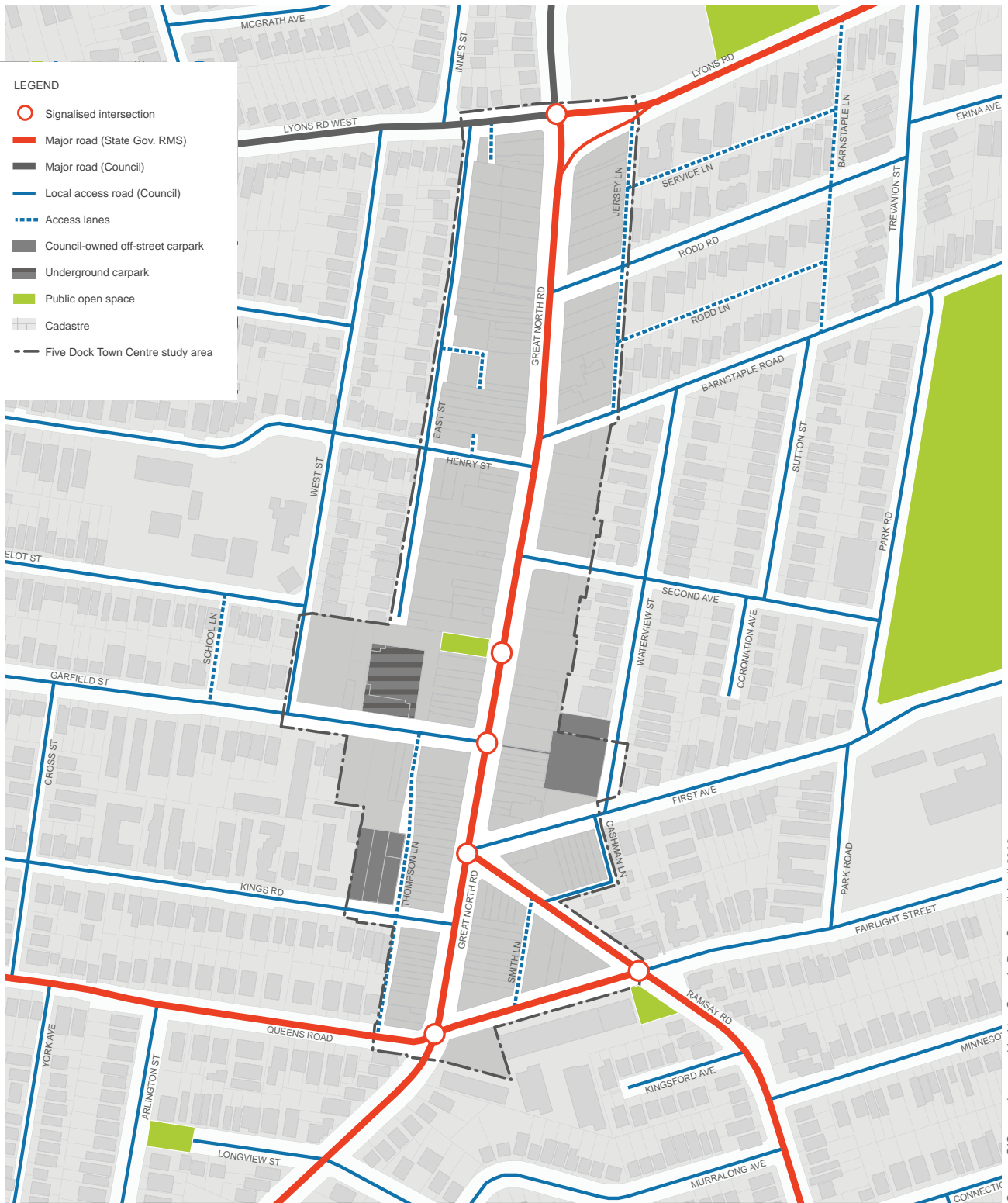


Figure 14. Site Context - Vehicular Transport and Access Analysis



Source: GIS mapping, provided by Canada Bay Council April 2013

## 2.6 WALKING, CYCLING AND PUBLIC TRANSPORT



Photo 14. Cyclists on the Great North Road share the road with vehicular traffic

The Five Dock Town Centre caters for a variety of transport modes including, in addition to vehicular traffic, walking, cycling and public transport. In 2003, the road width of the Great North Road was narrowed, creating a comparably slow-speed and pedestrian-friendly environment, and footpaths are generally wide and fairly obstacle free.



Photo 15. Busy pedestrian link, connecting the main street to one of the Council-owned carparks

The adjacent diagram shows the spatial distribution of pedestrian facilities, i.e. dedicated crossings and pedestrian laneways in the centre. The majority of these connections are concentrated within the southern part of the study area, near the public library and the Council-owned carparks; which is also the more 'active' part of the centre.

Footpath widths of the 'side' streets leading to the Great North Road are narrow compared to the main street. There are also a number of pedestrian-vehicle conflict points, in particular where driveways or access points cross the footpath.

Five Dock is well serviced by public transport. Sydney Buses runs nine services through or close to the centre connecting to places such as Ashfield, Mortlake, Campsie Station, Abbotsford, Drummoyne, Hurstville and the CBD.

The majority of bus stops are located in the southern part of the centre, near the intersection of the Great North Road, First Avenue and Ramsay Road, the historic 'heart' of Five Dock.

Existing cycle routes run east-west along Barnstaple Road/Henry Street to the north and Queens Road/Fairlight Street to the south of the study area. Cyclists have to cross Great North Road at a 'dog-leg' to continue along the northern cycle link and this has been highlighted during the consultation process as dangerous and inconvenient.



Photo 16. Frequent & convenient bus services



Photo 17. The majority of pedestrian crossing points are located in the south of the study area

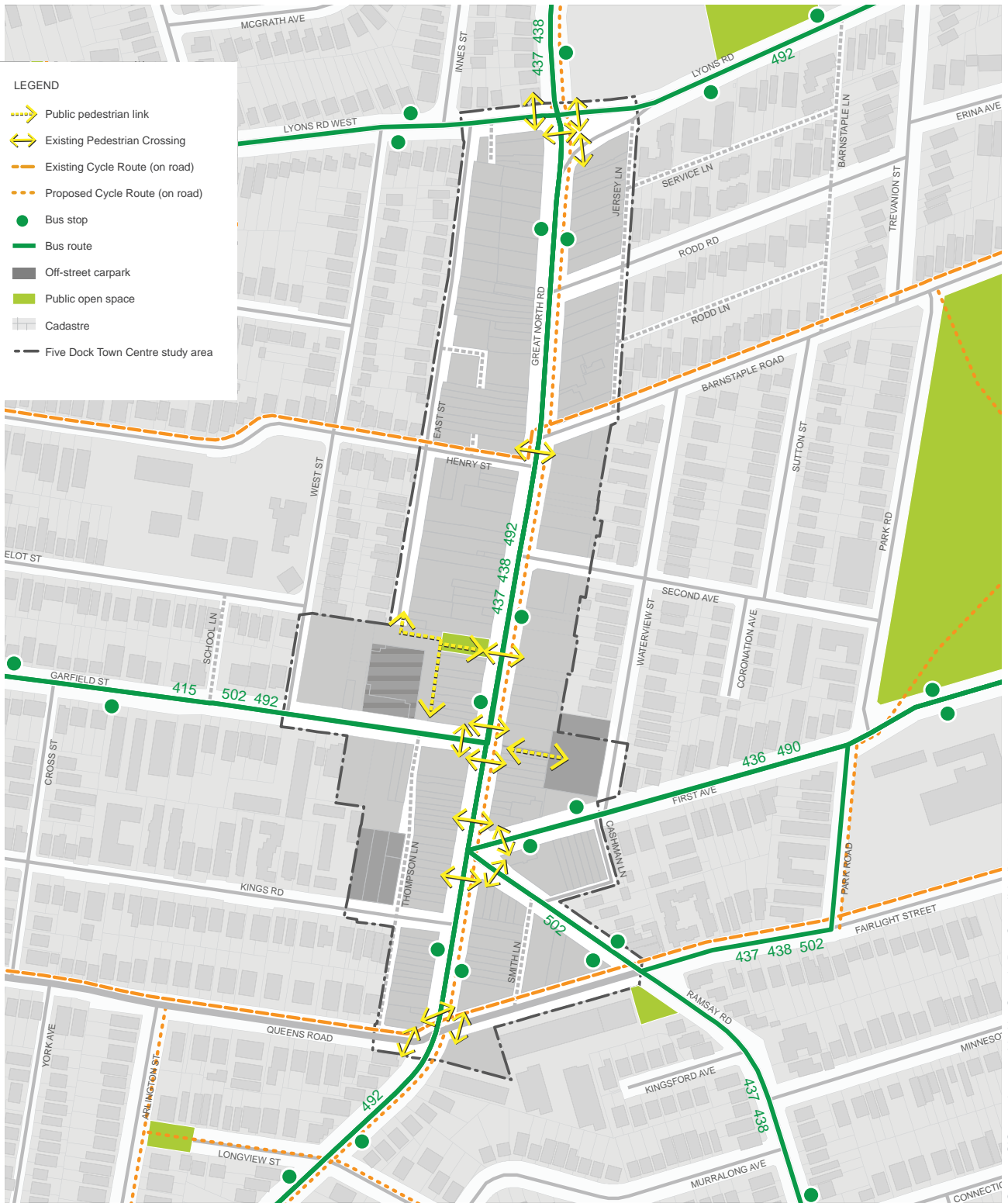


Figure 15. Site Context - Active and Public Transport Analysis



Source: GIS mapping, provided by Canada Bay Council April 2013

2.7 LANDSCAPE CHARACTERISTICS



Photo 18. The main street section of the southern part of the study area is relatively level

Understanding the topography of a centre is important because pedestrians generally avoid walking up and/or down gradients and for outdoor dining, tables and chairs require a fairly level surface.

One of the dominant topographical features of Five Dock is a ridge line that runs in a northerly direction from Queens Road to Garfield Street where it changes to an easterly alignment connecting to Five Dock Park. This is illustrated in the adjacent diagram.

The footpaths areas close to this ridge are relatively flat 'run', then north of Garfield Street, Great North Road starts descending towards Lyons Road at approximately four degrees. The height difference from Garfield Street intersection to Lyons Road to the north is approximately 16m which is significant for a main street.

First Avenue, Second Avenue, the eastern part of Garfield Street and Henry Street all roughly follow the same height contour, providing fairly level access to the main street and the opportunity to be convenient cycling and pedestrian links to the town centre.

The adjacent diagram also maps the vegetation coverage in the centre. The Great North Road in the southern part of the study area features street tree planting which make a significant contribution to the character of this area. The northern part lacks greenery until the intersection with Lyons Road and Lyons Road West.

Here, mature Hill Figs and Box Brush planting are a dominant landscape feature, and are protected (heritage listed) under Council's Local Environmental Plan.



Photo 19. The steeper section of the Great North Road between Lyons Road and Garfield Street



Photo 20. Mature fig trees at the northern gateway, looking east along Lyons Road



Source: GIS mapping, provided by Canada Bay Council April 2013

Figure 16. Landscape Characteristics Analysis

## 2.8 BUILT FORM FOOTPRINTS



Photo 21. Both sides of the Great North Road are defined by built form, predominantly 2-3 storeys in height

The coverage of land by buildings in the Five Dock Town Centre is shown in the built form footprints diagram. It illustrates that most buildings fronting onto the Great North Road have a zero-lot line (no setback), creating a continuous, defined edge on both sides along the main street. This definition of space is important for the enclosure and human scale that is one of the key strengths of the town centre.

Notable setbacks or 'gaps' occur at the service station to the north of the study area, the carpark and garden in front of St. Albans Church, the central public space in front of the library (Fred Kelly Place) and the setback of the post shop and fast-food outlet opposite Fred Kelly Place on the eastern side of the Great North Road.



Photo 22. Continuous edge along First Avenue

Buildings along the east-west streets leading to the Great North Road are also predominantly built to the street alignment. Lot shapes to the east are typically rectangular, and side streets such as Henry Street and Garfield Street meet the Great North Road at a perpendicular angle.

To the east, however, the majority of local streets such as Barnstaple and Rodd Road meet the Great North Road at an approximately 65 degree angle, creating triangular shaped lots on corners.

The intersection of Ramsay Road, First Avenue and Great North Road in particular creates land parcels that are less efficient and can result in awkward built form solutions and underutilised setbacks or 'left-over' spaces. The latter is less evident along Great North Road but, as an example, can be observed along the northern side of First Avenue (bottle shop development) and to the south of Fairlight Street.



Photo 23. Triangular-shaped lots can lead to less efficient development and land utilisation





Source: GIS mapping, provided by Canada Bay Council/April 2013

Figure 17. Site Context - Built Form Footprint Analysis



## 2.9 HERITAGE ITEMS



Photo 24. St. Alban's Anglican Church and Rectory are of significant historic importance

The majority of buildings with heritage significance in the Five Dock Town Centre are located along the Great North Road and First Avenue, some of the oldest roads in the area, established in the early 1830s. A group of heritage buildings is located around the intersection of Great North Road and Henry Street. St. Albans Anglican church is located in the middle of this heritage cluster.

#### St Alban's Anglican Church

Built in 1924, St. Alban's Church is considered an impressive Gothic church of the 1920's. Its brick, local stone and interior woodwork is an example of fine workmanship. The pipe organ from 1891 was built by W. Davidson, a prominent Sydney organ-builder, and the stained glass windows date back to 1909.

St. Alban's Rectory was built in 1885 in the Victorian Gothic style. It is considered an unusual, rare building. It features outstanding stonework decoration around the windows. Both the church and the rectory are set well back from the Great North Road in a garden setting. More recently, a driveway, turning circle and carparking have been located in this setback.

The most prominent historical eras in Five Dock are the 1920s and 1930s, when the area experienced economic prosperity and related building boom. Listed landscape heritage items are located on Lyons Road and Lyons Road West to the north of the study area, creating an impressive streetscape. Most prominent are the Hills Figs on either side of Lyons Road, near the intersection of Great North Road.



Photo 25. Detail of St. Alban's brickwork



Photo 26. St. Alban's Rectory



Figure 18. Heritage Items Analysis



Source: GIS mapping, provided by Canada Bay Council/April 2013



Photo 27. The former CBC Bank building on Great North Road terminates the view down Garfield Road

**Former CBC Bank building (1924)**

The former CBC Bank is built in 'Classical Revival' style and is one of the local Inter-War commercial buildings that has survived in a good condition. The building has significant streetscape value and is prominently placed at the intersection of Garfield Street and Great North Road.



Photo 29. Entry detail of the former CBC Bank

**Five Dock Post Office (~1900)**

The Old Post Office occupies a prominent location at the corner of Great North Road and Henry Street, adding to the streetscape character. Built around 1900 in the Edwardian style, it has an individual design and features decorative two-colour brick, arched brick heads and stone cornices and sills.



Photo 28. Former post office, Edwardian style, ~1900

**Five Dock Police Station (1913)**

The Five Dock Police Station on Garfield Street is considered a significant public building. Formerly a fire station, the building has been sensitively converted to a police station and displays typical design features of fire stations built in the Federation period. Prominent architectural elements include the gable facing the street, the rough cast finish, pilasters, a face brick plinth and tiled roof. The former fire truck entries can still be identified in the facade treatment of the large windows.



Photo 30. Historic Five Dock Police Station on Garfield Street, built in 1913

### Five Dock Hotel (1920)

The Five Dock Hotel is one of the area's most significant surviving commercial buildings of the Inter-War period. The hotel is evidence of the major boost to the Five Dock centre from the large scale subdivisions of the 1920s. The building has considerable streetscape value and is a local landmark, prominently located at the corner of Great North Road and First Ave.



Photo 31. Five Dock Public School off Henry Street

### Five Dock Public School (1861)

Despite some loss of integrity, the building facing Henry Street retains much of its original character and is considered a fine example of the Victorian Gothic style. Peter Dodds McCormick who composed the national anthem of Australia, Advance Australia Fair, was headmaster here in 1865.



Photo 32. Five Dock Hotel is prominently placed at the corner of Great North Road and First Avenue



Photo 34. Prominent inter-war shops at the corner of Ramsay Road, First Avenue and Great North Road



Photo 33. St Alban's Church Hall and Shops

### Pair of inter-War shops (1920)

One of few Inter-War commercial buildings of the area to survive in good condition. Located on a prominent corner, the building is typical of the period and illustrates the major form of retail and commercial development that once typified the area.

### St Alban's Church Hall & Shops

This group comprises a large hall, two shops at the front, an entry foyer and a mezzanine. It is an interesting addition to the streetscape with its intact original awning and symmetrical design, and considered a rare and unusual example of a church hall combined with commercial premises.

2.10 LAND OWNERSHIP



Photo 35. Council-owned carpark off Waterview Street

The majority of land in the town centre is privately owned (approximately 95% of all land parcels). Land in the ownership of the City of Canada Bay includes the public on-grade carpark off Waterview Street to the east and the carpark north of Kings Road as well as land currently occupied by the post shop and a fast-food retailer opposite Fred Kelly Place on Great North Road.

Other notable public land within the study area includes the police station owned by the NSW Police Force. Outside of the study area boundary is a Department of Housing block off Waterview Street bordering the Council's carpark site and to the west lies the Five Dock Public School, which is owned by the Department of Education and Training.



Photo 36. The Post Shop and a fast-food retailer currently occupy Council-owned land in the centre of the study area



Photo 37. Council carpark north of Kings Road

Council also owns Fred Kelly Place and has control over most streets and lanes in the study area with the exception of the Great North Road, Fairlight Street, Lyons Road, Ramsay Road and Queens Road which are under the state's jurisdiction (RMS).

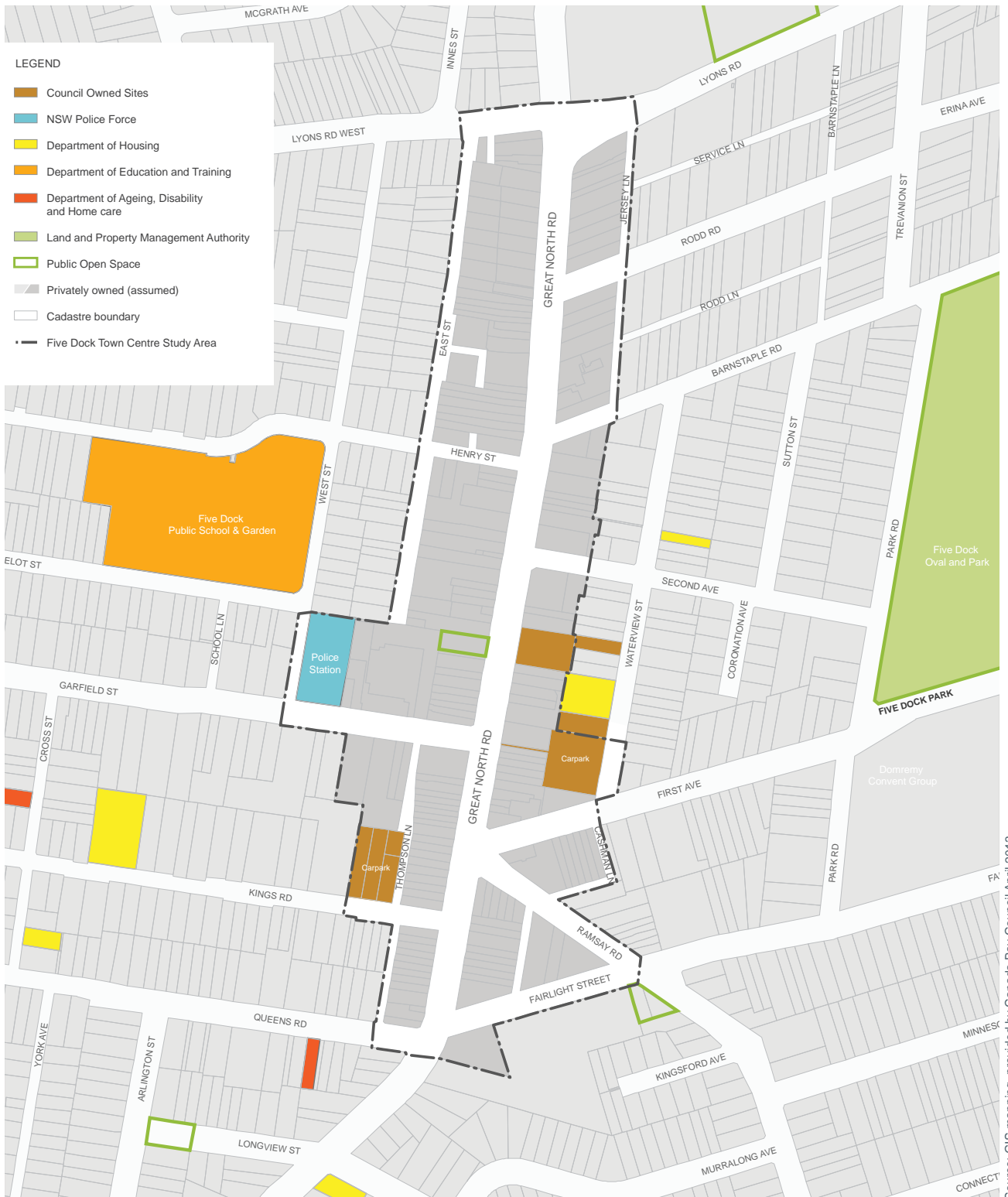


Figure 19. Land Ownership Analysis



Source: GIS mapping, provided by Canada Bay Council/April 2013

2.11 PLACES OF INTEREST



Photo 38. Five Dock's public library and a supermarket are located in the same mixed-use development which overlooks Fred Kelly Place

The adjacent diagram locates key 'places of interest' in the Five Dock Town Centre and maps the desire lines (links) between them.

Five Dock Park to the east, for example, is an important local destination. Other community facilities include childcare centres and nearby schools (Five Dock Grammar School to the west and Domremy College south of the park).

A key retail anchor is Supabarn, the centre's only supermarket, west of Fred Kelly Place. Other destinations highlighted are the public library, the Post-Shop on the opposite side of Great North Road, major off-street carparks and the Five Dock Club to the south.

All five major banks operate branches along the central section of Great North Road near Fred Kelly Place, a service offering that has been highlighted during community consultation as a key strength of the town centre.

There is also an existing cluster of medical services to the north near the intersection of Rodd Road and Great North Road.

Five Dock's 'places of interest' are predominantly located at the 'crown of the hill', a relatively flat area that makes walking between destinations easier and defines the focus of the centre with intensification of important uses around Fred Kelly Place.



Photo 40. All five major banks operate a branch in the Five Dock Town Centre



Photo 39. Service located within the emerging 'medical cluster' in the northern section of Great North Road





Figure 20. Places of Interest Analysis

2.12 GATEWAYS AND LANDMARKS



Photo 41. Fred Kelly Place

Gateways play an important role in how a place is perceived by visitors. To the north, at the intersection of Great North Road and Lyons Road, mature trees provide a pleasant arrival experience, however a left-turn slip-way off Lyons Road creates an underutilised island site and more difficult pedestrian access. To the south, gateway locations on Ramsay Road and Fairlight Street are heavily influenced by street geometries and topography.

Central to the Five Dock Town Centre is Fred Kelly Place, a well-used public open space. Approximately 600sqm in size, it is the only civic square in the town centre and a popular meeting and resting spot.



Photo 42. The Five Dock RSL Club



Photo 43. The northern gateway and slipway



Photo 44. The recent 6-level mixed-use development

Fred Kelly Place is further activated by pedestrians accessing a recent mixed-use development set back from the main street. The development incorporates a busy supermarket, underground carpark, Five Dock’s public library and residential apartments on the upper floors. The contemporary landmark can be seen from surrounding areas due to its height and location on the top of the ridge.

Five Dock’s other notable landmarks include the Five Dock Hotel on the corner of First Avenue and Great North Road, the Five Dock RSL Club, the former Post Office at the intersection of Henry Street and the former CBC Bank building located at the end of the terminating view along Henry Street.



Figure 21. Character Places and Landmarks Analysis



Source: GIS mapping, provided by Canada Bay Council/April 2013

2.13 PHOTOGRAPHIC OBSERVATIONS - STRENGTHS



◀ One of the key strengths of the Five Dock Town Centre are the wide footpaths along the Great North Road. The width allows for street tree planting and landscaping, seating facilities, and ample space for pedestrians and outdoor café/dining areas.



◀ The most active part of the main street is between Second Avenue and Kings Road, where ground floor uses address the public domain and offer a diverse range of shops and services.



◀ Fred Kelly Place, sometimes referred to by locals as 'Five Dock Square' offers a pleasant place to sit and relax in the centre of town. It incorporates a small but popular playground as well as a recently erected mosaic sculpture.



◀ The variety of fresh-food retail, such as delis and butchers, is an important asset of the town centre. Some of this food culture has its roots in the Italian heritage of Five Dock. The variety of food retail is complemented by a cafes and restaurants, which create a 'cosmopolitan atmosphere'.



◀ In addition to the fresh-food offer, a diverse mix of retail and services is located in the town centre, including representation of all major banks, individual shops (rather than chain stores), medical services, a chemist and a post shop.



◀ The centre's accessibility is considered a key strength. Bus services are frequent and there are a number of Council-owned carparks in the southern part of the study area, which offer convenient parking for visitors and shoppers.

## 2.13 PHOTOGRAPHIC OBSERVATIONS - STRENGTHS (CONTN.)



◀ Historic buildings, predominantly from the 1920s and 1930s, give Five Dock a unique character and display its local historic significance as the historic centre of the area. Heritage items are predominantly located along the Great North Road on prominent corners and at the end of view corridors.



◀ In 2010, a central site off Fred Kelly Place was redeveloped. It incorporates a public library on the first floor, a magnet and important asset for the local community. A supermarket on the ground floor and underground carparking further strengthen this part of the centre as the 'heart' of Five Dock.



◀ Five Dock's most significant event in the calendar year is 'Ferragosto', one of Sydney's favourite Italian themed cultural events. In 2012, it attracted over 50,000 local and interstate visitors.

## 2.13 PHOTOGRAPHIC OBSERVATIONS - WEAKNESSES



- ◀ While the southern part of the main street has many positive features, the northern part from Henry Street onwards has had less public domain improvements. This area typically has sporadic street tree planting, visually intrusive overhead power lines and signage, tired street furniture and poor ground-floor activation.



- ◀ The centre experiences traffic congestion at peak times, when major roads such as the Great North Road, Lyons Road and Queen Street become a through-route for many workers travelling to/from the CBD.



- ◀ Local roads are congested during shopping peak times, i.e. on Saturday mornings. The entry and exit of the underground carpark off Garfield Street, combined with the taxi rank, creates pedestrian-vehicle conflict points.

## 2.13 PHOTOGRAPHIC OBSERVATIONS - WEAKNESSES (CONTN.)



◀ Carparking provision in the Five Dock Town Centre is considered good compared with other centres of a similar size. However, Five Dock's carparks are highly utilised during peak shopping times and feedback from visitors and shop owners indicates that there is a lack of available spaces at times.



◀ Some streetscapes are untidy and poorly maintained. An example is Thomson Lane, a highly frequented link from Garfield Street to the supermarket and public library, is often littered with unsightly rubbish.



◀ There is a lack of public toilet facilities in the centre. The only public toilets are located at Ramsay Road, approximately 300m metres from the heart of the town centre, and locals describe both the location and the state of the toilets as 'unsightly and unsafe'.





Five Dock's main street suffers from a lack of visual cohesion. Building and awning heights differ, there is visual and physical clutter in the streetscape and the footpath dining feels in places 'ad-hoc' and disorganised.



Five Dock resembles a 'ghost town' after 5pm weekdays and on Sundays when the town centre has little to no evening entertainment and trading activity.



There is insufficient disabled parking, in particular near medical facilities. Bus stops often lack shelter and/or seating and a number of street furniture elements and footpath paving appear 'tired' and are in need of replacement or maintenance.

2.13 PHOTOGRAPHIC OBSERVATIONS - OPPORTUNITIES



◀ The size of Fred Kelly Place is considered inadequate to function as a central 'town square' and community focus. There are several expansion opportunities including expanding to the south (vacant lot), the north (single-storey Westpac Bank branch) and/or opposite the Great North Road (currently Australia Post Shop).



◀ The northern part of the Great North Road offers opportunity for significant public domain improvement, including street tree planting, undergrounding of overhead power lines and increased landscaping on the edge of footpaths.



◀ The on-grade Council-owned carpark off Waterview Road presents a redevelopment opportunity into a catalyst multi-level mixed-use facility with potential uses such as community space(s), a major retailer, residential apartments and public carparking.



◀ A reconfiguration/redesign of the northern gateway at the intersection of Lyons Road and Great North Road would provide an opportunity to create a safer pedestrian environment while also strengthen the arrival experience to the town centre.



◀ East-west connections to and from the town centre for pedestrians and cyclists in particular could be improved in various locations, e.g. as part of the Waterview Street carpark redevelopment.



◀ There is an opportunity to improve the visual cohesiveness and identity of the Five Dock Town Centre through planning controls and design guidelines. This would guide the treatment of facades and including a more uniform colour and material palette, signage, buildings heights, setbacks, landscaping and street furniture.



## PLANNING POLICY CONTEXT

- 3.1 Canada Bay Futures Plan 20
- 3.2 Local Planning Strategy
- 3.3 LEP 2008 and draft LEP 2012
- 3.4 Development Control Plan (Section 7)
- 3.5 Public Art Strategy 2008-2013
- 3.6 Cultural Plan 2008-2013
- 3.7 Community Facilities Resourcing Strategy
- 3.8 Five Dock Town Centre Strategy 2012

### 3.1 FUTURES PLAN 20

Author	City of Canada Bay Council
Date	2013

Futures Plan 20 is a long term direction for the City of Canada Bay. Originally developed in 2008 through consultation with community members, stakeholders, Council staff and Councillors, this updated community strategy document was exhibited in early 2013.

The document outlines seven areas of ‘challenge’ that will influence and test the City’s future. They span from the importance of community infrastructure, transport and movement trends, governance, population growth, changing lifestyles and increased expectations to the general quality of life to housing diversity, environmental concerns and the challenges of a globalised economic future in the context of wider Sydney.

Futures Plan 20 distills the seven themes of the original vision from 2008 into four key themes, each has a number of goals and directions to help its successful delivery. The themes are:

1. Active and vibrant
2. Sustainable spaces and places
3. Innovative and engaged
4. Thriving and connected

Progress of the vision and its delivery is being measured every four years through a qualitative community survey. The first survey was undertaken in 2012 and provides important baseline data for future comparison of how well the implementation of the Futures Plan 20 is tracking.



#### Relevance to the Urban Design Study:

*Effective engagement:* the vision stresses the importance of effective engagement and a two-way flow of information between Council and the community. Consideration of the many and diverse stakeholders is particularly important for town centres (such as the Five Dock study area) as centres are by nature highly contested spaces.

*Vibrant centres:* town centres need to fulfill a variety of needs of the local community within a comparably small area. They are places of activity, diversity and civic pride. The vision outlines that is crucial to support and enhance facilities, services, programs and opportunities that foster health, well-being, innovation and community connection.

*Built environment:* town centres are a significant contributor to the sense of identity, history and community life. Relevant to the Five Dock Town Centre is the importance of enhancing and caring for the streets, parks and civic spaces as well as the celebration of its character built form and local heritage.

*Local events:* critical to a successful centre and the level of ‘connectedness’ of the local community are local events. For the Five Dock Town Centre, attention needs to be given to the spatial requirements and related facilities that enable local events to happen, such as public toilets and fit-for-purpose gathering places.

### 3.2 LOCAL PLANNING STRATEGY 2010-2031

Author	City of Canada Bay Council; SGS Economics
Date	2010

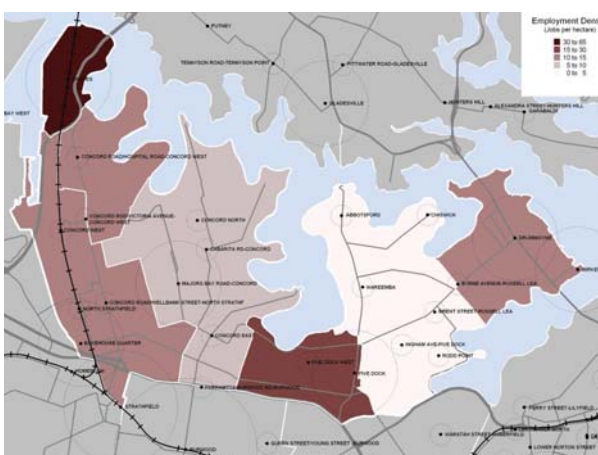
The City of Canada Bay Local Planning Strategy (LPS) aims to provide a long term direction for the planning of Canada Bay and assist decision making.

The LPS includes long term planning projects of the State Government, as well as responding to and planning for local employment, housing and transport needs. In 2012, the document provided guidance to Council during the development of the draft LEP.

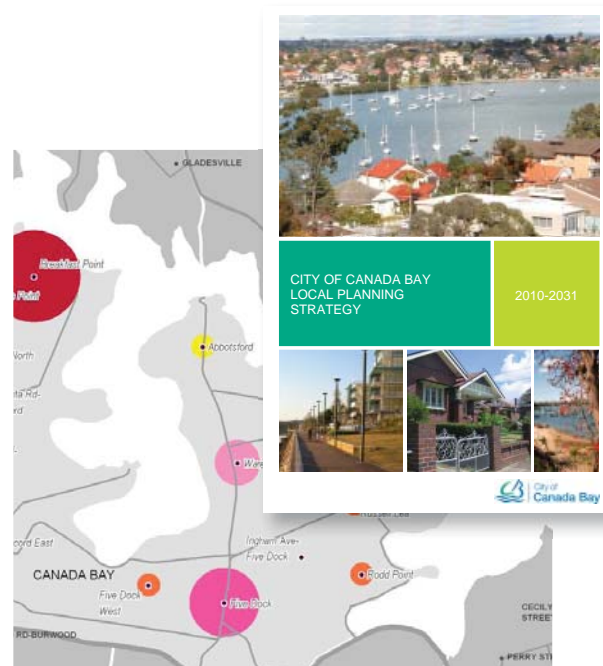
One of the key purposes of the LPS is to ensure that the Metropolitan Strategy for Sydney and the draft Inner West Subregional Strategy are considered at a local level. In summary, the LPS strategy:

- Outlines the locations for future housing and employment lands and intensification
- Discusses the changing social needs of the City of Canada Bay community including an ageing population and affordability
- Seeks to protect heritage items, conservation areas and the natural environment
- Identifies and helps protect prominent view corridors
- Seeks to ensure that planning for land use and transport occurs in an integrated manner

The LPS may need to be revised in the next years to respond to the release of the updated Metropolitan Strategy in early 2013 and the new Subregional Delivery Plans which are planned to be released in 2014.



Employment density



#### Relevance to the Urban Design Study:

*Residential intensification in centres:* along the Great North Road in Five Dock, the LPS estimates a capacity of 431 additional dwellings (2010). The document suggests that changes to planning controls such as increasing densities and decreasing parking requirements is likely to make housing in centres more feasible.

*Employment concentration:* the Five Dock Town Centre is a traditional 'main street' centre in the Canada Bay LGA together with Drummoyne and Concord. The strategy outlines the importance of protecting Five Dock's concentration of employment (the centre contains over 400 businesses) and providing for further employment, including home-based and start-up businesses.

*Social equity:* affordable and public housing in the area is limited and according to the 2006 Census data, the LGA had a total of approximately 650 public housing dwellings, 2.5% of the housing stock, which is well under the average percentage of Sydney.

*Urban Design quality:* the revitalisation of local centres that are well served by public transport should focus on improving the quality of public spaces and new residential flat development in particular. The document suggests to review the DCP to ensure new development is of appropriate bulk/scale and facilitates a reduction of private car usage and increased utilisation of public transport.

### 3.3 LOCAL ENVIRONMENTAL PLAN (LEP)

Author	City of Canada Bay Council
Date	2008 (Draft LEP 2012)

The current Canada Bay Local Environmental Plan (LEP 2008) provides zoning provisions that determine land use and building controls within the LGA. Together with the Development Control Plan (DCP), the LEP is Council's primary planning tool to guide planning decisions and control development through land use zoning and development standards.

In the LEP 2008, the Five Dock Town Centre study area is zoned B4 Mixed Use except two lots on Henry Street which are R2 low density residential. The B4 zone encourages a wide range of land uses including commercial, residential, and community uses. The building height limit is set at 15 metres (which generally allows for 4 levels) and allows a floor space ratio (FSR) of 2:1.

The FSR controls seek to provide sufficient floor space for redevelopment, regulate the density of development and generation of vehicular and pedestrian traffic and facilitate development that contributes to the economic growth of the Five Dock Town Centre. The LEP also contains a list and a map of local heritage items.

The draft LEP 2012 has been prepared in accordance with the NSW State Government's LEP standard template, which seeks to ensure that a common structure and language is used across NSW. In the draft document, the whole of Five Dock Town Centre is zoned B4 Mixed Use. The objectives of the zone are to provide a mixture of compatible land uses; and to integrate suitable businesses, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.



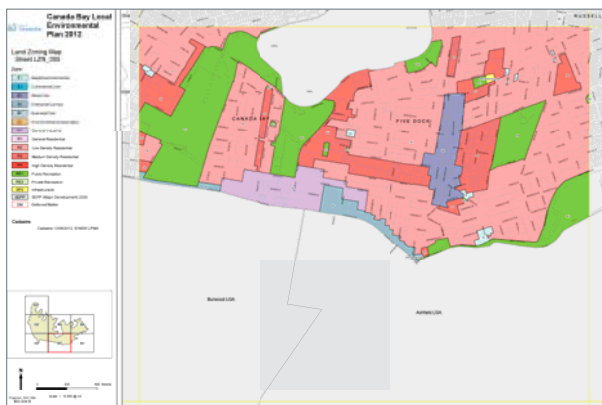
Extract of the Draft LEP 2012 Controls for Five Dock Town Centre

#### Relevance to the Urban Design Study:

While the B4 zone provides a high level of flexibility, over time there is a risk that this may compromise the commercial nature of the centre especially as apartment buildings are a permitted use. To address this risk similar centers in other local council areas such as North Sydney, Randwick and City of Sydney have identified the critical core of the centre and reinforced this with a B3 Commercial Core zone.

The maximum height of buildings in the draft LEP is maintained at 15 metres. At the same time, the FSR has increased from 2:1 to 2.5:1 to allow higher density and yield, with a likely positive impact on the feasibility of new development.

Increasing the FSR while 'capping' the maximum building height bears, however, bears the risk of 'bulky' new development that is unsympathetic to its surrounds and/or leads to poor residential apartment design, i.e. deep floorplates or privacy issues. It can also raise land value expectations by land owners that may be unrealistic due to the difference in 'allowable' and 'achievable' yield on individual sites.



Draft LEP 2012 Zoning Map for the City of Canada Bay LGA



### 3.4 DEVELOPMENT CONTROL PLAN

Author	City of Canada Bay Council
Date	2007/08

The Canada Bay Development Control Plan (DCP) became effective on 7 March 2008. It applies to the whole LGA and provides planning controls to ensure a high standard of design.

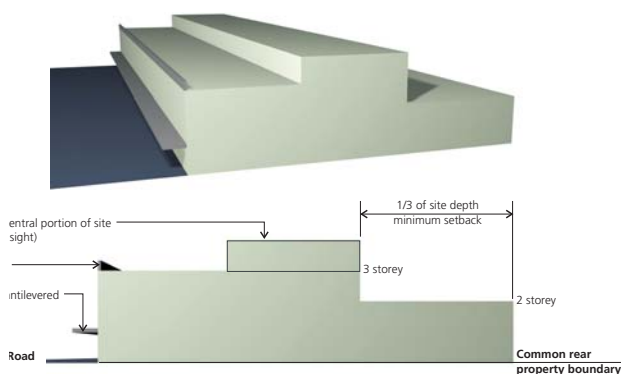
Of relevance to this the Five Dock Town Centre Urban Design Study are the controls in Section 7 which apply to permissible development in mixed use areas and neighbourhood centres, including controls for building design and appearance, retail frontages, visual and acoustic privacy, safety and security and sunlight access.

#### Relevance to the Urban Design Study:

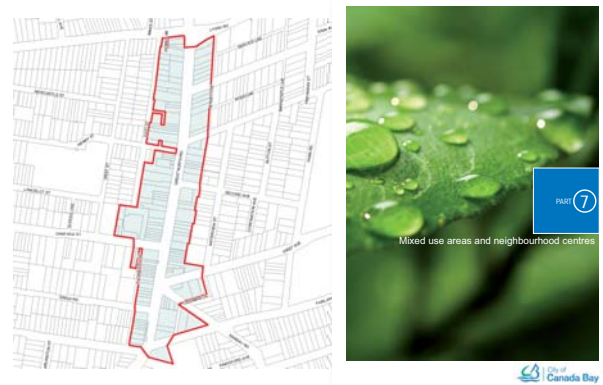
Under section 7.7 there are building envelope controls and site specific design controls for key areas within the City of Canada Bay. The Five Dock Town Centre is addressed in section 7.7.2. In this section the desired future character of Great North Road is defined as follows:

- Build on the existing small scale intimate character by developing appropriate building forms and heights;
- Encourage an active mix of uses to create a dynamic neighbourhood area including retail, residential and recreational uses; and
- Ensure that any alterations and additions are in scale and character with the conservation and heritage values of the area.

Section 7.7.2 also identifies a desired new 6m laneway between First Avenue to Second Avenue between Waterview Street and Great North Road. The aim of this laneway is to provide access for service vehicles and to rear carparking for buildings fronting Great North Road.



3D envelope for Great North Road with rear common boundary (Illustration 7.7)



The section also provides 3D building envelopes for new development within the Five Dock Town Centre and planning controls that consider bulk and scale including:

- Transitional building heights should be provided between the commercial and residential areas to protect the amenity of surrounding neighbours;
- Floor space ratios should be appropriate to achieve a consistent density of development and streetscape;
- Infill development should be well articulated, make a positive contribution to the streetscape and respond to the local urban character. Within the town centre is should reinforce the low scale character of the streetscape.
- Development should be consistent with the maximum FSR controls in the LEP. The maximum FSR can only be achieved provided the building height and design controls are achieved.
- For properties with a common rear property boundary, maximum building height is 3 storeys facing Great North Road, stepping down to 2 storeys for the rear 1/3 of the block depth. There is potential for single storey attics within the central portion of sites

In addition, there are also controls to encourage safety and surveillance and to inform parking and servicing:

- Mixed use development is encouraged in the area. Active street frontages providing both residential and non residential uses are required to enhance security and surveillance in the area.
- Parking and servicing arrangements should not alienate the street and the ground level activities, or conflict with the pedestrian space.
- For new developments within the Five Dock Commercial Centre, car parking should be provided on-site. On-site car parking should be located below ground level where possible or located within the building and well-screened.

3.5 PUBLIC ART STRATEGY 2008-2013

Author	City of Canada Bay Council
Date	2008

Canada Bay’s Public Art Strategy seeks to help develop projects and cultural initiatives based on the following public art principles: respond to the culture of Canada Bay in a context of local and global interactions; reflect the cultural, social and environmental significance of the area; create opportunities for community engagement; realise a quality interaction between art, architecture and landscape design; achieve sustainable design & fabrication; and exemplify excellence in public art & design.

The document identifies a number of opportunities, themes and contexts for public art in the Canada Bay LGA. One of the eleven themes is concerned with ‘Town Centres and Urban Lifestyles’ and outlines the importance of centres as the context for public art to enliven the public domain. Art can be stand-alone, part of new development, or integrated into lighting, landscape and street furniture. It encourages community building and strengthens community identity by sharing of experiences, stories and values. The strategy points out the importance to remember Aboriginal as well as European history.

The document includes photographs of some of the few existing public art in the City of Canada Bay, including murals in the Abbotsford Town Centre and artworks that form part of the Kokoda Memorial Walkway.



Relevance to the Urban Design Study:

The ‘action plan’ of the Public Art Strategy outlines a number of directions relevant to the Five Dock Town Centre Urban Design Study, including:

- Develop a strategic approach to integrating public art into all Council and development projects, and public domain improvements, priority areas include Lyons Road as well as Great North Road;
- Develop the capacity to assess, manage and where appropriate accept gifts, bequests and donations of public art (example: Italian Sculpture project);
- Recognise the role that town centres play in fostering community cultural identity; allocate funding to develop distinctive entry points for all town centres including logos, signage, banners and gateway artworks;
- Develop a palette of artist designed street furniture reflecting the cultural identity of specific suburbs. Initiate public art in Canada Bay’s suburbs including sculptural elements, paving and other appropriate projects; sound, visual art and events in local shops;
- Ensure that town centre heritage is articulated in the built environment and community spaces;
- Ensure inclusion of culturally and linguistically diverse communities in all Council initiatives, e.g. histories of migrants to Canada Bay
- Involve education, health and community organisations in cultural development; e.g. artists in residence, media sounds scapes, interpretive material in public domain;
- Include exhibition spaces in community facilities.

3.6 CULTURAL PLAN 2008-2013

Author	City of Canada Bay Council
Date	2008

The Cultural Plan 2008-2013 aims to provide a strategic approach to cultural development, cultural infrastructure and support of creative industries in Canada Bay.

The document includes an overview of the area’s local culture and states that *“at an everyday level culture is expressed as a ‘way of life’ - the way a community lives, works and enjoys leisure and recreation.”* More specific to the Five Dock Town Centre, the document outlines that centres have a critical role in supporting cultural identity and that the quality of the urban environment is important to the well-being of the local community, in particular where densities are likely to increase.

The strategy aims at achieving triple-bottom-line outcomes (social, environmental and economic), including identifying partnerships to build community capacity, stimulating vibrant and distinctive community cultures, increasing community participation, resourcing best practice place making and public art, and identifying cultural heritage and special places.

Themes that emerged during community consultation are defined as follows: Partnerships, Policy and Protocols; Cultural Infrastructure; Creative Industries; Town Centres and the Urban Environment; Local Environments and the Foreshore; Community Cultures; and Cultural Heritage. To guide implementation, an action plan outlines initiatives linked to each theme, and identifies which Council department leads a particular initiative, whom to partner with, when to deliver, and how to fund the action.

Relevance to the Urban Design Study:

The following summary of the ‘Town Centres and the Urban Environment’ actions are considered particularly valid to the Five Dock Town Centre:

- Recognising the role that town centres play in fostering community cultural identity and planning
- Supporting the link between economic, environmental, social and cultural well-being in centre management
- Supporting the existing and emerging role of creative industries in town centre renewal
- Ensuring early opportunities for considering and planning for desirable cultural outcomes in new development and urban renewal projects
- Ensuring that public art and design are integrated into new development and town centre improvements

- Supporting the role of community programs, events, festivals and gathering as part of town centre animation
- Ensuring that town centre heritage is articulated in the built environment and community spaces
- Acknowledge that effective commercial activity is the basis of successful precinct centre and support this activity through appropriate economic development.
- Invest in the development of successful identities and competitive advantages of Canada Bay’s different precincts so that they effectively compete with other retail and entertainment centres in the area

More specific, actions within the centres theme include:

- Develop a distinctive entry point to the Five Dock centre at Lyons Road to celebrate its distinctive identity
- Ensure that zoning enables live/work development, studios and other innovative responses to creative industry development in town centres
- Ensure that centres have accessible community information areas (e.g. notice boards, display areas)
- Develop agreements with property owners and real estate agents to enable temporary use of vacant premises for creative industries; develop partnerships with local schools to regularly showcase students work in empty shops
- Identify sites for mural projects including hoardings for new development
- Undertake a review of festivals and events that create a distinct (town centre) identity

### 3.7 COMMUNITY FACILITIES RESOURCING STRATEGY

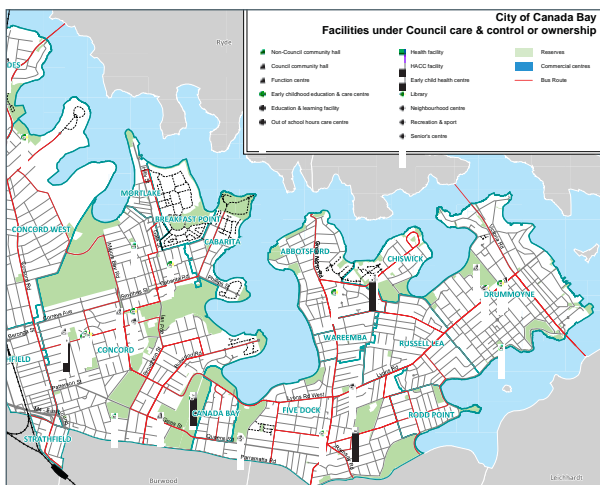
Author	Cred Community Planning
Date	2011

The study reviewed Canada Bay's community facilities and the utilisation of other facilities in the LGA, to guide the location and delivery of a sustainable and equitable network of community facilities to 2031. The study was based on the demographic profile, an audit and condition assessment of existing community facilities, best practice trends and industry standards, and stakeholder consultation.

The document outlines that owning and maintaining single-purpose facilities is not financially viable in the long-term and does not support the efficient use of its resources. It recommends combining services into strategically located multi-purpose community hubs in areas that are well connected to public transport, commercial, retail and community activity, and have growing populations.

Five Dock is identified as one of six activity hubs, with a forecast population increase of 38% by 2031. The study found that there is/will be demand for more childcare spaces, including vacation and out of school care, spaces for older people to engage in a range of healthy ageing activities. Further, there is a need for a facility to co-locate aged and disability services within the LGA and for more community gardens co-located with community facilities.

Specifically, the study outlines that there is a need for a youth space located in or near Five Dock, that parking is an issue at Five Dock Library and there are no internal toilets; and that there is no youth centre within the LGA (Council currently provides space for youth programs at the Five Dock Library).



Facility	Current Function	Facility level	Recommendation	Timeline	Notes
1. Five Dock Early Childhood Health Centre	Early Childhood Health Centre (NSW Health service)	District	Option use fac comm		
2. Five Dock Leisure Centre	Indoor leisure centre	Regional	Further addition		
3. Tigers at Five Dock	Function centre	District	No change		
4. Five Dock Public Library	Library	District	Dispose Relocate Commu		
5. Five Dock Library meeting room	Meeting room	District	Place n meeting service general library		
6. Drummoyne Senior	Senior's centre		Increase access by general	Long term	Site is under Council's

#### Relevance to the Urban Design Study:

The study outlines 17 recommendations, the following are seen as most relevant to the Urban Design Study:

- Investigate opportunities to rationalise Council's pool of underutilised single purpose facilities to provide a smaller number of strategically located and staffed multipurpose facilities as part of community hubs (1)
- Further investigate the potential to provide community facilities and services within three strategically located community hubs in Rhodes/Liberty Grove, Five Dock and Drummoyne Activity Hubs in sites that are well connected to public transport, commercial, retail and community activity (2)
- Investigate funding opportunities for future multipurpose facilities including through Section 94, Fixed Development Consent Levies, Voluntary Planning Agreements and external grants (3)
- Provide spaces for the delivery of youth programs and services within future multipurpose community facilities with a particular need in Rhodes/Liberty Grove and Five Dock activity hubs (9)
- Review its fees and charges to support social groups to access a range of spaces at low cost (10)
- Identify opportunities to provide community gardens as part of the refurbishment and activation of existing facilities and any new facilities (14)

### 3.8 FIVE DOCK TOWN CENTRE STRATEGY

Author	Hill PDA
Date	2012

The Five Dock Town Centre Strategy was prepared to identify actions and priorities to enhance the vitality and viability of the town centre. The strategy was prepared by HillPDA on behalf of the City of Canada Bay and focused on the economic perspective of these issues.

*Stakeholder consultation:* the strategy was informed by a series of stakeholder consultation surveys, business surveys and events. Key findings included:

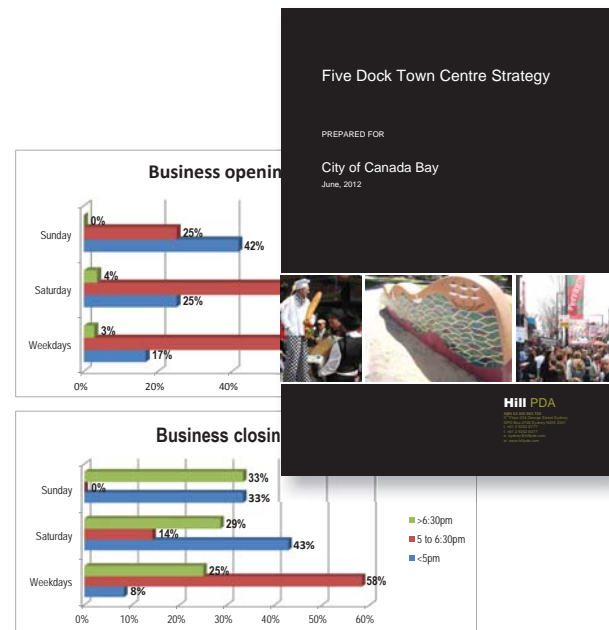
- More than half the business surveyed (57%) had operated in the centre for more than 10 years.
- Just over half estimate their average turnover in 2012/13 will be less than in 2011/12
- 38% of businesses remained open after 6pm Monday to Friday and 70% of businesses open on Saturday and 27% open on Sunday
- 9/10 shoppers lived locally and their main reasons for visiting were convenience, range and quality of food shops, medical services and cafes and restaurants.
- The most comment way to visit the centre was by walking although 49% arrived by car (and some indicated they arrived by car and walking).
- 43% of surveyed shoppers visited every day and 32% visited at least one a week

The most frequent response from surveyed shoppers was that the centre should look better, open longer, provide more choice and have more convenient parking. Participants at the workshop also identified the Italian heritage was still a point of difference and the reputation for specialty food should be built upon.

There was also a feeling that business need to create events that get visitors to visit the centre more frequently (similar to the successful Ferragosto); and that the lack of competition was stifling innovation and renewal and a greater diversity of retail offer was needed.

The *key strengths* identified in the document are a strong sense of community, large local customer base, culturally diverse area, positive existing character and sense of place, high accessibility and close proximity to CBD, speciality food stores, high numbers of medical and personal services and the presence of major banks and professional service firms.

The *key challenges* are limited resources of the Chamber of Commerce and Council, low levels of business confidence, tired streetscapes with poor amenity, insufficient/inconvenient parking, the lack of a mainstream supermarket and activity after hours or weekends.



The *key opportunities* identified by the study are a growing and increasingly wealthy population and a growing preference for a return to main street shopping that offers a personal authentic shopping experience.

There is also a growing consumer consciousness for community oriented and environmentally responsible businesses, increased importance of the value of sustainable travel and a shift in consumer spending to food, cafes, restaurants, stationary, recreational goods, pharmaceuticals, cosmetics and toiletries.

#### Relevance to the Five Dock TC Urban Design Study

- The need for a concept plan and budget for public domain upgrades
- Suggest options for cost effective ways to improve the appearance of shopfronts
- Identify locations for a second supermarket
- Identify and create spaces for evening and cultural events including a market on Friday nights
- Review and suggest improvement of street lighting in key areas, streets, laneways and car parks
- Review of parking and identify opportunities for additional public parking, improve parking signage, encourage walking, cycling and store employees to park away from the store or use alternative modes
- Promote a family friendly environment and review and improved the provision of public toilets, baby change facilities, and children's play spaces.
- Review LEP and DCP controls to create an "investment ready planning framework"

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## MARKET RESEARCH

- 4.1 Report Purpose
- 4.2 Existing Market Demand And Development Pipeline
- 4.3 What Is Influencing Redevelopment?
- 4.4 Key Opportunities & Design Implications



#### 4.1 REPORT PURPOSE

The following market research and analysis has been commissioned to support the identification of key issues influencing the urban development and design of Five Dock Town Centre.

The Study relates to residential, commercial and retail uses and represents an update to the high level market research undertaken by Hill PDA in March 2012 for the Five Dock Town Centre Strategy.

The Study and its updated analysis has been informed by:

1. Site visits to the Centre to understand current built offer and existing market dynamics;
2. Discussions with local agents about the existing supply and demand; and
3. Searches of property databases in order to gain a better understanding of the current achieved sale prices and rents for residential, commercial and retail uses in the Five Dock's Town Centre.

This Study represents Stage 1 of a two stage assessment. Stage 2 will build on this research to test, from an economic perspective the implications of potential planning controls informed by the wider urban design analysis.

#### 4.2 EXISTING MARKET DEMAND AND DEVELOPMENT PIPELINE

The following Chapter analyses trends and factors influencing the commercial office, retail and residential markets within the Inner West, Five Dock Suburb and Five Dock Town Centre. It also investigates the sale prices and rental values for retail, commercial office and residential units based on detailed discussions with market and industry experts as well as a review of relevant property databases.

##### Residential Market Overview

The Inner West has increasingly become a destination for young adult professionals owing to its proximity to Sydney CBD, lifestyle opportunities and good access to rail and transport networks. The ongoing gentrification of many of the suburbs within the Inner West has also contributed to its overall attractiveness.

These factors have attracted a vibrant mix of young families, professionals, migrants, students and artists. As a consequence the Inner West residential property market has generally performed well through the global financial crisis, recording growth in median dwelling values and outperforming many other regions in Sydney.

##### Residential Market in Five Dock

Low and medium density homes form the majority of dwellings in the Five Dock suburb property market. In 2013, semi-detached dwellings comprised some 14% of stock; apartments/units formed 36% of total dwellings whilst houses made up the remaining 50% of total dwellings. This reflects the fact that recent development activity in the suburb of Five Dock has largely been focused around mixed use and medium density residential units. However in saying this, our research has found that demand for these dwelling types continues to outstrip supply.





Photo 45. 57 Fairlight Street development



Photo 46. 2 Garfield Street development

More specifically, the apartment market in Five Dock has performed strongly in recent years. This has been exemplified by low vacancies and the high level of sale prices achieved. Further analysis finds that investment buyers tend to have a preference for two bedroom apartments with current properties not being on the market longer than one week due to the high level of demand for this product type.

The median apartment price for the suburb of Five Dock, from March 2012 to March 2013, was reported as \$614,500 in comparison to a median for the same period for the City of Canada Bay of \$594,000. It is important to note that this classification refers to all strata titled dwellings including units, townhouses, terraces and semi-detached dwellings.

Discussions with selling agents active in Five Dock, consistent with the trends discussed above, have identified strong demand in residential apartments, with young professionals from the local area wanting to continue to live in the area and other young professionals moving from the Eastern and North Shore suburbs to the trendy Inner West suburbs. Local agents re-iterated that an apartment advertised in today's market could be sold in less than a week.

Moreover, analysis of the new sales and resales of developments over the last 12 months has shown appreciation in values, especially two bedroom apartments. A selling agent identified that sale prices achieved for two bedroom apartments in 2012 ranged from \$550,000-\$560,000, however in today's market prices achieved range from \$580,000-\$650,000. The uplift over the last 12 months is mainly due to the large demand against the limited supply of apartments in Five Dock and other Inner West suburbs.

Table 1 - Recent Sales Activity for Residential Units: July 2012 – June 2013

Development	Sale Price	Unit Type	Comment
57 Fairlight Street, Five Dock	\$570,000-\$600,000 (\$6,000-\$8,450/sqm)	2b units (71-95sqm)	The development was completed in early 2011. The resale apartment rates for two bedroom apartments range between \$5,400-\$8,450/sqm.
	\$535,000-\$650,000 (\$5,400/sqm-\$6,400/sqm)	2b units (99-110sqm)	
2 Garfield Street, Five Dock	\$450,000- \$510,000 (\$8,100-\$8,900/sqm)	1b units (52sqm-60sqm)	The development consists of 102 apartments over 5 levels with underground parking. The resale apartment rates achieved range from \$6,600-\$8,450/sqm.
	\$411,00-\$845,000 (\$6,200/sqm-\$9,200/sqm)	2b units (66sqm-92sqm)	
	\$800,000 (\$6,600/sqm)	3b units (121qm)	

Source: Hill PDA research 2012

Some additional examples of recent sales activity for selected residential developments are provided above. These examples have been provided as good comparables for prospective development in or surrounding the Town Centre as they are both within the 2 to 5 storey range and are mixed use developments (i.e. have ground floor non-residential uses).

From the comparable information above, it can be observed that one bedroom apartments may sell in the current market between \$450,000 and \$510,000, two bedroom residential units may be expected to sell from \$535,000-\$845,000. There is limited sales data available for three bedroom units.

**Commercial Market in Five Dock**

Research into the Inner West commercial office market found that traditional office space can be difficult to lease even in vibrant centres. Despite having access to a larger pool of potential tenants and customers, vacancy levels for first floor office space are usually higher than ground floor premises.

Knight Frank noted with respect to the Sydney suburban office market that the majority of vacancies consist of office leases offering less than 1,000sqm, indicating a potential oversupply of smaller office spaces and weaker demand from local suburban firms. Our market research confirms this finding that demand for floorspace by many small businesses within Five Dock suburb and Town Centre is presently weak with the exception of some businesses such as real estate agents that tend to focus on street level units.

The suburb of Five Dock has traditionally offered smaller scale commercial first floor accommodation in conjunction with retail premises on the ground floor along the Great North Road. Some additional commercial offer has more recently been developed (i.e. in the last 5 years) in out of centre in locations such as 49 Queens Road (see details in Table 2).

Discussions with local Five Dock agents confirmed that the current office market is moving at a slow rate. Agents indicated an oversupply of new commercial office space in the broader suburb of Five Dock having particular regard to the out of centre development referenced above (the sale details of which are provided in Table 2 below for context) which has taken up to 3 years to sell and / or lease.

Table 2 - 49 Queens Road, Five Dock New Commercial Suites: Sale Date between 2012 and 2013

Address		NLA (sqm)	Sale Price	\$/sqm
10/49 Queens Rd	6/07/2012	\$433,466	110	\$3,940.60
64/49 Queens Rd	6/07/2012	\$433,466	106	\$4,089.30
33/49 Queens Rd	6/07/2012	\$399,058	57	\$7,001.02
34/49 Queens Rd	6/07/2012	\$393,052	48	\$8,188.58
15/49 Queens Rd	6/07/2012	\$394,372	44	\$8,963.00

Source: Realcommercial.com.au, PIMS Hill PDA research 2013



Photo 47. Commercial suites at 49 Queen Street

Other factors contributing to the high number of vacant office spaces along the Great North Road relate to the uncertainty of the market conditions and the lack of confidence from small business owners starting up (low business and consumer confidence).



Photo 48. 181 First Avenue development



Photo 49. 144 Great North Road development

Agents indicated that the standard incentives (i.e. rent free periods) are offered to encourage existing and current tenants to lease properties in both the Five Dock. Table 3 below demonstrates the sale values of commercial suites along the Great North Road in Five Dock's Town Centre. The commercial values achieved range between \$3,940/sqm (110sqm) and \$8,900/sqm (44sqm).

Table 3 - Sales Activity of Commercial Suites – Sale Date between June 2012 and June 2013

Address	Sale Date	Sale Price	NLA (sqm)	\$/sqm	Description
1/59 Great North Road	June 2013	\$852,000	242 sqm	\$3,521/sqm	Secondary office space First floor commercial above ground retail premises
9/203 Great North Rd	Nov 2012	\$160,000	51 sqm	\$3,137/sqm	Older style building. First floor commercial above ground retail premises
202/118 Great North Rd	Dec 2012	\$290,000	86	\$3,372/sqm	Modern Office space in a retail/commercial use building.
3/239 Great North Rd	June 2013	\$300,000	69	\$4,347/sqm	New Mixed use development. Comprising of ground floor commercial and residential above
203-211 Great North Rd	Nov 2012	\$160,000	51	\$3,137/sqm	Secondary office space. First floor commercial above ground retail premises
159 First Avenue	Aug 2012	\$900,000	250	\$3,600/sqm	Commercial Cottage over one storey.

Source: Realcommercial.com.au, PIMS Hill PDA research 2013

With respect to the commercial leasing market in Five Dock Suburb, discussions with leasing agents indicated that typically rents range from \$300/sqm to \$400/sqm for commercial suites, as outlined in Table 4.

Table 4 - Leasing Activity in Five Dock

Address	Rental pa	Internal Sqm	Rent/sqm
503/49 Queens Road	\$60,000	187	\$321/sqm
1/ 87 Great north Road	\$21,600	70	\$309/sqm
144 Great North Road	\$20,000	50	\$400/sqm
Ground Floor 181 First Avenue	\$21,000	60	\$350/sqm

Source: Realcommercial.com.au, PIMS Hill PDA research 2013

**Retail Market Overview**

Five Dock Town Centre is recognised by the market as having a strong community focus village character. Notwithstanding this the retail market has experienced a downturn over the past five years. This is largely considered a result of:

1. The broader economic climate; and
2. The growing proportion of local residents choosing to shop at competing shopping centres (such as Burwood).

In general Agents stated that asking prices and rentals were conservative and reasonable for today's market. However due to the reduced number of residents choosing to shop in Five Dock Town Centre, a number of retail premises such as small food shops have had to assign their leases.

Our research has identified that ground floor retail premises currently on the market, may command asking prices ranging from \$3,000/sqm to \$5,000/sqm. More specifically ground floor retail sales are between \$2,800-\$3,500/sqm depending on the location of the premises as shown in Table 5 below.

Table 5 - Sale Prices achieved for Retail Premises in Five Dock

Address	Sale Price	Sqm	Sale/sqm	Sale Date	Description of Premises
77 Great North Road	\$768,000	151	\$5,086/sqm	March 2013	Two storey building with retail and commercial space.
59 Great North Road	\$852,000	242	\$3,521/sqm	Oct 2012	Older style two storey building with retail and commercial space
Lot 21, 183 First Avenue	\$360,000	113	\$3,185/sqm	Sept 2012	The property is located just off Great North Rd. The property consists of ground floor retail unit in a mixed use development. The retail unit is not located in the Five Dock Town Centre and is considered to be in secondary locations and were poorly laid out. The retail unit was provided with 2 car spaces.
Lot 23, 70 Ramsay Road	\$285,000	112	\$3,546/sqm	Dec 2012	Located just off Great North Road, The property consists of ground floor retail unit in a mixed use development. The retail unit is not located in the Five Dock Town Centre and is considered to be in secondary locations and were poorly laid out. The retail unit was provided with 2 car spaces. The property was sold as a shell.
Lot 24 72 Ramsay Road	\$205,000	102	\$2,794/sqm	Dec 2012	Located just off Great North Road, The property consists of ground floor retail unit in a mixed use development. The retail unit is not located in the Five Dock Town Centre and is considered to be in secondary locations and were poorly laid out. The retail unit was provided with 2 car spaces. The property was sold as a shell.
56 Great North Road	\$2,250,000	430	\$5,930	Dec 2011	Located in a two storey retail premises in the intersection of Garfield and the Great North Rd.
95 Great North Rd	\$1,310,000	196	\$6,684	June 2010	Located in a two storey retail premises in the intersection of Garfield and the Great North Rd.
133 Great North Rd	\$2,600,000	434	\$5,991	Jan 2009	Located in a two storey retail premises in the intersection of Garfield and the Great North Rd.

Source: Realcommercial.com.au, PIMS Hill PDA research 2013

Furthermore, our research finds that commercial and residential units within Five Dock Town Centre are experiencing similar dollar per square metre rates which are between \$3,000/sqm and \$5,000/sqm. This situation often occurs when retail and commercial markets experience a downturn. This sequentially means tenants that usually would occupy the first floor in a premium retail precinct could potentially afford to be located on the ground floor in the Town Centre.

Our market research also finds that typically rents range from \$500/sqm to \$750/sqm for retail suites. Also of importance, retail rents are likely to be higher for premises located along the Great North Road, Garfield Road and Kings Road. Agents identified that new retail premises would expect to achieve \$700-\$800 per week.



Photo 50. 59 Great North Road



Photo 51. 133 Great North Road



Photo 52. 183 Great North Road



Photo 53. 118 Great North Road

Table 6 - Leasing Activity in Five Dock 2013

Address	Rental pa	Sqm	Rent/sqm
96A Great North Road	\$85,000	121	\$702/sqm
183 Great North Road	\$52,500	70	\$750/sqm
118B Great North Road	\$42,500	85	\$500/sqm

Source: Realcommercial.com.au, PIMS, Hill PDA research 2013

**Development Activity**

Development activity in the Five Dock Town Centre has been slow in recent years owing to the nature of the market discussed in this Chapter together with limited redevelopment opportunities and a number of financial constraints (discussed further in Chapter 3). Discussions with Agents have identified that to incentivise redevelopment in Five Dock Town Centre and the broader suburb, larger (or amalgamated) sites are required and the implications of the planning controls must be considered on a site by site basis.

Our market research has also found that hindrances to redevelopment in Five Dock suburb more generally have related to market conditions, planning restrictions and the cost of construction all of which work to reduce development profit and thereby incentives.

The following table demonstrates development site sales that have been recorded - some of which have been granted development consent for mixed use development. All of the sites below have been purchased within the past 3-5 years, indicating the current lack of development opportunities in the Suburb. In many cases development sites purchased with consent in place, disclose a higher unit / site rate given the minimal planning risk associated with the purchase. With the planning component of risk at a minimum, the purchaser / developer need only manage market and financial risk.

Table 7 - Development Site Sales Activity – Five Dock

Site	Sale Price / Date	Comments
239 (Lots A & B) Great North Road, Five Dock 841sqm; FSR 2:1 Floor Area: 1,710sqm	\$2,200,000 (Oct 2008) \$2,616/sqm	The site was granted a development approval, with the completion due in June 2013. The development will consist of 4 storey mixed use development comprising of 14 residential units & 5 commercial units. Basement car parking will be constructed for approximately 37 vehicles.
189-193 Great North Road, Five Dock 1,243sqm Floor Area: 5,080sqm	\$3,000,000 (Oct 2010) \$ 2,414/sqm	The site was granted a development approval, with site works to commence July 2013. Construction of a new 6 storey mixed use development to rear of existing heritage building containing 30 residential units, 6 x 1, 22 x 2 & 2 x 3 bedroom, & 2 x ground floor commercial/retail suites 138sq m.
227(Lot A) Great North Rd, Five Dock 436sqm Floor Area: 1,500sqm	\$2,587,750 (Nov 2010) \$ 5,935/sqm	The Site was sold with a DA, however no development has commenced. Construction of a 5 storey mixed use building containing 17 residential units & 2 commercial units. Ground floor contains 2 x commercial/retail tenancies, lobbies to residential floors above, car parking. Upper floors contain 3x1, 13x2 & 1x3 bedroom units. Basement car parking for 25 vehicles & 12 spaces on ground floor level.
56 Great North Road, Five Dock 430qm	\$2,550,000 (Dec 2011) \$5,930.23/sqm	The development was grant permission to construct a mixed use building comprising of 2 retail/commercial units of 128.22sq m & 164.24sq m respectively & 5 residential units of 4x2 & 1x3 bedrooms over 3 levels. Basement car parking for 13 vehicles.

Source: RP data, Cordell Connect, Hill PDA research 2012



Photo 54. 189-193 Great North Road

### 4.3 WHAT IS INFLUENCING REDEVELOPMENT?

Discussions with local agents found that Five Dock Town Centre is generally considered a well maintained environment with a strong village and community character that should be protected. A positive change that occurred in recent years related to Council's development of the car park and the widening of the footpaths, which has allowed a café scene to unfold and has enhanced the centre's 'vibe'. Another benefit of the Centre relates to its strong public transport connections.

Notwithstanding the above, there was strong feedback that the Centre needed to continue to grow and develop so as not to become dated. Local agents identified that some of the key factors that needed to be considered to facilitate redevelopment in the Centre included:

- Restrictions on height and floor space ratios versus building costs;
- The length of time required to get a development approval;
- The lack of parking for residential premises and even less for commercial and retail premises;
- The scale of lots and the fragmented site ownership;
- Heritage implications and thereby costs / hindrances to building layout; and
- The number of derelict / empty buildings which can lead to increases in crime and anti-social behaviour.



Photo 55. Five Dock's 'Village-character': feedback from local property agents indicate that the town centre's strengths include the Council-owned carparks, the wide footpaths of Great North Road and strong public transport connections.

The following section explores some of these factors in greater detail from a market / development perspective and the impact that they have to the viability and realisation of development.

- **Site assembly** – the acquisition of land is a high risk and high resource activity for developers particularly where numerous parcels of land have to be amalgamated prior to development. The Town Centre is characterised by numerous small allotments hence making site assembly a challenge. The cost of acquiring multiple sites for a development significantly adds time and cost to the development.
- **Site constraints** – the physical shape, any environmental constraints and the need for infrastructure provision collectively affect the developable area of a given site. In the case of Five Dock Town Centre our previous feasibility analysis indicated that development to higher densities would be more effectively achieved on larger sites i.e. those exceeding 400sqm. Furthermore smaller sites require higher FSRs to make them work rather than larger sites. This is a challenge for the Town Centre and its higher number of small fragmented sites.

- **Intensity of build** - there is often a misconception that 'more is better'. As floor space increases so too does the number of storeys and basement levels to accommodate car parking requirements and hence construction cost. In deciding the amount of capital to apply (i.e. how intensely the site should be developed) developer capital will be applied to the extent where incremental revenue is equal to incremental cost.
- **Product type** - residential markets are acknowledged to be diverse e.g. market acceptance for higher density product is good within most inner suburbs of Sydney, hence end sale prices of the completed product tend to justify the higher cost of construction. However in the case of the Town Centre it has yet to establish itself as a strong residential locale within the Inner West. Until the Town Centre gains market acceptance for residential product, end sale prices achievable will be modest.
- **Cost of development** - recent difficulties in securing credit and relatively high statutory cost obligations have exacerbated the overall cost of development. Lead-in time to development can significantly contribute to development holding costs, including the time needed to procure development consent.
- **Lack of Incentive:** In most cases site values in continued use far exceed site values assuming demolition and redevelopment. Accordingly there is presently little incentive for existing landowners to undertake risk and redevelop existing sites accordingly.
- **Owner expectations:** The biggest challenge for development in the Town Centre is the existing levels of property prices and owner expectations. In some cases this may be remedied by the variation of planning controls, i.e. increase in density and height however caution is required to ensure that any gains do not in turn drive expectations up further.

Other challenges identified by our 2012 Five Dock Town Centre Study and indicative feasibility analysis related to:

- Sites with improvements either offering substantial utility or adequate returns are unlikely to be redeveloped in the short to medium term;
  - Whilst higher densities are required for certain sites located in the northern end of the Town Centre, higher densities are applicable to the southern end as a whole as properties here generally perform better and consequently are more valuable in their current use;
  - Where the existing use / building on a site is underperforming, an FSR of 2.5:1 may be sufficient to incentivise change on the site;
  - Whilst an increase in density to FSR 3.5:1 could improve development feasibility on certain sites (particularly sites in the northern end) it is unlikely to have any meaningful effect on sites in the Southern end; and
  - Car parking requirements also heavily influence the viability of development.
- These higher level findings will be refined and tested further in Stage 2 of our work.





## 4.7 KEY OPPORTUNITIES & DESIGN IMPLICATIONS

Based on the market research undertaken for this Study, site visits and prior feasibility analysis, some of the potential opportunities to encourage change within the Centre are summarised below.

### Opportunities To Encourage Change

<b>Variations to planning controls</b>	An increase in building densities and heights in the northern section of the Town Centre. Owing to the likely scale of these increases however (i.e. to an FSR of 3.5:1) the design implications will need to be tested and thereby their potential impact to the Centre's village character.
<b>Redevelopment of Council Sites</b>	Council owns some key sites in the Town Centre that could be comprehensively redeveloped to stimulate broader investment and to improve the Centre's amenity thereby making it more attractive for development by the private market.
<b>Car parking requirements</b>	As car parking provision has a notable effect on the viability of development, a reduction in car parking requirements for residential development could be considered based on comparable areas located along major transport nodes. To restrict resident parking in the Centre during peak periods, limited car parking periods could be enforced i.e. 30 minutes with no resident concessions in specific locations.
<b>Centre appeal</b>	Enhance the visual appeal and desirability of living in the Centre through urban improvements and marketing. If done successfully residential sale values would increase and thereby the viability of development and in turn the incentive to invest and redevelop would similarly grow.
<b>Northern character node</b>	Create a destination point or character for the northern end of the Great North Road to encourage activity and incentivise redevelopment. To enhance the attraction of development in this section of the Centre (notwithstanding the active street front policy of Council) permit residential at ground floor level in this node thereby reinforcing the cluster of retail in the southern end.
<b>Bonus for larger sites</b>	Research shows that minimum lot sizes (in the order of 400sqm) are required for development not only from an economic perspective but also from an urban design position. Bonuses (i.e. increased FSR or reduced car parking rates) could therefore be considered for sites over 400sqm to encourage amalgamation.

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5. Due care has been taken to prepare the attached financial models from available information at the time of writing, however no responsibility can be or is accepted for errors or inaccuracies that may have occurred either with the programming or the resultant financial projections and their assumptions.

6. This report does not constitute a valuation of any property or interest in property. In preparing this report Hill PDA has relied upon information concerning the subject property and/or proposed development provided by the Client and Hill PDA has not independently verified this information except where noted in this report.

7. In relation to any valuation which is undertaken for a Managed Investment Scheme (as defined by the Managed Investments Act 1998) or for any lender that is subject to the provisions of the Managed Investments Act, the following clause applies:

8. This valuation is prepared on the assumption that the lender or addressee as referred to in this valuation report (and no other) may rely on the valuation for mortgage finance purposes and the lender has complied with its own lending guidelines as well as prudent finance industry lending practices, and has considered all prudent aspects of credit risk for any potential borrower, including the borrower's ability to service and repay any mortgage loan. Further, the valuation is prepared on the assumption that the lender is providing mortgage financing at a conservative and prudent loan to value ratio.



GREAT NORTH RD  
< 76 - 94



GREAT NORTH RD  
94-104



## TRANSPORT ADVICE



Subject Five Dock Town Centre Urban Design Study - Traffic and Transport Review

Date 2 October 2013

Job No/Ref 230150

## Introduction

There are 15 streetscape proposals recommended in the Urban Design Study for the Five Dock Town Centre. Arup has reviewed these and provides the following comments on the feasibility of each.

## Traffic and transport comments

3.2.1 Northern Gateway: relocation of the existing slip-lane off Lyons Road would free up space for a gateway plaza or park at this prominent arrival point to the town centre and be a catalyst for land to the south to redevelop.

We have used traffic movement data available for the Lyons Road / Great North Road intersection from 2008 to test the impact of removing the left turn slip lane. To partly compensate for the loss of this left turn lane, we have modelled the intersection with an additional left lane on the westbound approach to the traffic lights. The existing and potential intersection layouts are shown in Figure 1.

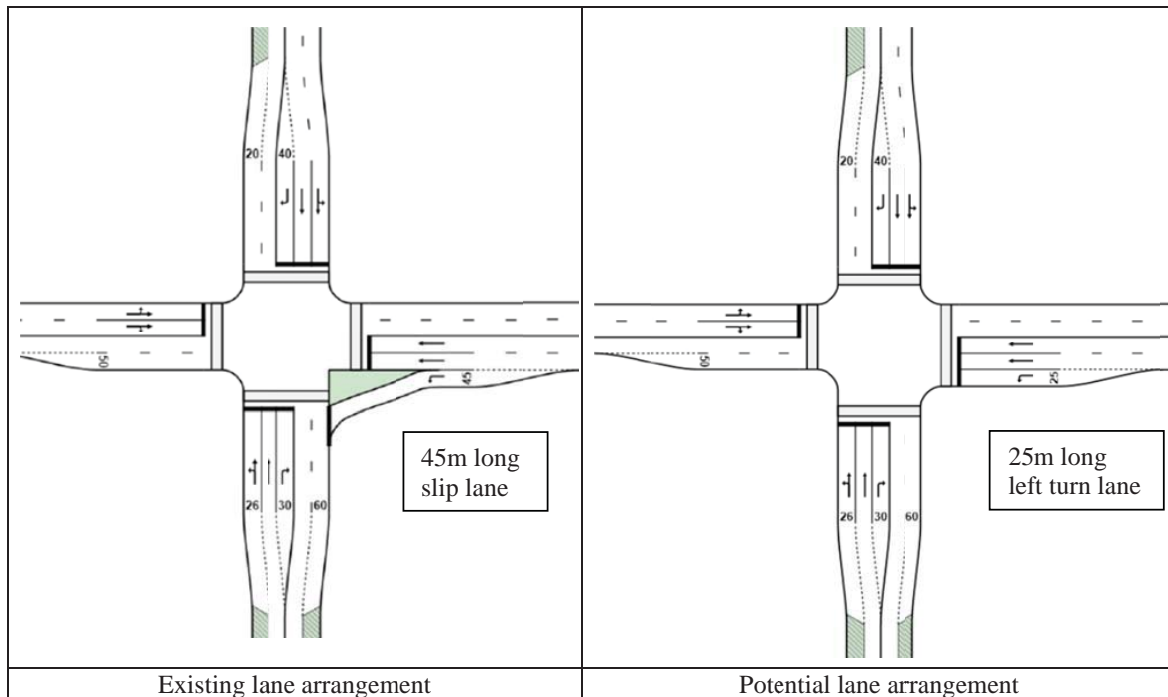


Figure 1 Lyons Road / Great North Road intersection

Subject Five Dock Town Centre Urban Design Study - Traffic and Transport Review

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The intersection modelling package SIDRA has been used to provide a comparison of the left slip lane removal with existing operations. The intersection currently operates over capacity in both the AM and PM Peak periods. With removal of the left slip lane and introduction of this traffic to be shared with the kerbside westbound lane, the intersection performance deteriorates further. With the introduction of an additional westbound lane for left turn traffic, the intersection returns to a similar level of operation to that which currently occurs. These results indicate that this proposal is worthy of further investigation.

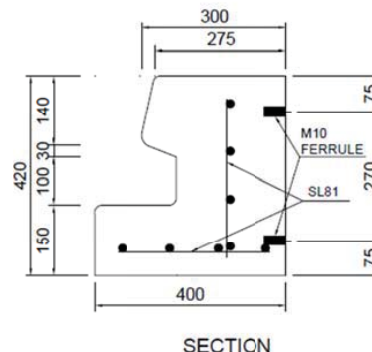
**Table 1 Intersection operation**

Lane arrangement	AM Peak			PM Peak		
	LoS	Degree of Saturation	Intersection Ave Delay	LoS	Degree of Saturation	Intersection Ave Delay
Existing	E	1.12	61.1 sec	D	1.10	47.1 sec
Left slip lane removed and no left turn lane	F	1.30	92.2 sec	F	1.30	73.5 sec
Left slip lane removed and additional left turn lane	E	1.15	68.1 sec	D	1.16	55.0 sec

**3.2.2 Great North Road (north):** Overhead power lines prevent mature tree planting along each side of the street. Instead, it is recommended that Council investigate the option of tree planting in a central green median

The minimum clearance requirement for non-frangible objects in the central median is 600mm. For a tree trunk dimension of 100-200mm, a median width of 1.4m is needed. RMS may require that the kerb be constructed as a redirection kerb (elsholz kerb) in the location where trees occur which has a height of 270mm above the pavement. This is unsuitable for pedestrian storage which would need to occur in sections between the trees.

An alternative that would permit tree planting along the side of the street is bundling of the cables along the building frontages.



**3.2.3 Rodd Road:** a kerb extension and a zebra crossing on the northern side at the intersection with GNR would increase pedestrian safety. On the southern side, there is an opportunity for tree planting in the existing verge.

The warrant for a pedestrian crossing at this location across Great North Road would need to be checked. The kerb extensions are feasible and would need to be designed for the largest vehicle turning left into Rodd Road. The kerb extensions would assist pedestrians to cross at this point even if the pedestrian crossing is not installed.

**3.2.4 New pedestrian link:** future development in this area could provide a mid-block pedestrian link from Great North Road to East Street.

The pedestrian link would support the possible crossing at Rodd Road.

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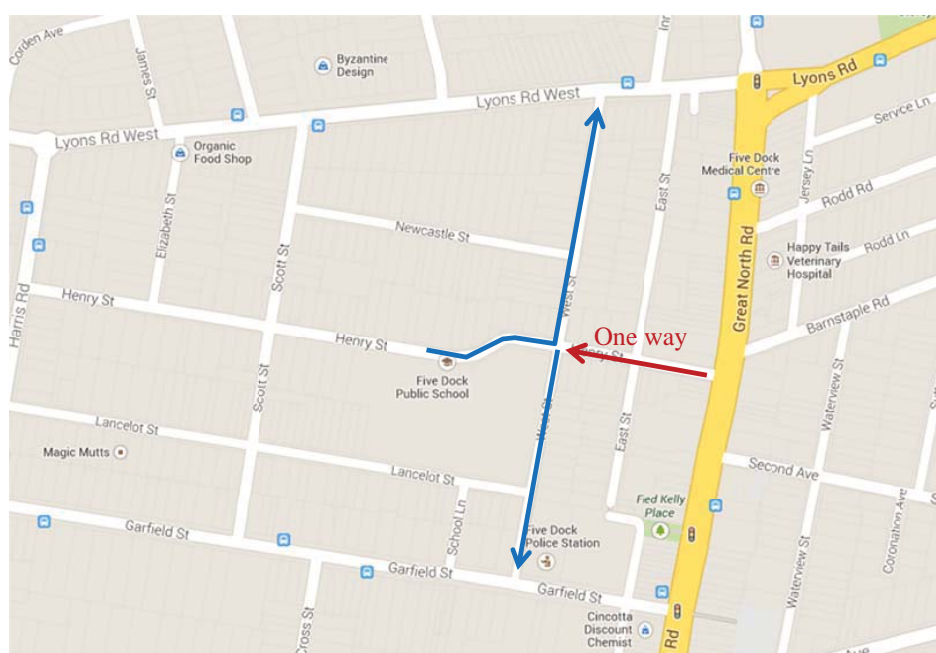
Job No/Ref

230150

**3.2.5 Henry Street:** it is proposed that Council investigate the option of a two-way dedicated cycle facility and widen pedestrian footpaths to allow safer access for cyclists and pedestrians.

Henry Street provides a connection to the west of Great North Road at the mid point between Garfield Street and Lyons Road which are 400m apart. If Henry Street is considered for conversion to one-way between Great North Road and East Street, careful consideration of traffic diversion routes would be needed to ensure suitable accessibility for local residents and Five Dock Primary School are maintained.

To maintain local access into the western precinct, Henry Street could be converted to one-way westbound between Great North Road and West Street. Exit from Henry Street would then be via West Street either north or south as shown on Figure 2.



**Figure 2 One-way option for Henry Street**

**3.2.6 Barnstaple Road:** the upgraded cycle facility from Henry Street is proposed to be continued along Barnstaple Road. New street tree planting may be possible to the north, on the opposite side to the main power lines.

The bicycle facilities along Henry Street and Barnstaple Road in combination with the crossing of Great North Road need to be well defined using a coloured road surface, bicycle logos, defined shared zone arrangements and clear signage. The existing pedestrian crossing is well located for the connection between Henry Street and Barnstaple Road.

**3.2.7 Second Avenue:** this street is an important, direct connection to Five Dock Park and one of the priority areas for pedestrian improvements. Existing kerb extensions (blisters) offer space for additional street trees.

Second Avenue provides a connection to Waterview Street which will become more important if development opportunities are taken up along Waterview Street. It will be important to provide the correct balance between traffic access and pedestrian amenity.



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**3.2.8 Second Avenue carpark:** recommended to be converted into a shared zone to form part of the proposed network of pedestrian-friendly lanes to the south. Reducing the driveway width would allow for street tree planting.

Laneways are ideal candidates for conversion to shared zones where the adjacent properties are being activated and equal priority can be managed between vehicles and pedestrians. The latest RMS guidelines permit shared zones to be installed where there are up to 1000 vehicles per day and an appropriate streetscape environment to ensure appropriate driver behaviour. It is still feasible to include access to the rear of properties for deliveries with appropriate parking bays and clear sight lines to pedestrians using the space.

**3.2.9 Fred Kelly Place (northern extension):** the existing Fred Kelly Place could be extended to the north by acquiring a privately-owned lot land currently occupied by the Westpac bank.

This would have no impact on traffic arrangements.

**3.2.10 A new town square (aka Fred Kelly Place No.2):** this new square would function in conjunction with Fred Kelly Place and provide a strong, central 'heart' for the town centre, with ample space to cater for events and activities.

This would have no impact on traffic arrangements.

**3.2.11 Garfield Street:** there is an opportunity to extend the footpath on both sides of the street and allow for outdoor cafes/dining and tree planting. A new pedestrian zebra crossing would improve pedestrian safety.

The footpath extensions are feasible where there is already kerbside parking use. On the southern side, there is an existing kerb extension at Great North Road which could be extended back to Thompson Lane. On the northern side, the taxi zone to the west of Thompson Lane could be relocated to allow for a kerb extension. To the east of Thompson Lane, both eastbound traffic lanes need to be maintained to provide appropriate capacity at the traffic signals. The potential for a pedestrian zebra crossing of Garfield Street some 50m west of the Great North Road traffic signals would need to be reviewed. If this location does not meet the guidelines, the kerb extensions will assist people crossing at this location.

**3.2.12 First Avenue Plaza:** a raised bus-only zone would simplify the intersection, and create a new public space that highlights local historic buildings, provides space for mature trees and 'spill-out' spaces for adjoining uses.

The proposal to create a new public space by closing First Avenue has the benefit of reducing the size of the Great North Road intersection as shown in Figure 3. The pedestrian crossings can be moved closer together which improves pedestrian safety and increases the traffic capacity of the intersection. To achieve this outcome, it would not be possible to have traffic (or buses) using First Avenue. The existing layout of stop lines and pedestrian crossings would need to be maintained even if First Avenue was converted to bus only and hence the benefits of reducing the intersection size cannot be realised.

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230150

We have explored the possibility of rerouting the buses so that this section of road could be considered for closure. There are some 195 buses travelling in each direction on a weekday as shown in Figure 5 with terminating services shown in Figure 6.

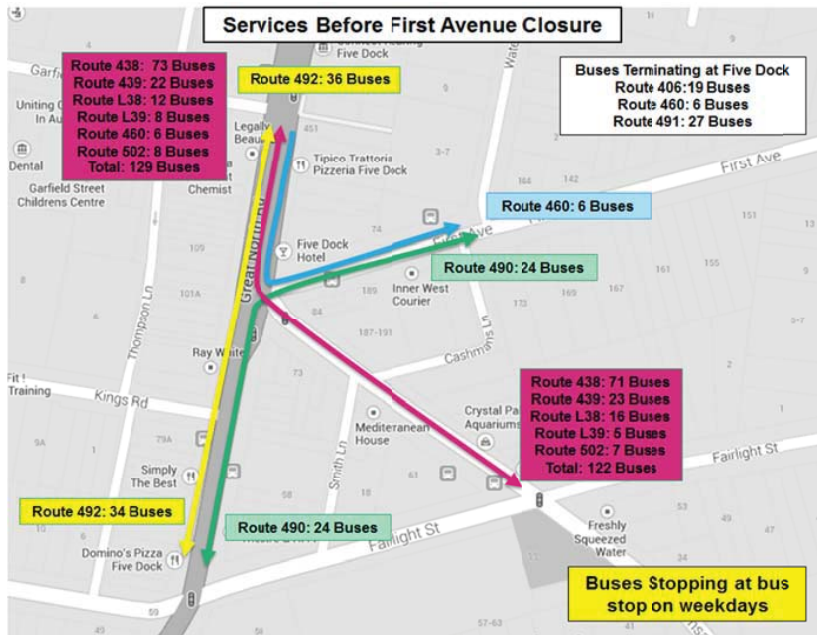


Figure 5 Existing bus routes and daily numbers

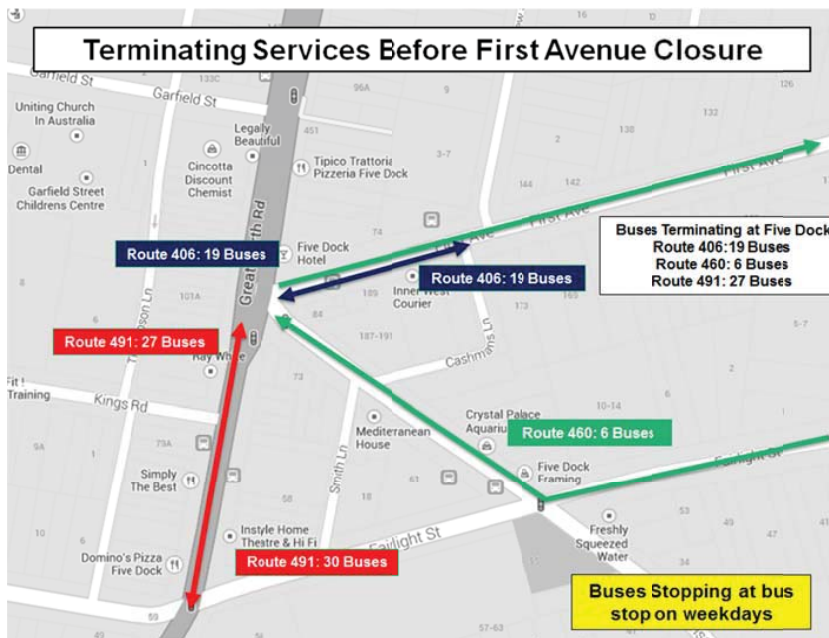


Figure 6 Terminating buses

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First Avenue carries 30 buses in each direction and these are able to be rerouted via Park Road (406 and 490) or terminated earlier (460) as shown on Figure 7. The revised bus services are shown in Figure 8 and terminating services are shown in Figure 9.



Figure 7 Possible 406, 460 and 490 route changes for First Avenue buses

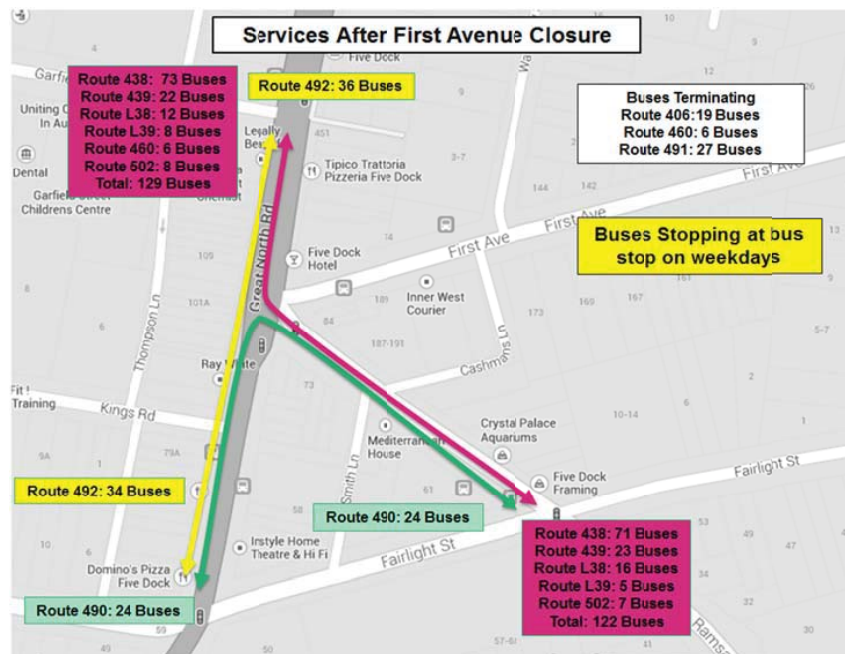


Figure 8 Bus services following closure of First avenue

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Figure 9 Terminating buses after closure of First Avenue

3.2.13 Kings Road: once the multi-deck carpark off Kings Road is completed, on-street parking along the southern side could be converted into a wider footpath with street tree planting and outdoor seating

There is already a kerb extension on the south side of Kings Road at the Great North Road intersection. Removal of on-street parking along Kings Road will remove kerb space used for loading activity and easy access to services. These issues will need to be addressed should kerb extensions be considered. The existing traffic capacity of the street can be maintained with this proposal.

3.2.14 Ramsay Road: overhead power lines prevent tree planting on the southern side. There is an opportunity to plant additional street trees in the verge along the northern side near the existing bus stop.

There appears to be no issue with additional tree planting in the northern verge. It may also be possible to plant trees on the southern side given that the cables are bundled overhead.

3.2.15 Fairlight Street: Power lines and poles on the southern side restrict planting of further street trees, however tree planting to the north is recommended to reduce the visual impact of the service station at this gateway location.

There appears to be no issue with additional tree planting in the northern verge.





## SKETCHES & IDEAS



SEED IDEAS (COMMUNITY CONSULTATION STAGE 2)

01 A WELCOMING NORTHERN GATEWAY



Opportunity for...

Sunny Green Space

Trees & Public Art

New Development



The intersection of Lyons Road and Great North Road forms the northern gateway to the Five Dock Town Centre. The idea is to relocate the left slip lane off Lyons Road to the other side of the small green space (left-turning lane) and create a gateway park.

This would improve the appearance of this area and make it easier, safer and more attractive for pedestrians to access shops and services. It may also allow some on-street parking closer to the intersection. Both roads are controlled by RMS (former RTA) so negotiating this opportunity is more complex and longer term.

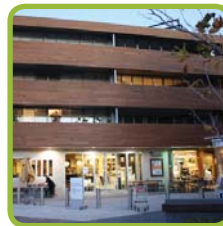


02 ENCOURAGING GOOD DEVELOPMENT



Opportunity for...

Higher Ground Floor    Improved Planning    Investment opportunity



The current development controls allow buildings that are between 3-5 storeys tall. This type of development can appear squat and often relies on internal light wells and in some cases views across neighbouring properties to create necessary light and amenity.

The idea is to retain the same amount of floor area but increase the height of the ground level (to be better suited for retail) and increase building height along the Great North Road to 4-5 storeys. These changes should encourage better quality buildings that have higher internal amenity and ground floors that present well to the footpath.

03 GREEN AND TREE-LINED STREETSCAPES

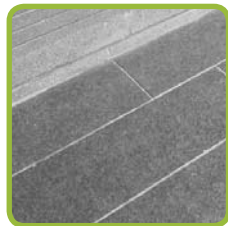


Opportunity for...

Trees & Greenery



Quality Paving



Pedestrian Amenity



Scale/Complexity



The northern end of Great North Road has few street trees or landscape features. This idea involves identifying locations for new street trees and landscaping the highly visible street corners.

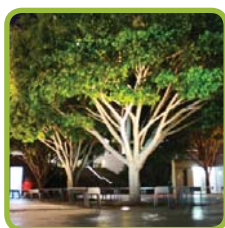
This idea also involves increasing the number of benches and bins and locating them carefully, e.g. near medical facilities, where people can rest. It is further suggested to replace the stencil concrete footpaths along the entire main street. This could initially be a mixture of asphalt and linear paver sets. The asphalt could then, over time, be replaced with natural stone pavers.

04 ENCOURAGING NIGHT TIME ACTIVITY



Opportunity for...

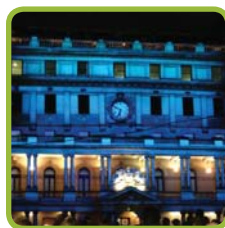
Up-lighting Trees



Increased Safety



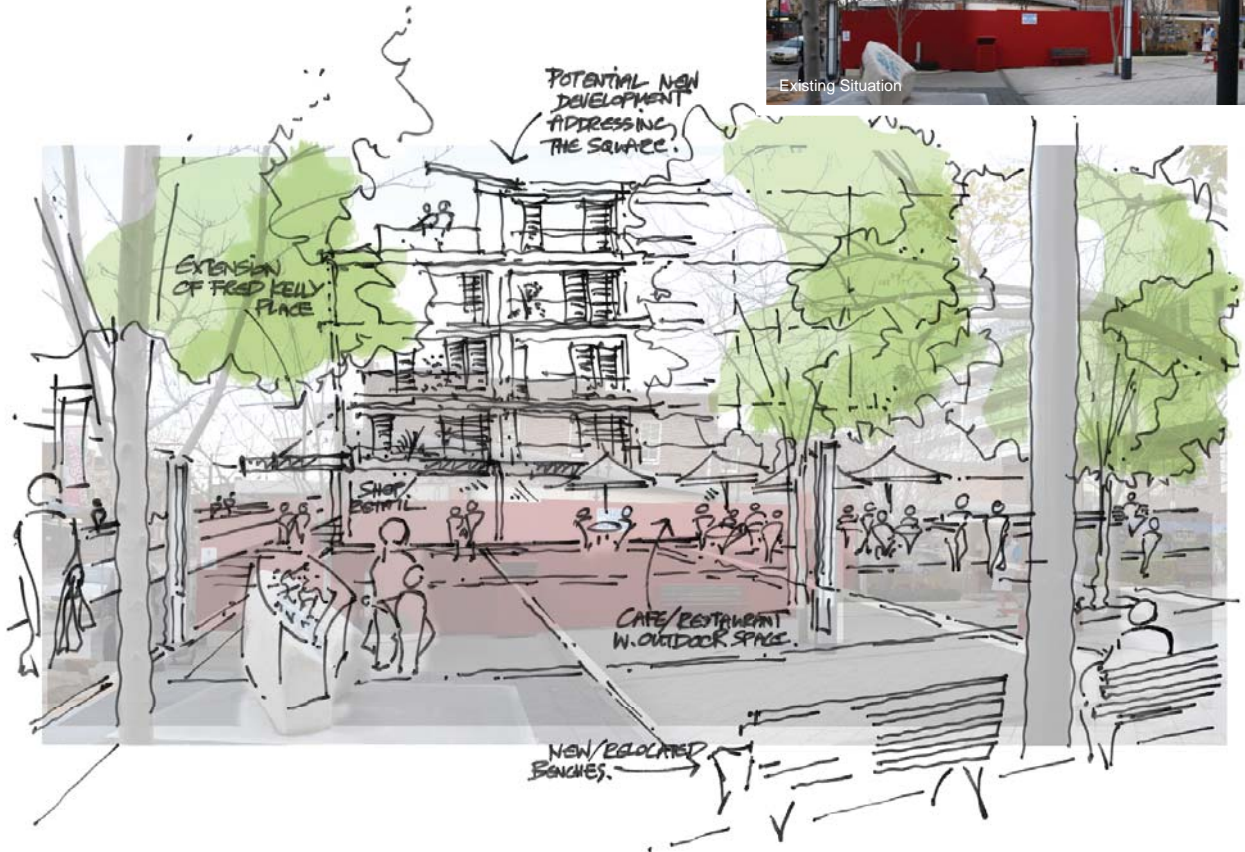
Highlighting Heritage



The Five Dock Town Centre has few shops open after 5pm, and some cafes and restaurants also close early. There is a lack of options for spending time in the streets or socialising after dark other than mainstream drinking venues (pubs). This ‘ghost town’ feel makes it uninviting to visit the centre in the evenings.

This idea involves increasing the lighting in the centre with a focus on heritage buildings and up-lighting of trees to create a pleasant atmosphere at night and improve safety along key routes. This should encourage night-time activity and cafes, bars and retailers to stay open late, broadening people’s choices of things to do after dark.

05 EXPANDING FRED KELLY PLACE



Opportunity for...

Community Heart

Meeting & Relaxing

Markets & Events



Fred Kelly Place is a popular small square in the centre of Five Dock. This idea illustrates the suggestion raised a number of time during the consultation process that this space would be improved if it could be increased in size. This idea would require acquisition of private land holdings either to the north or to the south of the square.

06 THE "POST OFFICE" FORECOURT



Opportunity for...

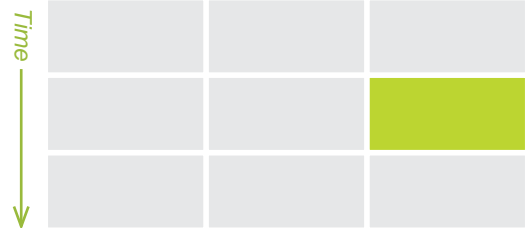
Central Forecourt

People Watching

Community Uses

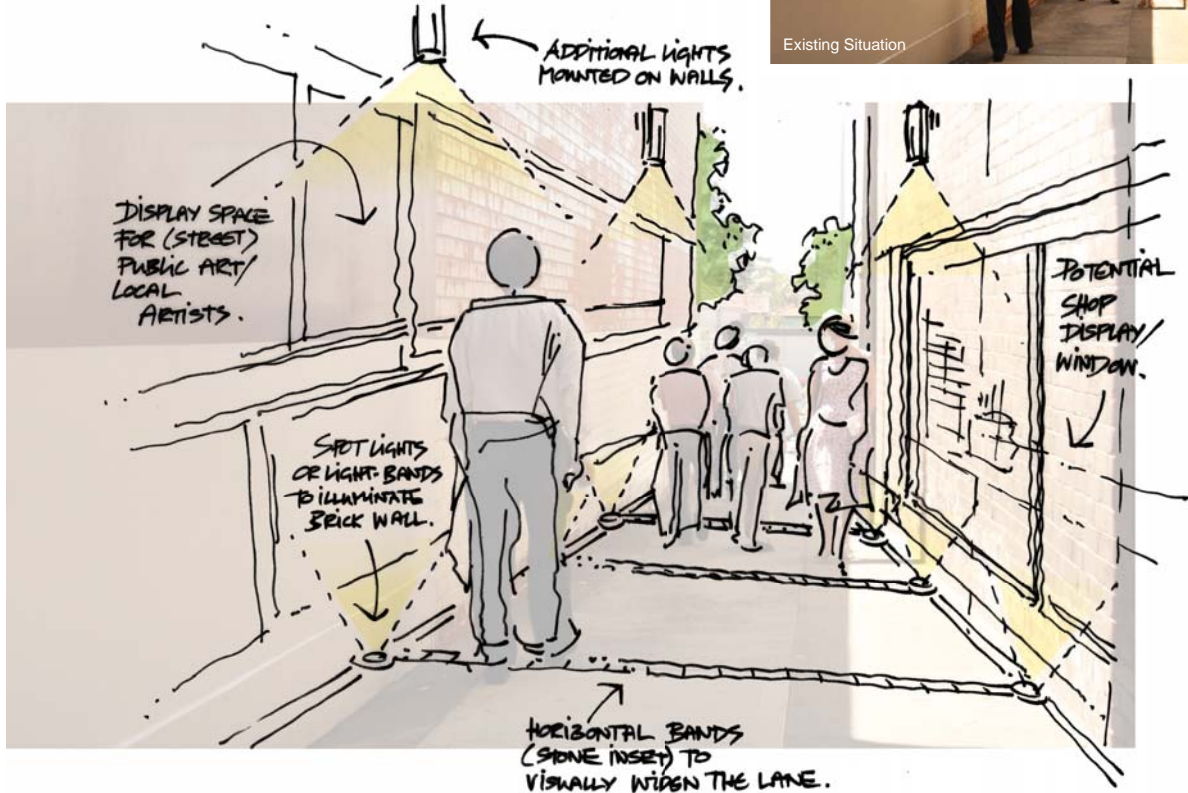


Scale/Complexity →



The City of Canada Bay owns this strategically located site on Great North Road. This idea illustrates that development in this location could create a second centrally located square while also providing additional retail and community facilities. As this site is located opposite Fred Kelly Place, this idea would strengthen the core of the town centre and help activate the eastern side of Great North Road.

07 SAFE AND ATTRACTIVE PEDESTRIAN LINKS



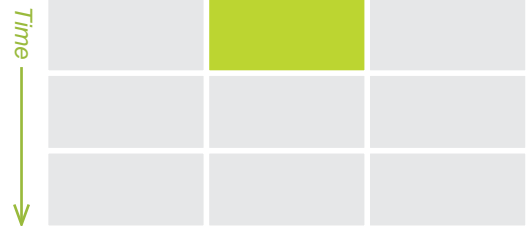
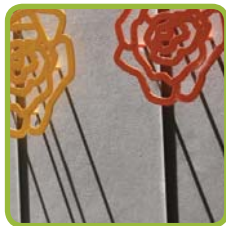
Opportunity for...

After-Hours Lighting

Public Art

Quality Surfaces

Scale/Complexity



Pedestrian links are an important part of the Five Dock Town Centre, providing good access to car parking behind the main street. This idea is focused around the idea that improving the quality of laneways will enhance the experienced of using and accessing the centre for many people. Linked to this idea is the suggestion to increase the lighting , possibly combined with public art.

08 ATTRACTIVE LANEWAYS



Opportunity for...

Pedestrian Safety



Connectivity



Quality Public Space



Scale/Complexity



Thompson Lane provides access to the rear of properties on Great North Road but it is also a critical pedestrian link between the parking area on Kings Road with Garfield Street, Fred Kelly Place and the Supabarn supermarket. The quality and appearance of this link is compromised by rubbish and informal parking arrangements. This idea identifies opportunities to create more of a high-quality pedestrian focused environment.

09 A SECOND RETAIL ANCHOR



Existing Situation



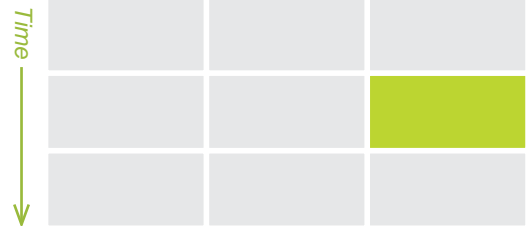
Opportunity for...

Economic Prosperity

Variety & Choice

Attracting People

Scale/Complexity



The Town Centre Strategy (2012) identified demand for another supermarket in the local area. Typically where demand exists and a site can't be found in the town centre, the supermarket is located out of the centre and the activity it generates also goes elsewhere.

This idea is based on the idea that to balance the centre, a second supermarket could be located the other side of Great North Road to the Superbarn but close enough to create overlapping demand. Redevelopment of the Council owned car park (retaining current parking plus additional spaces for the supermarket) may provide this second retail anchor for the centre.



10 A MULTI-DECK CARPARK



Opportunity for...

Efficient Land Use

Increased Capacity

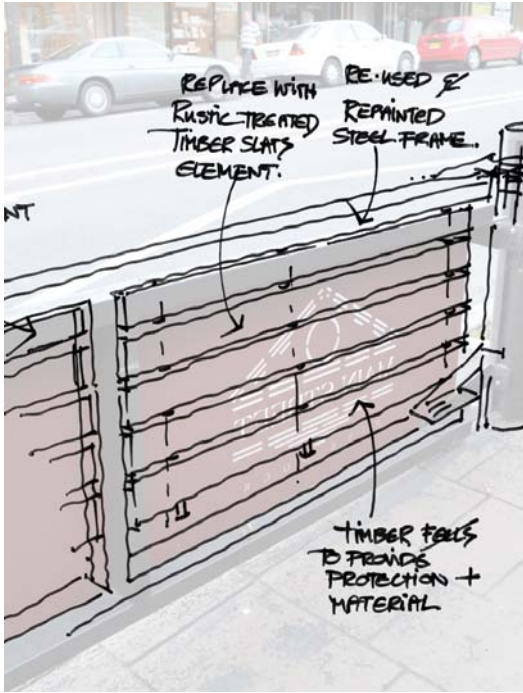
Activation



Car parking is an important component of every successful town centre. Multi-level car parks, while expensive to build, provide high numbers of well-located parking.

This idea suggests that a possible location for a multi level car park is the Council owned land off Kings Road. The car park would need to be carefully designed to ensure appropriate interface with the adjoining residential uses but would be well located to support retail uses in this part of the centre and at the nearby RSL.

11 REDESIGNING OUTDOOR DINING



Opportunity for...

Atmosphere

Activity & Vibrancy

Design Quality



Scale/Complexity →



The town centre has wide footpaths and bespoke pavilions for outdoor dining. This idea considers opportunities to improve the appearance and functionally of these facilities by reusing much of the existing framework but upgrading their look and feel, e.g. replacing the red metal panels with hardwood timber slats.

12 THE 'WIFI' TERRACE



Opportunity for...

Activity & Vibrancy

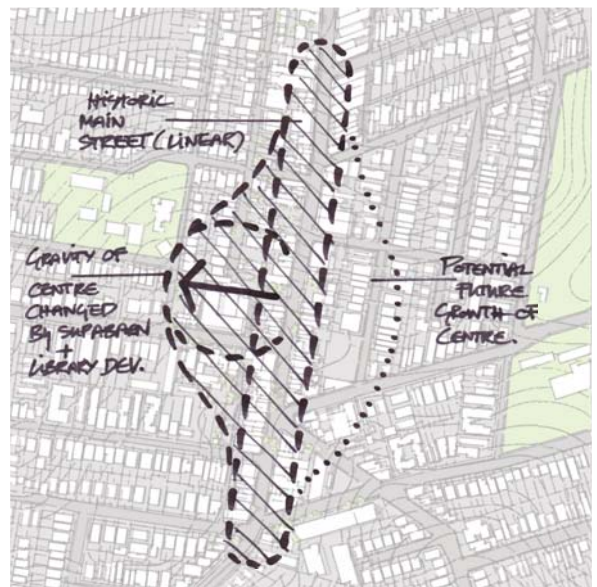
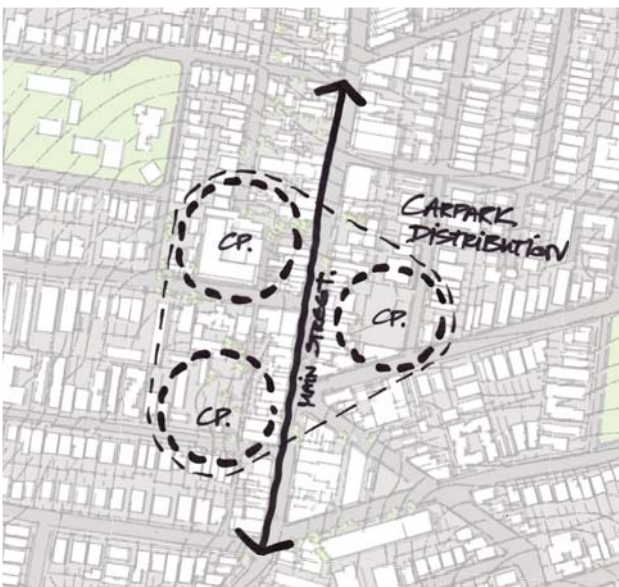
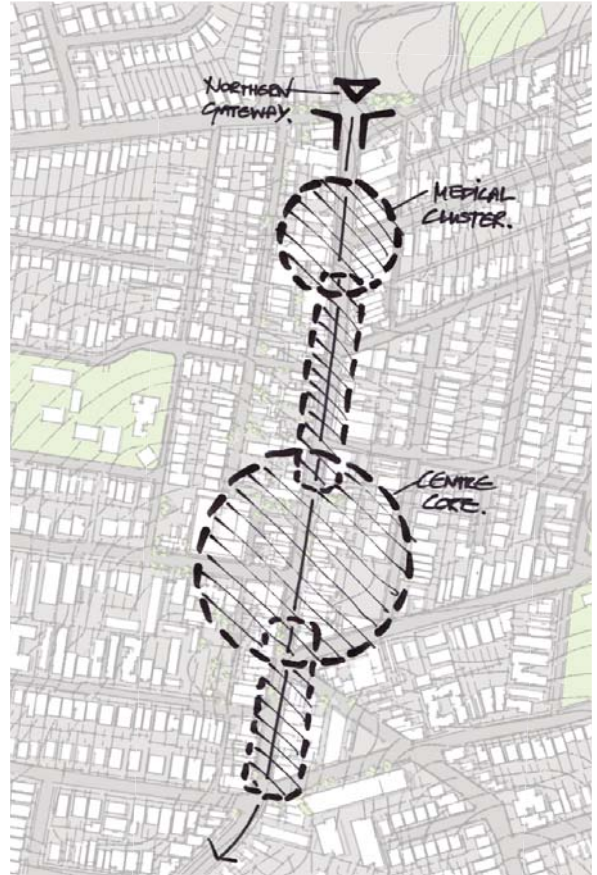
Connectivity

Revitalisation



In today's connected world, places with free Wi-Fi attract a wide range of people including students, professionals and tourists. Many places have used this demand to create activity and vibrancy in areas that are otherwise unattractive and poorly used. This idea identifies an opportunity to use the terrace outside the Five Dock Library as a virtual extension of the library and encourage new users to the town centre.

13 CENTRE FRAMEWORK - OPPORTUNITIES



14 NEW LINKS AND COUNCIL-OWNED SITES



15 NORTHERN GATEWAY - OPTIONS

Issues:

- 2x pedestrian crossings
- High traffic speeds
- Maintenance of underutilised traffic island/triangle



Existing situation

Opportunities:

- Safer left-turn into GNR at intersection
- Potential for revenue generation by selling off land for redevelopment.



Option 1: increased development site

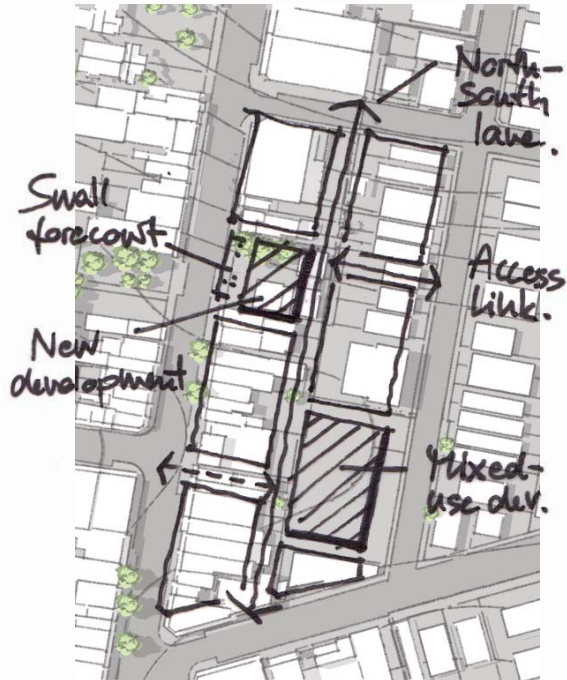
Advantages:

- Increased pedestrian safety and amenity
- Gateway statement
- Outdoor cafes/dining in Plaza.



Option 2 (recommended): Gateway Park.

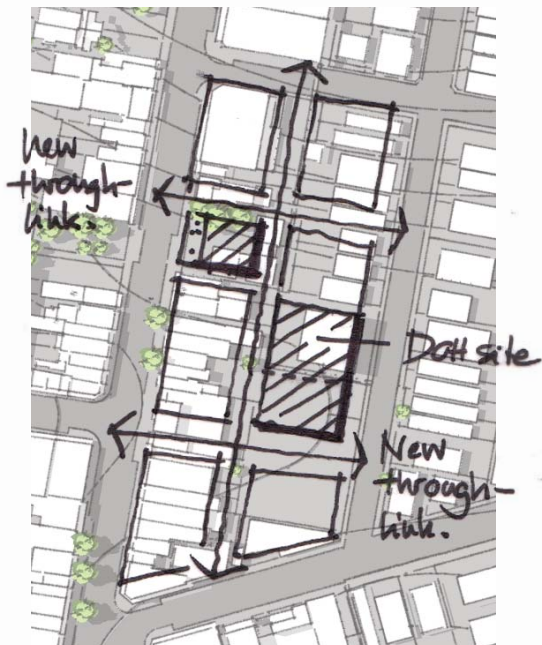
16 WATERVIEW URBAN BLOCK - OPTIONS



1. Limited connectivity, small open space provision.



2. Slightly improved connectivity, safety + wayfinding issues.



3. Improved connectivity and wayfinding.



4. Recommended option, high public benefit, activity generator.

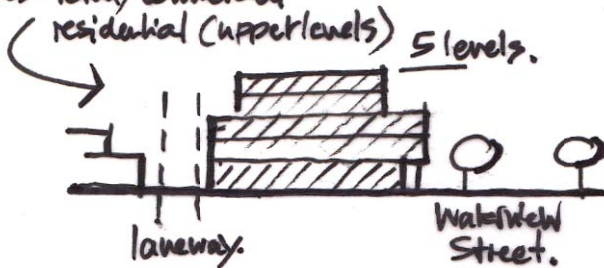
17 WATERVIEW CARPARK - DEVELOPMENT OPTION



3D Model view.

5-storey development  
fixed-use, incorp. public carpark.

Proposed development on carpark site (approx. 2000 m<sup>2</sup> footprint)  
Uses: retail/commercial  
residential (upper levels) 5 levels.



3D Model view.

Example of similar development, retail to address public domain.



Example photo.

Issues: "hidden location" from main street, limited access + public benefit, impact on adjoining sites (overshadowing and privacy.)



18 'POST-SHOP' SITE - DEVELOPMENT OPTION

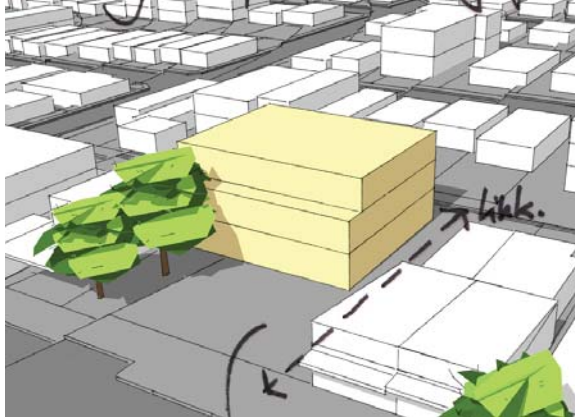


3D model view

'Post-shop' development.

Waterfront carpark development, (as per previous Page).

3-storey development addressing forecourt.



- Total site area ~ 1,200m<sup>2</sup>
- Footprint of building: 400-500m<sup>2</sup>

Lightweight construction (timber/glass).

3D view.

Forecourt area / open space with good solar access.



Character image

19 KINGS ROAD CARPARK - DESIGN IDEAS

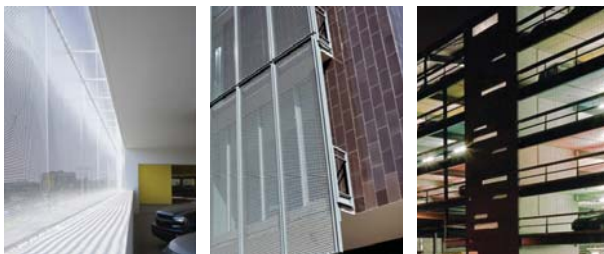


3D Model view.

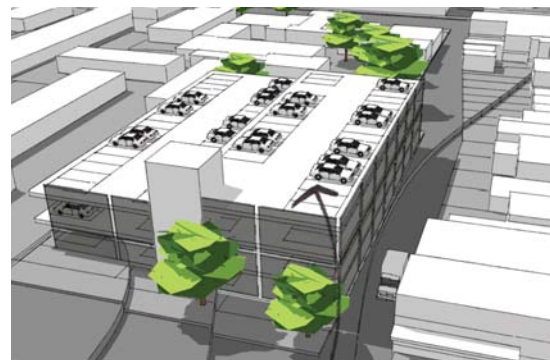
Lift access off Kings Road.

The multi-level carpark could provide between 160 - 200 carspaces. Access of Kings Road and/or Thompson Lane.

Option on upper level: A Green Roof with community gardens or sports fields



Character images



3D views.

Alternative: carparking on all levels incl. roof to maximise parking provision.

20 CHARACTER IMAGES / LOOK & FEEL

Active open spaces require good solar access

Tree uplighting

Markets

Incorporate events + play spaces. These common spaces!

Public art = cycle stand.

DINE-BARS THAT ARE OPEN AFTER 7PM!

High-quality footpaths with trees and active shopfronts.

Median street tree planting.

High-quality apartments

Improved cycling facilities

Safe + accessible open spaces

Outdoor seating, awnings, cycle parking and high-quality paving.

Pedestrian routes in the centre need to provide for shade and ample width. (no clutter.)

Can we add some public art to our centre?

Look at this footprint!

POWER LINES

NO TREES!

THE NORTHERN SIDE OF GREAT NORTH ROAD IS UNAPPEALING!

NOBIS TERRACING.

HUMAN SCALE & WHAT WE SEE ON EYE-LEVEL IS MOST IMPORTANT.

LET'S ENCOURAGE MORE DEVELOPMENT

EMERGENCE (OR) DEVELOPMENT!

APPROPRIATE SCALE!

CONTACT

SLEEP-FRONT!

