

Attachment 1 – Response to submissions received to the planning proposal, draft Chester Square Development Control Plan and draft Planning Agreement

Public submissions – Planning proposal and Draft Development Control Plan

Number / reference	Topic and Comment – draft Development Control Plan	Action and Response
R01, R02, R04, R07, R08, R10, R11, R12, R14, R15, R17, R18, R19, R21, R22, R23, R24, R25, R28, R29, R31, R32, R33, R34, R35	<u>Key issues: Traffic Implications and Road maintenance</u> – Submissions identified the potential increased density leading to issues regarding road congestion, traffic and road safety along Frost Lane and Charles Place as well as the intersection at Hector Street and Waldron Road. – A couple of submissions raised concerns regarding the incapability of the roads to handle influx with the proposed high density due to poor condition of the roads with potholes. – Submission notes major traffic congestion along Waldron Road. – Submissions suggest provision of double lanes on the bridge heading north to allow better flow of cars turning left onto Waldron Road along with longer right turn lane heading east to turn right onto Chester Hill Road. – One submission notes the suggestion of incorporating roundabouts at Chester Hill Road x Wellington Road should be a roundabout, as well as Priam-Leicester Street and Bent-Leicester Street to solve the congestion. – One Submission suggested to open streets adjacent to Miller Road to minimise traffic and traffic management such as traffic lights on the cross intersection of Miller Road and Waldron Road. – Some submissions questioned about the various strategies that the council will inculcate to alleviate the growing congestion. – Submission enquired about the measures that will be utilised for the safety of pedestrians.	<u>Action:</u> No action required <u>Response:</u> – Streetscape enhancements along Charles Place, Waldron Road and other key frontages will reinforce the walkability and accessibility of the precinct, inviting visitors to explore its dynamic mix of offerings. – 5m and 3m setbacks on Leicester and Frost Lane are included to extend pedestrian space. – Addition of signalised intersections for the safety of pedestrians and cyclists.
R01, R04, R06, R09, R11, R12,	<u>Key issues: Not enough Parking</u>	<u>Action:</u> No action required

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R20, R21, R22, R23, R28, R29, R31, R32, R33, R35	– Submissions note lack of parking provision in Chester Hill for current as well as future residents and visitors. – One submission advocate for commuter carpark at the train station along with free parking in proposed shopping centre vicinity after 6pm. – Couple of submissions note the concerns about finding parking during the daylight around the train station as well as shops.	<u>Response:</u> The proposed development control plan includes various provisions and controls to support more car parking to meet increased demand as a result of an anticipated influx in population: - Widening Frost Lane to include short stay parking. - Providing parking for wide range of vehicles like car, bikes, cycles (C1, p.44- Draft Development Control Plan)
R01, R02, R05, R07, R09, R10, R12, R15, R21, R22, R25, R31, R32, R34	<u>Increased density and height</u> – Submissions note the proposal is not sympathetic to the existing character and streetscape of the neighbourhood which would result in insufficient permeability for surrounding streets. – Submissions note the concern with the interface of the proposed commercial shops facing inwards- might lead to impermeability with the neighbourhood surroundings. – Submissions note the proposed increase in building height from 20m to up to 60m and a floor space ratio of 4:1 is excessive and incompatible with the existing character of Chester Hill. This dramatic change risks overshadowing surrounding homes while creating disposition in the current urban context. – One submission note that 8-10 storey height proposal might be more appropriate in the surrounding context. – One submission note that the proposed controls will promote the development of buildings that will dramatically change the suburb like in different precedents from nearby suburbs such as Auburn, Merrylands, and Granville. <u>Key issues: Lack of services</u>	<u>Action:</u> No action required <u>Response:</u> The development control plan provides a set of controls and design guidelines for the future development to be sympathetic to the current Chester Hill character while enhancing the public domain and amenity. The design principles ensure the scale and massing of the future Chester Square redevelopment integrates harmoniously with surrounding streets, open spaces, and lower-scale neighbourhoods. The draft DCP controls require overshadowing analysis . Further, the DCP advocates for a slender shaped tower design along to minimise the impact of overshadowing on the public spaces. <u>Services:</u> Based on the submissions received from State agencies, refer to the following: - Sydney Water: Based on the preliminary investigations of Sydney Water, water and

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	– A couple of submissions note the inadequate capability of the infrastructure facilities in the suburb like sewage system and train station to sustain the proposed influx of residents and visitors. – Submissions note presence of insufficient local schools and medical centres to cater to the proposed upscale and population influx.	wastewater supply is available for the proposed development. - TfNSW: There have been ongoing conversations in respect to increasing the frequency of public transport in Chester Hill.
R01, R13, R14, R18, R21, R25, R26, R30, R34, R36	<u>Key issues: Safety</u> – Submissions note concerns regarding the danger from low flying police aircraft. – Submissions note need of various measures to make the surroundings safer with the influx of population- lighting at night and fenced playgrounds. One submission also notes the fear of increasing crime. – One submission questioned about the provisions that the council is using for the increase in waste and scrape. – Submissions note concerns about the safety measures put in place for fire including the evacuation paths for resident.	<u>Action:</u> No action required. <u>Response:</u> – All future development applications are required to submit the height limitation diagram with respect to obstacle limitation surfaces (OLS). – The future developments must comply with ADG requirements of passive surveillance and safety within the development and public domain. (Objective 3C-1, 3H-1 and 4S-2) – The draft DCP has objectives and controls to ensure efficient waste procedures management p47. – The detailed design of the future redevelopment will be required to demonstrate compliance with the principles of Crime Prevention Through Environmental Design. – The future developments must comply with the required fire egress and evacuation pathway as per ADG and DCP.
R08, R07, R20	<u>Key issues: Sustainability & Biodiversity</u>	<u>Action:</u> No action required

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	– Submission notes that this development will be a threat to current biodiversity in the area. – Couple of submissions note the need to upgrade surrounding public parks, community and recreational facilities such as Nugent Park to meet the needs of the proposed increase in population.	<u>Response:</u> The planning proposal does not address the detailed design including landscaping of the development – this level of detail will be provided at DA stage. Any proposed development must comply with the draft Chester Hill DCP once adopted and any relevant landscaping controls in the Canterbury Bankstown DCP 2023. The DCP control on pp 28 notes that Tree Planting must be incorporated within, and development must provide a minimum of 30% tree canopy coverage across the open space. Tree planting should use predominantly local native species in the design of the planting, with a focus on supporting local 'biodiversity.'
R05, R07, R20, R 21, R24, R31	<u>Key concern: Not enough open and green space</u> – Submissions note the need of provision of appropriate environment for nurturing the current wildlife. – Submissions note to retain the existing green spaces and tree canopies along with planting more trees. – One submission notes to ensure the maintenance of the new green spaces at 1 Leicester Road to be paid by the strata and not by rate payers.	<u>Action:</u> No actions required <u>Response:</u> – The proposed draft DCP and planning proposal focuses on enhancing the public domain and amenities by enhancing open green spaces including the community accessible green plaza, green roofs and green podiums- enhancing the green canopy and retaining the existing green coverage. – The public plaza will be delivered by the applicant, and the cost of maintenance will be borne and strata owners .

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R07	<u>Key issues: Lack of community consultation</u> – Submission notes despite of community voice panel, the engagement with the community and stakeholders appear limited with unresolved concerns.	<u>Action:</u> No action required <u>Response:</u> Council followed appropriate measures for community consultation as follows: – Community Voice Panel – Public exhibition of the planning proposal, the draft Development Control Plan and draft Planning Agreement – Community feedback and submissions portal via Council's Have Your Say website – Submissions responses in the Council meeting post-exhibition report (this report) The matters raised in the Community Voice Panel have been addressed in this Council report and are summarised in the report prepared by the independent party engaged by Council to run the Panel sessions. The issues raised by the Panel in relation to the potential future use of the community facility can be considered by Council in the future when making a decision of the use of that space, once it is constructed and dedicated to Council.
R05, R26	<u>Key issues: Privacy</u> – Submissions note direct visual connection of the proposed development with their residences, leading to intrusion and lack of privacy. – The commercial uses should face out and not inward to any residential development.	<u>Action:</u> No action required <u>Response:</u> – The planning proposal encompasses various measures to provide privacy screens for the

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		residential dwellings (proposed and existing) on the main streets of Leicester, Priam and Bent Street. – Further, all future development applications must comply with privacy and safety considerations as mentioned in the draft Development Control Plan as well as Apartment Design Guidelines (ADG). – The draft Chester Hill DCP has objectives and controls to protect the privacy and enhance public amenity of the commercial- residential interface on Priam, Bent and Leicester Street.
R10	<u>Key issues: Diverse and family friendly housing</u> – Submission supports the proposal and suggests the inclusion of three-bedrooms for families with generous solar and outdoor play areas for the kids.	<u>Action:</u> No action required <u>Response:</u> – The planning proposal encourages a mix of dwelling typologies, including 3+ bedroom units, supporting families with children and elderly. The design guidance of the residential units also supports provision of outdoor green communal spaces for efficient amenities (Refer draft DCP C2, p38). – All future development applications for the site involving new apartments must comply with the appropriate solar and ventilation requirements as per ADG.
R07, R09, R15, R31, R34	<u>Public Transport</u> – Submissions note the inconsistent train frequency would fail to handle the influx with the new residents in the area- creating immense challenges for the community.	<u>Action:</u> Noted. <u>Response:</u> TfNSW has commenced upgrades to the Chester Hill Station that include accessibility improvements. These

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	– One submission notes the concern that the proposed development will result in train station closure. – One submission note there is no lift in the train station making it difficult for the specially-abled and aged population to use public transport facilities.	improvements are expected to be completed in 2026, and include the following: – A new lift, stairs and elevated walkway connecting Chester Hill Road to the station platform – An accessible parking space, an accessible kiss and ride space, additional bike parking and upgrades to the existing bus stops on Chester Hill Road – Improvements to existing station platform and street level canopies along Chester Hill Road at the overbridge, approach to station entrance and bus stops – A new family accessible toilet, a new unisex ambulant toilet – New hearing loops to assist people with hearing loss – Platform levelling, and installation of tactile ground surface indicators which assist passengers who are blind or have low vision – Placemaking enhancements that consider Connecting to Country.
R04, R07, R12, R14, R20	<u>Key issues: Noise</u> – Submissions note concerns about increase in noise with the increase in residents and visitors in the neighbourhood.	<u>Action:</u> No action required <u>Response:</u> – The planning proposal supports the retention of existing tree canopy along with further tree planting, including tall trees with large canopy coverage- this screening provides appropriate sound insulation to the residential developments on the main streets of Leicester, Bent and Priam street.

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		– The draft DCP recommends the proposed residential developments on the levels above 3 storeys and 8 storeys to have podiums with setbacks to further create noise insulation.
R14, R29, R31	<u>Key issues: Less options for supermarket</u> – Submission notes the need for more than one supermarket in the suburb to manage the rising cost of living.	<u>Action:</u> No action required <u>Response:</u> The planning proposal will maintain or increase employment generating floor space with the addition of more commercial and retail area as part of a future redevelopment. This may create opportunity for other supermarket and other retail operators to introduce a store in Chester Hill.
R02, R04, R07	<u>Key issue: Unaffordability of the suburb</u> – One submission notes that the proposed changes in PP will lead to rent increases rendering the suburb unaffordable for existing tenancies. Furthermore, the submission makes a comment that renewal of the suburb through the redevelopment will inflate property values, worsening housing affordability in the suburb. – One submission notes the PP benefitting only the developers and not the residents. – One submission suggests the developer should be investing considerably towards the community and not just the development. <u>Key concern: No need for shopping centre</u>	<u>Action:</u> No action required <u>Response:</u> The applicant is dedicating 3% affordable housing in perpetuity to be managed by a community housing provider. The draft Planning Agreement that has been exhibited with this planning proposal includes a range of public benefits that will support the increased demand for community infrastructure in the area and must be delivered as part of any future development application. These public benefits will benefit the residents on the site as well as the community of Chester Hill.

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	– One submission notes that the suburb does not need a shopping centre since there are multiple of them in the neighbouring suburbs.	
R15	<u>Key issues: Council's neglect and non-compliance of developer</u> – Submission notes council's long-term neglect of investment in Chester Hill. – Submission notes developer's history of non-compliance and substandard developments.	<u>Action:</u> No action required <u>Response:</u> - Chester Hill has been identified as one of the priority local centres in both Economic Development Strategy Plan 2036 as well as Nighttime Economy Action Plan 2021-26, aiming to enhance and grow the centre's economy and business. The planning proposal provides expansion for employment opportunities- contributing to long term public benefit and financial gains. - The planning proposal is the planning mechanism to enable amendments of building height and FSR controls in the CB LEP 2023. The planning proposal is proposed by developer Holdmark. Council does not have any association to Holdmark and notes that any future development will be subject to a separate development application process in the future.
R21	<u>Key issue: Affordable Housing Maintenance:</u> Submission shows concerns about the maintenance and management of the affordable housing.	<u>Action:</u> No action required <u>Response:</u> The applicant is dedicating 3% affordable housing in perpetuity- the affordable housing component is to be

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		provided in the future development in perpetuity and managed by a community housing provider.
R22	Submission questioned if the planning proposal amends the controls of surrounding properties.	<u>Action:</u> No action required <u>Response:</u> The following are the planning measures as per the Planning Portal of NSW for the neighbouring sites: - Zone: The surrounding dwellings are zoned as E1 on Priam Street and R4 on the side of Leicester and Bent Street. - Floor Space Ratio (FSR). Development on Leicester and Bent Street have floor space ratio of 1:1, however, the commercial development located on Priam Street and Frost Lane have the FSR of 2.5:1 and 3:1 respectively. - Height: Development on Leicester and Bent Street have the maximum permissible height as 13m. The development on Priam Street have 20m and Frost Lane have 26m of maximum permissible height each. Further, the Low and Mid Rise housing controls are applied to the adjacent sites as well as part of the State Government's Transport Oriented Development (TOD) program which permit the following development on the R4 High Density Residential zoned land adjoining the site: • Floor space ratio: max 2.2:1 • Height of building: max 24 m

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		• Storeys: max 6 • No minimum lot size or width (LEP provisions switched off).
R32	<u>Key issues: Impacts on existing local businesses and tenants</u> Submission concerns that the redevelopment will significantly disrupt trading conditions and foot traffic. Construction works and uncertainty around future tenancy may threaten the viability of my small business.	<u>Action:</u> No action required <u>Response:</u> The planning proposal will increase the maximum permitted Floor Space Ratio on the site that will provide ample opportunities for the future owners and tenants to expand their businesses to cater to the growing population of the area. Any future development applications for the site need to submit a construction management plan that will require the applicant to submit proposed traffic and pedestrian movements during different phases of construction.
R35	Submission advises that the Chester Hill area falls within the Airspace for Bankstown Airport, and any development applications for the area will require a full Aeronautical assessment by the safety authorities prior to any feedback from the Airport being presented.	<u>Action:</u> No action is required <u>Response:</u> Noted. The applicant will provide the required information to support the Environmental Impact Statement (EIS) during the lodgement of DA.
Holdmark (Proponent)	Page 3 of the Draft PP document states that a 2,064sqm community hub is to be provided, while our letter of offer, draft VPA and various sections of the PP state 2000sqm. It is requested that the PP be revised to be consistent with our letter of offer dated 30 May 2025 (i.e. 2000sqm).	<u>Action:</u> Noted. <u>Response:</u> Noted. Council confirms that the area dedicated to Council for the community facility use is 2000sqm, 2,064sqm.

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	The difference of 64sqm should be added to 12,400sqm retail cap (so the total retail should be 12,464sqm).	<u>Action:</u> No action required <u>Response:</u> Noted
	Page 24 of the Draft PP document suggests that if Council adopts their Affordable Housing Strategy (AHS) that this may increase the in perpetuity affordable housing from 3% to 5%. We do not support this and request that the 3% rate be adopted with certainty. Our planning proposal was developed on the basis on a 3% in perpetuity, in addition to the Savills report clearly stating that feasibility is in question. Also, we lodged this PP prior to the AHS so we should benefit from savings provisions.	<u>Action:</u> Change the percentage of affordable housing from the range 3-5% to 3% in perpetuity in the final planning proposal. <u>Response:</u> Noted, it is confirmed that the affordable housing rate is 3% in the planning proposal and reflect the rate included in the draft Planning Agreement.
	The Draft DCP (page 28) (C2) details the required solar access that must reach the public open space. We do not oppose this but suggest that it be reworded to not penalise our development should future development to the north result in overshadowing to the public open space.	<u>Action:</u> Noted <u>Response:</u> Development occurring to the north of the site would be required to demonstrate how it does not impact the solar access to the proposed new park on the site.
	The Draft DCP (page 38) mandates a required apartment mix including 5-10% of studios. We do not support this as it is not based on a market demand analysis for apartments in the area. It is requested that only clause C1 be kept (regarding a mix of dwellings be used) and remove C2 and C3 (which locks a mix).	<u>Action:</u> No action required <u>Response:</u> Council has taken an approach to require set ranges for bedroom apartments, in particular a need to mandate family focussed 3-bedroom apartments. This approach is similar to the adopted Bankstown and draft Campsie Town Centre DCPs. Setting a mix of dwellings ensures a broad range of housing types are delivered.
	The Draft DCP (page 39) suggest that private communal space be provided within <u>individual developments</u> be equal to 25% of the total site. This can be read that each individual building is to have private open space of 25% within its envelope. It is recommended this be	<u>Action:</u> Control has been amended to replace 'individual development' with 'development'. <u>Response:</u> Noted.

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	reworded so that the total quantum of private communal space of the site for all residential accommodation equate to 25% consistent with the expectations of the ADG.	
	The Draft DCP (page 48) requires daily access to the pedestrian link between Bent Street and Priam Street daily between 7am and 9pm. This is acceptable however should be overridden by the hours of operation of the shopping centre/supermarket. For example, the link would be closed on public holidays if the shopping centre/supermarket is closed.	<u>Action:</u> Control reworded to add '<i>with the exception of public holidays where the shopping centre is closed</i>'. <u>Response:</u> While there will be daily access to the pedestrian link between Bent and Priam Street to be between 7 am to 9pm, the only time it will be closed is when all the shops in the shopping centre will be closed (including pharmacies and supermarkets like Woolworths, Coles etc.)
	The Draft DCP (page 46) requires future development to be a 5-star green rated development. It is requested this be removed and that we require to achieve the targets and benchmarks of the State Environmental Planning Policy (Sustainable Buildings) 2022 which now incorporate net zero requirements akin to the green star rating system just more streamlined (due to consistency with BCA).	<u>Action:</u> Control to be reworded to add '<i>or other alternative sustainability and/or net zero benchmarks</i>' <u>Response:</u> Council considers it appropriate to include some flexibility to allow for other alternative sustainability and net zero benchmarks to be used.
	The Draft DCP (page 46) prohibits gas for residential apartments (which is understandable) however we request that gas facilities still be permitted for non-residential uses in the retail/supermarket component.	<u>Action:</u> No action required <u>Response:</u> Council advocates for electric stoves and appliances and strongly opposes the gas facilities for all developments including commercial and retail uses. The inclusion of this provision is consistent with Council's approach in Bankstown, Campsie and the recently exhibited Draft TOD Precincts Development Control Plan (DCP) Amendments for Belmore, Lakemba, Punchbowl and Wiley Park centres.

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	The Draft DCP (page 51) (C3) requires 2 hours of solar access be maintained to properties along the south. While this would be a target for us to achieve, it may not be achievable due to our site being directly north. In addition, the northern façade of the existing Waldron Street properties is along a service laneway which at the moment mainly contains garages and parking areas which do not particularly require solar access for amenity. It is requested that some leeway be provided in this instance given the Waldron Street properties will greatly benefit from the proximity to the new public park interface.	<u>Action:</u> C3 to be reworded as per ADG requirements <i>Solar modelling at DA stage shall demonstrate that the northern elevations of the existing permitted built form envelopes of the Waldron Road properties are to receive a minimum of 2 hours direct solar access at winter solstice. For this test it can be assumed that the building facades on the Waldron Road properties are set back from the centre line of Frost Lane by 12m.</i> <u>Response:</u> Noted
	The DCP relies on imagery drawn from locations such as Double Bay, Lindfield, and Loftus Lane in the Sydney CBD—areas that are not representative of the character, context, or real estate market of Chester Hill or the broader Canterbury-Bankstown LGA. These images should not be used as indicative benchmarks for future development for Chester Square, as they reflect entirely different urban contexts, market expectations, and socio-economic conditions.	<u>Action:</u> The draft DCP has been amended to include additional photos from Western Sydney. <u>Response:</u> Council aims to achieve a high quality and amenity mixed use development in Chester Square. The draft DCP envisions the area to follow precedents demonstrating a high quality urban outcome in Sydney advocating for higher public amenity and good outcomes from the future developments. Nonetheless, some amendments have been made to include photos of recent high quality development from Merrylands in Western Sydney to reflect the context of Chester Hill.

State Government Agency submissions

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R01 (CASA)	- The proposed building(s) will need to be assessed under the Airports (Protection of Airspace) Regulations 1996 ('Airspace Regulations'). The crane(s) will also need to be assessed under the Airspace Regulations. - CASA will make recommendations regarding obstacle lighting on the building when we assess the building under the Airspace Regulations. As the proposed building(s) will be high and prominent, it is probable that CASA will recommend obstacle lighting on the tallest building. Obstacle lighting will be required on the crane(s). Details will be available when CASA assess the building(s) and cranes under the Airspace Regulations. - Airservices Australia (Airport Developments) will need to be consulted to ensure that there is no effect in instrument flying procedures. Bankstown Airport is the holder and maintainer of the Obstacle Limitation Surface data and should be consulted. Also, Bankstown Airport should be consulted to ensure that the proposal will not affect circling procedures (for example).	<u>Action:</u> No action required. <u>Response:</u> Noted.
R02 (Sydney Metro)	Sydney Metro has no comments on the Planning Proposal.	<u>Action:</u> No action required. <u>Response:</u> Noted.
R03 (NSW SES)	<u>Key issues: Flooding</u> - Submission notes risk assessment to consider the full range of flooding, including events up to the Probable Maximum Flood (PMF) and not focus only on the 1% AEP flood. - Climate change considerations should also be included, in line with NSW Government Guidelines. - While the site itself is not known to be at risk of flooding, surrounding roads become inundated from flooding from several catchments including the Duck River, Georges River and Wolumba stormwater catchments. This may restrict access/egress to the site which may, in the event of coincident extreme flood events across these catchments, become a High Flood Island, bounded by the Hume Highway, The Horsley Drive, Duck River and	<u>Action:</u> No action required. <u>Response:</u> Noted, the site is not flood affected and the comments provided by SES are general in nature, specific to this site.

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	Boundary Road. NSW SES has previously attended a number of flooding related requests for assistance on Front Lane and Waldron Road adjacent to the site including flood rescues of people trapped in vehicles in flood water and sandbagging for property protection.	
R04 (Sydney Water)	<u>Water and Wastewater Servicing</u> - Based on our preliminary investigations, water and wastewater supply is available for the proposed development. - Amplifications, adjustments, deviations and/or minor extensions may be required. - Detailed requirements will be provided at the Section 73 application stage, following lodgement of future development applications. <u>Trade wastewater requirement</u> - If this proposed development is anticipated to generate trade wastewater, the developer must submit an application requesting permission to discharge trade wastewater to Sydney Water's wastewater system. Applicant must wait for approval and issue of a permit before any business activities can commence. - The permit application can be made on Sydney Water's web page through the Sydney Water Tap.	<u>Action:</u> No action required. <u>Response:</u> Noted. Council is satisfied that any amendments to the water and wastewater servicing requirements of any development at the site can be addressed during the Development Application stage by the applicant, who will be required to consult with Sydney Water.
R05 (TFNSW)	<u>Proposed traffic signals at Waldron Road and Priam Street</u> - <u>Comment:</u> TfNSW notes the revised letter of offer to Council dated 30 May 2025 proposes Works including "Installation of traffic lights at Waldron Road and Priam Street". For Traffic Control Signals (TCS) to be installed, all relevant warrants must be met. Technical aspects such as swept paths and technical directions for No Stopping at signalised intersections will have to occur. A concept plan would have to be provided to TfNSW with modelling to assess and potentially provide an Agreement in Principle (AIP). This AIP lasts for up to 7 years and is essential as without it, TfNSW will not permit signals to be installed at this location.	<u>Action:</u> No action required. <u>Response:</u> Noted. The comments provided by TfNSW are considerations at the Development Application stage of the future redevelopment of the site. The draft DCP includes a requirement for the applicant to engage with TfNSW before lodgement of the Development Application. This

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	- <u>Recommendation</u>: TfNSW recommends for any future Development Application (DA), the Proposal provides the required information detailed above to TfNSW for review to determine if the proposed TCS meets the requirements for installation.	will ensure these matters can be raised by TfNSW and are able to be addressed by the applicant.
	<u>Access and Parking Controls</u> - <u>Comment</u>: DCP Section 4.2 control C4 states “prior to the lodgement of the first development application for construction of the mixed-use development, the applicant must engage with TfNSW to discuss refinement of the microsimulation modelling, consider the wider impacts of the development on Chester Hill and if changes to the road network beyond the current study area could alleviate congestion issues whilst aligning with the future vision for the suburb.” - <u>Recommendation</u>: TfNSW recommends for any future DA, the Proposal considers as part of engagement with TfNSW, measures such as limiting the right turn movement from Waldron Road into Bent Street for bus only and not facilitate a right turn on Bent Street into the residential / consumer access point to reduce vehicle usage on Frost Lane. <u>Cycle Paths</u> - <u>Comment</u>: Although the proposed bi-directional cycle paths on Bent Street and Priam Street together with the shared path on Leicester Street would create a continuous route around the site, it would not fit well in the overall network and would also conflict with the proposed vehicular access points. One-way (unidirectional) bicycle paths located on both sides of the road are preferred over two-way bicycle paths, as these enhance road safety, improve operations at intersections, provide connected and legible routes, and enable local access. - <u>Recommendation</u>: TfNSW recommends for any future DA, the Proposal considers one-way (unidirectional) bicycle paths on Bent Street and Priam Street where feasible. <u>Site Access Options</u> - <u>Comment</u>: DCP Section 4.2 principle P1 states “a maximum of two vehicle access points are provided from Leicester Street, one on Priam Street, one on Bent Street for residential, and non-residential vehicles. A maximum of	

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	two vehicle access points is permitted on Frost Lane and must be for residential vehicles only.” TfNSW supports the objectives to prioritise pedestrians, cyclist amenity, safety and encourage active uses such as outdoor dining and retail activity along Frost Lane. - <u>Recommendation</u>: TfNSW recommends for any future DA, avoiding access points for residential vehicles along Frost Lane to support the objectives for Frost Lane. <u>Movement and Place categorisation</u> - <u>Comment</u>: TfNSW supports the proposed Movement and Place Street hierarchy. Civic spaces tend to have bespoke design solutions for each unique location. The southern sections of Bent and Priam Streets will require a design solution that prioritises space for walking, cycling and spending time while also supporting vehicular access (private vehicles, bus and freight). - <u>Recommendation</u>: TfNSW recommends for any future DA, the Proposal should align design directions to TfNSW's Design of Roads and Streets Manual. The Proposal should consider designing the intersections of Leicester Street with Bent Street and Priam Street with raised safety platforms.	

Public submissions – Draft Planning Agreement

Number / reference	Topic and Comment – draft Planning Agreement	Action and Response
CSPA01	<u>Traffic congestion impacts</u> – Waldron Road (a State Road) will be severely affected by the proposed Chester Square redevelopment. – Acknowledges consideration of new traffic signals at Priam Street but recommends additional consideration for Campbell Hill Road/Waldron Road intersection. – Concerns that increased traffic will worsen safety and accessibility issues for vulnerable road users. Request that	<u>Action</u>: No action required. <u>Response</u>: The draft Planning Agreement provides for funding to deliver a new traffic signal at the Priam Street/Waldron Road intersection that was recommended as part of the planning proposal traffic assessment undertaken by an independent traffic consultant. The planning proposal has been reviewed

Attachment 1 – Response to submissions received to the planning proposal, draft Chester Square Development Control Plan and draft Planning Agreement

Number / reference	Topic and Comment – draft Planning Agreement	Action and Response
	CBCity carefully assess local traffic implications despite Waldron Road being a State-controlled road. – Emphasis on ensuring impacts to local residents are not overlooked.	by Transport for NSW (TfNSW) who have been consulted with throughout the process given the scale of the proposal. It is noted that Waldron Road is a classified road under the management of TfNSW. TfNSW has not raised concerns with the proposal traffic implications of the future redevelopment of the site. Detailed traffic modelling and assessment, including measures to acceptably manage traffic and car parking impacts, will be undertaken as part of the future Development Application process.
CSPA02	<u>Frost Lane works</u> – Notes that the DPA references “road works” including Frost Lane, Charles Lane and Waldron Road improvements, but the Schedule 5 plans show works limited to the central public square, not Frost Lane – Requests that Council obtain clearer detail on: ○ The nature and extent of laneway upgrades to be funded by the proponent. ○ Ensuring service vehicle access does not undermine the intended pedestrian-focused function of Frost Lane. ○ Public domain upgrades to the pedestrian plaza connecting Waldron Road to Frost Lane, noting this will be a key connector to the train station. – Seeks assurance that laneway upgrades will genuinely improve pedestrian connectivity across the broader precinct, not only within the subject site. <u>Car parking provision and centre impacts</u>	<u>Action:</u> A drawing has been inserted into Schedule 5 of the draft Planning Agreement to show the extent of works to Frost Lane that are required as part of the agreement. Given this change is to improve clarity and does not amend what is proposed to be delivered by the developer, re-exhibition of the draft Planning Agreement is not required. <u>Response:</u> Council notes that the details of the works to Frost Lane are included in the draft public domain plan exhibited with the planning proposal. The draft public domain plan includes a concept design that accounts for the redevelopment of the site and the requirements for pedestrian and vehicle access to and front surrounding properties. The design includes proposed materials and finishes and a costing summary. For clarity of the extent of works required to Frost Lane and to avoid confusion, it is proposed to include a plan from the draft public domain plan to show the extent of works

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Number / reference	Topic and Comment – draft Planning Agreement	Action and Response
	- Existing parking constraints around Chester Hill Station due to limited commuter parking and likely additional pressure on surrounding streets from the proposed uplift. - Future redevelopment must include a clear strategy for public parking provision across the precinct and certainty that local streets will not absorb displaced parking demand. - Suggests Council consider: - Public or shared parking facilities for the broader Chester Hill Centre. - Potential upgrade of the Keenan Lane/Waldron Road Council car park into a structured parking facility.	to Frost Lane captured by this draft Planning Agreement. With regard to car parking provision and centre impacts, refer to the response provided to submission CSPA01. Council does not consider the draft Planning Agreement should be amended to include additional public car parking facilities in Chester Hill. The site's future redevelopment would include basement car parking to support the retail, commercial and residential uses on the site, with no impact on any existing public car parking facilities.
CSPA03 CSPA04 CSPA06	<u>Developer should provide additional/increased public benefits</u> - Proponent should fund the provision of additional car parking - Proponent should upgrade local infrastructure like roads - Disproportionate public benefits given scale - Affordable housing should be increased to 5%, up from 3%	<u>Action:</u> None. <u>Response:</u> The draft Planning Agreement includes public benefits such as street upgrades, new community facility floor space and publicly accessible open space that will support the increased population on the site. The demand created by the proposal and the ability of the development to deliver the public benefits. The public benefits were reviewed by an independent consultant and deemed acceptable and appropriate given the scale of the proposal and likely ability of the future redevelopment to fund such public benefits.
CSPA04 CSPA05 CSPA07 CSPA11 CSPA10 CSPA12 CSPA13	<u>Traffic congestion and car parking impacts</u> - Traffic pressure on surrounding streets - Supports provision of publicly accessible park - Concerned with lack of clarity regarding car parking provision - Does not support traffic signals at Waldron Rd/Priam St intersection - Waldron Road is not able to handle traffic from the proposed development	<u>Action:</u> None required. Response: Refer to the responses provided to CSPA01 and CSPA02.

Attachment 1 – Response to submissions received to the planning proposal, draft Chester Square Development Control Plan and draft Planning Agreement

Number / reference	Topic and Comment – draft Planning Agreement	Action and Response
CSPA09	<u>Support for Frost Lane works and community facility</u> – Supports proposed community facility on Frost Lane – Proposed development will help revitalise Chester Hill	<u>Action:</u> None required <u>Response:</u> Noted.
CSPA08 CSPA12	<u>Other comments not directly relevant to the draft Planning Agreement</u> - Building height - Development will place strain on the local school infrastructure demand - More retail required, not housing - Facilities for children and teenagers required"	<u>Action:</u> None required Response: These matters may be relevant considerations at the future Development Application stage of the proposed development, not the draft Planning Agreement.