



## Planning Proposal

**1 Leicester Street, Chester Hill  
Chester Square**

**May 2022**





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## Introduction

Bankstown Local Environmental Plan (LEP) 2015 is the statutory planning framework that establishes land use zones and building envelope controls such as floor space ratios and building heights in the former City of Bankstown.

The draft Canterbury Bankstown LEP (CBLEP), which harmonises the former Bankstown and Canterbury LEP's, is currently in the final stages of negotiations with the Department of Planning and Environment (DPE) and Parliamentary Counsel Office (PCO). It is expected that the draft CBLEP will be gazetted in the near future. Considering the timeframe for finalisation of this Planning Proposal, it has been assumed that the changes will be to the draft CBLEP.

Canterbury Bankstown Council is in receipt of a Planning Proposal application applying to 1 Leicester Street, Chester Hill (referred as 'Chester Square' in this Planning Proposal) made on behalf of Holdmark Group. The Planning Proposal seeks to amend the draft CBLEP in the following manner:

Controls	Existing	Proposed
<b>Land Use Zone (LZN)</b>	B2 Local Centre	No Change
<b>Height of Building (HOB)</b>	20m	12 – 60m
<b>Floor Space Ratio (FSR)</b>	2.5:1	4:1
<b>Local Provisions</b>	N/A	Minimum underground and total maximum retail floor space areas, affordable housing provision, ground floor residential where there is no net loss of employment generating uses, key setbacks, solar access, and open space.

The Planning Proposal would enable the redevelopment of the site for a mixed use development comprising of:

- Approximately 573 dwellings (based on 85m<sup>2</sup>/unit),
- 12,400m<sup>2</sup> of retail floor space,
- 1,000m<sup>2</sup> of commercial, and
- 2,000m<sup>2</sup> of multi-purpose community facility.

A public benefit offer accompanies the proposal includes a cold shell for a new 2,000m<sup>2</sup> community facility (included in the above), public domain improvements to Waldron Road and the surrounding streets, widening of Frost Lane, and other local road and infrastructure upgrades.

This matter was first considered by the Canterbury Bankstown Local Planning Panel (LPP) on 17 August 2020 which recommended that additional planning investigations, community consultation and a comprehensive masterplan be undertaken before the Planning Proposal is referred to the Gateway.

Following the LPP's recommendation, the proposal was put to Council on 22 September 2020 where it was resolved to prepare and submit a Planning Proposal on the site, as outlined in Table 1.



Council originally requested a Gateway Determination on this site in September 2020. DPE responded on 22 December 2020 agreeing that while there was strategic merit to the proposal, completion of the additional work as resolved by the LPP and Council would exceed the 380 day timeframe as extracted below.

*The Department considers the renewal of Chester Hill has strategic merit, being a centre identified for additional development potential and renewal in Council's Local Strategic Planning Statement. Subject to the resolution of urban design, traffic and associated issues, the Department would be happy to support a Gateway determination for the site.*

*...In order to progress the Planning Proposal **Council is encouraged to progress the update and refinement of the urban design and traffic studies consistent with the Council resolution and resubmit the Planning Proposal.** This would allow a fully resolved Planning Proposal to be issued a Gateway determination with the subsequent exhibition and finalisation within 380 days.*

Based on the above direction from DPE, Council has since undertaken the Urban Design Framework (UDF) and the Transport Strategy and Traffic Impact Assessment (TSTIA) studies as per Appendix G & K.

Table 1 below outlines how Council has addressed or will address each item in the Council Resolution.

Table 1: Status of Council Resolution Items

Resolution Items	Response/Status
1. Council prepare and submit a planning proposal to the Department of Planning, Industry and Environment to seek a Gateway Determination for amendments to Bankstown Local Environmental Plan 2015 as follows:	
a. Permit a range of maximum building heights of up to 62m	The Planning Proposal adheres to the maximum height with the maximum height set at 60m based on detailed analysis undertaken in the UDF by SJB Architects (Appendix G).
b. Permit a maximum Floor Space Ratio of up to 4.53:1	Reduced FSR to a maximum of 4:1 following analysis undertaken in the UDF by SJB Architects (Appendix G).
c. Require a site specific design excellence clause	Site will be subject to the Design Quality clause and associated design review process that is to be implemented as part of the draft CBLEP, with its gazettal the Council resolution will be achieved.
d. The provision of affordable housing and public benefits set out in the planning agreement	Since the resolution in 2020, Council has prepared and submitted a draft Affordable Housing Contribution Scheme (AHCS) to DPE for approval (as part of the Bankstown City Centre Planning Proposal). If the AHCS, currently under assessment, is gazetted prior to the completion of this Planning Proposal; it is possible that the scheme may be used to deliver this outcome instead of a planning agreement.
2. Council seek authority from the Department of Planning, Infrastructure and Environment to exercise the delegation in relation to the plan making functions under Section 3.36(2) of the	Council has requested Local Plan Making Authority (LPMA) for this Planning Proposal.



Resolution Items	Response/Status
<i>Environmental Planning and Assessment Act 1979.</i>	
3. <i>Subject to the issue of a Gateway Determination, and before the proposal is exhibited:</i>	
a. <i>Council negotiate a more substantial public benefit offer with the proponent as outlined in this report and in light of the intensity of development proposed. This should include a contribution to the broader strategic planning review for Chester Hill, supply of up to 15% of dwellings within the development for affordable housing, and contributions to further local infrastructure.</i>	Council has received a revised Letter of Offer that includes increased dedication to Frost Lane and other items as outlined in section D Question 11. This revised letter is currently under negotiation based on the outcomes of the UDF and ongoing Public Domain Plan.
b. <i>A design excellence clause be applied that ensures any redevelopment is of high quality.</i>	Complete – as per item 1(c) above.
c. <i>A public domain plan be prepared for Chester Hill to identify the required works and cost the embellishment of Waldron Road, Frost Lane and Charles Place. This will include investigation of the feasibility of the proposed expansion of Charles Place and associated land acquisition costs and cost recovery mechanisms available to council.</i>	Underway, to be finalised before public exhibition. Council has commenced the Public Domain Plan and will be progressing these works while the proposal is under assessment by DPE.
d. <i>A site-specific DCP be prepared to further define the form of the development and development controls as outlined in this report which may result in a reduction to the maximum height and FSR of the proposal. This will include further analysis on urban design and architectural form including additional north/south and east/west connectivity within and surrounding sites.</i>	This will be finalised prior to public exhibition. Draft built form controls have been developed and included in the UDF (Appendix G).
e. <i>The applicant to undertake further traffic, economic, architectural and urban design work as outlined in this report.</i>	In response to DPE's advice, further traffic, architectural and urban design works have been completed prior to re-submission (refer Appendix G and K). Further economic works will be completed prior to exhibition, if required.
f. <i>Council negotiate a financial contribution from the proponent for the provision of accessibility lifts at Chester Hill railway station, and that Transport for NSW be engaged with respect to taking that contribution and providing accessibility lifts at Chester Hill station and the outcome of these negotiations are to be brought back to Council in the next steps.</i>	<p>The proponent has committed to "Enter into good faith discussions with Transport NSW for the provision of accessible lifts at Chester Hill railway station commensurate with the impact of the application. (For clarity, this will not prevent the finalisation of the planning proposal application as it depends on a third party)."</p> <p>An appropriate requirement to the above effect could be provided as a condition of a Gateway Determination as applicable with the requirement for this matter to be finalised prior to a post-exhibition report being considered by Council.</p>
a. <i>Council undertake additional community and stakeholder engagement post Gateway but prior to additional studies being prepared and that the outcomes of this consultation be used to inform the additional studies prior to formal</i>	To be undertaken prior to public exhibition, Council will review additional studies based on the outcomes of this engagement.



Resolution Items	Response/Status
<i>public exhibition as required by the Gateway.</i>	
b. <i>Council ensures that local Community Support organisations (such as Chester Hill Neighbourhood Centre and others) be specifically engaged as a stakeholder group as part of the early additional consultation.</i>	To be completed in the Community Consultation phase.
c. <i>That Council's exhibition notifications are available in the top 5 languages for our City on Councils website and that this notification provide detailed information on the proposal including the key changes to planning rules and how to access more information and assistance in any language.</i>	To be completed in the Community Consultation phase.
d. <i>Council negotiate and enter into a local content agreement with the proponent to ensure local jobs and training of local residents is delivered and local firms selected during the construction of the proposal and that this agreement be entered into prior to any work being undertaken on the site.</i>	To be undertaken prior to public exhibition.
e. <i>Council establish a community voice panel (comprising a random selection process to establish a panel representative of the community) to be independently chaired and funded by the proponent. The panel is to operate post Gateway to provide feedback and input into the studies to be completed in the next steps.</i>	To be established prior to public exhibition.
4. <i>After the planning proposal has been exhibited, a report be provided to Council outlining submissions received and the applicant's response to the issues raised in this report.</i>	To be completed following public exhibition.

The Planning Proposal has been amended to reflect the new LEP Making Guideline, the current local strategic planning framework and amended controls as informed by the urban design and traffic reports.

According to the Department's publication 'Local Environmental Plan Making Guideline' issued in December 2021, a Planning Proposal is a document that sets out the justification for making changes to the relevant Local Environmental Plan (LEP). As outlined in the Department's Guideline, a Planning Proposal is comprised of the following components:

Part 1	A statement of the objectives of the Planning Proposal. It is a statement of what is planned to be achieved, not how it is to be achieved.
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Part 2	An explanation of the provisions that are to be included in the draft CBLEP to achieve the intended outcomes.
Part 3	The justification of strategic and site-specific merit, outcomes and the process for implementing the proposed changes to the draft CBLEP.
Part 4	Existing and proposed maps to identify the effect of the Planning Proposal and the area to which it applies.
Part 5	Details of consultation that is to be undertaken with Government agencies, Council or other authorities, and the broader community as part of the Planning Proposal's exhibition phase.
Part 6	Project timeline to detail the anticipated timeframe to complete the LEP making process.

The Planning Proposal is viewed as a Complex proposal due to the local provisions that will apply to the site, the change in urban design character anticipated and the demand for additional infrastructure.

Following the exhibition process, a review of community feedback and any additional information may see updates and amendments to the Planning Proposal.

## Site Context and Site Description

The subject site is located on Lot 452, DP800063 at 1 Leicester Street, Chester Hill (known as Chester Square) as shown in Figure 1).

The closest Strategic Centre to Chester Hill is 4km to the north west at Fairfield, in the Fairfield LGA. Bankstown is 5km to the south east and Parramatta CBD is 7kms to the north. The 2016 population for Chester Hill was 12,060 people, which represents a significant increase of 9% from 2011, with the largest increase being empty nesters and retirees 60 to 69 which increased by 29%.

Within Chester Hill there are five schools:

- Chester Hill Public School,
- Chester Hill North Public School,
- Chester Hill High School,
- Sefton High School (a selective high school), and
- Salamah College.

The centre features a busy main street along Waldron Road however changes to planning controls introduced in 2016 have failed to stimulate private investment or renewal through new development within the centre. The core of the main street sits between Chester Hill Road and Priam Street. It is a well-proportioned main street in terms of building heights and street widths; however, the public domain is tired which shows in the overall visual amenity of the centre. The site itself contains the existing Chester Square Shopping Centre, the main retail facility in Chester Hill. The shopping centre services a broad catchment including Chester Hill, Sefton, Birrong and Bass Hill, and is directly situated behind the main road of Waldron Road.





The existing shopping centre is a car orientated retail destination that has produced poor urban design outcomes in the centre with minimal activation on the surrounding streets or permeability for the local residents.

Figure 1: Chester Square Site Context Analysis (Source: Nearmap, 2020)







## Part 1 – Objectives and Intended Outcomes

### Objective

To amend the draft CBLEP to provide for the urban renewal of the subject site at 1 Leicester Street, Chester Hill to accommodate a mixed-use development and introduce specific additional Local Provisions in Part 6 of the LEP to protect solar access and infrastructure capacity.

### Intended outcomes

- To amend the existing planning controls to facilitate the redevelopment of the site in a manner that will achieve a profound urban design improvement and provide a place-making catalyst for transformational change within the centre including major public benefits for the betterment of the local community.
- To amend the existing planning controls to facilitate the redevelopment of the site in a manner that supports the NSW Government's objectives for growth within local centres within close proximity to existing infrastructure which also includes a significant public benefit.
- To provide for increased housing choice and diversity in proximity to major public transport and services.
- To accommodate an increased residential population in a location where residents will benefit from reduced commuting times and the convenience and lifestyle associated with living in an established centre.
- To provide for significant additional employment floor space which will promote both business activity and private sector investment within the centre providing for the growth and evolution of the centre.
- To achieve synergistic outcomes for economic growth and improvement within the remainder of the Chester Hill centre.
- To achieve a retail and residential density which is commensurate with the demonstrated capacity of the site.
- improving pedestrian connectivity and enhancement of public spaces through the widening, enrichment and activation of the adjacent Frost Lane and surrounding areas, as well as the introduction of a 2,800m<sup>2</sup> public square within the centre of the site.
- To deliver 5% of all floor space on the site as affordable housing.
- To deliver a 2,000m<sup>2</sup> Council multi-purpose community facility.

**NB:** This proposal will be supported by a planning agreement that will be negotiated between Council and the proponent as outlined in Section D, Question 11.

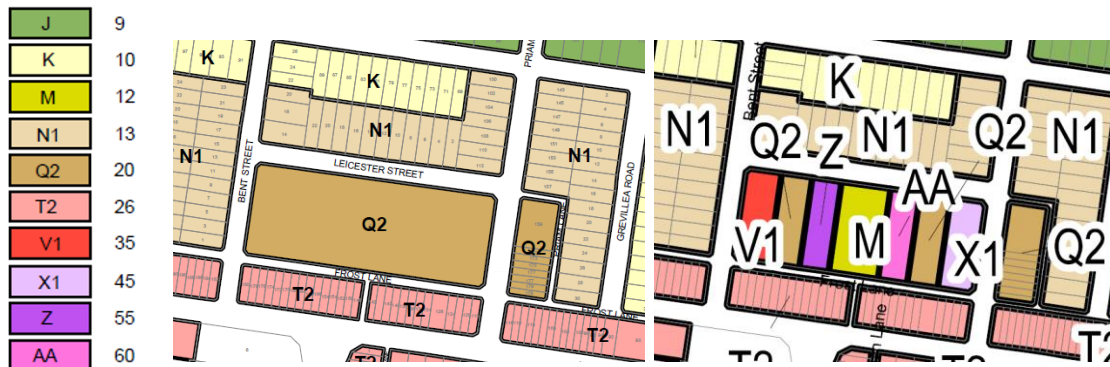


## Part 2 – Explanation of Provisions

To achieve the intended outcomes, the proposed amendments to Bankstown Local Environmental Plan 2015 (and draft CBLEP) are:

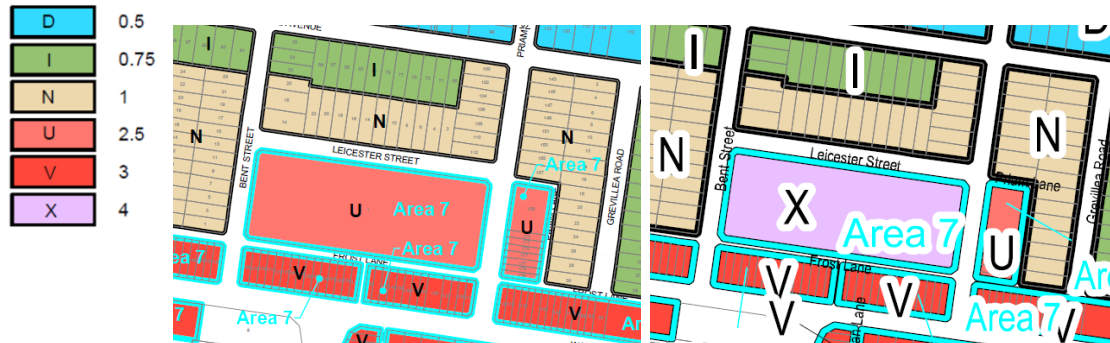
- Amend the 'Height of Buildings (HOB) Map' to increase the building height from 20 metres to maximum of 60 metres

Maximum Building Height (m)



- Amend the 'Floor Space Ratio (FSR) Map' to increase the floor space ratio from 2.5:1 to 4:1

Maximum Floor Space Ratio (n:1)



- Introduce a new site-specific Clause into Part 6: Additional Local Provisions of the draft LEP that will address the following items:
  - 5% affordable housing contribution to Council, either through dedication or monetary contribution. If the Affordable Housing Contribution Scheme (AHCS), currently under assessment by DPE, is gazetted prior to the completion of this Planning Proposal; it is possible that the scheme may be used to deliver this outcome instead of a planning agreement.
  - Stipulate the maximum amount (12,400m<sup>2</sup>) of retail use Gross Floor Area allowed on the site due to traffic network constraints. The need for this control has been informed by microsimulation traffic network modelling undertaken by ARUP (refer Appendix K).



- Identify the minimum amount (at least 7,000m<sup>2</sup>) of retail FSR that needs to be provided underground to achieve the proposed 4:1 FSR. The recommended FSR is premised on the assumption that 7,000-9,000m<sup>2</sup> of the commercial / retail GFA being located below the level of Leicester Street. Should the development mix change or if more retail floor space is provided above the ground floor level the impacts to the public domain would be different and not reflect the intended outcome of the concept development (refer Appendix G).
- Include a requirement for no net loss of employment generating uses where the special provision to allow ground floor residential to part of the site has been adopted. This may require identification of the proposed active street frontages. The special provision to allow ground floor residential is a site specific response to the surrounding context.
- Protect solar access to the publicly accessible open space on the site (24/7 to be secured on title) and properties to the south of the site that front to Waldron Road as identified in the UDF prepared by SJB (Appendix G).

A site-specific DCP will be prepared alongside this proposal to support delivery of the proposed development with the proposed LEP mapping is included at Part 4 – Maps.



## Part 3 – Justification of Strategic Merit and Site-Specific Merit

### Section A – Need for the Planning Proposal

#### **1. Is the Planning Proposal a result of an endorsed local strategic planning statement, strategic study or report?**

No.

The Planning Proposal is not the result of a Council initiated strategic study or report. However, the site is of such a large size and magnitude that it is strategically significant within the context of Chester Hill and also the broader local government area, such that consideration of a Planning Proposal for the site in the absence of a strategic study is warranted.

The site is located well within the Chester Hill centre with close proximity to the necessary social infrastructure; public transport, open space, and community facilities. However, the site currently has an especially poor relationship and connection with its context and has little regard to the strategic significance of the site. The proposal for this site has the unique opportunity and capacity to achieve a transformational change for Chester Hill while delivering public benefits, jobs and additional housing.

The Planning Proposal will facilitate delivery of further public benefits including a 2,000m<sup>2</sup> Council multi-purpose community facility, publicly accessible open space/town square, widening and embellishments to Frost Lane, public domain improvements to Waldron Road and surrounding streets, plus a range of improvements to the local road network to improve current performance.

#### **2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?**

The Planning Proposal is the best means of achieving the objectives and intended outcomes for the site by providing an appropriate model for the growth while delivering suitable public benefits in a timely manner.

The current planning controls for Chester Hill were set through the implementation of the North West Local Area Plan (adopted in 2013), which occurred shortly after the gazettal of the Bankstown LEP in 2015. Despite the introduction of the North West Local Area Plan, renewal within Chester Hill Town Centre has not occurred as envisaged by Council's planning controls and it is reasonable to consider proposals seeking to vary existing controls, now considered ineffective. Although the proposal is out of sequence from a timing perspective in Council's Local Strategic Planning Statement (LSPS) in relation to the series of centre masterplans Council will be undertaking, the LSPS does not preclude unanticipated proposals from being progressed where they demonstrate clear merit and are consistent with its vision and objectives. In fact, that is the intention of the NSW Governments planning system.

To address the inconsistencies in planning controls with adjoining and surrounding sites, a review of planning controls for the broader Chester Hill centre and surrounds will be undertaken as part of Council's town centre masterplanning program. Given the significant time and financial costs of undertaking this body of work, and based on priorities set by the LSPS, this



work would not be undertaken in the short-medium term in the absence of a Gateway determination.

With regard to accelerating the masterplanning program for Chester Hill, Council has already committed to the masterplanning of Metro stations in line with the recently endorsed LSPS. For this reason, it is recommended that the Chester Hill masterplanning occur after these already nominated centres; and that the proponent contribute to the masterplanning of Chester Hill to form part of the program already set by Council and agreed to by the Greater Sydney Commission

Considering this, and given the significant housing and employment generating potential to be facilitated by the Planning Proposal within an existing centre, the Planning Proposal should not be delayed until a centre-wide approach can be undertaken. Additional urban design work prepared by SJB Architects has been completed to inform and refine the Planning Proposal as resolved by Council at the 22 September 2020 meeting.

The consequence of the Planning Proposal not proceeding is that the current site remains in its current state. The retention of the current state would maintain the:

- poor urban design outcomes and interface with its surrounding context,
- no additional community benefits,
- no improvements to the local road network,
- no additional jobs created both during construction and in operation,
- no flow on effects for the local economy, and
- no additional housing in a location well serviced by public transport.

The potential for the site to achieve significant public benefit and its capacity to contribute towards the revitalisation of Chester Hill with jobs and housing in an appropriate location will be achieved by this Planning Proposal, which is therefore the best means for achieving the objectives and intended outcomes.

## Section B – Relationship to strategic planning framework

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

#### **3.1 Greater Sydney Region Plan (A Metropolis of Three Cities)**

The Greater Sydney Region Plan was released by the GSC on 18 March 2018. It provides a 40-year vision for the Greater Sydney region and is designed to inform district and local plans and the assessment of Planning Proposals.

The Greater Sydney Region Plan identifies several key objectives around the need to ensure communities are healthy, resilient and socially connected; and improving housing supply to all groups in the community.





The Planning Proposal is consistent with the GSRP, especially the following objectives outlined in Table 2.

*Table 2: Consistency with Greater Sydney Region Plan Objectives*

Objective	Consistent / Rationale
<b>Infrastructure and Collaboration</b>	Consistent – The Planning Proposal will enable efficient use of infrastructure by supporting growth of housing and employment in an established suburb, close to the existing Chester Hill train station.
Objective 1: Infrastructure supports the three cities	The Planning Proposal will support the development of the Chester Hill as a local centre that is well-located to support Parramatta, the Central River City (7km to the north), and the nearby Strategic Centres of Fairfield (4km to the north west) and Bankstown (5km to the south east).
Objective 2: Infrastructure aligns with forecast growth-growth infrastructure compact	The proposed increase from 2.5:1 to 4:1 FSR will allow for more efficient utilisation of the existing infrastructure networks with minor upgrades required to the transport network as outlined in Question 11 of Part 3 of this report from the Transport Strategy and Traffic Impact Assessment (TSTIA) prepared by ARUP (refer Appendix K).
Objective 3: Infrastructure adapts to meet future needs	The move towards the provision of basement parking and retail facilities proposed in the concept development also responds to the evolving needs of Chester Hill as it establishes itself as a local centre.
Objective 4: Infrastructure use optimised	
Objective 5: Benefits of growth realised by collaboration of governments, community and business	
<b>Liveability</b>	Consistent – This Planning Proposal seeks to make amendments to the LEP to provide capacity for additional jobs and dwellings in the local centre. The proposed amendments include changes to Floor Space Ratio (FSR) and Height of Building (HOB) planning controls as identified in the LEP maps (Part 4), in addition to site specific Local Provisions outlined in Part 2 of this report.
Objective 6: Services and infrastructure meet communities' changing needs	
Objective 7: Communities are healthy, resilient and socially connected	As a Local Centre, around 1,100 new dwellings are anticipated in Chester Hill by 2036 to support the overall housing target of 50,000 in Canterbury Bankstown. This Planning Proposal is anticipated to support delivery of around 573 dwellings (based on 85m <sup>2</sup> /unit) in Chester Hill which will be supported by associated traffic, pedestrian and cycling infrastructure improvements and other public benefits.
Objective 8: Greater Sydney's communities are culturally rich with diverse neighbourhoods	The proposal improves housing diversity and affordability as the apartment dwellings proposed will likely be in a 'shop top housing' use which varies from the predominate low-rise residential built form existing in Chester Hill. In addition to this, the proposal will implement an affordable housing provision to contribute to minimise housing stress within the LGA
Objective 10: Greater Housing Supply	Since implementation of the Local Area Plan in 2016, Council has seen little investment in the Chester Hill area to drive urban renewal. The Planning Proposal offers to the opportunity to deliver a catalytic development in a centre that is capable and well positioned for investment. Furthermore, the proposal will contribute key public spaces and
Objective 11: Housing is more diverse and affordable	



Objective	Consistent / Rationale
Objective 12: Great places that bring people together	improvements including a multi-purpose community facility and publicly accessible central plaza.
<b>Productivity</b>	Consistent – This Planning Proposal is focused on integrating the proposed increases in residential and commercial density with planned improvements to the transport network. As outlined in Question 11, the proposal will require upgrades to the Priam Street/Waldron Road intersection and modification at Bent Street/Waldron Road.
Objective 14: Integrated land use and transport creates walkable and 30-minute cities	The amendments to the FSR, zoning and height provisions in the LEP, once redeveloped will deliver an additional capacity of employment floor space to cater for expected demand growth.
Objective 22: Investment and business activity in centre	Based on the above, this Planning Proposal is consistent with objectives 14 and 22 of the GSRP.
<b>Sustainability</b>	Consistent – This Planning Proposal has sought to focus higher density development on a significant land holding that is within 200m of the Chester Hill Train Station. By concentrating growth in a key node of the Chester Hill centre, Council seeks to deliver public benefits and preserve amenity. Amenity preservation has included ensuring adequate solar access to nearby properties, public open space and suitable built form transitions to surrounding areas.
Objective 30: Urban tree canopy cover is increased	By increasing housing and employment capacity within the walking catchment of existing retail amenities, train station and potential future metro station the proposal will place downward pressure on car dependency, increase the attractiveness and convenience of active transport modes (i.e. walking and cycling) and therefore broadly improve environmental and sustainability outcomes for Chester Hill and the LGA.
Objective 31: Public open space is accessible, protected and enhanced	The Planning Proposal will support a reduction of urban heat in Chester Hill with public domain improvement and embellishments seeking the opportunity to increase urban tree canopy and the provision of deep soil on the site. A Public Domain Plan will be completed to support delivery of the Planning Agreement on this site. Furthermore, a site-specific DCP will support the proposal with controls that include the establishment of deep soil zones, tree canopy on ground and tree canopy on structure where practical.
Objective 32: The Green Grid links parks, open spaces, bushland and walking and cycling paths	The Planning Proposal has been developed to ensure residents are within a 200m to 400m walking catchment of a green open space, Nugent Park North.
	The Planning Proposal is consistent with the relevant objectives of 30-32 of the Greater Sydney Region Plan.

### 3.2 South District Plan

The GSC released the South District Plan on 18 March 2018 to give effect to the Greater Sydney Regional Plan. The District Plan contains priorities and actions to guide the development and planning of the south district while improving the district's social, economic and environmental assets. The Planning Proposal was submitted to the Department after the release of the District Plan.



Section 3.8 of the Act requires Planning Proposal authorities to give effect to any district strategic plan applying to the local government area to which the Planning Proposal relates. Therefore, this proposal must be considered against the provisions of the South District Plan.

The Planning Proposal is consistent with several planning priorities in the South District Plan as outlined in Table 3.

*Table 3: Consistency with the SDP's Planning Priorities*

<b>Objective</b>		<b>Consistent / Rationale</b>
<b>Infrastructure and Collaboration</b>		Consistent – The Planning Proposal is consistent with Planning Priority S1.
Planning Priority S1: Planning for a city supported by infrastructure		The Planning Proposal will facilitate increased numbers of residents and workers within close proximity of an existing train station and retail amenities, encouraging increased public and active transport usage for daily activities. Furthermore, there are 5 existing schools within the Chester Hill catchment. The public benefits offered to support this Planning Proposal includes community infrastructure such as the publicly accessible central plaza and the 2,000 sqm multi-purpose community facility.
<b>Liveability</b>		Consistent – The Planning Proposal is generally consistent with Planning Priorities S3 to S6.
Planning Priority S3: Providing services and social infrastructure to meet people's changing needs		The proposed amendments to FSR and height of building provisions will provide an additional capacity for around 570 dwellings in Chester Hill which contributes to the South District Plan's 83,500 dwelling target for the region by 2036. The GCC set a target of 58,000 additional dwellings for the Canterbury Bankstown LGA by 2036 in the South District Plan. Council's Housing Strategy identified that 50,000 dwellings could be created in the LGA to ensure new housing is in appropriate locations where it can be supported by infrastructure. The Planning Proposal is on such site, based on its close proximity to the Chester Hill train station, Nugent Park North and community infrastructure public benefits.
Planning Priority S4: Fostering healthy, creative, culturally rich and socially connected communities		
Planning Priority S5: Planning housing supply, choice and affordability, with access to jobs, services and public transport		A Public Domain Plan will be created to support the proposal and associated Planning Agreement which includes various public domain improvements and embellishments. This will include new footpaths, bike lanes, creating pedestrian focused areas and public domain improvements surrounding the site and Waldron Road to encourage a more active lifestyle.
Planning Priority S6: Creating and renewing great places and local centres, and respecting the District's heritage		By supporting the growth of apartments, the proposal will contribute to diverse housing outcomes for Chester Hill. The site will contribute to local affordable housing outcomes which will assist in minimising housing stress across the LGA.
<b>Productivity</b>		The Planning Proposal is generally consistent with Planning Priority S12.
Planning Priority S12: Delivering integrated land use and transport planning and a 30-minute city		The proposed amendments to the FSR and height provisions will deliver an additional commercial and retail capacity while protecting the existing employment generating floor space to support future growth in the centre.  Located within 200m of the existing Chester Hill train station, the site provides access within 15 minutes to Bankstown and around 30mins to Parramatta on public transport for the additional housing and employment generating uses proposed.



Objective			Consistent / Rationale
<b>Sustainability</b>			The Planning Proposal is generally consistent with Planning Priorities S15 and S16.
Planning Priority S15:	Increasing urban tree canopy cover and delivering Green Grid connections		Increasing housing and employment capacity within the walking catchment of existing and potential future public transport infrastructure decreases car dependency and improves environmental and sustainability outcomes.
Planning Priority S16:	Delivering high quality open space		The Planning Proposal will deliver a new high quality central plaza open space that will be publicly accessible 24/7 as part of its public benefits. A Public Domain Plan (PDP) and site specific DCP is being undertaken to support the intended outcomes and will be made available during exhibition of the planning proposal.
			Furthermore, the PDP and site specific DCP will include provisions for additional urban tree coverage and bike lane delivery adjacent to the site.

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

##### 4.1 Community Strategic Plan 'CBCity 2028'

CBCity 2028 is Council's 10-year plan to guide the City of Canterbury Bankstown on its journey to be a thriving and dynamic city. This Planning Proposal is consistent with the Community Strategic Plan as it will support Chester Hill achieved the CBCity 2028 Destinations as outlined in Table 4.

Table 4: Planning Proposal Evaluation of the CBCity 2028 Destinations

2028 Destinations	Justification
<b>Safe and Strong</b> – A proud inclusive community that unites, celebrates and cares	The inclusion of a new 2,000 sqm multi-purpose community facility will support the provision of high-quality community services and buildings to make the city safer and more accessible to the community.
<b>Clean and Green</b> – A clean and sustainable City with healthy waterways and natural areas	The proposal and associated site-specific DCP will facilitate delivery of additional urban tree canopy coverage in the surrounding streets and new communal and publicly accessible open spaces.
<b>Prosperous and Innovative</b> – A smart and evolving City with exciting opportunities for investment and creativity	Implementation of the proposed planning controls will support delivery of more jobs and housing into this local centre.
<b>Moving and Integrated</b> – An accessible City with great local destinations and many options to get there	The proposal is supported by a Planning Agreement for upgrades to the surrounding public domain to increase active transport routes and accessibility to the vehicular, bus and rail networks.
<b>Healthy and Active</b> – A motivated City that nurtures healthy minds and bodies	With the inclusion of a 2,800 sqm publicly accessible 'town plaza' open space to the site, in addition to two (2) communal open spaces, the Planning Proposal will facilitate creation of a Healthy and Active city.
<b>Liveable and Distinctive</b> – A well-designed, attractive city which preserves the identity and character of local villages	The Planning Proposal and associated site-specific DCP will allow a Liveable and Distinctive city to be developed in this growing local centre due to the
<b>Leading and Engaged</b> – A well-governed City with brave and future focused leaders who listen	Community engagement will be undertaken as part of the formal Planning Proposal in at least 5 languages to reflect the diverse nature of the City and support an engaged community.



## **4.2 Local Strategic Planning Statement ‘Connective City 2036’**

Chester Hill has been identified as a ‘local centre’ in Council’s LSPS, which sits under the Strategic Centres of Bankstown and Campsie in the LSPS hierarchy of centres, with a focus on providing additional housing alongside urban and community services to support the local community. Urban renewal within the area including investment, jobs and housing has not occurred recently. The LSPS notes on page 73 that the city’s “centres will be investigated for additional housing (subject to master plans, structure planning, community consultation, and environmental and urban design studies) include Bankstown, Campsie firstly and then Belmore, Lakemba, Wiley Park, Punchbowl, Canterbury, Yagoona, Chester Hill, Revesby and Padstow.”

As identified in the GSRP, South District Plan and LSPS, Council has resolved to prioritise the centres located along the Sydenham to Bankstown South West Metro Corridor. It is not anticipated that Chester Hill will be comprehensively master planned within the next 5 years based on the state-led priority for the Metro Corridor.

Council has already committed to the masterplanning of Metro stations in line with the recently endorsed LSPS. For this reason, it is recommended that the Chester Hill masterplanning occur after these already nominated centres; and that the proponent contribute to the masterplanning of Chester Hill to form part of the program already set by Council and agreed to by the Greater Sydney Commission

Although the proposal is out of sequence from a timing perspective in Council’s Local Strategic Planning Statement (LSPS) in relation to the series of centre masterplans Council will be undertaking, the LSPS does not preclude unanticipated proposals from being progressed where they demonstrate clear merit and are consistent with its vision and objectives. In fact, that is the intention of the NSW Governments planning system.

Based on Council’s assessment, there is strategic and site-specific merit to progressing this proposal ahead of a comprehensive masterplan. To this end, the UDF and TSTIA have been prepared to ensure that the likely constraints and opportunities that will be investigated as part of a future centre-wide master plan have been considered as part of this Planning Proposal.

This increased density will be subject to the design quality clause due to come in with the draft CBLEP and a site specific DCP that will be focused on ensuring the development implements high quality design in what will be a landmark development.

## **4.3 Canterbury Bankstown Housing Strategy**

The Canterbury Bankstown Housing Strategy, endorsed by Council in March 2020, guides and informs the review and development of local environmental plans and future planning decisions to achieve the expected delivery of new dwellings to 2036. CBCity has a target of 50,000 total new dwellings across the LGA by 2036 with the majority of this growth focused in centres, such as Chester Hill. Chester Hill is one of 9 local centres across the Canterbury Bankstown LGA which is set to contribute to the delivery of around 10,100 new dwellings. Considering this Chester Hill needs to contribute around 1,100 new dwellings by 2036. The proposal would support approximately 570 dwellings in a ‘shop top housing’ and residential flat building





development form that would assist in transitioning to the medium then low density residential in the north.

The Planning Proposal is consistent with the Housing Strategy as it supports delivery of the new dwellings across the LGA in an appropriate location and form.

#### **4.4 Canterbury Bankstown Affordable Housing Strategy**

The Canterbury Bankstown Affordable Housing (AFH) Strategy is Council's plan to reduce the level of housing stress experienced by residents across the City so that the community can thrive socially and economically by increasing the provision of affordable rental housing.

Since endorsement of the AFH Strategy in March 2020, Council has amended the Planning Agreements Policy and submitted a proposal to DPE to implement the Affordable Housing Contributions Scheme (AHCS) in the LEP as per actions 2.1, 2.2 and 2.3 of the AFH Strategy. Action 2.3, as extracted below, relates directly to proponent-led Planning Proposals such as Chester Square.

*Action 2.3 – In relation to Planning Proposals, it is proposed to amend the Planning Agreement Policy to conform with the Ministerial Direction (March 2019) and include a requirement for a 5% affordable housing contribution for Planning Proposals resulting in uplift or more than 1,000 sqm of residential floor space, unless otherwise agreed with Council.*

If the Affordable Housing Contribution Scheme (AHCS), currently under assessment by DPE, is gazetted prior to the completion of this Planning Proposal; it is possible that the scheme may be used to deliver this outcome instead of a planning agreement.

The Planning Proposal is considered consistent as it will implement the AFH Strategy through the most appropriate mechanism, either through a Planning Agreement or adoption of the AHCS at the time of finalisation.

#### **4.5 Canterbury Bankstown Employment Lands Strategy**

The Canterbury Bankstown Employment Lands Strategy (ELS) aims to inform Council's decision making and ensure that there is an adequate and appropriate supply of employment land that is serviced to meet the needs of businesses and employees.

The proposal responds to the strengths, weaknesses and opportunities identified in the SWOT Analysis identified on page 167 of the ELS (refer Figure 2), as follows:

- Improved pedestrian connectivity to the bus interchange and train station
- Delivery of a publicly accessible civic plaza space (2,800 sqm proposed) as part of the proposed development
- Provides longer-term growth on the large shopping centre site



Figure 2: Chester Hill SWOT Analysis (Source: Canterbury Bankstown ELS, page 167)

10.4.2 S.W.O.T. Analysis	
Strengths	Weaknesses
<ul style="list-style-type: none"> <li>Established convenience retail</li> <li>Majors anchors present</li> <li>Good road and rail access</li> <li>Character and community scale and feel</li> </ul>	<ul style="list-style-type: none"> <li>Variable amenity throughout the centre</li> <li>Poor pedestrian connections</li> <li>Lack of civic space/ public domain</li> <li>Limited short term planned growth in catchment</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>Delivery of a new civic plaza to establish a focus for the centre</li> <li>Large government land holdings adjacent to the main street and a large shopping centre - significant opportunity for growth</li> </ul>	<ul style="list-style-type: none"> <li>Competing centres</li> <li>Closure of anchor</li> <li>Market trends</li> </ul>

The Chester Square Shopping Centre is an existing retail centre that services a broad population catchment including Chester Hill, Sefton, Birrong and Bass Hill, and directly situated behind the main road of Waldron Road. The Planning Proposal is consistent with the ELS as it supports appropriate growth of the population servicing function in Chester Hill by providing increased commercial and retail facilities for the local community.



## **5. Is the Planning Proposal consistent with any other applicable State and regional studies or strategies?**

### **Future Transport 2056**

Future Transport 2056 outlines the long-term transport vision for Greater Sydney. The Plan identifies Chester Hill as a key interchange for the future metropolitan rail and rapid bus networks that will enable customers to access their nearest centres within 30 minutes. In accordance with Future Transport 2056 Chester Hill centre would be a key station for the proposed Norwest to Miranda metropolitan rail line (refer to Figure 3) and the Parramatta to Hurstville Rapid Bus Line (refer to Figure 4). Regardless of the potential future interchange, the Planning Proposal has sought to support growth of development and public domain improvements in one of Canterbury Bankstown Council's key local centres that encourages adoption of public transport, walking and cycling by locating new housing within an existing centre served by public transport.

The Planning Proposal is generally consistent with Future Transport 2056 as it increases density and public domain improvements to a centre that has been identified as a potential future transit interchange.



Figure 3: Metropolitan Rail Network Vision (Source: Future Transport 2056 Strategy, page 135)

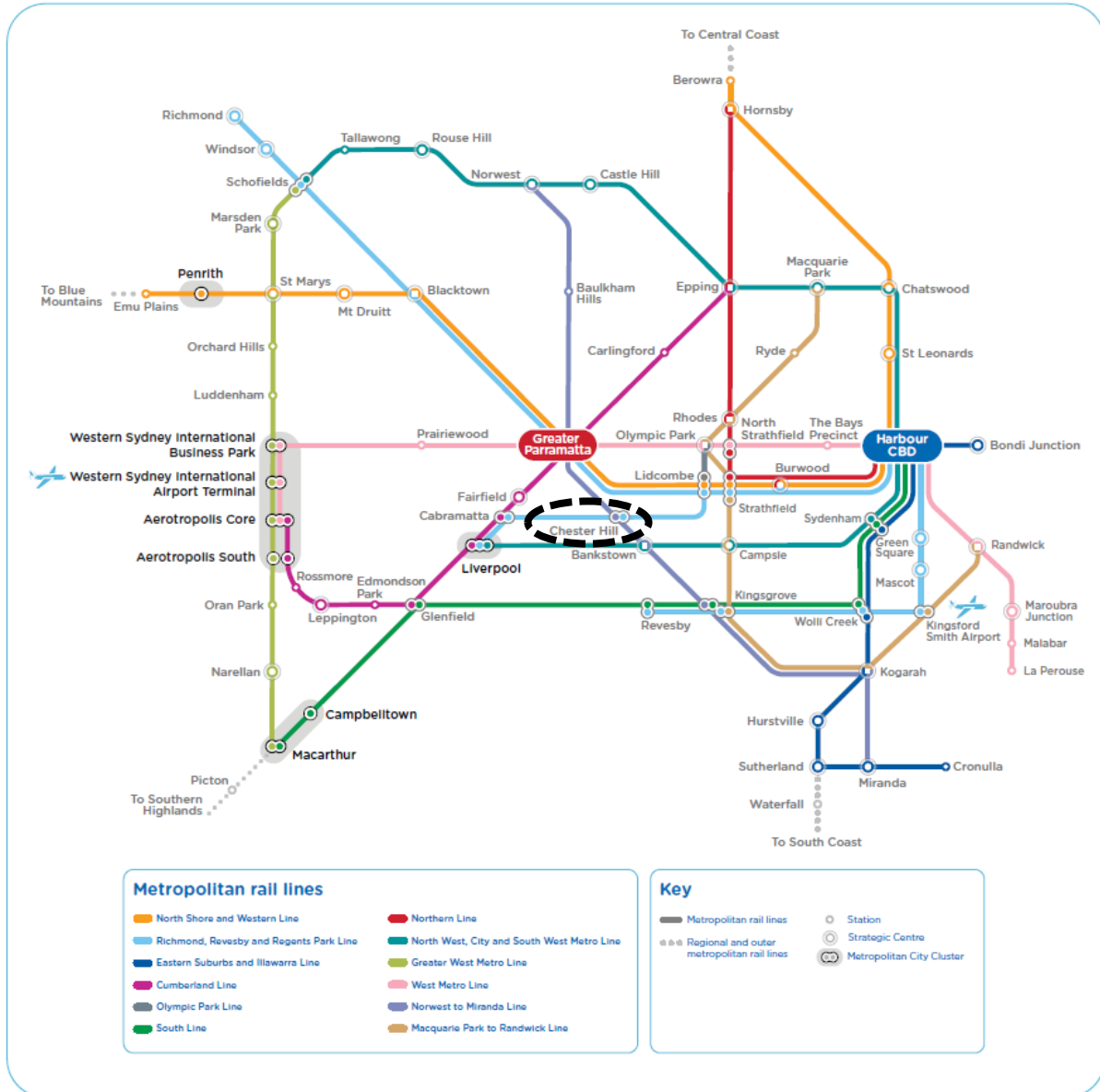
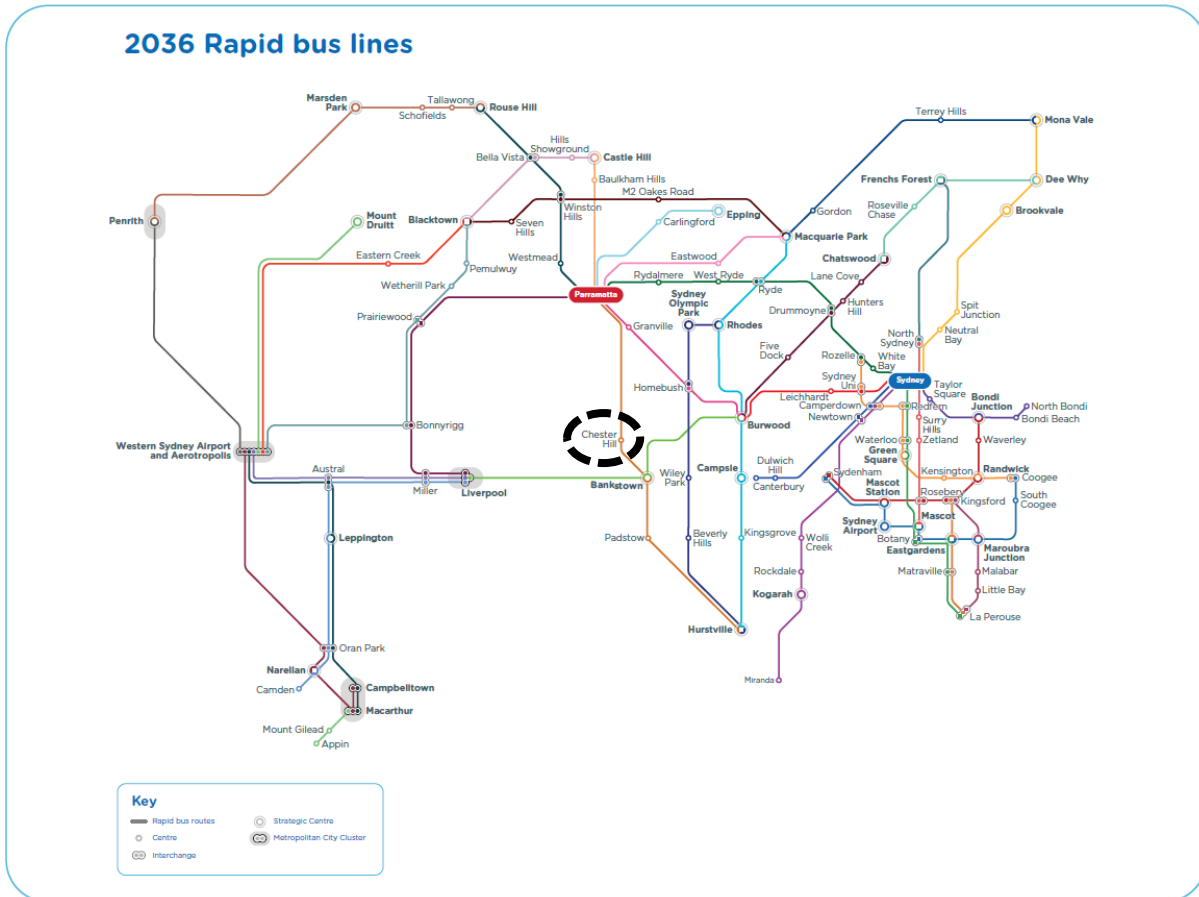




Figure 4: Rapid Bus Network Vision (Source: Future Transport 2056 Strategy, page 136)



## 6. Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

This Planning Proposal's consistency with applicable State Environmental Planning Policies is summarised in Appendix A, and discussed further below:

### 6.1 State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development

SEPP 65 aims to improve the design quality of residential flat developments, provide sustainable housing in social and environmental terms that is a long-term asset to the community and delivers better built form outcomes.

The future redevelopment of the site in a manner consistent with the Planning Proposal would be capable of complying with SEPP 65. The Urban Design Report prepared by Turner architects demonstrates that the proposal is capable of complying with the solar access and ventilation requirements of SEPP 65. Detailed compliance with SEPP 65 will be demonstrated at the time of making an application for development. The future urban design analysis undertaken by SJB within the UDF further demonstrates that the redevelopment concept, facilitated by this Planning Proposal, is capable of achieving consistency with the key requirements of SEPP 65.





## **7. Is the Planning Proposal consistent with applicable Ministerial Directions (section 9.1 Directions)?**

This Planning Proposal is consistent with most applicable Ministerial Directions (refer to (Appendix B), and discussed further below:

### **7.1 Local Planning Direction 1.1 Implementation of Regional Plans**

This direction aims to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans.

As discussed in Section 3.1, the Planning Proposal is consistent with the relevant provisions of the Greater Sydney Region Plan - A Metropolis of Three Cities as it will allow for the redevelopment of the site consistent with the Government's vision for Sydney. The Planning Proposal will provide for an improved urban design outcome for the delivery of housing and additional employment space for the site.

### **7.2 Local Planning Direction 1.4: Site Specific Provisions**

The objective of this direction is to discourage unnecessarily restrictive site-specific planning controls.

Consistent as the proposed changes in the Planning Proposal are of minor significance.

The Planning Proposal seeks to add a local provision to the draft CBLEP that will provide exceptions and confirm requirements for the intended development that responds specifically to the surrounding area of the site and its associated constraints.

The intention of these proposed controls outlined in Part 2 of this report are as follows:

- 5% affordable housing contribution to Council, either through dedication or monetary contribution. If the Affordable Housing Contribution Scheme (AHCS), currently under assessment by DPE as part of the Bankstown City Centre Planning Proposal is gazetted prior to the completion of this Planning Proposal; it is possible that the scheme may be used to deliver this outcome instead of a planning agreement.
- Confirm the maximum amount (12,400m<sup>2</sup>) of retail use gross floor area allowed on the site due to traffic network constraints. The need for this control has been informed by microsimulation traffic network modelling undertaken by ARUP (refer Appendix K)
- Identify the minimum amount (at least 7,000m<sup>2</sup>) of retail FSR that needs to be provided underground as envisaged by the proposed 4:1 FSR. The need for this control has been informed by modelling undertaken in the UDF by SJB (refer Appendix G)
- Include a requirement for no net loss of employment generating uses where the special provision to allow ground floor residential to part of the site has been adopted. This may require identification of the proposed active street frontages.
- Protect solar access to properties located to the south of the site that front onto Waldron Road as identified in the UDF prepared by SJB (Appendix G)



### **7.3 Local Planning Direction 4.4: Remediation of Contaminated Land**

The objective of this direction is to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered by Planning Proposal authorities.

The Planning Proposal is consistent with this direction as it is not seeking to change the site's zoning or permissible uses. Detailed compliance with Chapter 4: Remediation of Land in the SEPP (Resilience and Hazards) 2021 will need to be demonstrated as part of any future development assessment.

### **7.4 Local Planning Direction 5.1: Integrating Land Use and Transport**

This direction applies when a relevant planning authority prepares a Planning Proposal that will create, alter or remove a zone or a provision relating to urban land, including land zoned for residential, business, industrial, village or tourist purposes.

A Planning Proposal must locate zones for urban purposes and include provisions that give effect to and are consistent with the aims, objectives and principles of:

- (a) Improving Transport Choice – Guidelines for planning and development (DUAP 2001), and
- (b) The Right Place for Business and Services – Planning Policy (DUAP 2001).

The Planning Proposal is consistent with these documents in providing increased opportunity for development of additional dwellings, employment generating floor space and a new Council multipurpose community facility on a well-located site. The site is in an identified local centre and within comfortable walking distance to bus, train and future metro services.

Refer to Question 11 of Part 3 in this document for more information on the transport analysis undertaken as part of this Planning Proposal

### **7.5 Local Planning Direction 5.3: Development Near Regulated Airports and Defence Airfields**

The Planning Proposal is justifiably inconsistent with the direction. Chester Square is located near a regulated airport (Bankstown Airport is located approximately 4.5km to the southwest). This Planning Proposal is consistent with this Local Planning Direction as follows:

- The Bankstown Airspace Constraints Study, which informs the appropriate maximum LEP height standard limits of this Planning Proposal, was endorsed in principle by Bankstown Airport Limited and the Department of Infrastructure, Transport, Regional Development and Communications during the preparation of the Master Plan.
- Permits development types that are compatible with the current and future operation of Bankstown Airport. Any future DA on the site will be required to be referred to by Bankstown Airport Limited and the Department of Infrastructure, Transport, Regional Development and Communications.

However in regard to 2(d) of this Local Planning Direction which states“(d) obtain permission from that Department of the Commonwealth, or their delegate, where a Planning Proposal seeks to allow, as permissible with consent, development that would constitute a controlled



activity as defined in section 182 of the Airports Act 1996. This permission must be obtained prior to undertaking community consultation in satisfaction of Schedule 1 to the EP&A Act.” It is not the procedure for such controlled activities to be granted at this Planning Proposal stage, and rather, such approvals are issued on a case by case basis at the DA stage. Therefore, it is not possible to achieve consistency with this part of the Local Planning Direction.

The Planning Proposal area is not located within an ANEF 20 area. Acoustic attenuation considerations for future development are therefore not required.

### **7.6 Local Planning Direction 6.1: Residential Zones**

The Planning Proposal is consistent with the local planning direction 6.1.

This direction applies when a relevant planning authority prepares a Planning Proposal that will affect land within an existing or proposed residential zone or other zone in which significant residential development is permitted or proposed to be permitted. A Planning Proposal must include provisions that encourage the provision of housing that will:

- (a) broaden the choice of building types and locations available in the housing market, and
- (b) make more efficient use of existing infrastructure and services, and
- (c) reduce the consumption of land for housing and associated urban development on the urban fringe, and
- (d) be of good design.

The site is located within walking distance to bus and train services and currently does not include any residential uses. By supporting planning controls that will increase the development capacity of the site, the Proposal will seek to deliver new housing in walking distance of public transport.

As the Proposal is in an established suburb, the Proposal makes efficient use of existing infrastructure and services and reduces the consumption of land for housing and associated urban development on the urban fringe.

The concept design prepared by Turner architects demonstrates that the amendment of the LEP 2015 will facilitate a development which satisfies the SEPP 65 and Apartment Design Guide criteria. Any future DA's on the site will be subject to the proposed Design Quality clause in the draft CBLEP.

### **7.7 Local Planning Direction 7.1: Business and Industrial Zones**

The objectives of this direction are to:

- (a) encourage employment growth in suitable locations,
- (b) protect employment land in business and industrial zones, and
- (c) support the viability of identified strategic Centres.

The direction applies when a relevant planning authority prepares a Planning Proposal that will affect land within an existing or proposed business or industrial zone (including the alteration of any existing business or industrial zone boundary).



The Planning Proposal is consistent with the direction in that it will:

- Allow for the urban renewal of a large site within the local centre of Chester Hill.
- Provide for additional employment floor space in the Chester Hill local centre which will promote both business activity and private sector investment within the centre providing for the growth and evolution of the centre.
- Achieve street activation, improved services for people who live in the centre, and a synergy with the nearby non-residential uses.
- Proposes a no-net loss of employment generating uses where residential uses are included on the ground floor.
- The increased resident population will support the viability of local businesses.
- Be consistent with 'Greater Sydney Region Plan - A Metropolis of Three Cities' and the 'South District Plan' the NSW Government's strategies to guide Sydney's growth and development over a 20 year period.
- Provide employment associated with the proposed Council library.

## Section C – Environmental, social and economic impact

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

This Planning Proposal does not adversely affect any critical habitat or threatened species, populations or ecological communities, or their habitats. The site of this proposal has already been developed and has little to no existing vegetation on site.

### **9. Are there any other likely environmental effects of the Planning Proposal and how are they proposed to be managed?**

The site is not affected by any known natural hazards such as flooding, land slip or bushfire.

Due to the historical use of the site originally for detached housing and subsequently for a shopping centre it is considered unlikely that there are any significant contamination issues with the site.

Turner Architects undertook a detailed shadow assessment that had regard to the likely future context of the site as illustrated within the proponent's Urban Design Report (refer Figure 5 and Appendix G). The assessment has assumed that the subject proposal will provide a catalyst for redevelopment of the sites to the south with increased height and density controls. The assessment of the potential impacts of overshadowing by Turner demonstrated that the concept Proposal will not result in an unacceptable shadow impact to adjacent properties which will remain capable of future development with Apartment Design Guide compliant solar access.

Since the proposal is not seeking to amend the planning controls for the properties to the south of the site which front Waldron Road (Waldron Road properties), the UDF undertook further analysis to confirm any overshadowing impacts of the refined Concept Development. The UDF's analysis identified that while the proposed Concept Development with a 62m height may have impacts to the potential future redevelopment of the Waldron Road properties, alternative





design solutions within the proposed Chester Square built form envelopes could still allow for compliance with the ADG solar access requirements (refer Figure 6). Since SJB's overshadowing analysis was completed, the maximum height of this component was lowered to 60m to align with the 18 storey intent of the Council Resolution.

Figure 5: Solar Access Analysis on Neighbouring Properties (Source: Appendix D – Turner Architects, page 85)

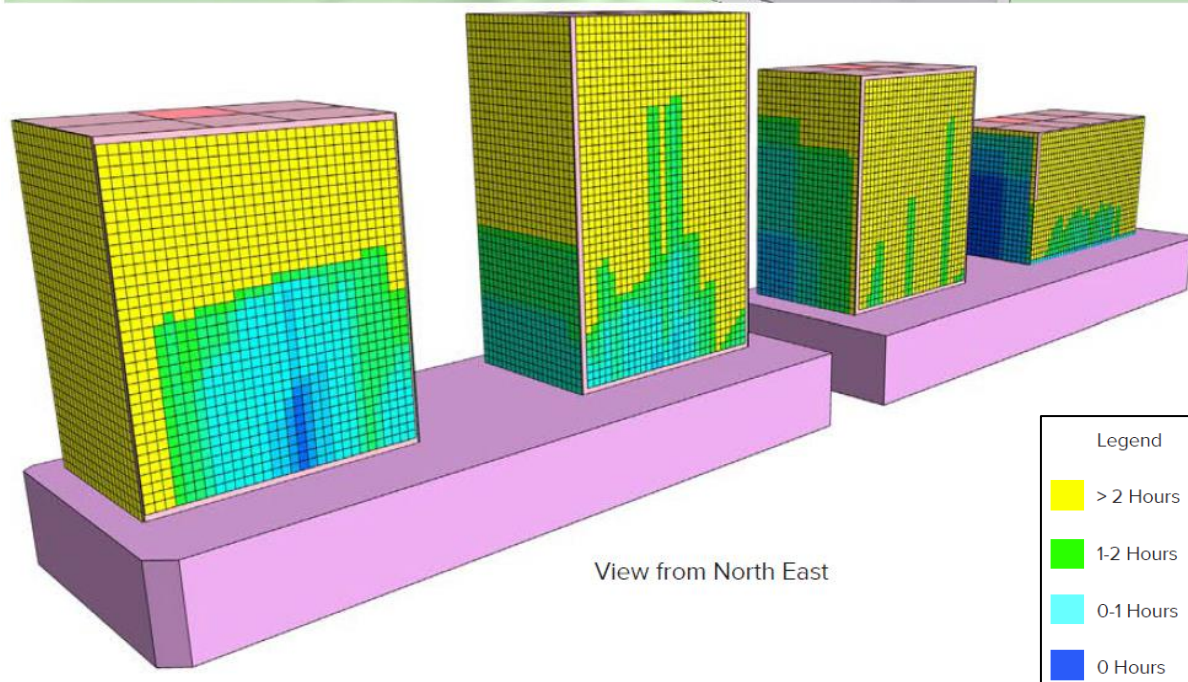
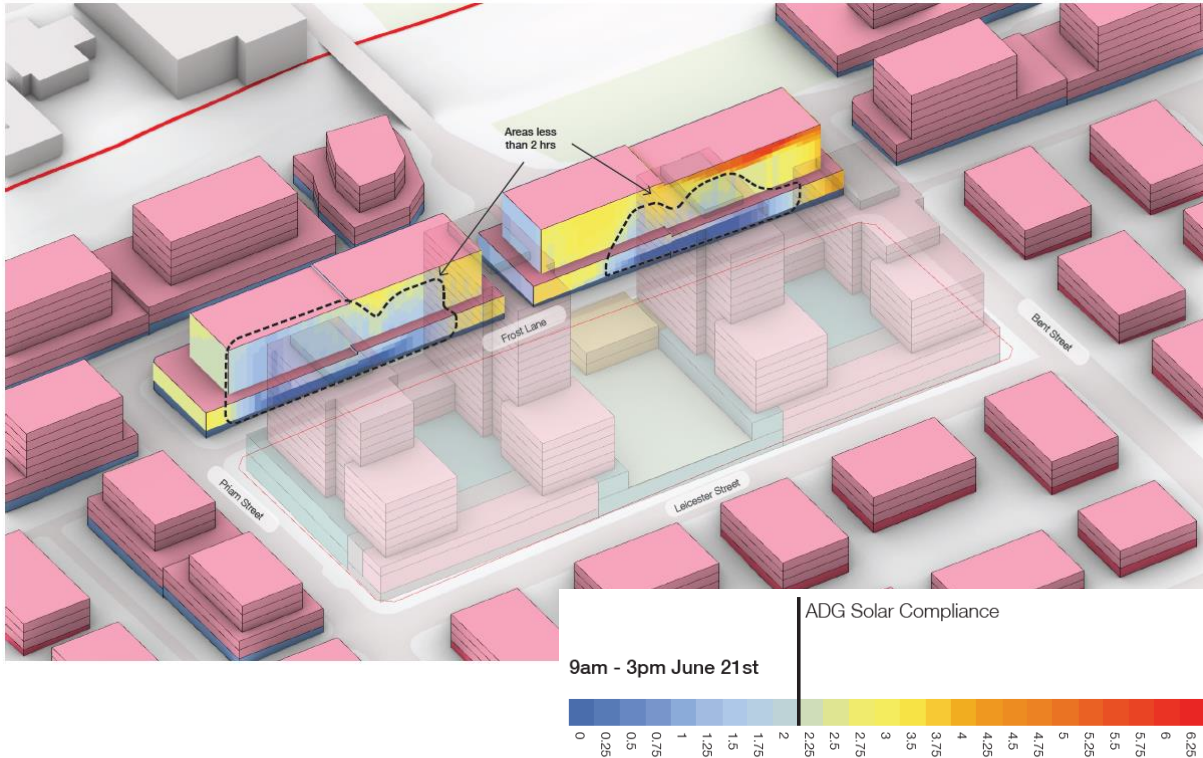




Figure 6: Solar Access Analysis on Neighbouring Properties (Source: Appendix G - SJB Architects, page 109)



Considering this, a site specific provision to require demonstration of ADG solar access compliance has been included in Part 2 to allow design flexibility with any future Development Assessment confirming conformity based on a specific detailed design.

The Planning Proposal is accompanied by a traffic and parking assessment and an addendum prepared by Ason Group (Appendix H and J). The assessment includes an analysis of the existing road network and the performance of the surrounding intersections both in the current circumstance and post development. There are existing known issues in the local network with Waldron Road acting as a bottleneck to traffic movements. The Ason analysis supported these observations, with poor performance of the PM and weekend peaks at the Waldron Road/Chester Hill Road and Priam Street/Waldron Road intersections.

Further detailed analysis of this poor performance across the local network was undertaken in the TSTIA by ARUP (refer Appendix K). ARUP's analysis and iterative modelling identified that as the highest trip generating use, only 12,400m<sup>2</sup> of retail uses could be accommodated on site in addition to a 2,000m<sup>2</sup> multi-purpose community facility and the remaining being a mix of commercial and residential uses.

The proposed local provision for a maximum of 12,400m<sup>2</sup> retail uses on site is a result of this iterative modelling by ARUP to ensure the traffic network will still function at an appropriate level.

The TSTIA by ARUP also identified that intersection upgrades or modifications would be required at Priam Street/Waldron Road and Bent Street/Waldron Road to support the retail capped proposal and deliver intersections that will function at a minimum of LOS D. Refer to





the Transport Infrastructure in Question 11 for more information on the proposed infrastructure upgrades.

There are no hazards that impact the site or environmental effects resulting from the future redevelopment of the site that would preclude consideration of the Planning Proposal.

#### **10. Has the Planning Proposal adequately addressed any social and economic effects?**

The Planning Proposal demonstrates a commitment to improving housing diversity in the locality and providing housing that responds to the needs, lifestyle and values of the local community. The development will provide high density housing including a quantum of affordable housing in proximity to transport nodes. By providing housing close to transport nodes within an identified centre, residents will benefit from reduced commuting times, improved access to employment opportunities and a greater range of services achieving the NSW Governments objective for a walkable and 30 minute city.

The proposal will also provide for additional employment floor space which will promote both business activity and private sector investment within the centre providing for the growth and evolution of the centre. The increased residential population on the site will support the viability of local businesses in addition to generating employment during the construction phase of the development.

The concept design that accompanies the Planning Proposal identifies a future development with a range of publicly accessible facilities, including a 2,000m<sup>2</sup> council multipurpose community facility.

The Planning Proposal will facilitate the future redevelopment of the site to bring positive social impacts in terms of urban renewal in an established area. The future development will be catalytic to creating a vibrant cosmopolitan culture in the Chester Hill centre through the delivery of quality public spaces including an embellished laneway on the southern side of the site. The proposal is accompanied by a Social Impact & Community Benefits Assessment prepared by Cred Consulting which provides that the proposed development delivers a range of community benefits that will contribute to the existing Chester Hill community. These benefits include:

- 2,000m<sup>2</sup> Council multi-purpose community facility
- 2,300m<sup>2</sup> privately owned, publicly accessible town square, providing a central meeting place for the existing and future community
- Improved town centre and improved local amenity including new retail and commercial uses and business opportunities
- Increased employment opportunities for local residents
- Access to high quality new housing including a range of 1, 2- and 3-bedroom dwellings, and
- Communal open space within the development (accessible to the residents only).
- Public domain and traffic improvements around the site.

The amendments sought under the Planning Proposal will have no unreasonable effects on items or places of European or Aboriginal cultural heritage. The site is not an identified heritage



item, is not located within a heritage conservation area and is not known to contain any Aboriginal relics or artefacts.

The Planning Proposal is also accompanied by an Economic Impact Assessment prepared by AEC Urban Economics which identifies that:

During construction, the proposal is estimated to result in a net increase in economic activity in the order of:

- \$398.5 million in output (including \$160.8 million in direct activity).
- \$168.8 million contribution to GRP (including \$52.8 million in direct activity).
- \$102.5 million in incomes and salaries paid to households (including \$42.0 million in direct activity).
- 1,287 FTE jobs (including 494 directly employed in construction activity).

The proposal is expected to result in a net increase in annual economic activity through the direct and flow-on impacts (per annum):

- \$98.8 million additional in output (including \$46.1 million in direct activity).
- \$55.3 million additional in contribution to GRP (including \$27.4 million in direct activity).
- \$31.8 million additional in incomes and salaries paid to households (including \$19.8 million directly).
- 471 additional FTE jobs (including 279 additional jobs directly related to activity and dispersed jobs on the Site).

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

### 11. Is there adequate public infrastructure for the Planning Proposal?

Yes, there will be after the following improvements are provided as required to support the proposed development.

#### Community and Social infrastructure

The Proponent included a Letter of Offer with public benefits to support the Planning Proposal. Since the September 2020 Council Meeting, a revised Letter of Offer has been received (refer Appendix R). Council will continue to work with the Proponent towards preparation of a draft Planning Agreement that delivers public benefits to be exhibited concurrently with the Planning Proposal and site specific DCP. The Planning Proposal and associated Letter of Offer intends to deliver the following public benefits for the reasons outlined in below.

Table 5: Proposed Public Benefits and Justification

Proposed Public Benefits	Justification
A c.2,000m <sup>2</sup> multi-purpose community facility	The provision of a multi-purpose community facility as part of the development is supported by the Chester Hill Social Infrastructure Needs Peer Review prepared by Ethos Urban (refer Appendix P) which suggested a monetary contribution to various public facilities and further internal consultation.
3m widening of Frost Lane (to be dedicated to Council)	The 3m widening of Frost Lane was expanded from 1.5m following findings within the TSTIA and UDF which identified that additional width would be required to support the intended public domain and laneway



Proposed Public Benefits	Justification
	outcomes (refer to benchmarks in pages 58-62). The findings of these benchmarks supported development of the Aspirational Movement and Place Framework shown in Figure 8 and the section of a potential shared street option as indicated in Figure 7)
Creation of a c.2,800m2 publicly accessible central plaza (24/7 access to be secured on title)	The central plaza responds to the Bankstown Open Space Strategy which identified the need for additional open spaces in the centre that would diversify the type of spaces currently available. A central plaza such as that proposed does not currently exist within the Chester Hill area.
Upgrades to the local traffic network	Refer the transport infrastructure section below.
Public domain improvements and embellishment to streets adjacent to the Planning Proposal, in addition to Waldron Road and Charles Place	The public domain improvements and embellishments will seek to increase tree canopy coverage and walkability in the surrounding streetscapes which aligns with Canterbury Bankstown Urban Heat Island Study 2020
Supply of 5% affordable housing	The supply of 5% Affordable Housing aligns with Council's Affordable Housing Strategy as outlined in section 4.4 and the resolution of the September 2020 Council Meeting (refer Table 1 on page 4)

The creation of the publicly accessible central plaza, widening of Frost Lane and overall embellishment to the public domain surrounding this large land holding are key public benefits that will assist in transforming the Chester Hill and improving walkability within the local area.

Figure 7: Indicative Shared Street Option Section (Source: SJB's UDF, page 87)

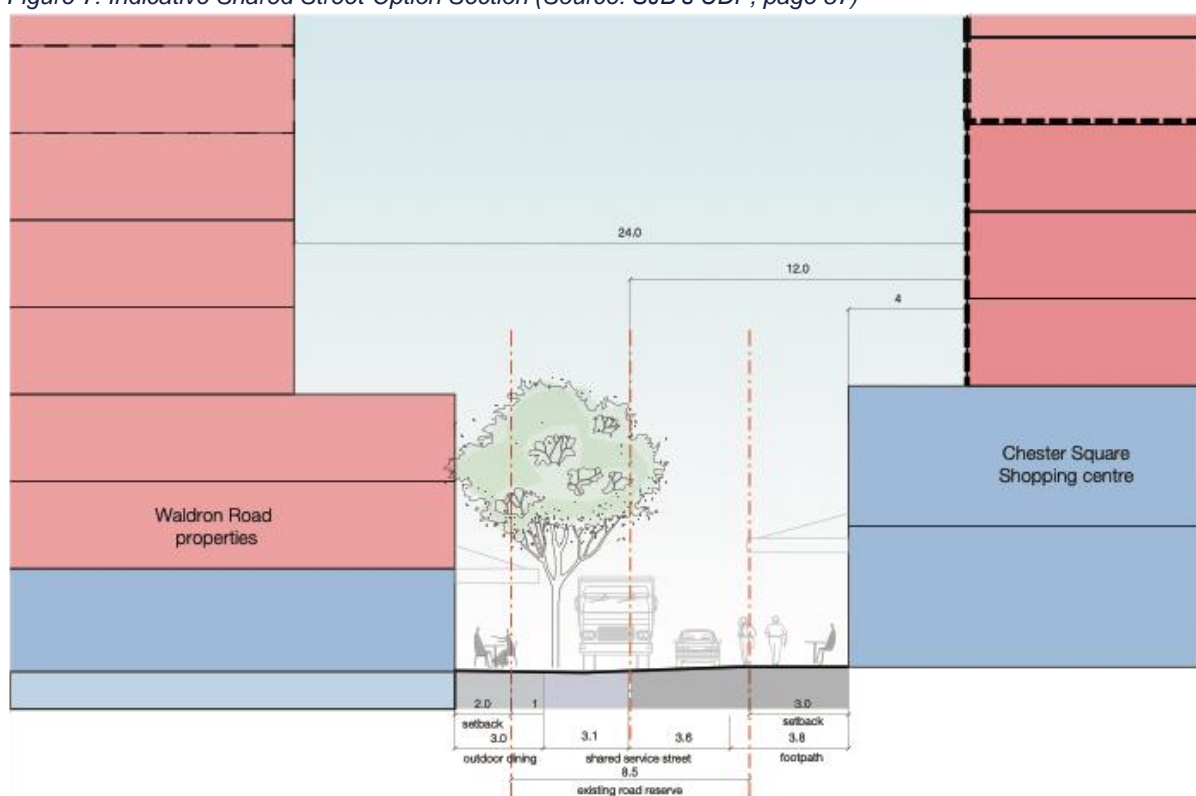




Figure 8: Aspirational future Movement and Place streets categorisation (Source: SJB's UDF, page 85)



To support the intended outcomes of these public benefits, Council has engaged Aspect Studios to undertake a Public Domain Plan (PDP) to support the draft Planning Agreement (PA) that is to be exhibited alongside the Planning Proposal. Council will progress with the PDP while the proposal is under assessment to support a prompt public exhibition if a Gateway Determination is granted.

### Transport infrastructure

In accordance with DPE's request dated 22 December 2020, the preparation of a transport strategy and further traffic network modelling has been completed by ARUP prior to resubmission of this proposal. The key difference between the ARUP modelling and that undertaken previously by Ason (refer Appendix H and J) is the use of more a sophisticated software program to consider consequential impacts and travel behaviour in a network with various intersections located closely together – such as along Waldron Road (known as microsimulation traffic modelling).

The study area for the TSTIA identified in Figure 9 was focused on analysis of the local network which would be impacted by this Planning Proposal. Future master planning of the Chester Hill centre will include exploration and consultation with Transport for NSW to consider broader network changes outside of the defined study area to unlock additional capacity.

The TSTIA identified that the following upgrades would be required to support the proposed growth and comply with Transport for NSW's requirements as shown in Figure 10 below. Both of these upgrades will be required to support any future DA which utilises the proposed increased FSR and building height controls in this Planning Proposal.





Figure 9: Transport Network Study Area (Source: TSTIA prepared by ARUP)

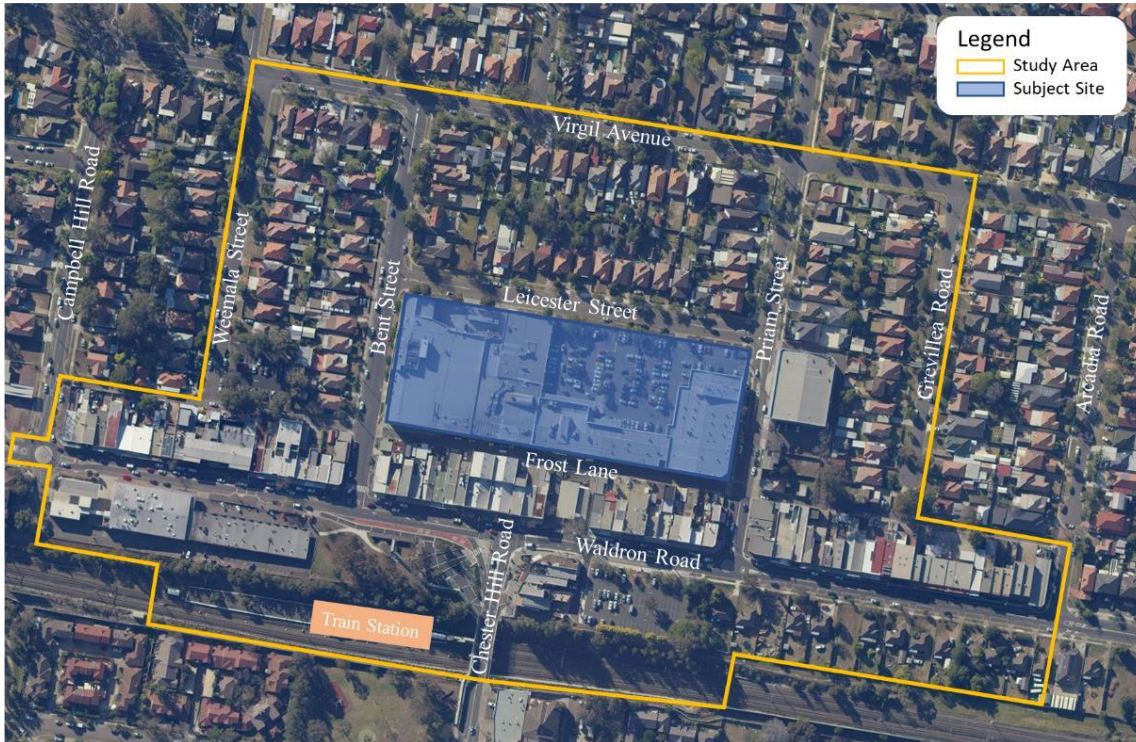
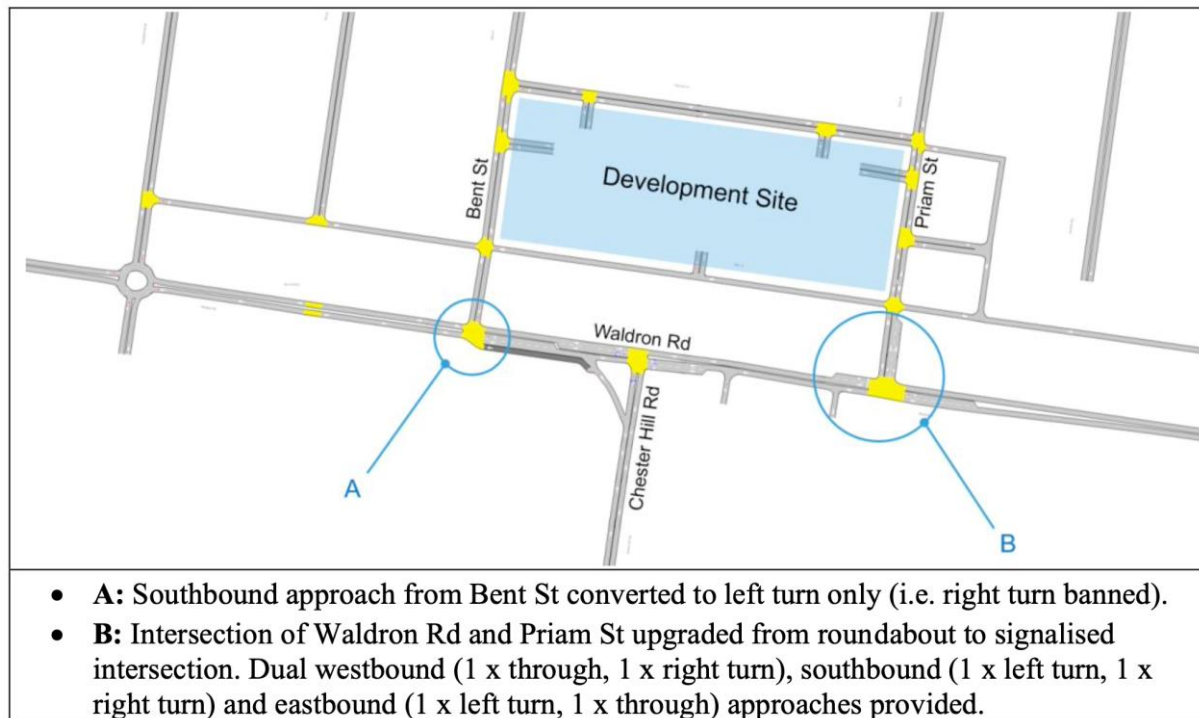


Figure 10: Recommended Infrastructure Upgrades (Source: ARUP's TSTIA - Appendix K)

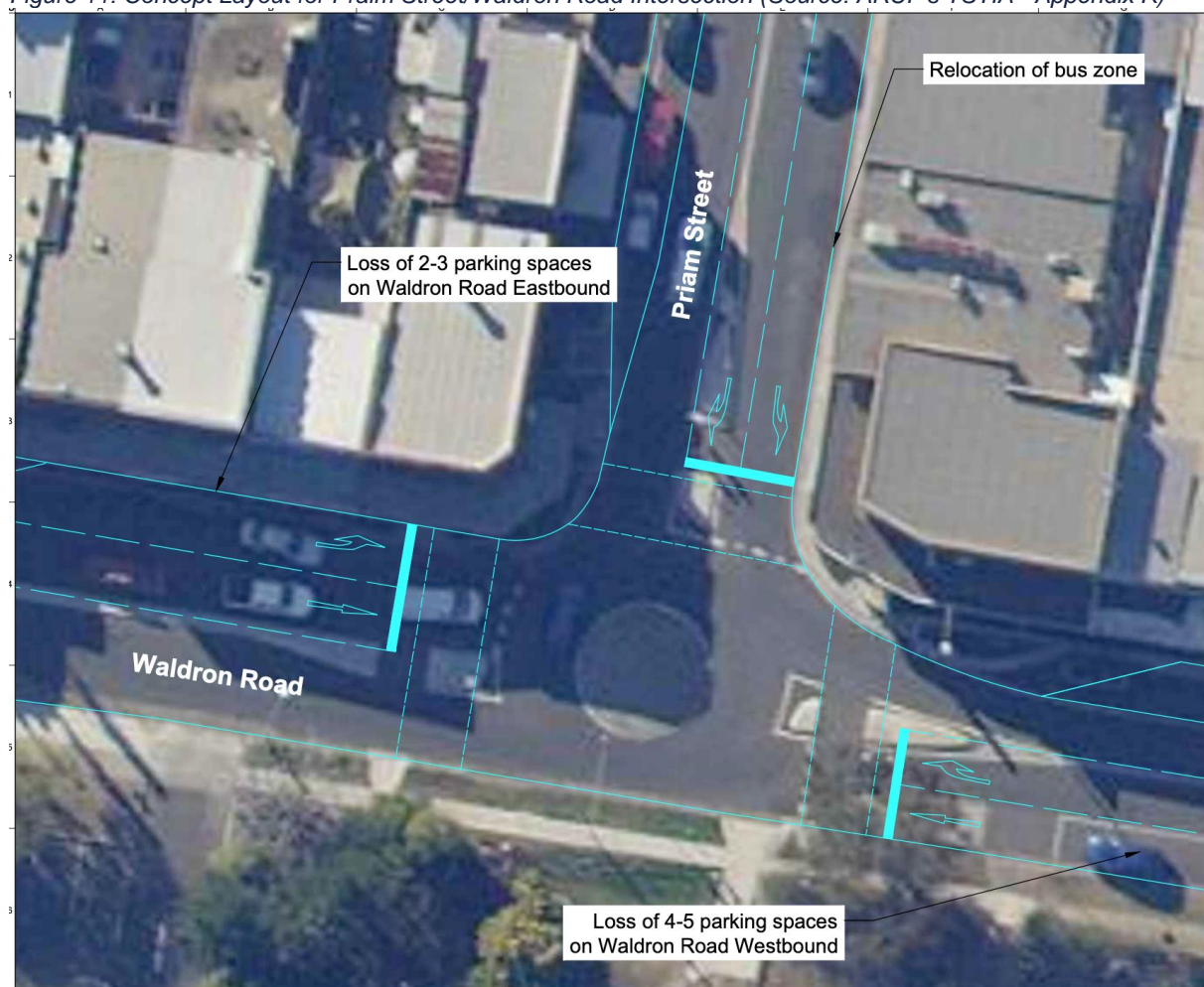




**Upgrade A:** The Bent Street and Waldron Road intersection modifications include the removal of right turn movements onto Waldron Road from Bent Street. Further investigations at a DA stage may identify that this restriction could apply at peak times only or suggest a total ban for improved safety outcomes.

**Upgrade B:** Ason's reports recognised that upgrades would be required to the Priam Street and Waldron Road Intersection. ARUP's concept design for this intersection as shown in Figure 11 below had been designed to comply with TfNSW's requirements for Waldron Road, a regionally significant road, and slightly extended to support the density of uses as proposed.

Figure 11: Concept Layout for Priam Street/Waldron Road Intersection (Source: ARUP's TSTIA - Appendix K)



Further engagement with TfNSW will be required to confirm the upgrades proposed and potential agreements for the provision of accessible lifts at Chester Hill Train Station for equitable access as required in the Council resolution. Council will seek for this matter to be resolved by the proponent prior to reporting the Planning Proposal to Council post-exhibition.





### **Utilities, Waste Management and Recycling**

There are no current deficiencies in utilities, waste management and recycling public infrastructure to support the proposed land use.

## **Section E – State and Commonwealth interests**

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

The Gateway Determination will require consultation, with Council recommending the following agencies:

- Ausgrid
- ARTC: Australian Rail Track Corporation
- Civil Aviation Safety Authority
- Department of Education
- Greater Cities Commission
- State Emergency Service
- Sydney Water
- Sydney Trains
- Sydney Metro
- Transport for NSW.

Following consultation with the above agencies in the public exhibition period, any issues raised will be considered for adoption in this Planning Proposal or associated site specific DCP.



## **Part 4 – Maps**

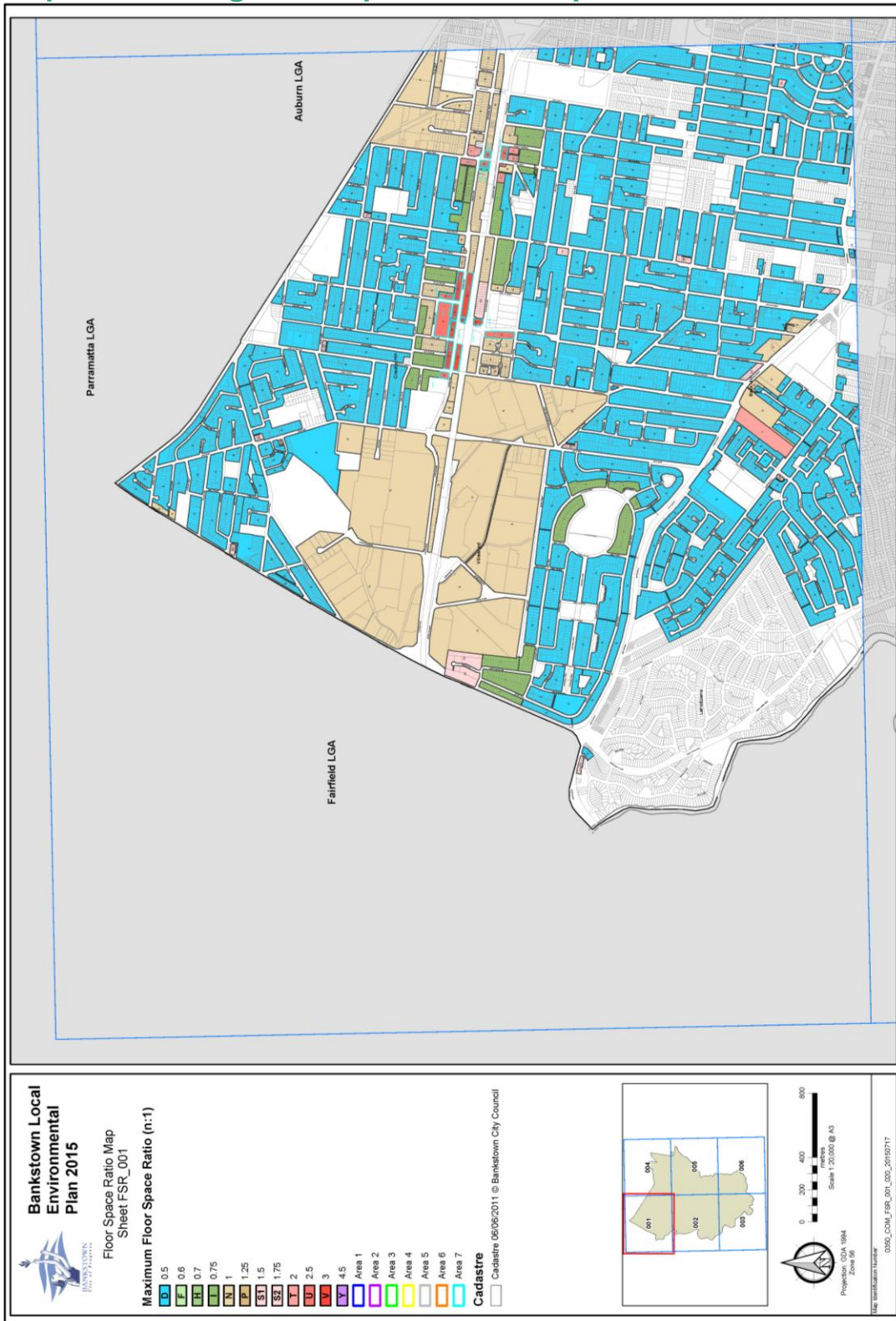
This Planning Proposal seeks to amend or create the following maps:

- Map 1 – Existing Floor Space Ratio Map
- Map 2 – Proposed Floor Space Ratio Map
- Map 3 – Existing Height of Buildings Map
- Map 4 – Proposed Height of Buildings Map

The proposed maps accompanying this Planning Proposal are found in Appendix C.

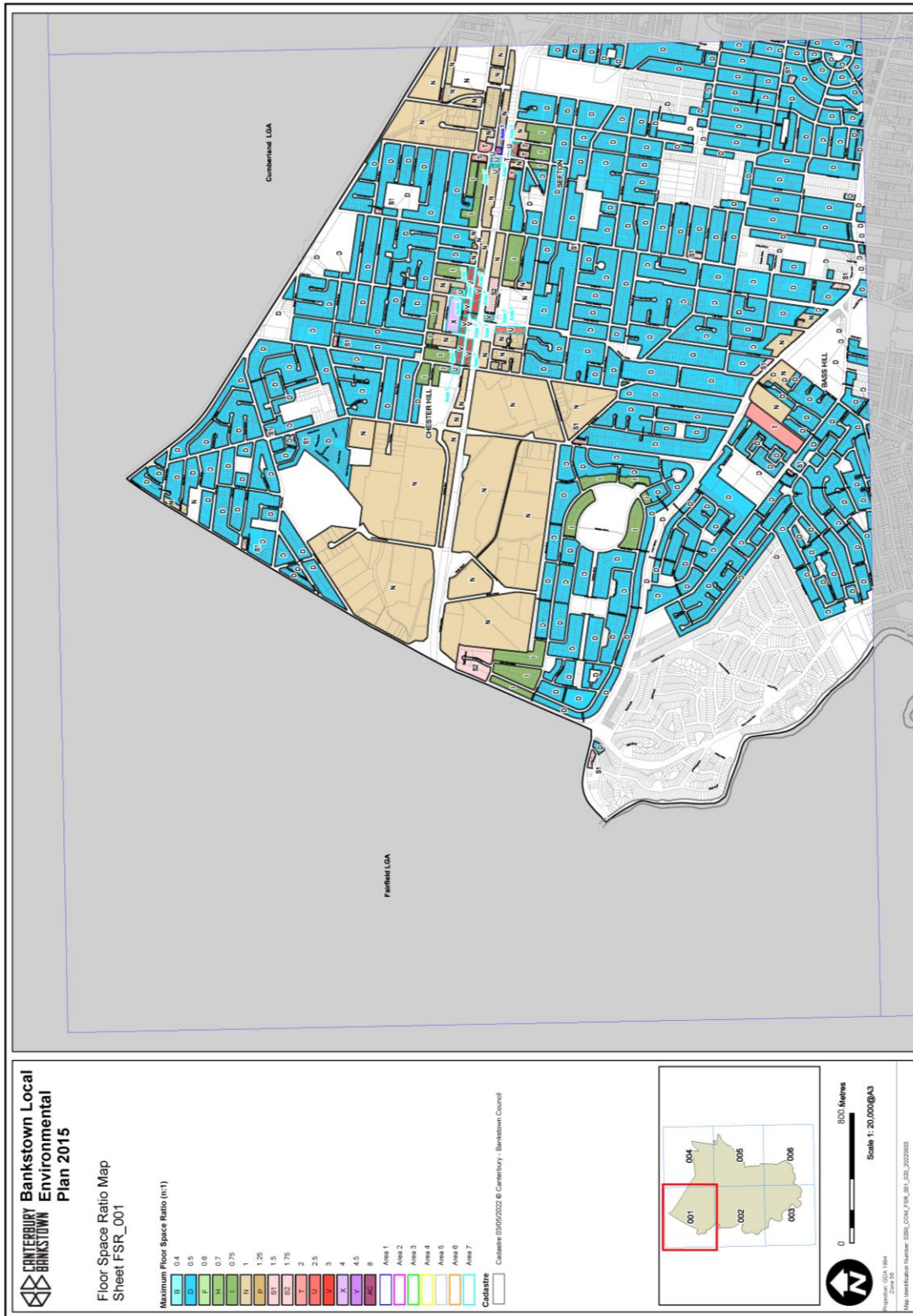


## Map 1 – Existing Floor Space Ratio Map





## Map 2 – Proposed Floor Space Ratio Map

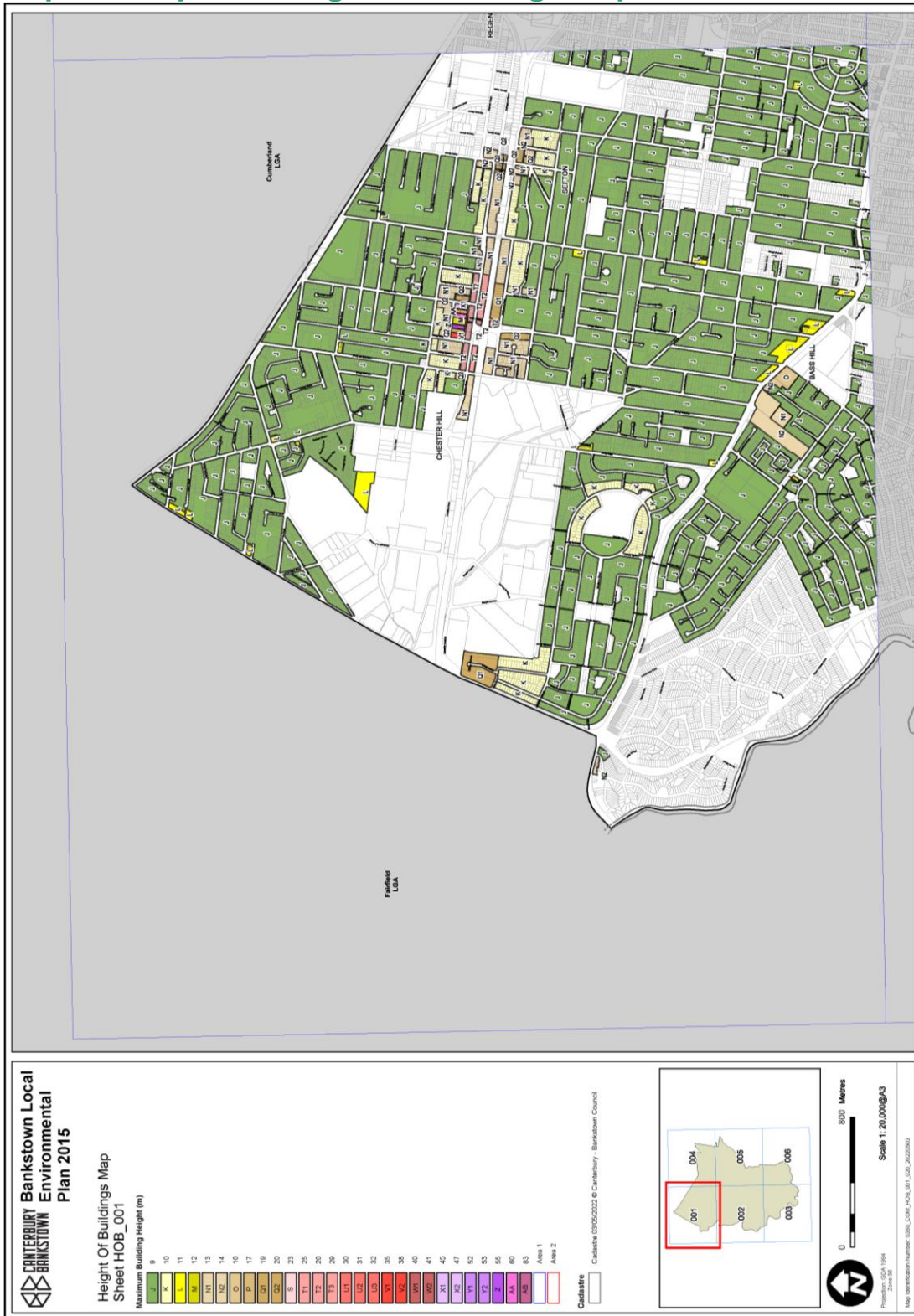








## Map 4 – Proposed Height of Buildings Map







## Part 5 – Community Consultation

Once a Gateway Determination is obtained, the Planning Proposal will be placed on public exhibition in accordance with the Gateway regulatory requirements and Canterbury Bankstown Community Participation Plan for a minimum of 28 days (unless otherwise specified in the Gateway Determination), and will comprise of:

- Notification in the local newspaper that circulates in the area affected by this Planning Proposal.
- Display on Council's corporate 'Have Your Say' website.
- Written notification to affected property owners.
- Written notification to public authorities stipulated in the Gateway determination.

Each public authority/organisation is to be provided with a copy of this Planning Proposal and any relevant supporting material and given at least 21 days (unless otherwise specified in the Gateway Determination) to comment on the proposal as stipulated in the Gateway determination.



## Part 6 – Project Timeline

Based on the new LEP Making Guideline, the anticipated timeline for completion of this Planning Proposal is as follows:

<b>Date (Actual or Indicative)</b>	<b>Project Stage</b>
<b>17 August 2020</b>	Consideration and decision by the Local Planning Panel (LPP)
<b>22 September 2020</b>	Consideration and decision by Council
<b>22 December 2020</b>	DPE's response to original Gateway Determination request
<b>April 2022</b>	Additional precinct studies undertaken and completed in response to DPE's advice
<b>May 2022</b>	Gateway Request Submission
<b>August 2022</b>	Gateway Determination
<b>December 2022</b>	Pre-exhibition – completion of any additional studies required prior to exhibition
<b>April 2023</b>	Commencement and completion of public exhibition period
<b>May 2023</b>	Consideration of submissions
<b>June 2023</b>	Post-exhibition review and additional studies
<b>September 2023</b>	Submission to the Department for finalisation (if applicable)
<b>December 2023</b>	Gazettal of LEP amendment



## Appendix A – State Environmental Planning Policies

State Environmental Planning Policies	Applicable	Consistent
<b>State Environmental Planning Policy (Biodiversity and Conservation) 2021</b>		
Chapter 2: Vegetation in non-rural areas	Yes	Yes
Chapter 3: Koala habitat protection 2020	No	N/A
Chapter 4: Koala habitat protection 2021	No	N/A
Chapter 5: River Murray lands	No	N/A
Chapter 6: Bushland in urban areas	No	N/A
Chapter 7: Canal estate development	No	N/A
Chapter 8: Sydney drinking water catchment	No	N/A
Chapter 9: Hawkesbury-Nepean River	No	N/A
Chapter 10: Sydney Harbour Catchment	Yes	Yes
Chapter 11: Georges Rivers Catchment	Yes	Yes
Chapter 12: Willandra Lakes Region World Heritage Property	No	N/A
<b>State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004</b>	<b>Yes</b>	<b>Yes</b>
<b>State Environmental Planning Policy (Exempt and Complying Development Codes) 2008</b>	<b>Yes</b>	<b>Yes</b>
<b>State Environmental Planning Policy (Housing) 2021</b>	<b>Yes</b>	<b>Yes</b>
<b>State Environmental Planning Policy (Industry and Employment) 2021</b>		
Chapter 2: Western Sydney employment area	No	N/A
Chapter 3: Advertising and Signage	Yes	Yes
<b>State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development</b>	<b>Yes</b>	<b>Yes</b>
<b>State Environmental Planning Policy (Planning Systems) 2021</b>		
Chapter 2: State and regional development	Yes	Yes
Chapter 3: Aboriginal Land	Yes	Yes
Chapter 4: Concurrences and consents	Yes	Yes
<b>State Environmental Planning Policy (Precincts—Central River City) 2021</b>		
Chapter 2: State significant precincts	Yes	Yes
Chapter 3 Sydney region growth centres	No	N/A
Chapter 4 Homebush Bay area	No	N/A
Chapter 5 Kurnell Peninsula	No	N/A
Chapter 6: Urban renewal precincts	No	N/A
<b>State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021</b>		
Chapter 2: State significant precincts	Yes	Yes
Chapter 3: Darling Harbour	No	N/A
Chapter 4: City West	No	N/A
Chapter 5: Walsh Bay	No	N/A
Chapter 6: Cooks Cove	No	N/A
Chapter 7: Moore Park Showground	No	N/A
<b>State Environmental Planning Policy (Precincts—Regional) 2021</b>		
Chapter 2: State significant precincts	Yes	Yes
Chapter 3: Activation Precincts	No	N/A
Chapter 4: Kosciuszko National Park and alpine resorts	No	N/A
Chapter 5: Gosford city Centre	No	N/A
<b>State Environmental Planning Policy (Precincts—Western Parkland City) 2021</b>		
Chapter 2: State significant precincts	Yes	Yes



<b>State Environmental Planning Policies</b>	<b>Applicable</b>	<b>Consistent</b>
Chapter 3: Sydney region growth centres	No	N/A
Chapter 4: Western Sydney Aerotropolis	No	N/A
Chapter 5: Penrith Lakes Scheme	No	N/A
Chapter 6: St Marys	No	N/A
Chapter 7: Western Sydney Parklands	No	N/A
<b>State Environmental Planning Policy (Primary Production) 2021</b>		
Chapter 2 Primary production and rural development	Yes	Yes
Chapter 3: Central Coast plateau areas	No	N/A
<b>State Environmental Planning Policy (Resilience and Hazards) 2021</b>		
Chapter 2: Coastal Management	No	N/A
Chapter 3: Hazardous and offensive development	Yes	Yes
Chapter 4: Remediation of Land	Yes	Yes
<b>State Environmental Planning Policy (Resources and Energy) 2021</b>		
Chapter 2: Mining, petroleum production and extractive industries	Yes	Yes
Chapter 3: Extractive industries in Sydney area	No	N/A
<b>State Environmental Planning Policy (Transport and Infrastructure) 2021</b>		
Chapter 2: Infrastructure	Yes	Yes
Chapter 3: Educational establishments and child care facilities	Yes	Yes
Chapter 4: Major infrastructure corridors	No	N/A
Chapter 5: Three ports—Port Botany, Port Kembla and Newcastle	No	N/A



## Appendix B – Local Planning Directions (Section 9.1)

Local Planning Directions		Applicable	Consistent
<b>Focus area 1: Planning Systems</b>			
1.1	Implementation of Regional Plans	Yes	Yes
1.2	Development of Aboriginal Land Council land	No	N/A
1.3	Approval and Referral Requirements	Yes	Yes
1.4	Site Specific Provisions	Yes	Yes – minor significance.
<b>Focus area 1: Planning Systems – Place-based</b>			
1.5	Parramatta Road Corridor Urban Transformation Strategy	No	N/A
1.6	Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	No	N/A
1.7	Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	No	N/A
1.8	Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	No	N/A
1.9	Implementation of Glenfield to Macarthur Urban Renewal Corridor	No	N/A
1.10	Implementation of the Western Sydney Aerotropolis Plan	No	N/A
1.11	Implementation of Bayside West Precincts 2036 Plan	No	N/A
1.12	Implementation of Planning Principles for the Cooks Cove Precinct	No	N/A
1.13	Implementation of St Leonards and Crows Nest 2036 Plan	No	N/A
1.14	Implementation of Greater Macarthur 2040	No	N/A
1.15	Implementation of the Pyrmont Peninsula Place Strategy	No	N/A
1.16	North West Rail Link Corridor Strategy	No	N/A
1.17	Implementation of the Bays West Place Strategy	No	N/A
<b>Focus area 2: Design and Place</b>			
<b>Focus area 3: Biodiversity and Conservation</b>			
3.1	Conservation Zones	Yes	Yes
3.2	Heritage Conservation	Yes	Yes
3.3	Sydney Drinking Water Catchments	No	N/A
3.4	Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	No	N/A
3.5	Recreation Vehicle Areas	Yes	Yes
<b>Focus area 4: Resilience and Hazards</b>			
4.1	Flooding	No	N/A
4.2	Coastal Management	No	N/A
4.3	Planning for Bushfire Protection	No	N/A
4.4	Remediation of Contaminated Land	Yes	Yes
4.5	Acid Sulfate Soils	No	N/A
4.6	Mine Subsidence and Unstable Land	No	N/A
<b>Focus area 5: Transport and Infrastructure</b>			
5.1	Integrating Land Use and Transport	Yes	Yes
5.2	Reserving Land for Public Purposes	Yes	Yes
5.3	Development Near Regulated Airports and Defence Airfields	Yes	Justifiable inconsistency
5.4	Shooting Ranges	No	N/A
<b>Focus area 6: Housing</b>			
6.1	Residential Zones	Yes	Yes
6.2	Caravan Parks and Manufactured Home Estates	Yes	Yes



Local Planning Directions		Applicable	Consistent
<b>Focus area 7: Industry and Employment</b>			
7.1	Business and Industrial Zones	Yes	Yes
7.2	Reduction in non-hosted short-term rental accommodation period	No	N/A
7.3	Commercial and Retail Development along the Pacific Highway, North Coast	No	N/A
<b>Focus area 8: Resources and Energy</b>			
8.1	Mining, Petroleum Production and Extractive Industries	No	N/A
<b>Focus area 9: Primary Production</b>			
9.1	Rural Zones	No	N/A
9.2	Rural Lands	No	N/A
9.3	Oyster Aquaculture	No	N/A
9.4	Farmland of State and Regional Significance on the NSW Far North Coast	No	N/A