

Planning Proposal Request - 108 Station Street, Wentworthville

Responsible Department:	Environmental and Planning Services
Executive Officer:	Director of Environmental & Planning Services
File Number:	INFOC/19 - BP15/1368
Delivery Program Code:	5.1.1 Oversee the land use planning, design and compliance framework for managing and facilitating appropriate development 5.2.1 Identify strategies that support the development of local centres and business across the City 6.2.1 Oversee and implement infrastructure strategies and Development Contributions Plans to ensure local public facilities and infrastructure can be provided to meet the needs of a growing population 7.1.2 Ensure land use planning recognises and promotes business and employment centres 8.1.1 Oversee and implement Council's Residential Development Strategy and appropriate housing opportunities through land use planning 8.2.1 Ensure housing growth is focused around centres and planning controls do not compromise housing affordability

Summary:

A planning proposal has been submitted for property 108 Station Street Wentworthville requesting to amend the following development standards contained within Holroyd Local Environmental Plan 2013:

- Increase the maximum building height from 20 metres to 29 metres (8 storeys) for the majority of the site, with a corner element of 41 metres (12 storeys) to present onto the intersection of Station Street and a proposed new public laneway.
- Increase the maximum floor space ratio (FSR) from 2.2:1 to 3.8:1 (gross) / 4.5:1 (net).

The proponent is proposing to dedicate freehold, free of cost to Council, a 6.6m wide laneway via a Voluntary Planning Agreement (VPA), in order to assist in creating a future extension to Station Lane to service numerous properties.

The purpose of this report is to provide a pre-Gateway assessment of the strategic merit of the proposal for Councils consideration, in order to progress to the next stage of the planning making process. On the basis of the strategic merit assessment, it is recommended that Council proceed with a planning proposal for the site.

Site and Location:

The subject site (Lot B DP 410947) is located within the B2 Local Centre zone, on the southern fringe of the Wentworthville Centre, on Station Street. The site is situated on the eastern side of Station Street, just south of the intersection of Station Street and McKern Street. It is 1,919m² in area, with a site frontage of 38m and depth of 50m. The site slopes to the rear, with a fall of approximately 3m. The site is affected by stormwater flooding. No vegetation exists on site, with the exception of one tree located on the boundary between the subject site and 122 Station Street to the south. A right of carriageway exists between the subject site and 86 Station Street to the north (3.66m on each site).

The site currently contains several retail shops, including a pharmacy, restaurant, beauty salon and on grade parking. Wentworthville Medical and Dental Centre is located to the south of the site and the Patel Brothers grocery shop is located to its north.

The request for a planning proposal has been lodged by Beaini Projects Pty Ltd, who is the prospective owner, having signed contracts to purchase the site. It is understood that the current owners, through the sales contract, have approved Beaini Projects to lodge a planning proposal for the site.

Wentworthville Planning and Place Making Strategy 2015:

The subject site is located within the study area of the Wentworthville Centre Revitalisation Planning Project, which is currently subject to the community consultation of the Wentworthville Centre Planning and Place Making Strategy. The Strategy makes recommendations for the subject site, including:

- A maximum building height of 8 storeys fronting Station Street
- A FSR of 3:1
- The provision of laneway access to create an 8 metre wide extension to connect with the existing Station Lane, to be achieved through Section 94 development contributions.

It is noted that as part of Councils background studies, economic feasibility testing was undertaken on the subject site. Testing concluded that an increase to the current 2.2:1 FSR and 20m (5-6 storeys) height control would be necessary for development to generally be feasible.

Background:

The request for a planning proposal for the site was lodged with Council on 7 May 2015. The process to date is summarised in the table below:

Date	Event
7 May 2015	Planning proposal submitted proposing the following controls: <ul style="list-style-type: none"> • Increase the maximum building height from 20 metres (5-6 storeys) to 43 metres (13-14 storeys) across the site. • Increase the maximum floor space ratio (FSR) from 2.2:1 to 5.5:1.
14 May 2015	A letter was issued to the proponent, requesting additional information in order to assess the planning proposal.
19 May 2015	Proponent lodged additional information.
25 May 2015	A letter was issued to the proponent indicating that the pre-gateway assessment of the planning proposal request has commenced.
27 July 2015	A meeting was held with the proponent to inform them that the submitted planning proposal could not be recommended to Council, as there was insufficient planning justification (strategic merit). The proponent indicated that they would reconsider their proposal.
12 - 17 August 2015	The proponent submitted an amended planning proposal request, proposing the following controls: <ul style="list-style-type: none"> • Increase the maximum building height from 20 metres (5-6 storeys) to 41 metres (12 storeys) - as a front corner element, 35 metres (10 storeys) for the majority of Station street frontage and 29 metres (8 storeys) to the rear of the site. • Increase the maximum floor space ratio (FSR) from 2.2:1 to 4.5:1 (gross).
1 September 2015	A letter was issued to the proponent indicating that the amended planning proposal request in its current form could not be supported.
4 September 2015	A letter was submitted by the proponent, raising concern with the financial viability of the development with reduced FSR and building height. The proponent requested an FSR of 4:1 be considered by Council. The proponent indicated support in dedicating the accessway to Council.
7 September 2015	At the request of the proponent, a meeting was held to discuss Council's letter and recommendations, specifically the proposed FSR.
15 September 2015	The proponent was informed that in respect to reporting the proposal to Council, that an FSR of 3.8:1 (gross) could be recommended to be supported, where the proponent would be willing to dedicate the proposed laneway, freehold, free of cost to Council, via a voluntary planning agreement (VPA).
17 September 2015	The proponent submitted a letter of offer to enter into a VPA with Council to dedicate the proposed laneway to Council freehold, at no cost to Council.

Initial Proposal

The initial proposal submitted to Council requested to amend the following development standards contained in Holroyd Local Environmental Plan 2013 for the subject site:

- Increase the maximum building height from 20 metres (5-6 storeys) to 43 metres (13-14 storeys) across the site.
- Increase the maximum floor space ratio (FSR) from 2.2:1 to 5.5:1.

An initial assessment of the application revealed that while supportive of an opportunity to commence the revitalisation of the Wentworthville Centre, the request could not be supported due to:

- The height being inconsistent with Councils recent planning and design studies.
- The proposed FSR not being reflective of the building form achievable under the proposed height (within SEPP 65 design requirements).
- The proposal did not demonstrate that the site had a specific point of difference within the local and immediate context of the Centre or provides a public benefit in order to justify greater heights than might otherwise be applied to this section of Station Street.

Overall, the initial proposal lacked any strategic merit or justification for the requested heights and density in this location.

Amended Proposal

An amended proposal was subsequently lodged with Council to amend the following development standards contained in Holroyd Local Environmental Plan 2013 for the subject site:

- Increase the maximum building height to 41 metres (12 storeys) - as a front corner element, 35 metres (10 storeys) for the remaining Station Street frontage and 29 metres (8 storeys) to the rear of the site.
- Increase the maximum floor space ratio (FSR) to 4.5:1 (over the gross site area).

In the amended proposal, the proponent proposed to enter into a voluntary planning agreement (VPA) to establish an easement or right of way on land proposed to be a shared access way under the building concept plans submitted with the application.

An assessment of the amended application concluded (noting the context of the site being on the fringe of the Centre and adjacent to an existing 3 storey residential flat building) that:

- For consideration for heights above 8 storeys for a site on the fringe of the centre, the planning proposal would have to demonstrate that the site has a specific point of difference in its context and provides a public benefit, which the application failed to demonstrate.
- The proposed FSR was not reflective of the proposed building form plans submitted to Council or achievable under the proposed building heights and could not be supported.

In correspondence to the proponent, it was indicated that a building height of 29 metres (8 storeys) and an FSR of 3:1 is likely to be proposed in the Planning and Placemaking Strategy, however a laneway was to be dedicated as a public benefit, free of cost to Council via a VPA, Council planners may be in a position to support a higher building element on the corner of that laneway.

2nd Amended Proposal

Testing was undertaken of the achievable FSR under the built form modelling for the site, created as part of the Wentworthville Centre Urban Design Study (undertaken as part of the Wentworthville Centre Revitalisation Planning Project), with the addition of a corner element up to 12 storeys. An FSR of approximately 3.8:1 (gross) or 4.5:1 (net, excluding the land dedication) could be achieved. This is supported on the basis that the proponent is proposing to dedicate the laneway freehold, free of cost to Council for public access via a VPA. This is considered a public benefit to the wider centre and for which Section 94 development contributions would not need to be used to purchase the land. It is noted that a laneway is proposed in this location in the Planning and Placemaking Strategy, currently the subject of community consultation.

Dedication of this land creates a point of difference for the proposal. It enables the provision of permanent public access, which is considered a public benefit, and may justify additional height in the form of an additional 4 storeys in the north- western corner of the site, which would provide built form legibility to the vehicular entry on Station Street.

The proponent has provided a letter of offer to Council for the dedication of this laneway, freehold and at no cost to Holroyd City Council, to create a public laneway, on the basis of a proposed 3.8:1 (gross site area) FSR, 8 storey (27m) height and corner element height of 12 storeys (41m). The 3.8:1 FSR over the gross site equates to 4.5:1 FSR over the net site area (excluding the laneway land).

It is this 2nd amended proposal for which a strategic merit assessment is provided in this report.

Strategic Merit Assessment:

Proposed Planning Controls

The proposal seeks to amend the following for the site:

- Increase the maximum height of buildings
- Increase the maximum floor space ratio (FSR)
- Dedicate a portion of the site for infrastructure (laneway)

A summary is provided below:

	Current Control / Use	Proposed Control / Use
Height of Buildings	20m	29m and 41m
Floor Space Ratio (FSR)	2.2:1	3.8:1 (gross) / 4.5:1 (net)
Land dedication	Nil	approx. 330m ² for public laneway

The request is to enable the redevelopment of the site for a higher yielding mixed use commercial and shoptop housing (apartment) development, including basement parking and vehicular access via a public laneway. The Request precedes, but is generally consistent, with the revitalisation strategy for Wentworthville and community feedback in relation to built form (being within the range of 6 to 12 storey 'mid-rise').

Strategic Planning Context

The Request has been prepared in accordance with the Department of Planning and Environments' *A Guide to Preparing Planning Proposals* and broadly aligns with State and local planning strategies. The Request is not the direct result of a specific strategic study or report.

In a local context, the site is located on the fringe of the Wentworthville Centre precinct and is within 400 metres walking distance of Wentworthville Railway Station. The site is directly adjacent to existing 3 storey residential flat buildings on Lane Street, placing importance on the facilitation of a built form transition from the core of the Centre, to fringe sites (such as the subject site), and then to the surrounding residential zones.

The request is generally consistent with the Planning and Place Making Strategy for Wentworthville Centre, which is currently the subject of community consultation. The Strategy proposes for the subject site a maximum height of 8 storeys (29 metres) where adjacent to a road or laneway and 4/5 storeys (17-20 metres) where not directly adjacent to a road. An FSR of 3:1 reflects the potential achievable built form with the abovementioned heights. The Strategy proposes the creation of part of a public laneway, half of which would be along the northern boundary of the subject site.

The planning proposal request proposes 29 metres (8 storeys) across the site, with 41 metres (12 storeys) as a corner element at the intersection of Station Street and the proposed new laneway. DCP controls would require rear setbacks and lower heights at the rear of the site, away from Station Street and the proposed laneway. The request proposes the freehold, free of cost dedication of a 6.6 metre wide laneway along the northern boundary of the site (approx. 330m² in area). An FSR of 3.8:1 reflects the achievable built form with the subject heights as a gross calculation across the entire site (including laneway).

Consideration has been given to the strategic planning merit of the departure of the requested 41 metre (12 storey) corner element from the currently exhibited Strategy of a maximum of 29 metres (8 storeys) for the subject site. The opportunity to create a publicly accessible laneway, free of cost to Council provides a wider public benefit for the Centre, enabling future development north of the subject site to gain vehicular access off a future rear laneway, enhancing the pedestrian experience to Station Street. The ability for the subject site to provide this public laneway creates a definite point of difference for this site over others along Station Street. A corner building element, permitting an additional 4 storeys (up to 41 metres) to be located on the corner of Station Street and the proposed new laneway would provide a built form marker to the location of the laneway, whilst generally maintaining an 8 storey (29 metre) height across the majority of the site and is considered supportable from the strategic planning context.

Design and Amenity Considerations

Building envelope drawings were provided to support the requested planning proposal in respect to floor space ratio, overshadowing and streetscape presentation. Council's urban design and modelling study for Wentworthville Centre also provided building envelopes for the subject site.

The envelopes demonstrate compliance with minimum setback and separation distances as required under SEPP, providing adequate separation between existing residential apartments and the subject site, which would also enable future landscape treatment to provide additional privacy.

The provided drawings demonstrate the overshadowing impact of the development on adjacent sites under the earlier amended proposal. These verify that owing to the orientation of the site, that the shadow impact of the development in the earlier (and taller) proposal should not further compromise the potential for adjacent sites (including the existing residential flat buildings to the east) to achieve solar and daylight access as required under SEPP 65. The heights of the subject proposal would have no greater impact than the than under the earlier proposal.

There are concerns with the design of the submitted building envelope, specifically the rear wing and the potential constrained nature of dwellings, lift access, corridors within the narrow building envelope depth and the suitability of the communal open, noting it would be overshadowed all day. While this is not critical to resolve at a planning proposal stage, it has been raised as a concern with the proponent. Neither of the proposed planning standards would restrict the achievement of a more optimal building envelope, such as indicated in Councils urban design study.

Scale and Visual Impact

Apart from the higher corner element, the scale of the requested planning proposal is generally consistent with the currently exhibited Planning and Place Making Strategy for Wentworthville Centre. The corner element of an additional 4 storeys would act as a visual marker for the public laneway and is not envisioned to cause any further negative overshadowing or amenity concerns. The location of taller building heights in this location is consistent with the strategic location of other taller building elements in the centre, at key entries and where public infrastructure is to be provided.

Traffic and Transport Considerations

A traffic and transport report was provided to support the initial proposal (a greater number of dwellings than the current proposal). The report indicates that the proposed development would be able to provide both residential and commercial car parking spaces in accordance with Councils Development Control Plan.

The report also indicated that the size of the retail component of this site will remain unchanged and therefore the net increase in traffic would be generated by the proposed residential component. The report concluded (noting that the report was detailing a proposal of a greater amount of dwellings than currently proposed) that “the net increase in additional vehicle trips is relatively minor and it is expected that the local traffic conditions in the vicinity of the site would not have any significant impact from this proposal and no mitigation measures are proposed.”

As part of the Wentworthville Centre Revitalisation Planning Project, a traffic and transport study was completed, as well as a traffic modelling study. The Wentworthville Centre Planning and Place Making Strategy proposes a number of mitigation measures to manage vehicular traffic within the Centre. The plan proposes a southern extension of Station lane, connecting up to Station Street through a laneway through 86 Station Street and 108 Station Street, where an existing right of accessway easement is located.

The proposal seeks to accommodate a 6.6 metre wide laneway on the site and has made a letter of offer to dedicate this to Council in order to create a public roadway. Council's Engineering Services Department has reviewed the plans and generally has no objections to the proposal, however it was noted that the operation of the laneway in respect to the McKern Street and Station Street intersection will be further investigated at the Development Application stage, and may require the new laneway to be one-way or provide a left in left out traffic arrangement.

Environmental Considerations - Flooding

The site has been identified as being affected by moderate stormwater overflow, specifically at the front of the property. When considering a planning proposal for flood prone land, the proposal must comply with the NSW Department of Planning and Environments 117 direction for Flood Prone Land. The application is not proposing to rezone the land or change the existing permissible uses. The proposal will involve an increase in the intensity of the use of the land, though not significant. Mitigation measures, consistent with the NSW Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005 (including the Guideline on Development Controls on Low Flood Risk Areas) can satisfactorily be implemented for any future development on site.

A flood impact assessment report was submitted with the application and concludes that *"Various development controls are available to effectively mitigate against this flood risk on and off site, and which any subsequent design of the site should take into account"*.

Council's Engineering Services Department has reviewed the plans and supporting reports and have indicated no objection to the proposal on flooding grounds.

Environmental Considerations - Contamination

As the requested planning proposal does not seek to change the permissible land uses on the site, matters relating to site contamination can generally be addressed in detail as part of any future development application for the site.

A preliminary site investigation was submitted with the proposal, which was prepared in accordance with the NSW EPA Guidelines for consultants reporting on contaminated sites and the National Environmental Protection Measure (NEPM 2013 Amendment). The report concluded the following areas of concern:

- Potential importation of uncontrolled fill that may contain various contaminants,
- Current or past use of pesticides,
- Car park areas where leaks and spills from cars,
- Chemical storage areas,
- High voltage electrical transformer box where leaks may have occurred, and
- Asbestos based building materials.

The report concludes that the site will be suitable for future residential development subject to a detailed Environmental Site Assessment prior to the determination of any development application.

Council's Environmental Health Unit have reviewed the plans and supporting reports and concur that further assessment reports will be required to be submitted to Council for determination prior to the approval of any development application; however there is no objection to the requested planning proposal.

Economic Considerations

While the proposal does not intend to change the actual amount of retail and commercial floor space currently on site, the proposal has identified the following positive economic benefits that the requested planning proposal will have on the Wentworthville Centre and surrounding locality:

- provide for new high quality retail development that attract new businesses that will better serve would better serve the existing and future residents living in the Wentworthville and surrounding residential areas by increasing local choice, convenience and amenity;
- act as a catalyst for revitalisation of the centre that will enable a demonstration mixed use project and benchmark for future sustainable development to occur in the Wentworthville town centre, which will serve to attract further economic investment and renewal in the town centre;
- provide for increased supply and mix of housing choice in the Wentworthville centre with close access to public transport and employment.
- introduce mixed use development that provides frontage and passive surveillance to adjacent streets and public open space, which will enhance the feeling of safety. This in turn will facilitate economic revitalisation by creating a more attractive and utilised town centre to the benefit of local residents and business owners;

- provide employment and amenity on a local level through the introduction of new business opportunities that will enhance the service offer within the Wentworthville town centre;
- Employment creation will occur both during the construction stage as well as the operation stage after the building is occupied;
- increase the critical residential mass in the town centre by enabling higher density on upper levels that will promote greater utilisation of town centre retail amenities and further enhance the viability for local businesses;
- have minimal impact on the viability of existing businesses in the town centre and compliment surrounding centres in the locality so as not to detract from their viability;
- facilitate cost and fuel savings for local residents resulting from greater provision services and retail facilities at a local level; and
- better utilise government investment in the locality including road and public transport infrastructure, reducing the need to create additional infrastructure carrying local, metropolitan and state-wide budgetary benefits.

It is noted that economic feasibility was not a key aspect of the planning proposal request. Economic feasibility testing was undertaken for the subject site as part of the Wentworthville Centre Revitalisation Planning Project, which determined, using assumptions on land value and a smaller laneway dedication, that the site was feasible at a height of 8 storeys with an FSR of 3:1. No testing has been undertaken for the subject proposal with a corner element of an additional 4 storeys. It is noted and also raised by the proponent that where a building contains floors over 8 storeys in height, the entire building is required to contain additional fire safety measures, such as sprinklers and this can be a significant cost to construction.

The proposed FSR of 3.8:1 (4.5:1 net FSR) is deemed suitable to provide an appropriate built form outcome and ensure the feasibility of development.

Social & Cultural Considerations

A social impact assessment was provided with the proposal, which has been reviewed by Council's Social Planner. The proposal complies with the initial scoping review methodology set out in Councils Social Impact Assessment Policy and reviews the proposals' potential impact on population change, housing, mobility and access, cultural values, community connectedness, health and wellbeing, crime and safety and the local economy.

The major identified positive impacts of the proposal are

- Supply of a more diverse and affordable housing mix in a suitable location (within the Wentworthville Town Centre, and close to Wentworthville rail station, parks and a range of community services)

- Improved safety in the locale from the additional 'casual surveillance' provided by the 'activated' street front including social gathering spaces at street level
- Potential for increased active transport – with a strengthening of pedestrian connections between the development and Wentworthville rail station, the shopping precinct and Friend Park
- The short term generation of employment in the demolition, construction and fit out stages of the development and on-going support of local shops by the new residents (around 350-400 people)
- On-going employment associated with the proposed ground floor commercial space

No negative social impacts are identified in the proposal but these are likely to be confined to short term amenity impacts during demolition/construction, minor long term increase in traffic and potential amenity impacts (such as overshadowing and noise). Some of these potential impacts could be mitigated through the development assessment process by, for example, a Construction Management Plan, use of CPTED principles, detailed design outcomes and high quality landscape treatments.

It is concluded that the population increase is consistent with the planning intent for the precinct and is unlikely to generate any significant negative social impacts and a further Social Impact Assessment is not required.

117 Directions

Section 117 of the Environmental Planning and Assessment Act 1979 allows the minister for planning to give directions to Councils regarding the principles, aims, objectives or policies to be achieved or given effect to in the preparation of draft local environmental plans (LEPs).

The proposal is generally consistent with the 117 Directions and no objection is raised in this respect.

Agency Consultation

The requirement for consultation with relevant agencies would be identified in the Gateway determination, as would the minimum requirement for public exhibition of the Planning Proposal.

Conclusion:

Council received a request on 7 May 2015 from Beaini Projects, to amend the maximum building height map and maximum floor space ratio for 108 Station Street, Wentworthville. On the basis of the assessment of the scale of the proposal, the public benefit provided in the form of a public laneway free of cost to Council and the general consistency of the application with the currently exhibited Planning and Place Making

Strategy for Wentworthville Centre, it is considered it appropriate for Council to proceed with a planning proposal. It would be appropriate to apply an SP2 Local Road zoning over the proposed laneway land and apply the FSR control of 4.5:1 over the net site area.

Consultation:

This report proposes that community consultation be carried out as determined by the Department of Planning and Environment when it issues a gateway determination of the planning proposal. Nonetheless, it is recommended that the Planning Proposal include the following:

- The Planning Proposal being exhibited for 28 days (subject to gateway determination conditions) at the Council administration building and at Wentworthville and Merrylands libraries.
- The Planning Proposal being displayed on the Council website.
- The Planning Proposal being advertised in the local newspaper during the first and second weeks of the community consultation.
- Letters being sent to neighbouring properties opposite and adjacent to the site.

Financial Implications:

There are no financial implications for Council associated with this report.

Policy Implications:

This report proposes to forward to the Department of Planning and Environment a planning proposal that may potentially result in an amendment to Holroyd Local Environmental Plan 2013.

Communication / Publications:

It is proposed that, after the Department of Planning & Environment issues a Gateway Determination, the Planning Proposal would be advertised in the local newspaper during the first and second weeks of the community consultation period.

Report Recommendation:

- i) That Council proceed with a Planning Proposal to amend the Holroyd LEP 2013 for 108 Station Street Wentworthville as follows:
 - Rezone the land offered for the laneway along the northern boundary of the site SP2 – Local Road, as per the 'Land Zoning' map in the attachment to this report.
 - Increase the maximum building height to 41 metres for a front corner element

and 29 metres for the remainder of the net site, as per the 'Height of Buildings' map in the attachment to this report.

- Increase the maximum floor space ratio (FSR) to 4.5:1 (over the net site area), as per the 'Floor Space Ratio' map in the attachment to this report.

- ii) That pending Gateway Determination, Council undertake community consultation in relation to the Planning Proposal.

Council Resolution

Note: Clr. Rahme declared a non-pecuniary non-significant interest in this item, being that a family member works for the applicant, left the Chamber and took no part in the debate nor vote thereon.

Note: Standing Orders were suspended to permit the following speaker to address the meeting: Ms. Helen Deegan of Town Planning and Urban Design.

On resumption, a motion was moved Clr. Grove, seconded Clr. Zaiter that:

- i) Council proceed with a Planning Proposal to amend the Holroyd LEP 2013 for 108 Station Street Wentworthville as follows:
- Rezone the land offered for the laneway along the northern boundary of the site SP2 – Local Road, as per the 'Land Zoning' map in the attachment to this report.
 - Increase the maximum building height to 41 metres for a front corner element and 29 metres for the remainder of the net site, as per the 'Height of Buildings' map in the attachment to this report.
 - Increase the maximum floor space ratio (FSR) to 4.5:1 (over the net site area), as per the 'Floor Space Ratio' map in the attachment to this report.
- ii) Pending Gateway Determination, Council undertake community consultation in relation to the Planning Proposal.

An amendment was moved Clr. Lake, seconded Clr. Monaghan that a decision on this planning proposal be deferred pending the outcome of the Wentworthville Centre Planning and Place Making Strategy.

The amendment moved Clr. Lake, seconded Clr. Monaghan on being Put was declared LOST.

A division was called, the result of the division required in accordance with Council's Code of Meeting Practice is as follows:

Ayes

Clr. Colman
Clr. Lake
Clr. Monaghan
Clr. Whitfield

Noes

Clr. Cummings (Mayor)
Clr. Dr. Brodie
Clr. Grove
Clr. Nadima Kafrouni
Clr. Nasr Kafrouni
Clr. Zaiter.

The motion moved Clr. Grove, seconded Clr. Zaiter on being Put was declared CARRIED.

A division was called, the result of the division required in accordance with Council's Code of Meeting Practice is as follows:

Ayes

Clr. Cummings (Mayor)
Clr. Dr. Brodie
Clr. Grove
Clr. Nadima Kafrouni
Clr. Nasr Kafrouni
Clr. Zaiter

Noes

Clr. Colman
Clr. Lake
Clr. Monaghan
Clr. Whitfield.

Matter Arising: Resolved on the motion of Clr. Grove, seconded Clr. Zaiter that a Councillor Briefing / Workshop be arranged for the voluntary planning agreement on 108 Station Street, Wentworthville.

A division was called, the result of the division required in accordance with Council's Code of Meeting Practice is as follows:

Ayes

Clr. Cummings (Mayor)

Clr. Dr. Brodie
Clr. Colman
Clr. Grove
Clr. Nadima Kafrouni
Clr. Nasr Kafrouni
Clr. Lake
Clr. Monaghan
Clr. Whitfield
Clr. Zaiter

Noes

Nil.

Attachments:

1. 108 Station Street - Site and Context Plan
2. 108 Station Street - Land Zoning plan
3. 108 Station Street - Height of Buildings plan
4. 108 Station Street - Floor Space Ratio plan