

<b>DA No:</b>	DA/245/2024 (Lodged on 19/03/2024)
<b>Description:</b>	Emergency Services Facility – Volunteer Firefighter Training Facility
<b>Property:</b>	The Tollgates, 1049 Pacific Highway, Cowan (Lot 100 DP1104687)
<b>Applicant:</b>	NSW Rural Fire Service
<b>Owner:</b>	Hornsby Shire Council
<b>Estimated Cost:</b>	\$276,452
<b>Ward:</b>	Ward A
<b>Clause 4.6 Request:</b>	Not applicable
<b>Submissions:</b>	Nil
<b>LPP Criteria:</b>	Development on Council-owned land
<b>Author:</b>	Nicola Neil, Consultant Town Planner
<b>COI Declaration:</b>	No Council staff involved in the assessment of this application have declared a Conflict of Interest.

## RECOMMENDATION

THAT Development Application No. DA/245/2024 for a volunteer firefighter training facility at 1049 Pacific Highway, Cowan (Lot 100 DP1104687) be approved subject to the conditions of consent detailed in Attachment 2 of LPP Report No. LPP13/24.

## EXECUTIVE SUMMARY

- The application involves construction of a training facility for the NSW Rural Fire Service.
- The site is owned by Council. In accordance with Council's adopted Policy '*Proposed Council Developments*' an independent assessment of the development application has been undertaken by Nicola Neil of Octagon Planning.
- The proposal complies with Hornsby Local Environmental Plan 2013 and Hornsby Development Control Plan 2013.
- No submissions have been received in respect of the application.
- The application is required to be determined by the Hornsby Council Local Planning Panel as the development is located on Council-owned land.
- It is recommended that the application be approved.

## **BACKGROUND**

On 20/02/2008 Council approved a development application for the Hornsby/Ku-ring-gai Rural Fire Centre on the subject site. On 12/01/2017 Council approved a development application for Cowan Rural Fire Service Station on the subject site.

## **APPLICATION HISTORY**

A request for additional information letter was sent to the applicant on 15 April 2024 requesting details regarding screen planting and the smoke machine.

On 16 April 2024 Council's Strategy and Place Branch sent correspondence to the Planning & Compliance Division noting that the location of the proposed training facility encroached upon the space required to maintain the wind turbine on the site. An amended request for additional information letter was sent to the applicant on 17 April 2024.

Following a pre-LPP meeting on 22 April, further issues were raised and another request for additional information letter was sent to the applicant on 2 May 2024 requesting submission of a Plan of Management, clarification of any external lighting proposed, a schedule of materials and finishes and wastewater details.

Amended plans were submitted by the applicant to accommodate the wind turbine and address the screen planting. A Plan of Management was submitted along with a Schedule of Materials and Finishes and details pertaining to the smoke machine to address the outstanding issues.

## **SITE**

The site is located on the Pacific Highway at Cowan and was formerly used as a heavy vehicle weigh station. It is a long narrow site with an area of 9,432m<sup>2</sup>, bordered on both the eastern and western sides by the Pacific Highway. The site is largely cleared and level, with a few trees scattered throughout.

In the northern part of the site is a grassed area along with a number of shipping containers, a demountable building and a small disused single storey brick building. To the south of this is the large two-storey district Rural Fire Service (RFS) Centre which includes a control centre, various administrative rooms, a lecture room and storage. South of the centre is a large car park, then the single storey Cowan RFS building. Beyond this is another parking area and a large undeveloped gravel area (the development site), and in the southernmost part of the site is a wind turbine and a fire tower.

To the east of the site is the railway line, with the M1 Pacific Motorway beyond. To the west of the site is the Cowan Rest Area Truck Stop.

## **PROPOSAL**

The proposed development is an RFS training facility. The RFS is required to relinquish its Westleigh site where training is currently carried out. Following construction of the facility, training sessions will be relocated to Cowan. The development is to be located in the southern part of the subject site, between the Cowan RFS building and the fire tower.

The development includes a single storey storage shed with shade structure, two-storey prefabricated training module, and a concrete slab. One (1) dead tree is to be removed. The Statement of Environmental Effects and Plan of Management submitted with the Development Application provide detailed accounts of the training, which is summarised below.

Training sessions are carried out 30-40 days a year, with 10-15 attendees at each session. Teams assemble at their local RFS station and are transported in the fire truck to the training facility. The fire truck is then used in the training scenario. A prefabricated training module is used to simulate a house fire; the structure includes a pitched metal roof and a pitched tile roof. The module simulates structure fires using a smoke machine only (“cold fire” training); there are no live fires within the module. “Hot fire” training is carried out at other specialised sites. The module trains volunteers for house fires, working on roofs and heights training.

Other training is also proposed for the concrete areas of the site using props, which will be stored on site until required. Sometimes portable gas props are used outdoors on concrete slab areas to simulate fires. Volunteers will have pre-packed lunches and refreshments in the shelter adjoining the storage shed and will be driven back to their station in the fire truck at the end of the day.

The training facility will develop and maintain the following skills: firefighter fitness, crew safety, breathing apparatus, forcible entry, search and rescue, structural firefighting, motor vehicle firefighting, motor vehicle accident fire protection and casualty assistance, working at heights, storm damage repair, chainsaw operation and operational command.

## **ASSESSMENT**

The development application has been assessed having regard to the Greater Sydney Region Plan - A Metropolis of Three Cities, the North District Plan and the matters for consideration prescribed under Section 4.15 of the *Environmental Planning and Assessment Act 1979* (the Act). The following issues have been identified for further consideration.

### **1. STRATEGIC CONTEXT**

#### **1.1 Greater Sydney Region Plan - A Metropolis of Three Cities and North District Plan**

The Greater Sydney Region Plan - A Metropolis of Three Cities has been prepared by the NSW State Government to guide land use planning decisions over the next 40 years (to 2056). The Plan sets a strategy and actions for accommodating Sydney’s future population growth and identifies dwelling targets to ensure supply meets demand. The Plan also identifies that the most suitable areas for new housing are in locations close to jobs, public transport, community facilities and services.

The NSW Government will use the subregional planning process to define objectives and set goals for job creation, housing supply and choice in each subregion. Hornsby Shire has been grouped with Hunters Hill, Ku-ring-gai, Lane Cove, Mosman, North Sydney, Ryde, Northern Beaches and Willoughby to form the North District. The Greater Sydney Commission has released the North District Plan which includes priorities and actions for Northern District over the next 20 years.

The proposed development is consistent with the “resilient city” section of the Metropolis of Three Cities, the objectives of which are:

- Objective 36. People and places adapt to climate change and future shocks and stresses
- Objective 37. Exposure to natural and urban hazards is reduced
- Objective 38. Heatwaves and extreme heat are managed

The proposal is also consistent with the section “An Efficient City” which aims to use resources wisely. By co-locating the practical training with the lecture-based training which occurs at the control centre,

and in an easily accessible location just off the motorway, the development will use fewer resources than the existing facility at Westleigh.

The proposal is also consistent with Objective 5.9 Planning for a Resilient North District in the Draft North District Plan.

## **2. STATUTORY CONTROLS**

Section 4.15(1)(a) requires Council to consider “*any relevant environmental planning instruments, draft environmental planning instruments, development control plans, planning agreements and regulations*”.

### **2.1 Hornsby Local Environmental Plan 2013**

The proposed development has been assessed having regard to the provisions of the Hornsby Local Environmental Plan 2013 (HLEP).

#### **2.1.1 Zoning of Land and Permissibility**

The subject land is zoned SP2 Infrastructure (Purpose: Emergency Services Facility) under the HLEP. The objectives of the SP2 zone are:

- *To provide for infrastructure and related uses.*
- *To prevent development that is not compatible with or that may detract from the provision of infrastructure.*

The proposed development meets the objectives as it is a training facility for the emergency services and does not detract from the provision of infrastructure.

HLEP includes in the permitted uses for the SP2 zone, “*The purpose shown on the Land Zoning Map, including any development that is ordinarily incidental or ancillary to development for that purpose*”. The proposed development is ancillary to the existing emergency services facility located on the site and is permissible in the SP2 zone with Council’s consent.

#### **2.1.2 Height of Buildings**

The subject site has no maximum height mapped under Clause 4.3 of HLEP. The training module has a maximum height of 6m, which is considered appropriate for the site.

#### **2.1.3 Floor Space Ratio**

The subject site has no maximum Floor Space Ratio (FSR) mapped under Clause 4.4 of HLEP. The training facility has a floor area of 254.23m<sup>2</sup> in addition to the 1,512.68m<sup>2</sup> existing buildings on site making a total floor area of 1,766.91m<sup>2</sup>. The site is 9,432m<sup>2</sup>, making for an FSR of 0.19:1. This is considered appropriate for the site.

#### **2.1.4 Heritage Conservation**

Clause 5.10 of the HLEP sets out heritage conservation provisions for Hornsby Shire. The site does not include a heritage item and is not located in a heritage conservation area. Accordingly, no further assessment regarding heritage is necessary.

### **2.1.5 Earthworks**

Clause 6.2 of the HLEP states that consent is required for earthworks. Before granting consent for earthworks, Council is required to assess the impacts of the works on adjoining properties, drainage patterns and soil stability of the locality. Earthworks are minimal and are limited to what is required for the building footings. Council's Development Engineer has reviewed the proposal and raised no objections subject to recommended conditions of consent.

## **2.2 State Environmental Planning Policy (Biodiversity and Conservation) 2021**

The application has been assessed against the requirements of chapter 6 of State Environmental Planning Policy (Biodiversity and Conservation) 2021.

### **2.2.1 Chapter 6 Waterways**

The site is located within the Hawkesbury-Nepean catchment. The aim of this chapter is to ensure that the catchment, foreshores, waterways and islands of Sydney Harbour are recognised, protected, enhanced and maintained. This chapter provides general planning considerations and strategies to ensure that the catchment, foreshores, waterways and islands of Sydney Harbour are recognised, protected, enhanced and maintained.

The plan addresses matters related to biodiversity, ecology and environment protection; public access to, and use of, foreshores and waterways; maintenance of a working harbour; interrelationship of waterway and foreshore uses; foreshore and waterways scenic quality; maintenance, protection and enhancement of views and boat storage facilities.

The Plan of Management submitted with the Development Application specifies that water will be the main extinguishing agent used in training. A small amount of training foam may be used in small quantities; this is non-hazardous, non-toxic and readily biodegradable. Activities using training foam will be subject to risk assessment. No Class A or Class B foam will be used or stored at the site. The RFS no longer uses PFAS-containing foam.

Subject to the continuation of sediment and erosion control measures and stormwater management to protect water quality, the proposal would have minimal potential to impact on the Hawkesbury-Nepean Catchment and would comply with the requirements of chapter 6 of the Biodiversity and Conservation SEPP.

## **2.3 State Environmental Planning Policy (Resilience and Hazards) 2021**

The application has been assessed against the requirements of Chapter 4 of State Environmental Planning Policy (Resilience and Hazards) 2021.

### **2.3.1 Chapter 4 Remediation of Land**

Section 4.6 of the Resilience and Hazards SEPP states that consent must not be granted to the carrying out of any development on land unless the consent authority has considered whether the land is contaminated or requires remediation for the proposed use.

Should the land be contaminated, Council must be satisfied that the land is suitable in a contaminated state for the proposed use. If the land requires remediation to be undertaken to make the land suitable

for the proposed use, Council must be satisfied that the land will be remediated before the land is used for that purpose.

The subject site was used as a heavy vehicle weigh station until the mid-2000s. A Preliminary Contaminated Site Assessment was conducted by Heggies in 2007 as part of the redevelopment of the site for the Hornsby/Ku-Ring-Gai Control Centre. This report concluded that there was a minimal risk of site contamination and the current site conditions were not considered to be unsuitable for the proposed development.

As mentioned in section 2.2.1 above, the RFS does not use PFAS-containing foam.

The proposed development involves minimal earthworks associated with slab construction. It is not likely that the site has experienced any significant contamination since the 2007 report, and further assessment under Chapter 4 of the Resilience and Hazards SEPP is not required.

## **2.4 State Environmental Planning Policy (Transport and Infrastructure) 2021**

The application has been assessed against the requirements of Chapter 2 of State Environmental Planning Policy (Transport and Infrastructure) 2021.

### **2.4.1 Part 2.3 Division 6 Emergency Services and Bush Fire Hazard Reduction**

Division 6 of the SEPP relates to emergency services and bush fire hazard reduction. Clause 2.51(1) states that development for the purpose of an emergency services facility may be carried out with consent in a prescribed zone by or on behalf of the NSW Rural Fire Service or an emergency services organisation that is not a public authority. Clause 2.52(1) excludes the NSW RFS from carrying out development without consent.

### **2.4.2 Part 2.3 Division 17 Roads and Traffic**

Subdivision 2 relates to development in or adjacent to road corridors and road reservations. Clause 2.119(2) states that

*The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that—*

- (a) where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and*
- (b) the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of—*
  - (i) the design of the vehicular access to the land, or*
  - (ii) the emission of smoke or dust from the development, or*
  - (iii) the nature, volume or frequency of vehicles using the classified road to gain access to the land, and*
- (c) the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.*

The proposed development will use the existing vehicular access to the subject site and will not affect the safety, efficiency and ongoing operation of the classified road due to the abovementioned factors. The Statement of Environmental Effects notes that some smoke will occasionally be generated at the site, but this is in a controlled training environment and would not be of a large enough volume to create a traffic hazard. The development is not sensitive to traffic noise or vehicle emissions and its efficient operation would not be prejudiced by proximity to the road.

#### **2.4.3 Part 2.3 Division 15 Railways**

Division 15 of the SEPP relates to railways, with Subdivision 2 setting out notification and other requirements for development in or adjacent to rail corridors. The Development Application was referred to Sydney Trains for comment. Sydney Trains provided a response with a number of conditions which will be included with the notice of determination.

#### **2.5 Section 3.42 Environmental Planning and Assessment Act 1979 - Purpose and Status of Development Control Plans**

Section 3.42 of the *Environmental Planning and Assessment Act 1979* states that a DCP provision will have no effect if it prevents or unreasonably restricts development that is otherwise permitted and complies with the development standards in relevant Local Environmental Plans and State Environmental Planning Policies.

The principal purpose of a development control plan is to provide guidance on the aims of any environmental planning instrument that applies to the development; facilitate development that is permissible under any such instrument; and achieve the objectives of land zones. The provisions contained in a DCP are not statutory requirements and are for guidance purposes only. Consent authorities have flexibility to consider innovative solutions when assessing development proposals, to assist achieve good planning outcomes.

#### **2.6 Hornsby Development Control Plan 2013**

The proposed development has been assessed having regard to the relevant desired outcomes and prescriptive requirements within the Hornsby Development Control Plan 2013 (HDCCP).

The objectives of Hornsby DCP are to:

- *provide a comprehensive document that provides a framework for development of land in the Hornsby Local Government Area,*
- *clearly set out the processes, procedures and responsibilities for the involvement of the community and key stakeholders in the development of land,*
- *promote development that is consistent with Council's vision of creating a living environment,*
- *protect and enhance the natural and built environment, and ensure that satisfactory measures are incorporated to ameliorate any impacts arising from development,*
- *encourage high quality development that contributes to the existing or desired future character of the area, with particular emphasis on the integration of buildings with a landscaped setting,*
- *protect and enhance the public domain,*

- *minimise risk to the community, and*
- *ensure that development incorporates the principles of Ecologically Sustainable Development (ESD).*

The proposed development is consistent with the objectives as it will provide training to volunteer firefighters who protect the natural and built and environment, is integrated into the landscaped setting of the site, minimises risk to the community by providing emergency services training, and incorporates the principles of ESD by using a prefabricated module made from shipping containers and co-locating practical training with theory-based training which is conducted at the control centre, on a site that is easily accessed being close to the M1.

#### **2.6.1 Part 1B.6.1 Tree Preservation**

The proposed development is consistent with this section of the DCP as all existing trees on the site are proposed to remain. One (1) dead tree is to be removed, identified as Tree 4 in the Arborist Report accompanying the Development Application.

#### **2.6.2 Part 1C.1.2 Stormwater Management**

The DCP requires development to have appropriate controls to stabilise and retain soil and sediments during construction in accordance with Landcom's *Managing Urban Stormwater (2006)* also known as *The Blue Book*. A condition of consent is recommended to ensure appropriate erosion and sediment control. Council's Development Engineer has reviewed the stormwater arrangements and raised no objections subject to recommended conditions of consent.

#### **2.6.3 Part 1C.1.4 Earthworks and Slope**

The proposed development is consistent with the DCP requirement for development to be sited on the area of land presenting the least topographic constraints and away from ridge lines. The development site is partially screened from view from the west by an embankment. In accordance with the DCP, cut and fill will not exceed 1m.

#### **2.6.4 Part 1C.2.1 Transport and Parking**

The proposal is consistent with the DCP requirement for direct vehicular access points to main roads to be consolidated; entry to the proposed development will be via the existing driveway. The Statement of Environmental Effects outlines how training attendees will arrive on site in their fire truck which will be used as part of the training; consequently, there is no requirement for any additional parking on site.

The Plan of Management provided following a request for additional information states:

*The maximum number of fire appliances to use the District Training Centre at any time is 4.*

*Vehicular access for the fire appliances is via the main gates on the precinct's western boundary.*

*Parking for fire appliances is available within the existing Fire Control Centre car park on the northern side of the Support Station. Additional parking for RFS vehicles is available on the kerbside on the precinct's western boundary adjacent to main gates.*



*Participants will typically assemble and join the fire appliance at their local fire station, before proceeding to the Fire Control Centre. Participants will typically alight from the appliance and undertake theory-based lectures and/or briefings in the training rooms within the Fire Control Centre. Participants will then typically board their fire appliance and position on site at the District Training Centre under the direction of the Lead Instructor.*

*Vehicle traffic does not exceed the existing capacity of the broader Fire Control Centre and parking facilities. The District Training Centre provides on-site practical training facilities for participants who would have otherwise attended the Fire Control Centre for theory-based lectures, and then travelled to an off-site facility for practical training sessions.*

*The District Training Centre will be booked in conjunction with one of the Fire Control Centre Training Rooms, to ensure that typical site occupancy is not exceeded.*

The proposal is satisfactory with regard to onsite parking.

#### **2.6.5 Part 1C.2.3 Waste Management**

In accordance with the DCP, a Waste Management Plan was submitted with the Development Application. The use of prefabricated materials and modules reduces waste both in the construction phase and at the end of the buildings' life span. The WMP is considered adequate.

#### **2.6.6 Part 1C.2.4 Effluent Disposal**

The desired outcome of this section is:

*Sewage is disposed of in a manner that minimises impacts on the natural and built environment and public health.*

As noted in the Plan of Management, amenities including toilets and showers are available within the Fire Control Centre and these will be used by participants in the practical training at the development site.

#### **2.6.7 Part 1C.2.6 Air Quality**

The proposed development will use smoke machines to simulate house fires. The DCP requires buffer zones to be provided between potentially air polluting activities and air quality sensitive land uses. The closest dwellings to the development site are over 400m to the south-west in Berowra.

It is noted that the applicant provided product information sheets for both the smoke machine and the fog liquid to be used. This is standard artificial smoke which is used on stage.

It is not expected that the development will generate levels of air emissions exceeding the requirements of the *Protection of the Environment Operations Act 1997* and therefore mitigating measures are not required under the DCP.

#### **2.6.8 Part 1C.2.9 Landscaping**

The DCP requires landscaping to be incorporated where appropriate. The development retains all existing trees and includes screen planting of Weeping Lilly Pilly and *Acacia cognata* (River Wattle).

### **2.6.9 Part 1C.2.10 Services and Lighting**

The desired outcomes for this section are:

- a. *Development that provides necessary services to cater for future occupants.*
- b. *Development that integrates required services in building and site design to minimise impacts on the streetscape.*

The letter provided by the applicant in response to requests for additional information states that no external lighting is required or proposed for the development. The Plan of Management notes that training may be undertaken after dark using existing site lighting and the work lights of fire appliances.

### **2.6.10 Part 1C.3.1 Bushfire**

The development site is mapped as bushfire prone land – vegetation buffer. The DCP requires development on bushfire prone land to comply with *Planning for Bushfire Protection 2019*. A Bushfire Report was submitted with the Development Application and concluded that:

*This proposal falls outside the requirements for specific bushfire safety construction standards as outlined in the NCC, AS-3959 and Planning for Bushfire Protection and requires only the general fire safety provisions of the NCC that are associated with that class of structure.*

*Planning for Bushfire Protection requires that this proposal complies with the aims and objectives of that document and the specific objectives for infill development.*

*It is considered that this proposal does comply with the intent of the relevant aims and objectives of Planning for Bushfire Protection and the relevant specific objectives for infill.*

The proposed development is considered satisfactory with regard to bushfire risk.

## **2.7 Section 7.12 Contributions Plans**

Hornsby Shire Council Section 7.12 Contributions Plan 2019-2029 applies to developments with an estimated development cost greater than \$100,000. The applicant has provided a Cost Estimate Report with a total development cost of \$276,452. A condition of consent will be recommended requiring payment of applicable contributions.

## **3. ENVIRONMENTAL IMPACTS**

Section 4.15(1)(b) of the Act requires Council to consider *“the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality”*.

### **3.1 Natural Environment**

The proposed development is not expected to have any other impacts on the natural environment other than those discussed above.

## **3.2 Built Environment**

### **3.2.1 Built Form**

The proposed development prioritises function over form and is therefore not architecturally outstanding. The development is in a fairly isolated site with no nearby residential properties; the site is partially screened by existing trees and an embankment; additional screen planting will assist in mitigating visual impacts.

## **3.3 Social Impacts**

The proposed development will support the ongoing training of volunteer firefighters. Volunteering is widely acknowledged to be good for community wellbeing, in addition to this specific volunteering providing various benefits to the community through bushfire prevention and emergency response. The development will have a positive social impact.

## **3.4 Economic Impacts**

The proposed development will have indirect economic benefits by providing training to volunteer firefighters who will go on to protect property from bushfire. The development will also have a minor economic benefit during construction.

## **4. SITE SUITABILITY**

Section 4.15(1)(c) of the Act requires Council to consider *“the suitability of the site for the development”*.

The subject site is already designated for emergency services purposes and includes two associated facilities. The subject site is not identified as flood prone; it is mapped as bushfire prone. This is discussed in detail in section 2.6.10 above. The site is considered to be capable of accommodating the proposed development. The scale of the proposed development is consistent with the capability of the site and is considered acceptable.

## **5. PUBLIC PARTICIPATION**

Section 4.15(1)(d) of the Act requires Council to consider *“any submissions made in accordance with this Act”*.

### **5.1 Community Consultation**

The proposed development was placed on public exhibition and was notified to adjoining and nearby landowners between 15 April 2024 and 29 April 2024 in accordance with the Hornsby Community Engagement Plan. During this period, Council received no submissions. Figure 1 below illustrates the location of those nearby landowners who were notified of the development.

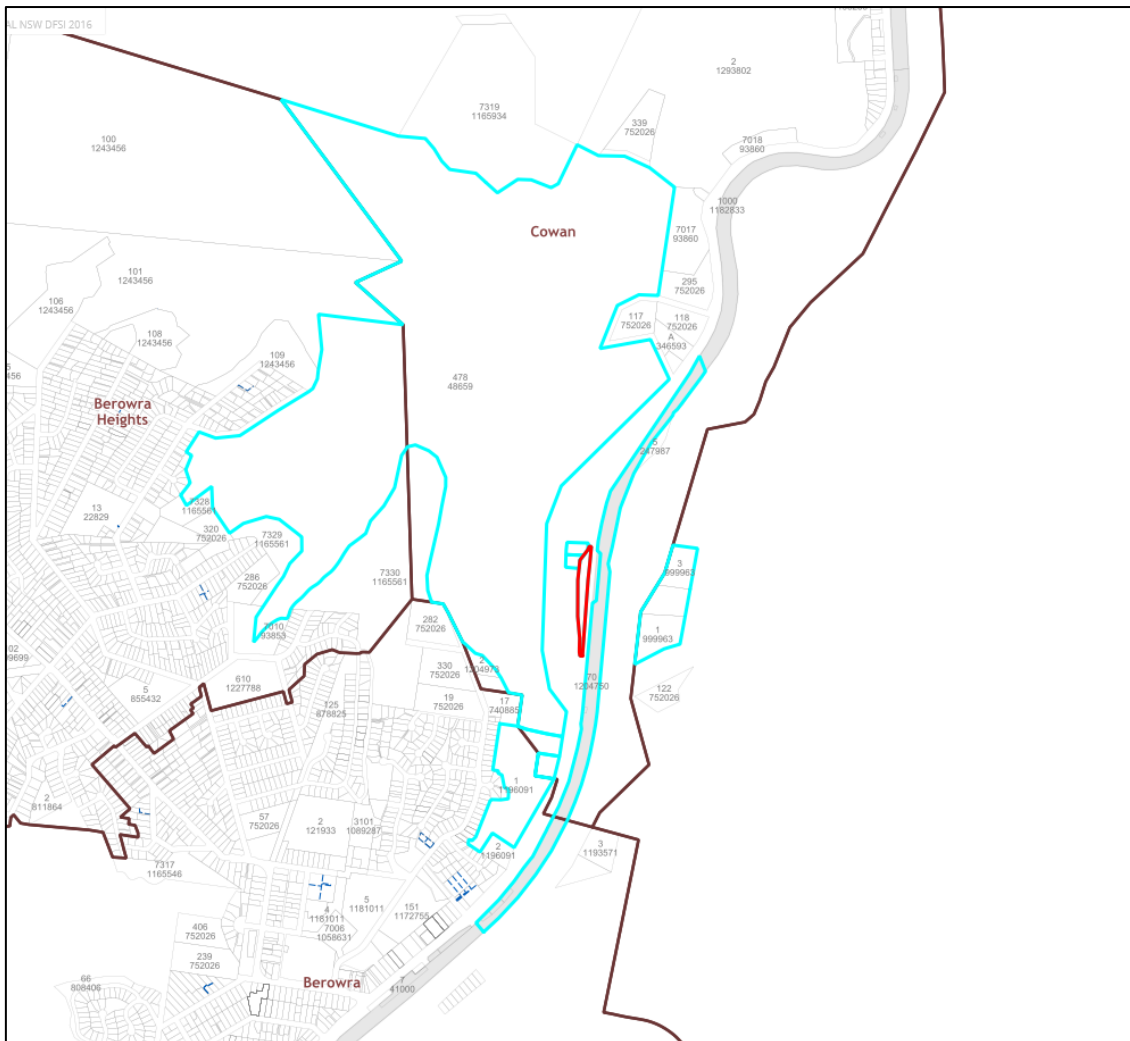


Figure 1: Subject site outlined in red; notified properties outlined in cyan

## 5.2 Public Agencies

The development application was referred to the following Agencies for comment:

### 5.2.1 Sydney Trains

The Development Application was referred to Sydney Trains due to the site's proximity to the railway corridor. Sydney Trains provided a response with a number of conditions which will be included with the notice of determination.

## 6. THE PUBLIC INTEREST

Section 4.15(1)(e) of the Act requires Council to consider "*the public interest*".

The public interest is an overarching requirement, which includes the consideration of the matters discussed in this report. Implicit to the public interest is the achievement of future built outcomes adequately responding to and respecting the future desired outcomes expressed in environmental planning instruments and development control plans.

The application is considered to have satisfactorily addressed Council's and relevant agencies' criteria and would provide a development outcome that, on balance, would result in a positive impact for the

community. Accordingly, it is considered that the approval of the proposed development would be in the public interest.

## **CONCLUSION**

The application proposes a new volunteer firefighter training facility.

The development generally meets the desired outcomes of Council's planning controls and is satisfactory having regard to the matters for consideration under Section 4.15 of the *Environmental Planning and Assessment Act 1979*.

Having regard to the circumstances of the case, approval of the application is recommended.

The reasons for this decision are:

- The proposed development complies with the requirements of the relevant environmental planning instruments and the Hornsby Development Control Plan 2013.
- The proposed development does not create unreasonable environmental impacts to adjoining development with regard to visual bulk, solar access, amenity or privacy.

*Note: At the time of the completion of this planning report, no persons have made a Political Donations Disclosure Statement pursuant to Section 10.4 of the Environmental Planning and Assessment Act 1979 in respect of the subject planning application.*