

Demolition of existing structures and construction of 3x RFBs at 300 Burns Bay Road, Lane Cove NSW

2066 – Rev 4 21Apr2026

SUB-115547488

I am the owner of U19 / 300A Burns Bay Road

I am objecting to this Project on the basis of:

1. EXCEEDING the Building Height Allowance

A proposed 15x storey Building **more than doubles** the Building Height allowance that has been set for the Lane Cove Suburb.

There are 15x blocks of units (*) in the immediate vicinity of 300A. The most recent development – 6x new blocks have been built along Waterview Drive in the last 7 years are all to a maximum height of 7x storeys.

NONE of the 15x blocks exceed 7x storeys in height.

The proposed 300 Burns Bay Road development platform (ground level) starts approximately 3x stories above pavement level of 300A. On top of which is a 15x storey building is proposed. That roof level is 18x stories above ground – **10 stories above the roof level of 300A !** It is without precedent and not in accordance with local planning laws for Lane Cove.



[Shade Map simple shadow analysis](#) (click link)

My apartment (Unit 19) is located on the **5th Floor**. ALL 4x rooms with a North facing aspect will be cast in shadow by the proximity of the proposed development being 10x stories higher than my floor level in 300A. I would have expected a Shadow Analysis that precisely shows the number of months of the year that my

rooms will be in total shadow. I believe that they will be ALL be without direct sunlight every month of the year.



Photo above taken between 12-1pm (Google Maps Street View)

10x Stories HIGHER – overshadow !!



The top of the 'embankment' of 300 (the car parking level) is on a level with the 2nd Floor of Tower Block 300A e.g. 3x Floors off this driveway in the photo. The Proposed Building ground floor of 300 Burns Bay Road is 15x stories up from its car park 'embankment (see image above'.

That equates to 300 proposed rooftop (in front of my unit) is 10x stories proud of the roof of 300A Tower Block!!

My NEW OUTLOOK (Proposed by the Developer) is this:



View from My Bedroom

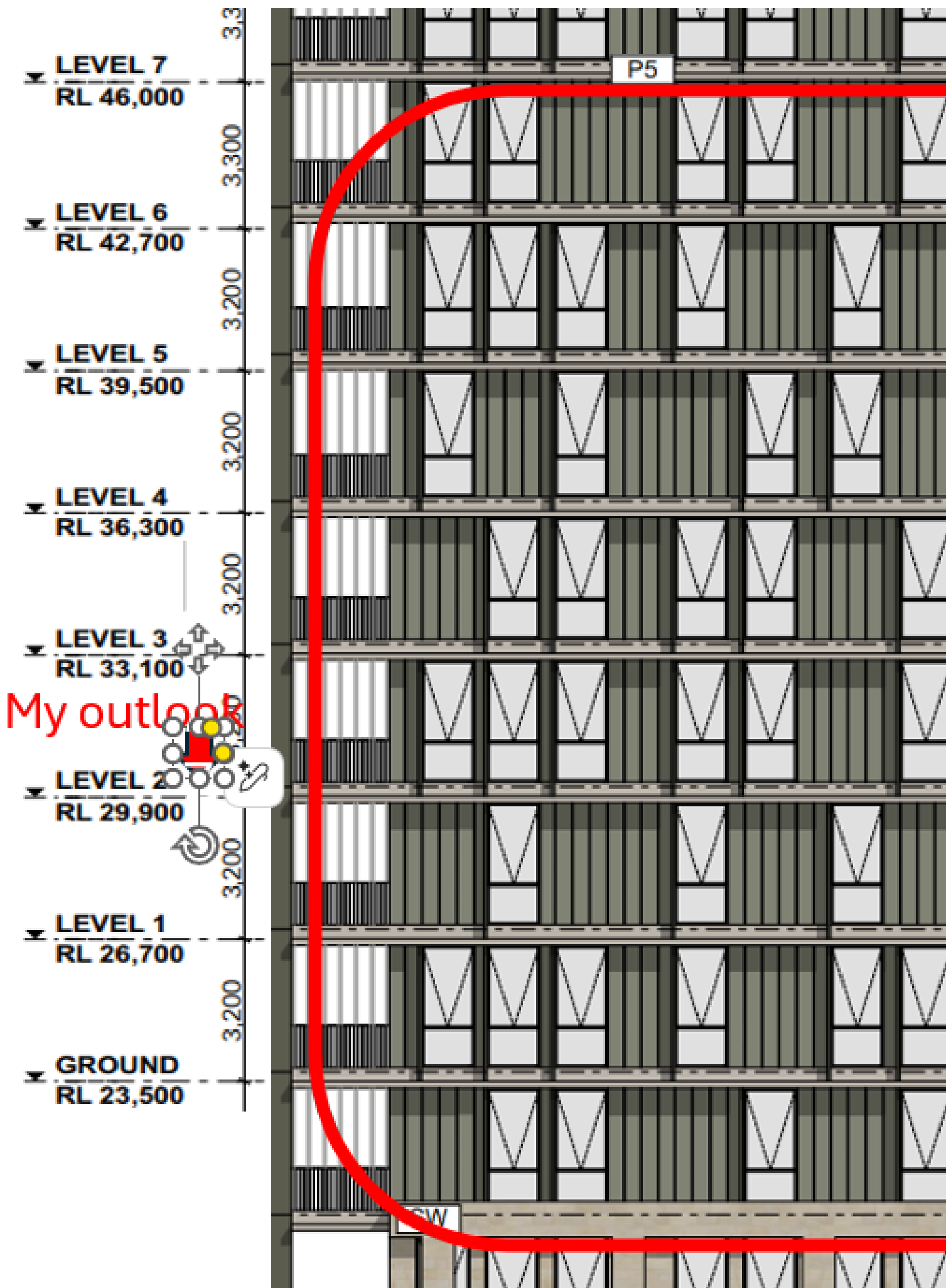


View from My Dining Room



View from My Kitchen

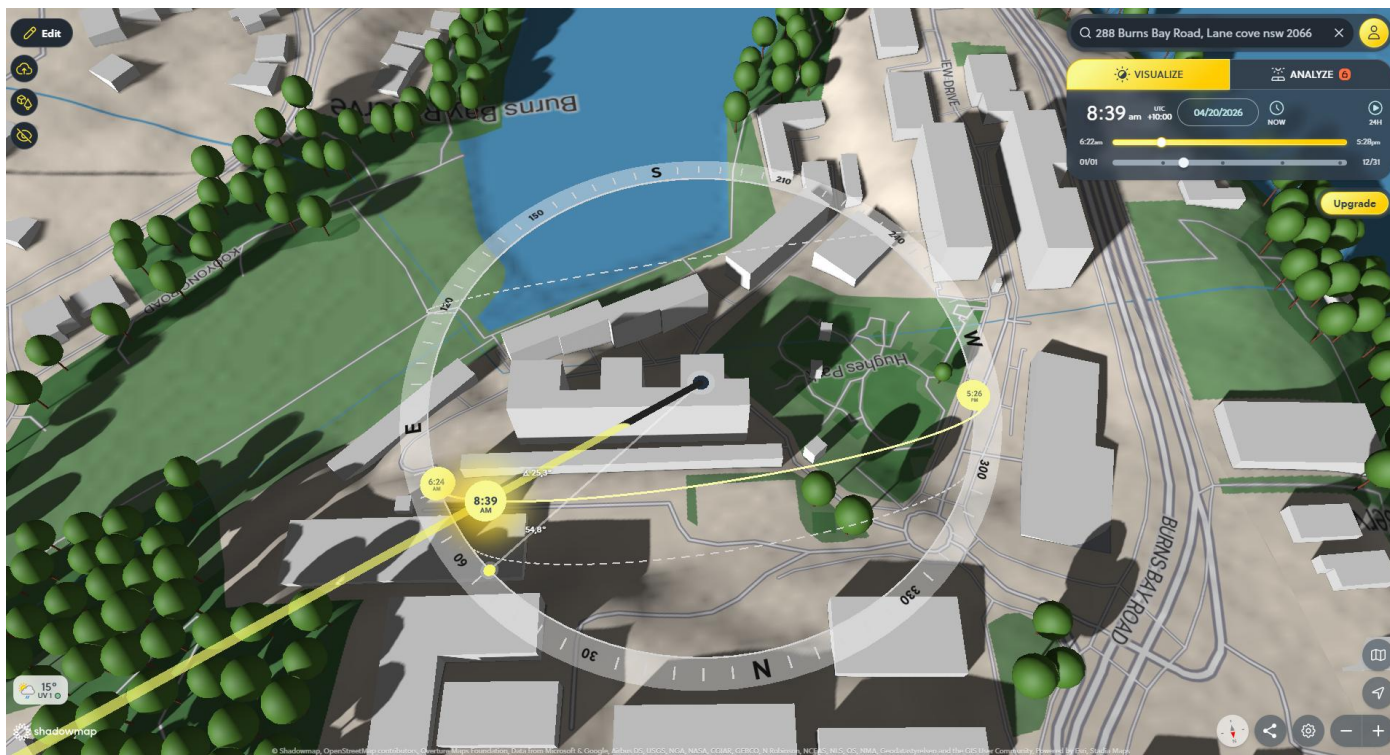




That 300 Burns Bay Road Development will be shading the whole north façade of 300A.

I have done some initial research using **Shadowmap** and selected the address 288 Burns Bay Road to visualise looking at the North face aspect of 300A / 300B Burns Bay Road.

Here is a screengrab from [Shadowmap this morning 8:40am 20Apr2026 - CURRENT](#)



I set today's time and date – 08:39, 20Apr2026 in 'Shadowmap' - displaying today's Buildings casting shadows. [NB – this is not the worst case scenario of Winter Solstice].





I have superimposed a 15-storey building BLOCK representation of 300 Burns Bay Road proposed development and viewed the shadow that it would cast on **300A** and 300B (and probably 300C). It is clear that my Unit 19 on the 5th Floor is in total shadow at midday.

<https://app.shadowmap.org/?lat=-33.82050&lng=151.15199&zoom=17.98&azimuth=1.63235&basemap=map&elevation=esri&f=29.0&hud=true&polar=0.50535&time=1776736602592&vq=2>

2. **Of course, I WILL have my Privacy impacted – 20-25m in front of my windows** - with the overlooking proximity of 300 Burns Bay Road to 300A Burns Bay Road is unbelievable.
3. Of course, there will be the impact of construction works noise, dust etc. It looks like the underground carpark will have to be blasted from the sandstone rock. Are you going to issue me with 2 year supply of ear protectors. Yes it will be one the largest impacts on me for the next 3 years. I conduct my work, 100% from home on the phone. It is bad enough when plumbers want to put in a new vanity in upstairs.
4. I note that the outlook for all units located on the Northern side of 300 Burns Bay Road will have their view **eliminated** by a building 10x stories above the roofline of 300A Burns Bay Road. **An Obliterated Outlook and definitely NOT in keeping with 'the vibe' of Lane Cove.**
5. **This will depreciate the value of ALL existing properties neighbouring 300 Burns Bay Road purely to favour those that invest in the redevelopment of 300 Burns Bay Road.**

I totally oppose this Project going ahead for the above reasons.

Other considerations and concerns:

6. Access Congestion on Waterview Drive roundabout / egress onto Burns Bay Road

I have previously provided Sarah George – the Social Planning Consultant (Sep 2024) – with my safety concerns with the highly constrained egress at the roundabout on Waterview Drive. The proposed 220x units with parking spaces for **319x vehicles** will triple the volume of traffic entering that roundabout. All residents from 292-298 plus 300 Burns Bay Road will enter the Roundabout with priority. All residents from 300 A/B/C (150x units) and 302 (x80 units) will approach the Roundabout with the additional traffic from the 300 development. So greater caution is required. It is an acute angle and potentially in our blind spot (of 45-degrees). Should a resident from 292-298 or 300 enter the roundabout without stopping. The Developer's drawing Sheet 9 does not show the roundabout in totally.

I anticipate that there will be accidents at this roundabout.

The Main intersection of Burns Bay Road and Waterview Drive with the traffic lights can currently safely accommodate approximately (6+6) vehicles up the hill to the traffic lights to turn right onto Burns Bay Road (e.g. to drive towards the Lane Cove Shops) with each change of lights. Any more than that and the roundabout will become congested with backlog onto the roundabout. The current sequencing of the traffic lights favours commuters on Burns Bay Road over the entry road Waterview Drive during the two 'peak hour' periods. I question whether the impact of this increase in traffic that 300 Burns Bay Road has been properly analysed.

7. Insufficient Visitor Car Parking to 300 Burns Bay Road

I understand that 300A has 14x Visitor Parking Bays for 90x units. The proposed Development has just 16x Visitor parking bays for 220x units. This is insufficient for such a large block of units.

We experience issues at 300A/B/C with our own parking. We have too few Visitor parking spaces. Personally, I regularly have issues with tradies parking in my allocated parking bay ("I will just take that vacant spot") while I am at the shops or the gym. I have also had damage to my car by hopeless driving sideswiping my car.

8. Lastly, there are already parking restrictions for the 'Hughes Park' public parking of 3 hours in place. With the regular visiting of tradesmen servicing 300A-C parking this public parking is often fully occupied during the day. There is no room for overflow. This is without consideration of the visitors to the Hughes Park as an amenity particularly at weekends.

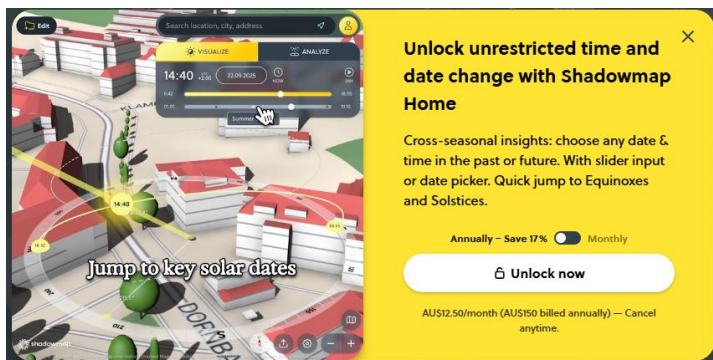
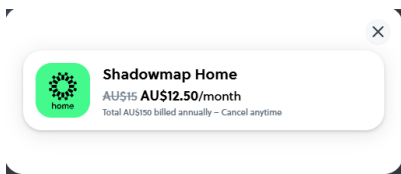
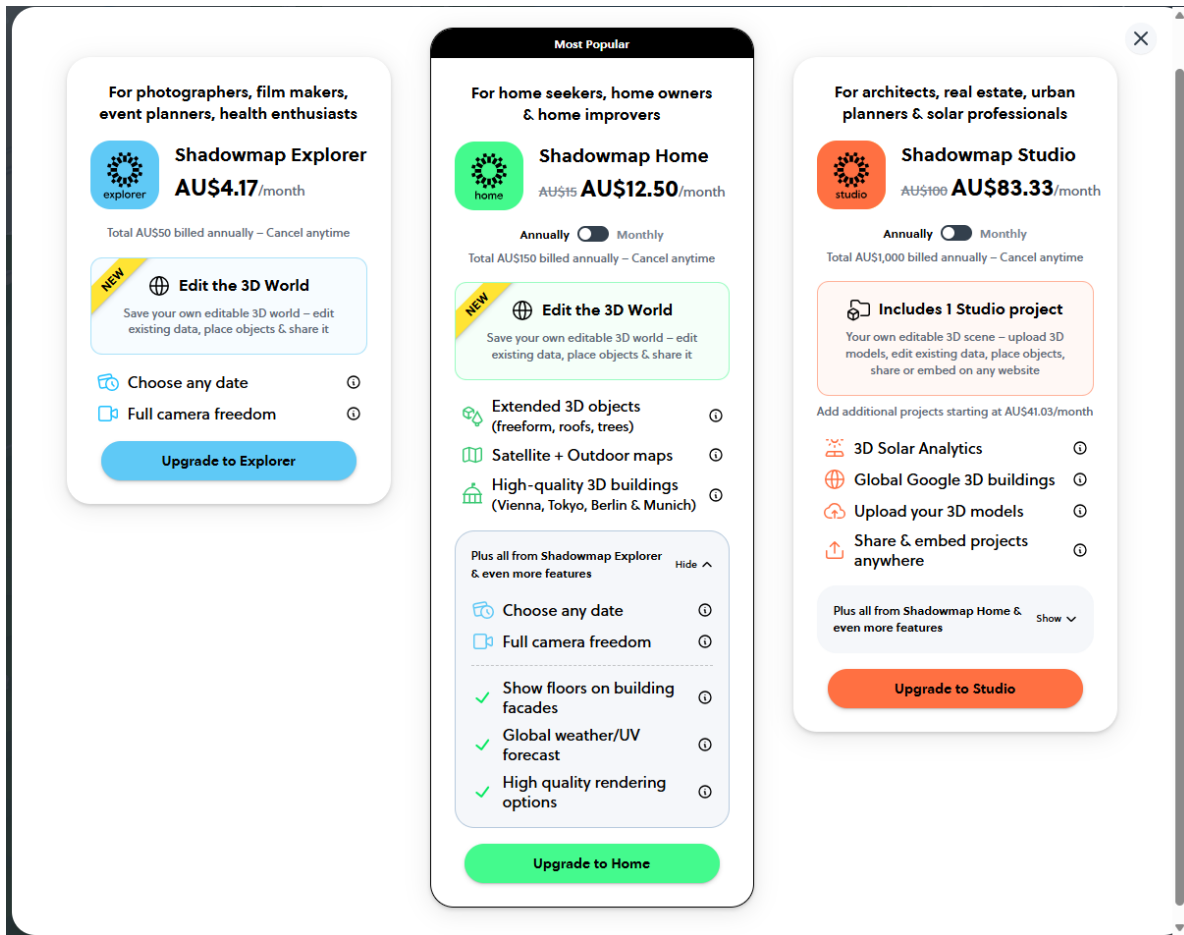
Ian Edwards

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Supporting information – Shadow Analysis programmes that could be used ... NOT orthogonal ground shadows as in the Building Application submission which are barely comprehensible.



Alternatives

There are simple tools on the internet like Shade Map (FREEware)

that make it easy to appreciate the consequences of over shadowing of one building complex on another adjacent.

To see the extreme go to 21 June (winter solstice) at 12pm to observe the zenith of the shadow. (Best Case scenario on the worst day). Adjusting the time of day will only make the shadow cast on 300A/300B worse!

[Shade Map simple shadow analysis](#)

For a small fee or using Professional software e.g. Autodesk REVIT – a professional Architectural software design package the full extent of the shadow analysis - [Autodesk Revit - 30day Free Trial](#)