

Community Engagement Outcomes Report

Proposed Early Works

300 Burns Bay Road, Lane Cove

SSD - 100293708

**Prepared for:
Lane Cove Developments No.1 Pty Ltd**

APRIL 2026

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Executive Summary

This Engagement Report has been prepared by Sarah George Consulting on behalf of Lane Cove Developments No.1 Pty Ltd (the Applicant) in support of a State Significant Development Application (SSDA) for Early Works on the site at 300 Burns Bay Road, Lane Cove (the site).

This SSDA seeks approval for:

- Demolition of existing structures on the site
- Site preparation including:
 - Tree removal
 - Earthworks
 - Augmentation of services infrastructure
 - Remediation of land

For a further detailed project description, please refer to the Environmental Impact Statement and Rezoning Report prepared by Colliers Urban Planning.

This report should be read in conjunction with the Environmental Impact Statement prepared by Colliers Urban Planning, the Architectural Plans prepared by PBD Architects, and the other accompanying technical documents that form part of the State Significant Development Application.

Community engagement activities were undertaken as part of the SEARs requirements for the Main Works SSD relating to the site (SSD – 87925706), which included detail on the proposed Early Works. This report details the consultation undertaken with surrounding landowners and occupiers and other groups, as required under the 'Consultation' section of the SEARs.

A comprehensive engagement process was undertaken for the subject application, which included:

- letterbox drops to properties in the vicinity of the subject site inviting recipients to contact the report author for additional information and inviting initial comments
- a public notice in the local newspaper - *The North Shore Times*
- a community information webinar
- phone and email communication with community members regarding the project.

Engagement activities focused on the following groups:

- The surrounding community including residents and businesses
- Lane Cove Council
- NSW Police
- Metropolitan Local Aboriginal Land Council
- Transport for NSW
- NSW Fire & Rescue
- NSW Health

- Department of Communities and Justice (Housing)
- Sydney Airport

The majority of interest and feedback was from the residents of properties in close proximity to the subject site and particularly those to the immediate north and south of the subject site.

The most commonly raised concerns relevant to the Early Works application related to:

- Construction related impacts, including:
 - contamination
 - dust & pollution
 - construction related traffic
 - construction related parking,
 - noise
 - waste
 - site contamination

The issues raised by the local community and other stakeholders relating to the proposed Early Works and how they have been addressed are considered in detail in the reports accompanying the application, including:

- *Environmental Impact Statement* prepared by Colliers Urban Planning
- *Construction Transport Management Plan* prepared by Genesis Traffic
- *Construction Noise and Vibration Management Plan* prepared by Pulse White Noise Acoustics.

1.0 INTRODUCTION

This report supports an Early works State Significant Development Application (SSDA) (SSD-100293708) being lodged with the Department of Planning, Housing and Infrastructure (DHPI) for the demolition of all existing buildings and structures, excavation, augmentation of existing services and ground works at 300 Burns Bay Road, Lane Cove (the site) to enable the proposed redevelopment of the site for a residential development sought separately under SSD- 87925706. The proponent for the SSDA Lane Cove Developments No 1 Pty Ltd.

The proposal aims to:

- Facilitate the early works required for Ministerial declared HDA site under SSD-87925706, which will result in the construction of 225 dwellings.
- Enable the demolition, excavation and ground works to ensure the site is suitable for development of a residential development.
- Ensure the expedient delivery of the HDA application at the site (SSD-87925706), as per the requirements of the HDA approval pathway.

Housing Delivery Authority on 26 May 2025, the HDA recommended the proposed development for the purpose of residential flat building development including the construction of circa 225 dwellings at 300 Burns Bay Road, Lane Cove be declared a State Significant Development (SSD) under s4.36(3) of the Environmental Planning and Assessment Act 1979 (EP&A Act). The main works SSD (Ref. SSD-87925706) will be lodged imminently with DPHI, with exhibition anticipated to commence in February 2026. This Early Works SSD is intended to facilitate the delivery of this residential flat building development through the following proposed works:

- Site establishment works including:
 - Erection of site hoarding, fencing and signage;
 - Installation of site office and amenities.
- The demolition of all existing structures at the site comprising:
 - Office Building
 - Warehouse
 - Car Parking structure
- Removal of 32 trees on the site;

- Shoring and bulk excavation works to enable the excavation of basement levels; and
- Extension and augmentation of services and infrastructure as required.

1.1 Site Description

The site is irregular in shape and is legally described as Lot 15 DP 1230609, and has a site area of 7,595m². The site is located on the eastern side of the roundabout intersection between Burns Bay Road and Waterview Drive.

Existing development on the site comprises an existing four (4) storey office building and warehouse, which is predominately sited on the eastern portion of the site. An aerial of the site illustrated in Figure 1.



Figure 1 Site Aerial (highlighted in red)

Source: Nearmap / Colliers Urban Planning

1.2 Proposed development

This SSDA (Ref. SSD-100293708) seeks approval for early works associated with the delivery of the residential development of the site under SSD-87925706 at 300 Burns Bay Road, Lane Cove. This SSD comprises the following proposed development:

- Site establishment works including:
 - Erection of site hoarding, fencing and signage;
 - Installation of site office and amenities.
- The demolition of all existing structures at the site comprising:
 - Office Building
 - Warehouse
 - Car Parking structure
- Removal of 32 trees on the site;
- Shoring and bulk excavation works to enable the excavation of basement levels; and
- Extension and augmentation of services and infrastructure as required.

This report should be read in conjunction with the Environmental Impact Statement prepared by Colliers Urban Planning, the Architectural Plans prepared by PBD Architects, and the other accompanying technical documents that form part of the State Significant Development Application.

The proposed development is illustrated on the plans prepared by project architect PBD accompanying the application. The demolition and bulk excavation plans are illustrated in Figures 2 & 3 below.

Figure 2: Demolition Plan

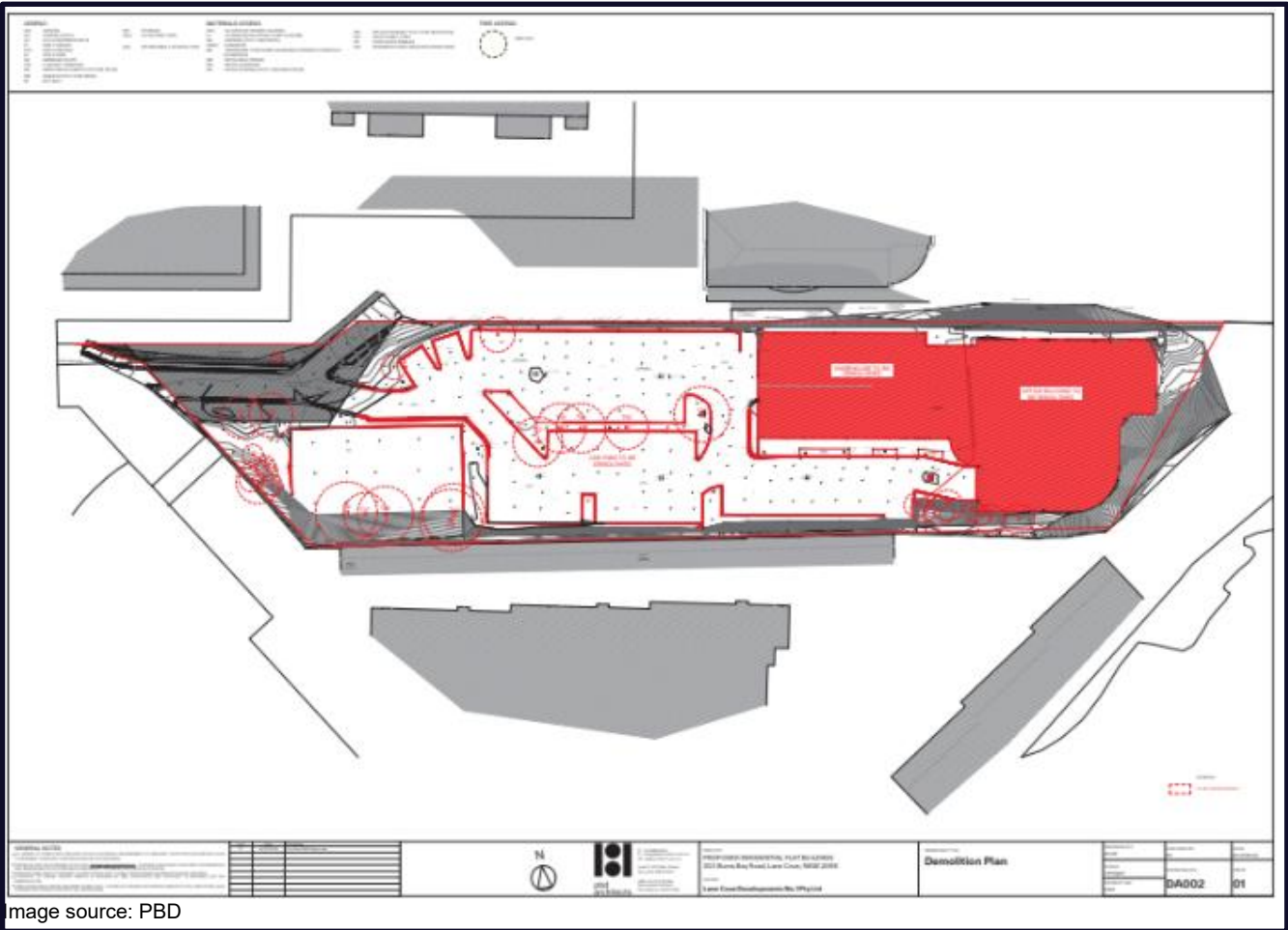
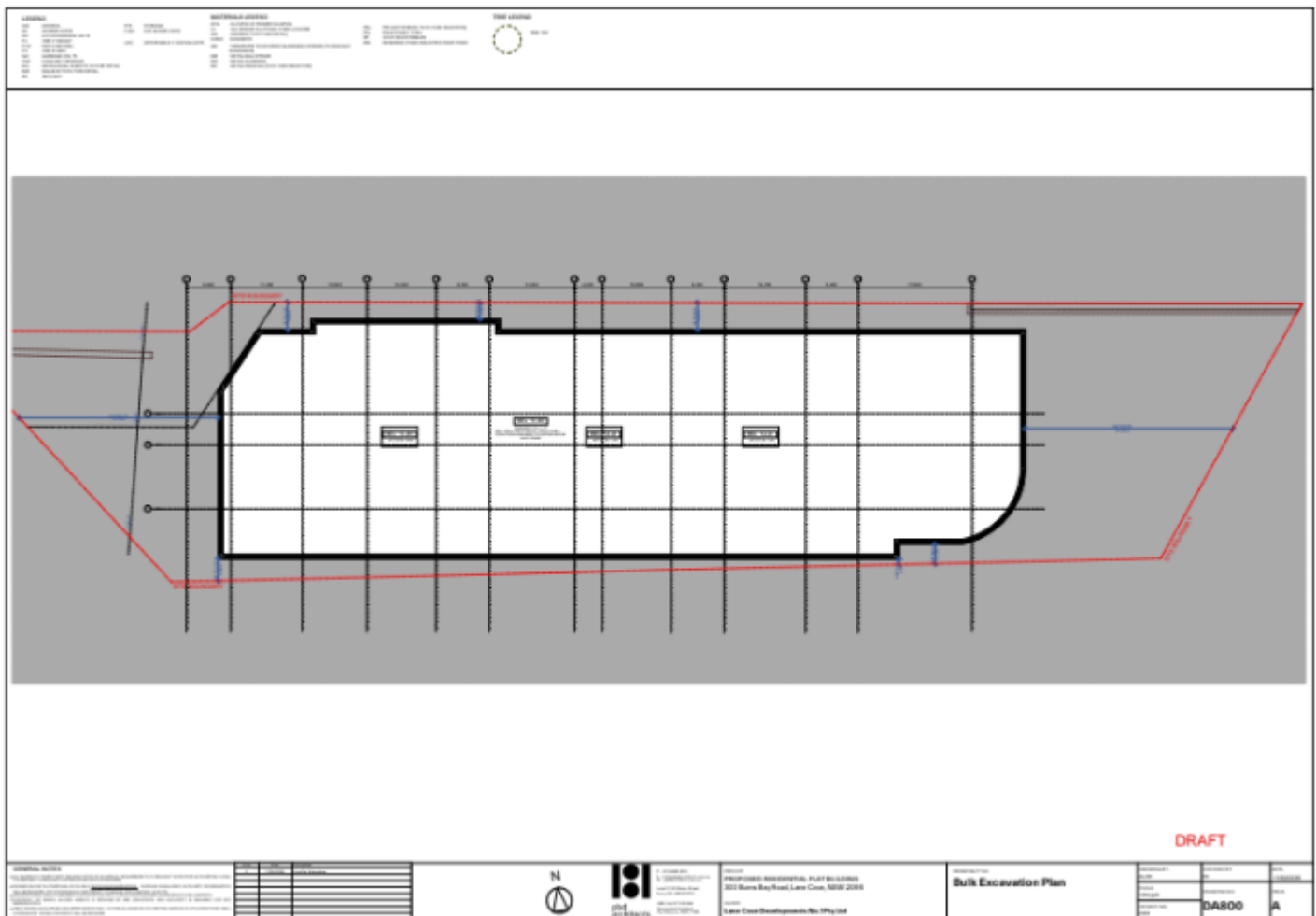


Figure 3: Bulk Excavation Plan



This report outlines the community engagement strategies used, includes feedback provided by the community via email, phone or by post. Information provided to the community and written feedback received from the community, is included in Appendix A to this report. Meeting minutes from a pre-DA meeting held with Lane Cove Council are included at Appendix B and responses from other statutory groups included at Appendix C.

1.3 Secretary's Environmental Assessment Requirements

In accordance with section 4.39 of the Environmental Planning & Assessment Act 1979 (EP&A Act), Secretary's Industry-specific Housing Environmental Assessment Requirements (SEARs) (SSD-100293708) (Early Works SSDA) have been issued on 15 December 2025. Email correspondence was shared with DPHI officers to review and agree the relevant SEARs deliverables which would be

necessary for the Early Works SSD. The SEARs outlined below reflect the SEARs requirements agreed with DPHI.

This report has been prepared to respond to the issued SEARs, as set out in the table below.

Table 1 – Summary of Relevant SEARs and Response			
SEAR	Requirement	Response	Report Section
Engagement	Demonstrate that engagement and consultation activities have been undertaken in accordance with the Undertaking Engagement Guidelines for State Significant Projects and identify how issues raised, and feedback received have been considered in the design of the project. • If the project would have required an approval or authorisation under another Act but for the application of s4.41 of the EP &A Act or requires an approval or authorisation under another Act to be applied consistently by s 4.42 of the EP&A Act, the agency relevant to that approval authorisation must be consisted.	This report has been prepared in accordance with the Guidelines.	This report.

2.0 COMMUNITY AND STAKEHOLDER ENGAGEMENT

2.1 Consultation and Engagement Objectives

The purpose of the consultation and engagement activities undertaken was to consult with the local community and other stakeholders to:

- Provide an opportunity, early in the planning process, for interested stakeholders and the community to hear more about the plans and ask questions.
- Undertake engagement with key interest groups.
- Showcase the plans of the proposed development for the site.
- Provide opportunities for the proposal to be amended, where reasonable, based on community feedback.

2.2 Engagement Guidelines for State Significant Projects

The aim of the engagement process was to gain an accurate understanding of issues specific to the community, to identify strategies to respond, where possible, to areas of impact, to ensure the community and other stakeholders had accurate information about what is proposed and that there were clear avenues of communication between the community and the project team.

The engagement strategy considered the requirements of the Department of Planning and Environments *Undertaking Engagement Guidelines for State Significant Projects (March 2024)*, through:

- identification of people or groups who are interested in or likely to be affected by the project
- use appropriate engagement techniques
- ensure the community are provided with safe, respectful and inclusive opportunities to express their views
- involve the community, councils and government agencies early in the development of the proposal, to enable their views to be considered in project planning and design
- be innovative in their engagement approach and tailor engagement activities to suit the:
 - context
 - scale and nature of the project and its impacts
 - level of interest in the project

- provide clear and concise information about what is proposed and the likely impacts for the relevant people or group they are engaging with
- clearly outline how and when the community can be involved in the project
- make it easy for the community to access information and provide feedback
- seek to understand issues of concern for all affected people and groups and respond appropriately to those concerns
- provide feedback about how community and stakeholder views were used to shape the project or considered in making decisions
- be able to demonstrate how the demography of the area affected has been considered and how and what engagement activities have been undertaken.

2.3 Stakeholder Identification

The following Stakeholders were identified:

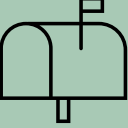
Table 2: Stakeholder Matrix

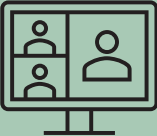
Stakeholder
Community
Neighbouring residents and businesses located in close proximity to the site: • To the north and south of the site on Burns Bay Road • To the west of the site on Waterview Drive • To the east of the site on Cope Street
Wider/Broader Community
Government
Lane Cove Council
Transport for NSW
Sydney Water
NSW Fire & Rescue
NSW Police
Sydney Airport
Endeavour Energy
First Nations
Metropolitan Local Aboriginal Land Council

2.4 Consultation and Engagement Snapshot

A range of community engagement tools are required to be utilised. The engagement tools utilised are included in the following:

Table 3 – Engagement Strategies

Tool/Technique	Description
Letterbox drops to neighbouring premises 	A notice including key information about the project and inviting the community to contact the report author for more information was distributed to households and commercial premises in close proximity to the site and who may otherwise experience impacts associated with the proposal (e.g. increased traffic on local roads) on 28 August 2025. In total, 601 notices were distributed. Those notified were requested to contact the report author within 21 days for additional information or to provide comment. A map illustrating the extent of the consultation area is included in Chapter 3.2.
Public Notice 	A public notice was placed in local newspaper <i>The Northshore Times</i> on 3 September 2025 to notify the broader community of the proposal.
Letters/emails to Community Groups and Government Bodies 	Letters and emails were sent to a range of local community groups and government departments, including: • Lane Cove Council • Metropolitan Local Aboriginal Land Council • NSW Police- • Transport for NSW • Sydney Water • Endeavour Energy • Fire & Rescue NSW

	• Department of Planning, Housing and Infrastructure • Sydney Airport Responses were received from: • Lane Cove Council • Sydney Airport • Transport for NSW Consultation with DPHI has been undertaken through the scoping and SEARs process. No responses from other agencies or groups were received.
Community Information Webinar 	A Community Information Webinar was held on 17/11/25 to share more detailed information about the proposal, and to provide an opportunity for interested community members to ask questions of the project team. In total, 34 registrations were received for the webinar, and a total of 43 participants logged in.
Meeting with Council 	A pre-lodgement meeting to present the scheme was arranged with Lane Cove Council on 25 September 2025. The following matters were discussed: • SEPP (Housing) 2021 • Height • Amenity of lower level units • Sustainability • View Impacts (particularly to properties to the north) • Solar access to the south. • Site History/Contamination

	• Landscaping • Traffic • Engineering • Compliance with State Planning Policies (Traffic and Transport; Biodiversity & Conservation; Resilience and Hazards; BASIX)
State Design Review Panel Meeting/s 	A meeting was held with the SDRP in November 2024, based on the previous SSDA proposal. Advice and recommendations were provided after that meeting in terms of the following areas: • Connecting with Country • Site strategy and landscape • Architecture • Sustainability

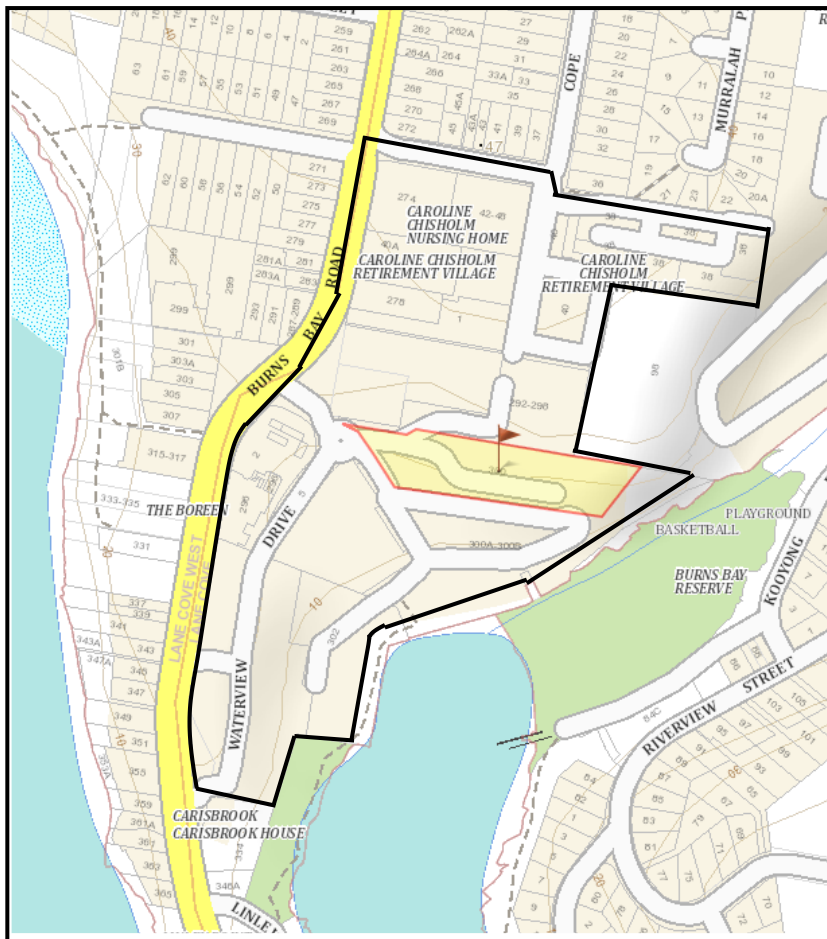
3.0 CONSULTATION OUTCOMES

The detail of each of the consultation strategies outlined in Chapter 2.2 is included in the following:

3.1 Letterbox Drop

To provide information about the proposal and invite the opportunity to discuss the proposal and provide feedback, 601 notices were distributed to properties within close proximity to the site on 28 August 2025. The notice included an overview of the proposal and details on who to contact for more information. The extent of the letter box drop is illustrated on Figure 3.

Figure 3 – Notification area



The properties notified were those most likely to experience direct impacts associated with the proposal including properties that might hear noise from the site, or experience increased traffic on local streets associated with events at the centre. Properties to the west of Burns Bay Road were excluded due to the natural separation of the site to these properties created by Burns Bay Road. Similarly, properties to the east and south-east of the site, across the Bay and Burns Bay Reserve were excluded due to distance, topography and natural separation.

Dwellings at 288 Burns Bay Road had inaccessible letterboxes. A copy of the notice was put into the courier box, and an email sent to the Strata for this building.

A copy of the notice is included at Appendix A.

In response to the letterbox drop, a total of 54 individual phone calls and emails were received. Where follow up emails were received, they have also been included in the table of responses included at Appendix A. The matters raised by the local community in response to the letterbox drop are included and discussed in Chapter 4.1

3.2 Public Notice

A Public Notice was also placed in local newspaper, *The North Shore Times* newspaper on 3 September 2025 to advise the broader community of the proposal.

Buy & Sell Wanted to Buy ALWAYS BUYING RECORDS, CD'S, HI-FI, OLD WARES, ESTATES. Call Revolve ☎ 0402 141 968	Adu Licens DAY Ne Es 674 M Call	Notices Public Notices COMMUNITY ENGAGEMENT OPPORTUNITY Level 33 is pleased to announce plans for a residential development on the site at 300 Burns Bay Road, Lane Cove. The proposed development seeks consent for the development of the site for a 15 level building comprising basement, lower ground and ground level parking, and approximately 221 units, including affordable housing units, site landscaping and communal open spaces. In the lead up to the lodgement of plans for this State Significant Development with concurrent rezoning proposal application, via the Housing Delivery Authority (HDA) pathway and as part of the Community Engagement activities we invite you to comment on the proposed development. If you would like additional information, or to comment on the proposal please email sgeorgeconsulting@gmail.com by 10 September 2025.	Notices Public Notices  drink 969 buy search sell .com.au	Motoring Cars Wanted  AAA ABSOLUTELY UNWANTED All Cars, Vans, Utes and Trucks Removed Free CASH up to \$30,000 All Areas Same Day Removal ☎ Mike 0414 423 200 AAA ALL CAR REMOVAL All Cars / Vans / Ute / and Trucks Free Same Day Removal Adam ☎0426 468 777 Up to \$35,000 FREE QUOTES FREE REMOVAL Lic: MD079956 ALL CARS WANTED ALSO UTES, BIKES & VANS For wrecking or resale. Eastern Suburbs area MD Lic.No.9706. ☎ PAT 9316 8733 OR 9316 8786 After Hours 0401 002 557 buy search sell .com.au
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A phone call from a journalist at a local community publication was received in response to the public notice. The journalist noted they had emailed but the email had not been received. Email was to be resent but was not received.

3.3 Community Information Webinar

A total of 34 community members were emailed a link to the TEAMs Meeting and details about the webinar on 7 November 2025 in preparation for the webinar on 17 November 2025 from 4.00pm – 5.00pm. A total of 43 participants logged in to the webinar.

The webinar ran for 60 minutes. The webinar included a presentation providing more detailed information about the proposal at the current planning stage and addressed some of the key issues raised during initial feedback including height, overshadowing, view impacts, traffic, construction related impacts (waste, traffic, pollution, dust, noise and contamination).

Key matters raised in the Q & A session of the webinar:

- Proposed height (permissibility; whether smaller options were considered)
- Overshadowing and view impacts
- Traffic impacts including adding to existing congestion
- Exacerbation of existing parking demands
- Compensation
- Consultation process and future opportunities.
- Planning pathway and process
- Character of the area and the proposal representing overdevelopment
- Infrastructure impacts
- Requests to be included in the View Assessment.
- Request for supporting documentation to be provided.

A number of emails were received after the webinar requesting a copy of the webinar presentation, seeking additional information and providing additional comments on the proposal. A copy of the webinar presentation and questions and comments from the webinar chat are included at Appendix D. Follow up comments received are also included at Appendix A.

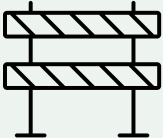
4.0 FEEDBACK AND OTHER MATTERS RAISED

4.1 Summary of Direct feedback

There were a number of themes relevant to the proposed early works emerged during the community engagement process:

Issues noted by local community members include:

Themes/Issues	Comments from community	Response
Sustainability 	• Site contamination • Pollution impacts • Construction Waste production and disposal (concerns re dust, asbestos etc) • Noise and air pollution	• A Construction and Demolition Waste Management Plan and will be provided to manage construction waste, processes and disposal. • Construction Traffic Management Plan will be prepared. • The Acoustic Assessment considers the potential noise intrusions and emissions associated with the proposal across different phases (demolition, construction and operation) and includes mitigation measures and recommendations where required. • All required site investigations to assess or test for contamination have been undertaken by EI Australia.
Construction related impacts	• Noise and air pollution • Traffic congestion • Construction-related traffic and parking	• A Construction and Demolition Waste Management Plan will be

		provided to manage construction waste, processes and disposal. • Construction-related traffic impacts are considered in the Traffic Impact Assessment accompanying the application. • A Construction Traffic Management Plan will be prepared. • The Acoustic Assessment includes recommendations to minimise construction noise impacts.
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4.2 Statutory bodies and other Community groups

Letters and emails were sent to a range of local community groups and government departments, including:

- Lane Cove Council
- Metropolitan Local Aboriginal Land Council
- NSW Police
- Fire & Rescue NSW
- Endeavour Energy
- Transport for NSW
- Department of Planning, Housing and Infrastructure
- Sydney Airport

Transport for NSW responded with a letter dated 10 September, 2025 including requirements for submission, as follows:

Comment from TfNSW	Response
<i>Transport and Accessibility Impact: The Development Application (DA) submitted must include a Transport and Accessibility Impact Assessment prepared in accordance with the requirements of TfNSW Guide to</i>	TIA prepared to accompany the application and includes Transport and Accessibility Impact Assessment prepared in accordance with the TfNSW Guide to Traffic Impact Assessment.

<i>Transport Impact Assessment, version 1.1 or as updated. The Transport and Accessibility Impact Assessment will enable TfNSW to understand the impacts the development may have on the state classified road network that it manages as well as the impacts from local road connections with the state classified road network as a consequence of increased vehicular, bus and active transport movements.</i>	
<i>Bicycle Parking: Bicycle parking and end of trip facilities are to be designed to the quantity and quality of design that reflects Transport Orientated Development design. For bicycle parking and end of trip facilities, the layout, design and security of bicycle facilities must comply with the minimum requirements of:</i> • <i>Australian Standard AS2890.3:2015 Parking Facilities Part 3: Bicycle Parking Facilities;</i> • <i>'Austroads Bicycle Parking Facilities: Guidelines for Design and Installation'; and</i> • <i>Councils DCP</i>	Bicycle parking provided in basement.
<i>Active Transport: The development should design streets that are reflective of NSW Futures and NSW Active Transport Strategy including:</i> • <i>Delivering integrated land use and transport planning connecting people to their local metro centre and strategic centres within 30 minutes by public transport;</i> • <i>Enable 15-minute neighbourhoods;</i> • <i>Delivery connected and continuous cycling networks; and</i> • <i>Promote safer and better precincts and main streets.</i>	• Proposal located proximate to public transport in the form of buses.

<i>Green Travel Plan: A Green Travel Plan (GTP) is to be provided to demonstrate a commitment to sustainable transport and modal shift. It is recommended that a Travel Access Guide (TAG) be prepared and included as an appendix in the GTP. TfNSW has developed a Travel Plan Toolkit designed for person or group responsible for developing and implementing a Travel Plan. This toolkit provides the steps, templates and resources for developing a comprehensive Travel Plan.</i>	• GTP included in TIA.
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A copy of the correspondence from TfNSW is included at Appendix C.

Sydney Airport responded with a letter sent by email on 11 November 2025 noting:

The height of the Obstacle Limitation Surface (OLS) Outer Horizontal for Sydney Airport over this site is 156m AHD.

Any proposed development designed to be taller than 156m AHD, would be considered a controlled activity and be subject to the Federal Airports (Protection of Airspace) Regulations 1996.

Construction cranes may be required to operate at a height significantly higher than that of the proposed development and consequently, may not be approved under the Airports (Protection of Airspace) Regulations 1996.

Sydney Airport advises that approval to operation construction equipment (ie cranes) should be obtained prior to any commitment to construct.

A copy of the correspondence from Sydney Airport is included at Appendix C.

No comments were received from other statutory bodies or community groups notified of the proposal.

4.3 State Design Review Panel

Members of the project team met with the Government Architect NSW in 2024 to discuss the proposed SSDA scheme. Advice and recommendations were provided after that meeting in a letter dated 6 November 2024 (Appendix B), relating to the following areas:

Connecting with Country:

Continue to ensure Country principles are sensitively applied to both the architectural and landscape elements of the proposal to inform richer and more place responsive design solutions.

Site Strategy and Landscape

- Questioning the decision to retain the existing commercial building as it reduces the usable site area and results in highly compromised outcomes for apartment amenity, site access and overshadowing of surrounding sites.
- Noted that the commercial building holds the most valuable location in terms of views and aspect.
- Recommendation to explore alternative options where the commercial building is not retained.
- Request the preparation of shadow analysis of ADG impacts on neighbouring properties to the north and south and public domain regardless of the retention of the commercial building, or not, demonstrating how impacts to the public domain and habitable rooms have been minimised.
- The need to demonstrate how pedestrian connection to the adjacent reserve and to the bus stop to improve accessibility.
- Review of the proposed bulk and scale, including views out from within the site and to the building from adjacent properties.

Architecture

- Further design development required to refine the proposals height and massing, floor planning, circulation, amenity, building articulation and sustainability.
- Recommendations to increase articulation on the southern façade to avoid a flat wall effect; review buildings circulation strategy to avoid long corridors and improve connectivity; refinement of the architectural pallet to consider the use of local materials and textures, further refinement of connection with Country narrative, durability, limited maintenance and avoiding painted finishes; maintain the basement within the building footprint to increase deep soil and canopy cover; distribute affordable housing units throughout the development; ensure all residents have equitable access to the terrace gardens and communal areas.

Sustainability

Demonstrate an ambitious sustainability strategy embedded in the architecture and encompasses the operational aspects of the building.

Lost commercial area could be redistributed on the lower floors of the new building where amenity is most compromised, prioritising the best solar and ventilation areas for residential.

The letter also detailed additional information required for the next SDRP meeting. It is noted that the application for the original scheme was withdrawn in favour of the current application, however, the recommendations provided by the Government Architect have been incorporated in the subject application.

4.4 Lane Cove Council

Members of the project team met with representatives of Lane Cove Council on 28 September 2025 to discuss the proposal. The minutes from that meeting are included at Appendix B to this report.

The following matters were discussed:

Matter discussed:	Response:
Height	
Council noted they would not support any variation to the height bonus.	This is noted by the Applicant.
Amenity of lower units	
Request for further consideration of lower level units on the north and south elevation to ensure adequate solar and visual amenity.	This is noted by the Applicant.
Sustainability	
Request for consideration of Part S – Environmental Sustainability of the DCPT 2010 in the design, including: - All electric buildings - On-site solar - Glazing - Urban heat and shade	This is noted by the Applicant.

• Sustainable materials • Provisions for EV charging.	
View impact	
Request for a view loss analysis.	• A View and Visual Impact Assessment accompanies the application.
Solar access	
Request for an in-depth solar access study that considers the impacted properties to the south, including a compliance table regarding ADG requirements of neighbouring properties	• A Solar Access Study accompanies the application (included in the Architectural package).
Site History / Contamination	
Application of recommendations provided in the Preliminary Site Investigation to be applied and further studies undertaken if recommended.	• Preliminary Site Investigation accompanies the application.
SEPP (Biodiversity and Conservation) 2021	
The provisions of SEPP (Biodiversity and Conservation) 2021 are to be addressed, in particularly <i>Chapter 6 Water Catchments Part 6.3 Foreshores and waterways area</i>. Details provided on how contaminated soils/sedimentation and erosion is to be dealt with during construction.	• See EIS • See EIS
SEPP (Resilience and Hazards) 2021	
Provisions of SEPP (Resilience and Hazards) 2021 are to be addressed.	• See EIS
SEPP (BASIX) 2004	
BASIX Certificate and NATHERS Statement certifying a 6-star NATHERS Rating would be achieved.	• This will be included with the application, prepared by E-Lab Consulting.
Landscape	
• Deep spoil 25% min 6m x 6m; • Outdoor area on structure allocable to count towards 'landscaped area' – max 15% • Any excavation exceeding 600mm nullifies area as deep soil	• See Landscaping plans and report.

• Plant Palette: Endemic species and ecological communities proposed are supported. • Consideration of canopy. • Planting on structure: soil volumes for planting to be provided; required to comply with ADG and LCCDCP Part J3.7.4, table 1.5. • Pedestrian connection: consideration of proposed northern edge access path; consideration of connection through the cores to open spaces on setbacks; clarity on pedestrian access to the site. • Landscape amenity: Consideration of ground level outdoor space and access to sunlight; solar access studies required for lower level apartments and attached outdoor spaces	
Traffic	
SEPP (Transport and Infrastructure): Provisions of the SEPP to be addressed. • Meet Traffic, Transport and Parking requirements as set out in the Lane Cove DCP Part R and relevant Australian Standards and any noncompliance mitigated. • TIA to be provided that follows the requirements in section R.6 in the DCP. • Demolition Traffic Management Plan and Construction Traffic Management Plan to be prepared that demonstrate mitigation of traffic impacts and addresses how demolition and construction traffic is to be managed. • Discussion with TfNSW regarding additional bus services or routes prior to lodgement. • Traffic counts to be undertaken on affected roads during peak hours on a typical Thursday. Intersection counts undertaken including pedestrians and cyclists.	• SEPP (Transport and Infrastructure) 2021 addressed in Traffic Impact Assessment accompanying the application. • Matters noted by Council addressed in TIA.

• Location of dedicated loading bays/service docks for parking waste trucks to comply with Australian Standards. All waste trucks must be able to enter and exit in a forward direction. • Accessible parking designed as per Australian Standards. • Vehicle tracking plans detailing satisfactory movement of vehicles within basement.	
Engineering	
• Stormwater design to be carried out by hydraulic engineer complying with Part O – Stormwater Management of the LCDCP 2009. • Stormwater to be collected by a stormwater system and connected to existing Council pipe system. • Creation of an appropriate drainage easement through downstream property to satisfy Section 12 of Part O of LCDCP. • Plan of the proposed pipe system through easement and relevant calculations to be submitted to Council. • An OSD is required that complies with Part O of the LCDCP. • Pump Out system to be installed at the bottom level of basement connected to OSD. • Gross Pollutant Trap (GPT) required.	• Stormwater Drainage Plans accompany the application prepared by SGC Consulting.
Geotechnical Investigation	
A geotechnical report to be provided addressing: • Boreholes drilled to below basement level is required for assessment • Report is to contain recommendations including excavation methods and support, vibration monitoring and a dilapidation study. • Groundwater levels to be recorded to determine if permanent dewatering will be required.	• A Geotechnical Investigation Report is prepared by EI Australia.
Impacts on Public Infrastructure and restoration works	

The following additional documents and/or plans are required: • A report of improvement works program covering all proposed new and reconstruction of public assets such as kerb/gutter, roads, footpath, pram ramp, pedestrian crossing etc around the site and up to Burns Bay Road. • A dilapidation report prepared by a qualified engineer is to be submitted including a survey of the neighbouring properties, roads, structures and services; and public infrastructure that may be impacted from induced vibration. • A construction methodology is required. This shall include traffic management plan as well as storage and manoeuvring areas and impacts on public assets. • All retaining structures greater than 1m in height are to be designed and certified for construction by a suitably qualified structural engineer and is to comply with all relevant Standards.	• A Public Domain Plan accompanies the application, prepared by SGC Consultants. • A Dilapidation Report considering public domain and neighbouring properties will be prepared prior to commencing construction. • Construction Traffic Management Plan is prepared by Gensis Traffic.
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5.0 OUTCOMES & NEXT STEPS

This *Engagement Outcomes Report* provides a detailed overview of the community engagement strategies undertaken prior to the lodgement of the application for the proposed early works on the site to facilitate the proposed residential flat building at 300 Burns Bay Road, Lane Cove.

In accordance with the requirements for engagement, a strategy to inform and engage with local residents, landowners, businesses and agencies about the proposal was applied. This has ensured the community has clear information about what is proposed and has provided the opportunity to gather feedback prior to the lodgement of the application.

The majority of feedback provided expressed support for the proposal.

The concerns raised by the community relevant to the proposed early works largely related to:

- Construction related impacts, including:
 - contamination
 - dust & pollution
 - construction related traffic
 - construction related parking,
 - noise
 - waste
 - site contamination

The application will be placed on Public Exhibition providing an additional opportunity for interested stakeholders to provide further feedback through the formal submissions process. Any matters raised during that process will be addressed by the Applicant.

It is recommended that ongoing engagement with the local community is undertaken to ensure accurate information is provided about the proposal and so that any relevant matters or concerns from the community can be recorded and addressed.

APPENDIX A

COMMUNITY NOTICE & RESPONSES

Sarah George Consulting
Social Planning Consultants

28 August 2025

To Whom It May Concern,

**Community Engagement - Proposed Residential Flat Building Development,
300 Burns Bay Road, Lane Cove**

Sarah George Consulting has been engaged by Level 33 to undertake Community Engagement activities and prepare a Community Engagement Outcomes Report to accompany a State Significant Development with concurrent rezoning proposal application, via the Housing Delivery Authority (HDA) pathway, to be submitted to the Department of Planning, Housing and Infrastructure (the Department) for a proposed residential flat building development, including affordable housing at 300 Burns Bay Road, Lane Cove.

Subject site:



The proposal seeks approval for demolition of the existing structures on the site and:

- construction of a residential development over 15 levels (lower ground, ground and levels 1-13), including:
 - two levels of basement car parking and lower ground parking with approximately 319 spaces
 - a mix of one-, two- and three-bedroom apartments with approximately 221 dwellings, of which approximately 26 will be dedicated affordable housing
 - site landscaping and communal open spaces.

Affordable housing is rental housing available to those on very low to moderate income households and is often leased to key workers to assist in them being able to live closer to their workplace. It's priced such that these households are also able to meet other basic living costs such as food, clothing, transport, healthcare and education.

Affordable housing is managed in a similar way to traditional private rental properties but residents are required to meet eligibility criteria and the properties are managed by registered Community Housing Providers.

The intent of the Community Engagement is to gather feedback on the proposal from the community and other key Government agencies and non-Government organisations.

Sarah George Consulting
Social Planning Consultants

Feedback provided from the community will be used to inform the proposal and amendments made, where feasible. A Community Engagement Outcomes Report will be prepared that describes the engagement activities and includes the feedback received from the community.

We would like to invite your comment on any matters you would like included in the Community Engagement Outcomes Report.

A webinar providing additional information on the proposal and providing the opportunity to ask questions about the proposal will be held in the near future. Please email to register your interest in attending the webinar and a link to the webinar will be provided.

If you wish to comment on the proposed development, or would like additional information, please respond within 21 days of the date of this letter in writing to PO Box 319, Marrickville NSW, 1475; via email (sgeorgeconsulting@gmail.com) or by phone (0418 439 813 - between 9.00am and 5.00pm Monday - Friday).

Regards,

Sarah George

Sarah George
Social Planning Consultant

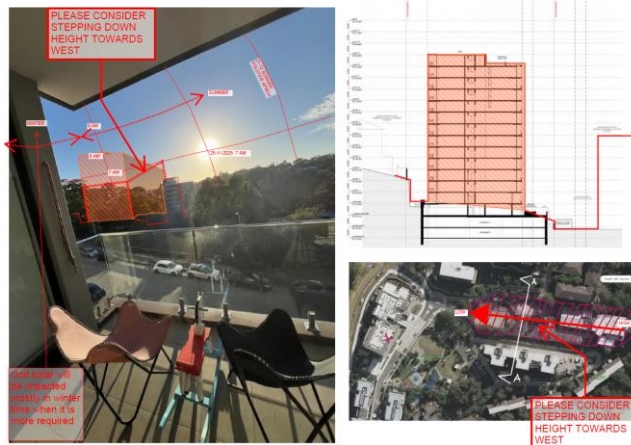
SSD Community Engagement checklist – Lane Cove 2025

Who	What	When	Response
Adjoining properties	601 notices delivered to letterboxes plus additional 22 emails sent to previous responders	28/0/25	
Lane Cove Council service@lanecove.nsw.gov.au	By email	28/08/25	
North Shore Police Area Command Attention: Crime Prevention Officer 63 Archer Street CHATSWOOD NSW 2067	By post	28/08/25	
Metropolitan Local Aboriginal Land Council metrolalc@metrolalc.org.au	By email	28/08/25	
Department of Planning, Housing and Infrastructure	By mail	28/08/25	
Transport for NSW PO BOX K659 HAYMARKETNSW 1204 Email: development.sydney@transport.nsw.gov.au	By email	28/08/25	Email response received 10/09/25
Fire and Rescue NSW Locked Mail Bag 12 Greenacre NSW 2190 Email: info@fire.nsw.gov.au	By email	28/08/25	
Sydney Water Plumbing , Building and Developing PO Box 399 PARRAMATTA NSW 2124	By mail	28/08/25	
Endeavour Energy 8 Parramatta Square Parramatta NSW 2150	By mail	28/08/25	
Sydney Airport Plan.approvals@syd.com.au	By email	28/08/25	11/11/25 – email with letter attached

#	Who what when	Comments	Webinar registration	Details sent
1	28/08/25 –by phone	• Objection to proposal of size and scale • Overshadowing to building at 300 A,B,C • Privacy/overlooking impacts • Significant concerns about the viability of existing properties and property values. • Properties within 300abc are undervalued due to structural issues, proposal would reduce value • Existing demand for on-street parking would be exacerbated with proposal • Existing traffic congestion issues would be exacerbated with additional cars. • Already a lot of large apartments in the area. • It would be good if the proposal included uses for the whole community (shop/café/park etc)	Yes	7/11/25
2	28/08/25 – by email	• Questions about demolition start and construction time frames. • When would demolition commence? • Why so tall?		
3	28/08/25 – by email	• Questions about access to Burns Bay Reserve = driveway is dangerous and lots of pedestrians on the road. Question about whether there are any plans to include a pedestrian walk/route to the park.		
4	28/08/25 by email	• Registering for webinar	Yes	7/11/25
5	28/08/25 – by email	• Thank you for the update. • Yes, please, I need all the information available regarding this proposal. • Also, has the DA been lodged? If so, can you send the link where one might find it? • What is the deadline for the community input? • Is there a shadow impact study available to view please? • Is there a traffic impact study available to view please? • The pamphlet says approx 26 dedicated affordable housing?Why approx? Why can't a fixed number be provided? Follow up email: • Yes, please register me for the webinar. • Do I just send my feedback in an email? • Will the Community Engagement Outcomes report be available to us? • Is this a different community report to the one the community can provide feedback to once the DA has been lodged?	Yes	7/11/25
6	28/08/25 – by email	• If reference to your flyer re proposed Residential Flat Building Development • The original proposal was going to be 8 levels now increased to 15 levels • I have been a resident here since 1979	Yes	7/11/25

	Follow up email sent 29/08/25	1. This 13-15 levels will caused massive shading and block the sunshine to the buildings 2. Caused massive transport and parking problems as their is a small driveway 3. To be able access Burns Bay Road , is impossible now , 4. Buses to city in peak hours are full after 4-6 stops 5 FYI there are 13 blocks of units and approx 1000 people live in these units - adding a building with 13 levels is just creating more congestion in transport and parking - Please add me the webinar and please provide me with more information. 29/08/ - noted contamination of site due to previous tannery use		
7	28/08/25 – by email	How will immediate roads be redeveloped to ensure no peak hour gridlock.		
8	28/08/25 by email –	Thank you for sending the consultation letter regarding the proposed development at 300 Burns Bay Road. As a resident of 300b Burns Bay Road, I am concerned about the potential impact on my property. Specifically, the proposed building may obstruct direct sunlight to my apartment, resulting in a perpetual lack of natural light. This would not only affect our living conditions but could also negatively impact the property's value. I believe these concerns merit a thorough review. On a positive note, I applaud the inclusion of affordable housing, which is a commendable outcome for those in need. I would appreciate being registered for the webinar to stay informed, and I look forward to receiving further details.	Yes	7/11 /25
9	28/0/25 by email r	I hope you are doing well. There was leaflet left in my mailbox and came to know about this Residential development at 300 Burns Bay Road. I live like 20 metres away from this proposed development and I really disappointed and furious to know that the government is planning building 200+ apartments in this overcrowded part of Lane Cove West. 1. There are already so many apartments in this small pocket, and don't know why the government wants more apartments here???? 2. Massive traffic jams in the morning and evening time during peak hours on weekdays. Sometimes it takes like 30 min to get home from Lane Cove village to Waterview Drive (just 2 kms in distance). 220+ apartment means 500 more cars every day, and longer traffic jam. Is govt planning to do something about it???? 3. Overcrowded buses and no train option - Transport NSW reduced almost all the bus services here (they did that last year), and now, every morning most of the buses are overcrowded. There is no train line in Lane Cove, meaning things will get worse if the govt keep hoarding people like sheep/goats in small area here. Why isn't government thinking of improving roads and bus service in Lane		

		Cove West than building these apartments here???? I thought Labor government will have some wise people and that's why voted them but I think it was a mistake and they don't think about people at all. We are paying thousands of dollars in taxes every year, and getting nothing but poor and jammed roads, overcrowded buses and now, overcrowded suburb where we have been living for 8 years. I am strongly against this proposed development, and would ask the so called planners to use their brain a bit at least once. And before they build more apartments here, plan better transport, schools and other infrastructure. Don't just hoard people like sheep on this hill.		
10	29/08/25 – by email	I live in a small building called Parkway and have done so since 1975. The immediate issue is the shadowing of buildings that already exist. Then we would need a full scope on how the infrastructure already under pressure, roads, public transport, sewer lines (that are 50 years old or more) improvements are to be developed. A 13 level building will overshadow all the buildings in front. And while I understand the housing issue in our country at the moment, I feel that placing all other residents in the dark to achieve State Significant Development is unreasonable to expect that this will not result in significant issues once a DA is developed. The building needs to be much lower than the proposed 13 story above ground. Currently this area is a labour seat but has been Liberal previously. There are thousands of residents that will be impacted if the development continues as per your document. Thanks for your consideration.		
11	29/08/25 – by email	I live at 290 Burns Bay Rd, and would like to highlight there is already a massive bottle neck of traffic daily backed all the way up to Centennial Ave. This proposed development does not have adequate infrastructure of roads etc to accommodate the massive addition of population in the area.		
12	29/08/25 by email Follow up email 18/11/25 Follow up email 25/11/25	I am writing to you in regards to your letter dated 28th of August and received on the same date, informing about the Community Engagement – Proposed Residential Flat Building Development, 300 Burns Bay Road, Lane Cove. May I ask you kindly to provide the following documents: -Winter Summer 9am-12pm-3pm shadow study -Development Massing. Also, please also register my interest in attending the webinar coming in the near future. 18/11/25 My great concern is that the proposed building's exceptional height is going to impact the solar of my unit at EVA Lanecove (see red X in snip below).	Yes	7/11/25

		I currently only get the sun of the morning in between sunrise until 10am. My unit looks towards the east, with a view to Hughes Park. 1-Can you please provide a winter equinox 9am shadow diagram of the proposed massing? 2-Can you advise how many dwellings will the development have? , or what is the proposed density? (In that case what is the site area?) 3-Can you advise how many car spaces the development will propose, and if there is a traffic management plan for the Burns Bay Road / Waterview drive intersection? 4-Will the development have some public community facilities? 5-Can you provide a north-south schematic section AA (see snip below) to understand how much taller than the building at 300A Burns bay Road is the proposed massing? And finally, can I get a copy of the report or documentation of the webinar outcome?, or alternatively direct me to a NSW government site/email address, where I can query the webinar information provided? Thanking you in anticipation for your attention, I took a photo this morning from my unit and translated the section of the massing to the photo, please refer to pdf attached. Although I understand progress and development has to happen, it can be done with enough sensibility not to harm or damage the quality of life of the already existing inhabitants. Can you please pass my rough study to the architect, as I think that if the design is stepped from West (highest point) to East (lowest point) all Building A from EVA Lanecove would not loose the required minimum 2 hours solar from level 4 to ground, specially at winter time? Can you advise which architecture company is doing the design?		
				
13	29/08/25 by email	Registering for webinar	Yes	7/11 /25
14	30/08/25 – by email	Webinar registration	Yes	7/11 /25

15	30/08/25 – by email	It was mentioned that the proposal is for 15 levels high building and 221 dwellings. I would like to highlight the concerns of mine and some other residents that I have spoken to, regarding this. First of all, the traffic on the Burns Bay Road at any time of the day is so bad already, not to mention peak hours where we can observe pedestrians reaching their destination faster than vehicles. Added to this is the Waterview drive entrance where the main gate of the proposed project is located, where the infrastructure absolutely does not support another 200-300 homes and traffic going in and out throughout the day. Accidents and crashes are so common in this area due to congestion and traffic blocks, we are really worried how this will turn out without any change to the infrastructure first. Parking is another concern, that is already a debate around the Hughes park area. Another main concern is the height of the building that would block out the sun to the apartments nearby, that are in 300 A/B/C Burns Bay and 302 Burns Bay Road. These are apartments that are already closer to the waterfront and with high humidity as an ongoing issue, and blocking sun as well will only elevate the problem of damp and mould in the houses, increasing health risks to the residents. All together, it looks like more focus should go to improving the infrastructure around the area before adding more houses to an already saturated place. If a housing project like this is in an area with more independent houses, then it may not be such a big problem. But in an already crowded area with so many apartments, adding one more high rise without any planning just seems like a terrible idea. I seriously hope these issues are considered and addressed before planning this project.		
16	31/08/25 – by email	I write in response to your notice dated 28 August 2025 regarding the proposed development at 300 Burns Bay Road, Lane Cove. I want to register my strong objection to this proposal, as it will directly and negatively impact me as a nearby resident. 1. Height, Density and Character The proposed 15-storey building is grossly out of scale with the neighbourhood I live in, which is low- to mid-rise in character. From my property, this proposed 15 level development would dominate the outlook, overshadow everything around it, and significantly reduce the sense of space and privacy that we currently enjoy. 2. Traffic, Parking and Safety Burns Bay Road is already super congested, and I experience daily delays entering and leaving the area. Adding over 200+ dwellings and 300+ parking spaces will make this substantially worse, creating constant traffic bottlenecks and raising safety risks on local streets that we rely on.		

		3. Strain on Local Services We Depend On We already find it difficult to access local childcare, health services etc., which are stretched. A development of this size will put even greater pressure on the facilities I use, reducing accessibility and service quality for existing residents like myself. 4. Amenity, Lifestyle and Privacy The project will cause me direct loss of amenity. Noise, dust, and disruption during years of demolition and construction will make living nearby unpleasant. Once built, hundreds of new residents in close proximity will mean more noise, loss of privacy from overlooking apartments, and a significant reduction in green space. This is not the environment I chose when I moved to Lane Cove. 5. Process and Consultation A single webinar is an inadequate way for me and my neighbours to understand and respond to a project of this scale. Moreover, the use of the State Significant Development pathway strips local councils and residents of meaningful input into a development that will have its greatest impact on us, not on the State. While I appreciate the inclusion of affordable housing, this does not justify the scale of the project or the severe adverse impacts it will have on local residents' daily life. For residents like myself, the proposal represents an overdevelopment that is simply unsuitable for this location. Financial Impact 300 Burns Bay Road is not a convenient spot for public transport and has little to no community amenity closeby, higher density will drive a negative impact on both existing and new apartment prices in the same area; given the rising construction materials and labour cost, this may not be a profitable project for the developer; on top of that, with a tough economy and low confidence in new apartment unit quality, the developer may not be able to sell them for a good price. Combining all these factors, I urge you and the developer to reconsider if this is the right project to invest into. I request that my objection be recorded in the Community Engagement Outcomes Report and that these concerns be provided to the Department of Planning, Housing and Infrastructure for consideration.		
17	30/08/25 – by email	While I strongly support the creation of more housing (including affordable housing) in NSW, I am concerned about the size of the current redevelopment proposal for 300 Burns Bay Road. The current (commercial) structure appears to be four stories tall. I would like to know what steps would be taken to update water mains, sewerage lines and access roads to support the increased usage implied in building a structure that will support 221 new dwellings? Additionally, how will storm drainage systems be updated to adequately support 221 new dwellings? As someone living at the bottom of that hill, my building risks being flooded (during periods of heavy rain) if there is inadequate or clogged storm drains in the structures at the top of that hill.		

		Another concern I have is the height of this proposed new structure in relation to the washing lines for residents of 300 B and 300 C. As you can see from the images I've attached, adding multiple stories to the proposed new structure (above and beyond what is already present) will block the light from the area, rendering our washing lines useless. Finally, the third image I've attached shows the current state of the underside of the current structure, which is filled with rocky debris. During the construction period, what steps will be taken to prevent dust, debris, erosion and rock slides so as to prevent damage to 300 B? From my point of view, I would be happy to support a smaller redevelopment that stands no taller than the current structure (and includes adequate parking for its residents). Please feel free to reach out should you require any clarification. Thank you very much.		
18	2/09/25 – by email	I am writing in response to a letter I received about : Community Engagement - proposed residential Building Development, 300 Burns bay Rd, Lane Cove. I wish to comment on the proposed development and receive additional information. I live in the block 302 Burns bay rd. Email is probably the best way to contact me and send info.	Yes	7/11 /25
19	3/09/25 – by email	I live at 292 Burns Bay road and I overlook the Bay . Very, very concerned that this development may totally or partially block my view. This would devalue my property considerably and based on that would be opposed to this development.		
20	3/09/25 – by email	I would like to register for the webinar and wish to comment on the proposed development. I am not opposed to sensible high density residential development. However, 221 dwellings represents a huge development in a location with already congested entrances and exits to Burns Bay Rd., 15 levels would dwarf surrounding residential buildings. It is also a very sensitive bushland environment so I am concerned about the environmental impact of the construction and the ongoing access. From a personal point of view, as an owner at 290 Burns Bay Rd, I am very concerned that the development will block the view I just paid handsomely for. I want to see where the boundaries of the structure will be. Will dwellings come right to the point of the roundabout? What kind of shadow will such a huge structure cast?	Yes	7/11 /25
21	3/09/25 – by email	I am writing to express my strong objection to the proposed development at 300 Burns Bay Road, Lane Cove, which is currently under Environmental Impact Statement (EIS) review. While I understand the need for affordable housing, I am deeply concerned about the significant negative impacts this large-scale development will have on the surrounding community, local environment, and existing residences, particularly our property directly adjacent to the proposed site.		

		1. Overdevelopment and Incompatibility with Local Character The proposed scale and density are not in keeping with the established character of Lane Cove. The surrounding area is predominantly low- to medium-density residential, and introducing a development of this magnitude would create an abrupt and inappropriate contrast. This risks eroding the visual and social character that makes Lane Cove a desirable and cohesive community. 2. Strain on Local Infrastructure and Services Lane Cove's infrastructure—roads, public transport, schools, and medical services—are already under pressure. Adding a development of this size, without clear plans for infrastructure upgrades, will worsen congestion, reduce service quality, and impact the wellbeing of current residents. 3. Adverse Impact on Property Values and Amenity As the development site sits next to our apartment building, the proposal will severely compromise our property's value and amenity. Issues include: • Loss of privacy due to overlooking windows and shared boundaries. • Significant overshadowing that will reduce natural light to existing apartments. • Noise and congestion from the scale of proposed occupancy and traffic. 4. Environmental and Traffic Concerns The Environmental Impact Statement does not adequately address: • Increased traffic congestion on Burns Bay Road, which is already heavily burdened. • Potential loss of green space and biodiversity in an area where preservation is vital. • Impacts of additional parking demand, which will spill into surrounding residential streets. 5. Inadequate Community Consultation Local residents, including ourselves, feel that consultation has been insufficient. A project of this scale requires deeper community engagement to ensure that the voices of existing residents—those most directly affected—are properly heard and considered.		
		For these reasons, I respectfully request that this development proposal be reconsidered or significantly amended to better reflect the local context, protect neighbouring properties, and ensure sustainable infrastructure planning. I urge you to prioritise the concerns of current Lane Cove residents and reject the project in its current form.		
22	8/09/25 by email	Registering for webinar	Yes	7/11/25
23	8/09/25 – by email	Email seeking additional information and registering for webinar	Yes	7/11/25
24	08/09/25 – by email –	Register for webinar	Yes	7/11/25
25	08/09/25 – by email	I have just learnt, to my dismay, that comments about this (over)development close on 10 September and that locals have been sent details. We are currently on holidays in FNQ, but only left home on 28th August and will be back on Thursday. We have not received any notice at all. I had heard that something was planned, but I just read, through a third party, that the plans are for a 15 storey tower ?!?!?		7/11/25

		This is grossly out of proportion with the neighbourhood. This (over)development will totally ruin our outlook. We moved to our unit (and paid a premium) because of our outlook - views down the river, glimpses of the city skyline, the top of the harbour bridge and just a pleasant, calming space. A 15 storey tower will block all of this and lower its value markedly. We will also be overlooked by hundreds of new units in close proximity. Yes, we are in a block of units and we are surrounded by o the blocks, but 15 storeys is just ludicrous in this location. In addition to the strain on the current infrastructure, we have had a number of blackouts since we have been here, the roads cannot cope with so many more units and it will just be totally inappropriate. Please, please send me the information I am already supposed to have so I can view how bad this will affect me and my neighbours and we can have some kind of informed debate about the obvious flaws with this proposal.		
26	9/09/25 – by email	Hi Sarah, can you please include me on the Community Consultation for the above development. I am a resident of Kooyong Rd in Riverview and hold significant concerns for the impact of such a large and inappropriate development in this location. Please be sure to observe activities in the Burns Bay Precinct (on weekends in particular), scale of existing development, standing pressures on parking and the underserved public transport that such a development will only exacerbate.	Yes	7/11 /25
27	09/09/25 – by email	I'd like to register for the webinar for this development. I am a resident of 300A. Of particular concern to me is the impact of a 15 story development on light to my unit. I would appreciate a response to this question with thanks.	Yes	7/11 /25
28	09/09/25 – by email	I live at 300B Burns Bay Road and received your information sheet in my letter box. I would like to attend the information session that is running on the development. Could you also please send me any reports about the impact of the development on traffic in the area and shade that will be caused by the new building over existing surrounding apartments? I would like more information about the proposed development before I send you my comments.	Yes	7/11 /25
29	09/09/25 – by email	Register for webinar	Yes	7/11 /25
30	09/09/25 – by email	Register for webinar	Yes	7/11 /25
31	09/09/25 – by email	Thanks for you invitation to comment re the consultation for the proposed development. As a resident of 302 Burns Bay Rd I appreciate the need for, and intent of, the proposed housing development.		

		I have a number of concerns, however, which I would welcome serious contemplation. 1 in the last round of development Waterview Drive was created & the roundabout was installed to funnel traffic from the Burns Bay lights into Waterview Drive, 298 & 300, 300a, b, c, and 302. A number of problems have become apparent with the design & function of that roundabout which will be greatly exacerbated by another 300+ cars from the new development. They include: * inadequate pedestrian ways, particularly on the northern side of the roundabout where there is no dedicated pedestrian access to 298 & 300, nor to 300a, b, c or 302 * the presence of the Montessori preschool & the dog -friendly Hughes Park mean that pedestrians, often with small children & dogs cut across the roundabout with trucks and cars (including many service vehicles which may not be familiar with the area) coming at speed from all directions. The presence of another 500 people & associated vehicle movements needs to be carefully planned to ensure that there is not a tragedy * the line of sight from the road from Hughes Park 300a, b, c & 302 toward the exit from 298 & 300 is currently difficult for drivers on both roads. Coming out of 300 the driver needs to be aware that there is a road on her left arriving at 45 degrees, but has little view. Drivers coming up the hill from 302 have a limited view of a road above them entering at 45 degrees. More than once I have had to brake very hard to miss a speeding vehicle leaving 300 who has seemingly been unaware of other cars entering the roundabout * reliance on a give way sign at such a fraught intersection with the addition of 300+ extra cars and all the associated service vehicles will clearly be inadequate 2 Pedestrian access to the foreshore will also require consideration. The current practice of pedestrians - often with prams, small children, dogs, bikes and toys - walking down the road from the roundabout to the waters edge & Burns Bay on a single lane roadway with both parallel & 90 degree parking is already treacherous & another 400+ people using the road as a footpath is an invitation to disaster 3 During construction of one tranche of the Waterview development there were considerable problems with noise, vibration causing damage to neighbouring buildings, and raw sewerage overflowing from the site on to neighbouring properties. It is my understanding that the developer was fined by the relevant authorities, but the fines (which were paid) were insufficient to stop the offending behaviour. It would seem that there may need to be additional contractual and permit requirements which would require the developer, builders and other contractors to comply with the law to protect the neighbours & environment, not merely pay fines for non-compliance		
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		Thank you for the opportunity to comment		
32	09/09/25 – by email –	I am an owner resident of 300A Burns Bay Rd in one of the Tower blocks and I would like to express my concern over the negative outcomes if this new 300 Burns Bay Rd development goes ahead in the updated 15 level proposal. Firstly, the SAS site is already elevated so to have such an extreme 15 storey building so high will block the natural sunlight which is already scarce as our buildings are South facing, so the only time most of our Strata's apartments is the late morning to afternoon. No sunlight would mean increase of damp and mould issues, decrease people's health and wellbeing, invasion of privacy with new residents looking into our windows. Overall, this would obviously reduce the value of our buildings. The proximity of our sites are already too close so noise would be a factor. Noise can be loud in the area due to the echo and if the new building has balconies then this would be unacceptably too close for comfort. Our area with all the current newer apartment blocks have already impacted and increased the number of traffic at the lights. In peak times, the cars line down to the roundabout. Now I am for trying to solve the housing crisis but my immediate reaction to this is that 26 affordable dwellings out of 221 is a really poor excuse to make big profits by developers. I value teachers and medical staff and would expect a much higher percentage of the allocation of affordable dwellings. The impact of drilling construction would affect and may damage our 300ABC buildings which is concrete/tiles built in the 70s. Please consider for the wellbeing of everyone in the already compact area for the new development: Maintain cap of 7 storey height of building More visitor parking at 300 site More affordable dwellings		
33	09/09/25 – by email & follow up email 10/09/25	I am writing to express my concerns regarding the proposed 15-level development at 300 Burns Bay Road (the SAS site). While I acknowledge that some form of development will proceed, I believe the scale of 15 levels is excessive compared to the standard 7-9 levels of most buildings in our precinct. Key concerns include: Overshadowing: A 15-level building will cast substantial shadows across 300ABC Burns Bay rd. This especially applies for Parkway and adversely affect the natural winter sunlight for all one- and three-bedroom units in the Towers.	yes	7/11 /25

	Traffic and Parking: The addition of over 300 additional vehicles will exacerbate the already congested Burns Bay Road intersection and traffic lights. Parking is already limited in this area, and even with resident parking provided, it does not adequately accommodate multi-car households, deliveries, and visitors. Public Transport Strain: The current bus routes into the city and Lane Cove are already at capacity. It is uncertain whether additional services will be provided to accommodate the influx of hundreds of new residents. Infrastructure Stress: Plumbing, parking, and other essential infrastructure are already under strain and will be further strained by such a large development. Health and Safety Risks: A project of this magnitude poses significant risks to nearby residents from asbestos, silica dust, and prolonged construction impacts. Could you please clarify how the development team intends to address these concerns? For transparency, I have included the local news, our Federal Member, and Council in this email. I do not support the current plan in its present form and feel an urgency in collaborating with the local community to ensure that this project is safer and more sustainable both in the present and future. 10/09: Thank you for your response and for confirming that my comments will be included in the Engagement Report. I appreciate that the process is still at an early stage and that some of the required assessments (shadow diagrams, traffic impact, waste and cumulative impacts) are still to come. I do, however, want to emphasise that for me and many families in this precinct, the health and safety of children during construction is a priority concern. The proximity of this proposed development to residential areas raises serious risks of exposure to asbestos, silica dust, noise, and other pollutants over what could be several years of building activity. Many children walk, play, and live immediately adjacent to the SAS site, and we need clear assurances on how these risks will be identified, managed, and monitored from the outset. I also remain concerned that the height of 15 levels itself is excessive and out of step with surrounding buildings. While the required technical assessments may model the impacts, they do not address the fundamental issue of scale. Could you please clarify whether the proposed height of 15 storeys is fixed, or if community feedback has the potential to influence this before the application is lodged? I would also like to know when the shadow diagrams, traffic assessment, and Construction Waste Management Plan will be available for community review, as these documents are central to understanding the true impacts.		
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		I welcome further opportunities to provide feedback, but I urge that children's health and wellbeing alongside broader community concerns are given the strongest weight in the assessment process. I have again cc'ed the local news, our federal member, local council and in addition Anthony Robert in this email to alert them to community concerns over this project.		
34	09/09/25 – by email	I am writing to express my concerns regarding the proposed 15-level development at 300 Burns Bay Road (the SAS site). While I acknowledge some form of development will proceed, I believe the scale of 15 levels is excessive compared to the standard 7-9 levels of most buildings in our precinct. Key concerns include: Overshadowing: A 15-level building will cast substantial shadows across 300ABC Burns Bay rd. This especially applies for Parkway and adversely affect the natural winter sunlight for all one- and three-bedroom units in the Towers. Traffic and Parking: The addition of over 300 additional vehicles will exacerbate the already congested Burns Bay Road intersection and traffic lights. Parking is already limited in this area, and even with resident parking provided, it does not adequately accommodate multi-car households, deliveries, and visitors. Public Transport Strain: The current bus routes into the city and Lane Cove are already at capacity. It is uncertain whether additional services will be provided to accommodate the influx of hundreds of new residents. Infrastructure Stress: Plumbing, parking, and other essential infrastructure are already under strain and will be further strained by such a large development. Health and Safety Risks: A project of this magnitude poses significant risks to nearby residents from asbestos, silica dust, and prolonged construction impacts. Could you please clarify how the development team intends to address these concerns? For transparency, I have included the local news, our Federal Member, and Council in this email. I do not support the current plan in its present form and feel an urgency in collaborating with the local community to ensure that this project is safer and more sustainable both in the present and future.		
35	09/09/25 - by email	Asking how they can provide feedback 10/09/25:	Yes	7/11 /25

	Follow up email 10/09	My concerns are: Congestion and a bottle neck scenario for both waterview drive and burns bay road The proposed property is very tall and will have an impact on sunlight and the general look of the area from waterview drive and burns bay reserve. I dont believe any buildings in lane cove should exceed mid rise for the above 2 reasons. Could you please add me to the webinar or provide the link?		
36	09/09/25 – by email	Thank you for coordinating community engagement on behalf of Level 33 about the proposed development at 300 Burns Bay Road, Lane Cove. I am a long time resident of 300A Burns Bay Road, which sits alongside the proposed development site. Below I have outlined some concerns about the current proposal for inclusion in the Community Engagement Outcomes Report. Overshadowing Impact The proposed development is significantly taller than all surrounding developments, and is being developed on a very narrow block. When built the development is almost guaranteed to block all sun to 300A, B and C and its current height. There is also no doubt a 13 storey building will block the views of the buildings behind the proposed development site. To address this it would be necessary to lower the height of the new building (even at 7 stories it would be two stories taller then the existing buildings because it is higher on the hill). Providing a significant garden buffer on the perimeter of the development so that the building doesn't fill the maximum land envelope would also help reduce impact on 300A, B and C. Infrastructure Impact The Burns Bay area has exceedingly limited public transport, and more cars then can be handled by the current parking capacity and road infrastructure. The area has not metro or rail links and over the last decade the state government has discontinued the lane cove west to CBD ferry, and significantly reduced bus services from the area to the CBD. There is currently only a handful of express bus services running between lane cove west and the CBD during peak hour on weekdays. To address this it is requested that the developer work with the state government to increase bus services to the area. The most significant enhancement would be a bus service from Lane Cove Interchange down Victoria road either to Central, or connecting to the Bays West Precinct light rail hub. Health Impact The proposed development site is on top of the site of a historic tannery fire. The site was never fully cleared and much of the hazardous material buried underneath the site of the proposed development. When foundation building commences toxic dust and other materials will be brought up to the surface and potentially expose residents of neighbouring sites like 300A, B and C to carcinogenic compounds. Building at the site will also generate a significant amount of dust and noise pollution long term, which will		

		have a significant mental and potentially physical health impact on nearby residents. It is not clear how the developer plans to prevent health impact to existing residents. Environmental Impact A defining feature of Lane Cove is its incredible bushland and wildlife. The area around the development site is surround by wetlands and bushland which are home to a diverse range of wildlife, including native parrot species' that nest in burrows in the many mature native trees. The development is going to bring light, noise and environmental disturbance for several years and will continue to have impact once it is complete. The aforementioned toxic materials under the development site have potential leach in to the waterways and mangroves in the area and contaminate them. It is not clear what the developer is doing to address this. One strategy would be to replace the trees removed from the site with mature trees rather than saplings, to provide immediate replacement nesting sites for native wildlife. Liveability Impact The proposed development is residential only, which seems out of line with other contemporary developments of this size that include commercial and residential spaces. When the building is complete there will be several thousand residents in the area. To support the community and enhance liveability of the area short and long term it is suggested that the ground floor have several retail spaces to house cafes or eateries. There is only a few hospitality venues in this part of Lane Cove, and adding more would significantly enhance the Burns Bay area. Follow up email noting objection.		
37	09/09/25 – by email	I object to the proposed development at 300A Burns Bay Road. I live in 300A and aside from concerns about already too-high congestion, lack of public transportation and prolonged noise during building as I work from home, I understand the site has significant toxic contamination which I haven't seen any plan to address or ensure the safety of the residents.		
38	10/09/25 – by email	Could you please send me further details regarding the 300 Burns Bay Road Lane Cove development? I would also like to attend the upcoming webinar. I'm a resident of 288 Burns Bay Road. Unfortunately I've only learned of this development today via social media.	Yes	7/11 /25
39	10/09/25 – by email	Thank you for the update on the proposed redevelopment at 300 Burns Bay Road and for inviting input into the Community Engagement Outcomes Report. At this stage, and noting that detailed plans and technical studies have not yet been provided, I would like to raise some preliminary matters for inclusion. These points are offered in good faith and may evolve as more information becomes available. 1. Built Form, Privacy and Overshadowing At 15 levels, the proposal is <u>markedly out of scale with the prevailing six-storey neighbourhood character</u>. It undermines context-sensitive development in this	yes	7/11 /25

		precinct and stretches community perceptions of good faith. I support additional housing, but I strongly oppose this height and massing. While there is one “tower”-style development in the precinct, it is substantially lower than the height now proposed and is located at the far end of the precinct, which mitigates its scale and impact. It should not be considered a precedent for the dominance a building of this proposed height would have over its immediate neighbours such as 288 and 290 Burns Bay Road (noting that 290 “Delve” comprises only 38 units). The Waterview precinct is already significantly denser than much of Lane Cove, with 'human-scale' apartment buildings that balance supply and liveability. Good planning practice suggests that new development should align with the existing medium-density character, which is already accommodating a substantial share of Lane Cove’s housing supply, rather than “leapfrogging” the precinct into high density in a single step. A conversion from commercial to residential use at a scale consistent with surrounding developments could still advance the HDA’s housing delivery objectives, including affordable housing targets, while providing a fair return for the developer and better respecting principles of context-sensitive development, balanced density distribution, and infrastructure capacity. This would enable the site to contribute to housing supply without eroding neighbourhood character, open space, or transport sustainability. Visual dominance, privacy loss, and overshadowing impacts on neighbouring homes, parks, and open spaces need full assessment. Please provide 3D massing diagrams, sightline diagrams, and overshadowing studies for all seasons. 2. Transport and Infrastructure Capacity The site is serviced only by road and bus transport, with no direct metro or heavy rail access. I am concerned about whether local roads, bus services, schools, and community facilities can accommodate the additional population from 221 apartments and 319 parking spaces. A Traffic Impact Assessment should explicitly model: • Peak-direction flows: conversion from commercial to residential will add to outbound AM and inbound PM congestion, unlike the current balanced flow from commercial use. • Adequacy of visitor parking and potential overflow into local streets, noting residents often occupy visitor spaces. • Pedestrian and cyclist safety near Hughes Park, the Community Garden, and bus stops. • Queue lengths at Burns Bay Road signals, including risk of queues backing into through traffic on Burns Bay Road. • Delays at the Burns Bay Road/Penrose Street intersection, particularly in the afternoon peak.		
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		3. Open Space, Tree Canopy, and Environment The site adjoins Burns Bay Reserve bushland and the Lane Cove River corridor, both ecologically sensitive. I request studies on: • Stormwater runoff and biodiversity impacts • Tree canopy retention and urban heat mitigation • Public and communal open space provision, including whether new landscaped areas will be accessible to the broader community or only residents. 4. Affordable Housing Details The inclusion of 26 affordable dwellings is noted positively. Please clarify: • Distribution (integrated vs clustered) • Management arrangements (e.g., community housing provider) • Eligibility criteria and duration of affordability 5. Construction Management Advance information on demolition staging, excavation, haulage routes, and mitigation for dust, noise, and vibration is needed to understand construction-phase impacts. 6. Sustainability and Services Please clarify energy efficiency, water-sensitive urban design, stormwater detention, EV charging, and solar PV commitments. Will the development provide any on-site services such as childcare, small-scale retail, parcel lockers, shared vehicle facilities, ride-share pickup bays, and other on-site facilities to reduce car trips and meet the needs of the increased population? 7. Retaining Daytime Activation and Mixed Use The current SAS commercial use provides daytime activity, local jobs, and balanced traffic flows. A purely residential redevelopment risks: • Loss of local economic diversity • Peak-direction congestion in commuter hours • Reduced daytime pedestrian activity I encourage considering ground-floor daytime commercial or co-working space to retain these benefits and support the local economy. 8. Precinct-Wide Impacts Preliminary estimates suggest this development would increase dwellings, population, and vehicles in the Waterview precinct by 35–40%. A detailed, independent study should:		
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		- Quantify population, traffic, and service demand increases within the Waterview precinct, and - Assess and qualify impacts on amenity, infrastructure, and open space. 9. Community Engagement Process Please release all technical studies (traffic, overshadowing, privacy, environmental, wind, etc.) before or at the time of the webinar so the community can provide informed feedback. If documents are released late, the consultation period should be extended to allow proper review. 10. Proponent identity and community engagement At present the proponent is not identified. For transparency, please confirm the legal entity (company name, ABN/ACN) and the delivery team (developer, builder, architect and key consultants). It would also assist to provide a brief track record on comparable NSW projects (quality, timeliness, compliance) and outline the approach to community engagement and complaints handling during design and construction. If affordable housing is proposed, please identify the intended community housing provider when available. — — I emphasise that these concerns are preliminary and will be reviewed once indicative plans, traffic studies, and environmental assessments become available. Early access to these materials will allow for more constructive and informed community input. Thank you again for the updated information. I look forward to reviewing the proposal details once released.		
40	10/09/25 – by email	Register for webinar	Yes	7/11 /25
41	10/09/25 – by email Follow up email on 11/09	Can you please email me a copy of the proposal for 300 Burns Bay Rd (SAS site). I live nearby and have only recently become aware of the proposal. Yes please. In the meantime, can you please advise: How many levels is the SAS building; On average, how many levels are the surrounding residential buildings; Of the 319 car park spaces, how many are for visitors? I live in Cope st, so the issues for me are three: Height of the building and how much if a precedence this sets; More crowding of my quiet street with people using cope st for parking; During construction, no construction/tradies vehicles to be parked in nearby residential streets. Tks	Yes	7/11 /25

42	11/09/25 – by email	Thank you for all your info. I have already registered for the webinar. Here is my feedback to the proposal. I am concerned about the proposed 15-storey development at 300 Burns Bay Road. I believe it is excessively high, with too many apartments, which will make the precinct unsustainable to live in. While I understand that some form of development will proceed, it should be limited to a height in line with the current character of the area—generally no more than 7–9 storeys, consistent with most buildings in our precinct. My specific concerns are: 1. Loss of Views: Residents in the apartment buildings behind the proposed development will lose their water and bushland views. 2. Overshadowing: A 15-storey building will cast significant shadows across 300ABC Burns Bay Road. This will deprive several hundred residences of winter sunlight, natural light, and warmth. Every unit in Parkway, as well as all one- and three-bedroom apartments in the Towers in front of the proposed site, will be negatively affected. 3. Traffic and Parking: The addition of more than 300 vehicles will worsen congestion at the already overloaded Burns Bay Road intersection and traffic lights. Parking is already scarce, and while resident parking may be included, it will not adequately cover multi-car households, deliveries, or visitors. 4. Public Transport Capacity: Bus services into the city and Lane Cove are already at full capacity. It is unclear whether additional services will be introduced to support the increased number of residents. 5. Infrastructure Strain: Existing infrastructure—including plumbing, parking, and other essential services—is already under pressure and will be further strained by a development of this size. 6. Health and Safety Risks: Construction of this scale poses risks to nearby residents from asbestos, silica dust, and long-term construction impacts. 7. Environmental Concerns: An environmental report should be commissioned to confirm whether contaminated soil from the former tannery on this site (prior to the SAS building) poses risks to nearby residents and construction workers. I would like to know how the development team intends to address these concerns.		
43	12/09/25 – by email	Register for webinar	Yes	7/11 /25
44	12/09/25 – by email	Thank you for your updated letter regarding the proposed redevelopment at 300 Burns Bay Road. As I also noted in my correspondence of 10 October 2024, the new information supplied so far lacks the detail required to provide informed feedback. Based on the initial information though, I have a number of serious concerns to flag: Height and Scale A 15-storey tower with 221 apartments is far beyond the average six-storey	Yes	7/11 /25

		level of the area. It would overwhelm neighbouring properties, cause overshadowing and privacy impacts, and fundamentally change the precinct for the worse. Traffic and Infrastructure Introducing 319 car spaces and over 200 new dwellings will push local roads and bus services well past capacity. Burns Bay Road and nearby intersections already struggle, and there is no rail or metro to support growth of this magnitude. Site Layout and Land Footprint The proposal provides no clear detail beyond the overall site boundaries, no specifics on how the development will sit within the land parcel. Without proper site plans, including ground-level diagrams, the community cannot reasonably review the real impacts. Environment and Open Space The site's position beside Burns Bay Reserve and the river corridor poses potential risks to biodiversity, stormwater, and flora and fauna. State Significant Development Status It is unclear how this project qualifies as a State Significant Development. Please specify the exact clause in Planning Systems SEPP 2021, or provide the Ministerial order and HDA recommendation that classified it as SSD, along with the project's Estimated Development Cost. From a community perspective, this designation could be seen to have been used to bypass local planning processes and diminish the role of council and community objections. This requires clear justification. Affordable Housing The 26 affordable dwellings are noted, but the proposal lacks detail on how they will be integrated and managed long-term. In addition, as a percentage of the 221 apartments, this appears tacked on to gain development traction rather than a genuine benefit. At present, the community is being asked to comment without access to essential technical studies. Traffic, overshadowing, wind, privacy, and environmental assessments have not been released, and the identity of the developer and project team remains undisclosed along with no SSD detail. All of this information and plans should be provided ahead of the webinar to allow for informed input.		
45	15/09/25 – by email	I wish to object to the proposed development at 300 Burns Bay Road. I am a resident of the neighboring block at 292-298 Burns Bay Road and would be directly affected by this development. I am objecting on the basis that the number of levels proposed is ludicrously out of scale with all the neighboring apartment blocks in the vicinity. A building		

		of this proposed height would tower over the neighbourhood and be a complete eyesore, as well as overshadowing and blocking the views of all residents in the neighbouring block. It is completely incompatible with the current zoning of the area and the character of the neighbourhood. The number of proposed affordable housing units appears tokenistic in the extreme. In addition the area is already considerably lacking in visitors parking and the addition of such a large number of residences would completely overwhelm the available resources, with additional impacts to the privacy and amenity of residents nearby. Additionally, the public transport infrastructure of the area relies on bus routes only which are not frequent enough to service the additional requirements this development would require. I hope you will consider this feedback when amending this proposal.		
46	15/09/25 -by email– on behalf of Strata Plan 6522 (300A)	I am writing on my own behalf as a concerned resident of 300A Burns Bay Road, part of Strata Plan 6522, to formally object to the proposed state development planned nearby. While I appreciate the importance of urban growth, I have serious concerns about the impact this development will have on our community, infrastructure, and environment. 1. Traffic, Access, and Parking There appears to be no publicly available traffic impact study addressing how the proposed development will affect local traffic, access routes, and parking. Our area already experiences congestion, and the addition of over 300 residential units will significantly worsen this. I request confirmation that a comprehensive traffic and transport impact assessment has been completed and made available for public review. 2. Misuse of Strata 6522 Visitor Parking Visitor parking spaces belonging to Strata 6522 are frequently used by visitors from nearby buildings and parks. This issue is already causing strain on our limited resources. The proposed development will likely increase this misuse unless clear management plans are implemented. I seek assurance that Strata 6522 will not bear additional costs or responsibility for managing overflow parking from the new development. 3. Unauthorised Traffic Through Strata 6522 Property There is constant traffic through our property from residents of other strata plans and park visitors. Lane Cove Council recently declined to contribute to road repairs on our property, despite its public use. The new development will increase this traffic significantly. I request clarity on how this will be managed and who will bear the cost	Yes	7/11/25

		of future repairs. Will the State Government contribute, given this is a state-significant development? 4. Environmental Impact: Shadows, Air Circulation, and Building Health The proposed 15-storey building will cast significant shadows over our older concrete buildings, reducing sunlight and airflow. This may lead to increased moisture retention, hazardous mold growth, and even concrete cancer. These risks are heightened due to the age and material of our buildings. I request an environmental impact study addressing these concerns and proposed mitigation strategies. 5. Structural and Infrastructure Pressure Has a geotechnical or structural impact study been conducted to assess how the new high-rise will affect the stability and infrastructure of surrounding older buildings? I am concerned about potential subsidence, vibration damage, and long-term wear. Who will be responsible for covering any resulting damages? 6. Construction Noise and Air Pollution I am concerned about the impact of construction noise and air pollution on residents, particularly during extended construction hours. What measures will be taken to minimise disruption and protect public health? Conclusion I respectfully urge the planning authorities to reconsider the scale and impact of this development. I request full transparency on all studies conducted and a commitment to protecting the interests of existing residents, including financial support for infrastructure affected by the development.		
47	16/09/25 – by email	I am writing to express my deep concern about the proposed development at 300 Burns Bay Road. As a local resident, I am particularly worried about how the scale of this project will directly affect my family home and our beloved neighbourhood. My primary concern is the overshadowing this development will cause. Like many apartments along Burns Bay Road, my living room relies on a few precious hours of sunlight - especially in winter. The proposed 15-storey building would cast a long shadow that may fail to meet the objective of “optimising” sunlight access under the Apartment Design Guide. As a result, a significant number of existing apartments could fall below the minimum two-hour sunlight standard required between 9 am and 3 pm in mid winter. I am also seriously concerned about the health impacts of the construction phase, particularly the risk of hazardous dust - such as asbestos and silica and		

		the ongoing noise we will be exposed to for several years. Our young child's bedroom is only a few metres from the proposed building site, making this especially distressing for our family. On a broader level, the sheer size of this development -15 storeys and over 200 apartments - does not align with the character of our community. I believe this proposal could be considered a form of "overdevelopment," as defined by the Land and Environment Court, given that it is "significantly greater in scale" than the surrounding built form. Nearby homes, apartments, and parks would be overshadowed, eroding the green and light-filled character the area currently enjoys. I am equally worried about the added pressure on our already congested streets. Burns Bay Road is a bottleneck during peak hours, and I am concerned that the Transport Impact Assessment may not adequately address the unacceptable traffic impact this proposal would have on the surrounding road network - particularly during school drop-off and pick-up times. I cannot support the development in its current shape and I urge you to take these concerns seriously and ensure that the community is genuinely consulted. This is not just about a building; it is about the kind of community we want to preserve and nurture. Sincerely,		
48	17/09/25 – By email	The development generally, but particularly the proposed 15-storey height, is a significant cause for alarm. The negative impacts of a development of this magnitude are considerable. My key concerns are as follows: • Loss of Amenity from Overshadowing: A building of this height will inevitably cast extensive shadows over neighbouring properties, including 300ABC Burns Bay Road. The Parkway building (300B) will be placed in the shadow of the development for most of the day, meaning that afternoon light will be blocked. The existing building, which is only a fraction of the size of the proposed building already looms over the area. Additionally, the only area available for 300ABC Burns Bay Road clotheslines will be in the shadow for most of the day if the new development is approved making it impossible to use that area for necessary drying space. This loss of natural light would be a severe detriment to residents' quality of life. • Exacerbated Traffic and Parking Issues: The projection of over 300 additional vehicles will create gridlock at the already strained Burns Bay Road intersection. Furthermore, the proposed residential parking fails to account for the reality of multi-car households, visitor needs, and delivery services, which will undoubtedly intensify pressure on our limited parking. • Overburdened Public Services and Infrastructure: Our local public transport, particularly peak-hour bus services to the city and Lane Cove, already operates at capacity. It is unclear how these services can absorb hundreds of new commuters without a concrete plan for increased		

		services. This strain extends to essential utilities and civic infrastructure, which are already under pressure. • Development is significantly larger than any existing building in the area: The 15-storey height dramatically exceeds the 7 to 9-storey precedent established in our precinct. While I would raise the same concerns below if the building had remained at the originally proposed lower number of stories, this dramatic increase since the last correspondence significantly changes the scale of the proposed development and the impacts that are outlined below. • Community Health and Safety During Construction: A multi-year construction project of this scale poses considerable health risks and disruption. The prolonged period of noise and disruption is a serious concern for the well-being of all nearby residents. Given these significant impacts, I oppose the development and request a detailed outline of the mitigation strategies the development team will implement to address these issues. For the purpose of transparency, I have copied our Federal Member, State Member, the Council, and local news media on this correspondence. I cannot support this proposal and urge a reconsideration of its scale to ensure any development is sustainable and respectful of the existing community.		
49	17/09/25 – by email r	I have received your flyer notifying us that you have been engaged to undertake Community Engagement activities and prepare a Community Engagement Outcomes Report for a proposed development at the above address. I am a resident at 300a Burns Bay Road and I am very concerned at the size and scale of the proposed development. The area already has a number of high density residential buildings, which is already putting a strain on traffic access and egress in the area. I fear that the current single road entry/exit would struggle to cope with the additional load as a result of an additional 221 dwellings. And with only 319 parking spaces proposed for 221 dwellings, I fear there will be an unbearable strain on already limited nearby public parking spaces. In addition, a building with 14 stories above ground would be totally out of character with the area and would not only block sunlight onto our unit at 300a Burns Bay Road, but also block views for residents of 292-298 Burns Bay Road. Our unit has two bedrooms, a bathroom, a kitchen and a dining area all facing directly onto the proposed development site. I have not seen any plans or designs for the proposed building as yet, but I am very concerned about the inevitable loss of privacy that would result from the development of such a monstrosity. Finally, 300a Burns Bay Road is an older building in need of some major repair work. I fear that any major construction work so close to our building will result in additional damage being caused to our building. Additionally, the windows in our building are of poor quality and not at all effective in blocking out external noise. Having any large construction work happen so close to us would	Yes	7/11 /25

		invariably result in a drop in our quality of living during the construction stage as the noise permeates throughout our unit. In summary, I believe the proposed development is far too large for the existing area. It will affect not only the views and access to sunlight for the current buildings in the area, but also the privacy of residents adjoining the proposed development site. And it will have a negative effect on traffic entering and exiting the area, as well as neighbouring areas. Can you please advise me of the date and time of the proposed webinar to discuss this proposal in more detail?		
50	17/09/25 – by email	I have received your email on the update for 300 Burns Bay Rd and my concerns and requests as below remain the same. Can you pls advise when the webinar is taking place? I will be overseas for 5 weeks but would like to attend. Previously advised concerns from 2024: I have concerns about the infrastructure before and after the construction as well as what the impact will be on the view and light of our building 292-298 Burns Bay Rd. In order to comment on the proposal thoroughly following reports are required: 1. Traffic report which need to include a) evaluation of in-and outbound traffic during and after construction considering existing traffic b) Parking situation during and after construction c) pedestrian safety during and after construction 2. Terrain section/profile in order to compare proposed building with existing buildings impacted by the proposal including 292-298 Burns Bay Rd Additionally ,it seems that the land immediately south of it is impacted by acid sulfate soils. So the SAS land may by impacted too. The developer should commission a contamination assessment, inclusive of acid sulfate soils, prior to development application.	Yes	7/11/25
51	18/09/25 – by email	To Whom It May Concern, We are writing in response to the recent development proposal concerning the property adjacent to our residence. After careful review of the submitted description document, we wish to formally express our feedback and reservations regarding the proposed development. Please find our itemised observations and concerns outlined below for		

	your consideration. We would also add at this point that we did NOT receive any notice of this development in our letterbox. We can only assume that many other residents may not even be aware of this proposal and this needs to be addressed urgently. The only reason that we became aware of it was through a local social group called "In The Cove" posted the news on 8 Sept 2025. We find this very worrying and better communication is essential to canvas opinions from those most affected by this overdevelopment proposal. 1. Impact on Local Amenity • Visual Character and Streetscape: The proposed scale of the new structure is inconsistent with the prevailing character and size of existing development in our neighbourhood. The new proposal features a much higher structure that will adversely affect all existing residents in the area on all sides. • There are multiple high-rise apartment blocks in this area, most of which have been constructed within the last 5-15 years. We are not anti-development – provided it is within the current well-considered controls. The current Council development controls are adequate and will result in a sympathetic development of this site which will blend into the area and not excessively impact on the current residents. This 15-storey proposal is going to severely impact on the existing residents on all sides and is unwarranted. It will also disrupt the established streetscape, reducing the visual harmony and aesthetic appeal of our locality. • Privacy Considerations: The excessive 15-storey proposal will result in windows and balconies facing our property and raises significant concerns regarding privacy. These elements will overlook our main living spaces and bedroom, potentially resulting in a loss of quiet enjoyment and privacy for our unit. We know that many other residents in our unit development will have the same negative impact. Sunlight: Based on the very limited information, the increased building height will result in notable reduction of light entering our unit as well as reducing or destruction of our current views to the south. This will impact our personal enjoyment and views, which was one of the main reasons we bought this unit as we currently enjoy views to the south of the river, and city glimpses to the southeast. We know that this will also affect many of our neighbours. It is a very depressing possibility to us and others. We paid a premium for our property based on these views and it will result in a large reduction in value of our property. On this point, we also have the imminent redevelopment of the Carolyn Chisolm Aged Care facility one block to the north, which will result in the blocking of our tree-lined views to the north. The combination of these two developments will result in a massive impact on our amenity, quiet enjoyment of		
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		our home and mental state. 2. Parking and Traffic Management • On-Street Parking Pressure: Our street already suffers from very limited on-street parking availability, particularly during evenings and weekends. The development proposal's impact on any available parking will be significant given the anticipated occupancy. This may exacerbate parking congestion and inconvenience existing residents. • Traffic Flow and Safety: The likely increase in vehicular traffic associated with this development, both during construction and eventual occupation, will present significant safety risks—particularly for children and pedestrians. • At present, traffic from all existing developments must access Burns Bay Road via the traffic signals at Waterview Drive. The capacity of this intersection is currently severely limited and is operating well in excess of capacity especially at peak times and weekends. Traffic on Burns Bay Road regularly backs up across this intersection and blocks egress from Waterview Drive. When buses are added into the mix it can block the intersection. Adding many, many more cars to the mix from this development will make this intersection almost unusable and dangerous for all users. 3. Environmental Sustainability • Stormwater Management: Effective drainage is vital to prevent local flooding and runoff issues. Please ensure that a comprehensive stormwater management plan is reviewed and approved, including permeable paving and rainwater harvesting systems. Any issues from this development will impact the water quality of Burns Bay and the Lane Cove River. • Tree Preservation and Landscaping: Several mature trees are located on the boundary between our properties. These trees must be maintained as a buffer between developments and the maintain the current tree cover for the many local birds and wildlife we currently enjoy. • Sustainable Building Practices: We encourage the adoption of environmentally responsible construction methods, such as the use of recycled materials, energy-efficient appliances, and solar panels. Setting high sustainability standards would be beneficial for the neighbourhood and future occupants. 4. Construction Process and Neighbourly Relations • Noise and Disturbance: Construction activities have the potential to cause significant noise and disruption, especially if conducted during early mornings, evenings, or weekends. Advance notice of construction scheduling, along with adherence to all relevant guidelines concerning allowable work hours, will help to minimise inconvenience for neighbours. • Site Safety and Cleanliness: Maintaining a safe and tidy worksite is essential. Clear fencing, signage, and regular debris removal should be expected throughout the construction period. • Communication Channels: Effective and transparent communication between the developer, Council, and affected residents is vital for the resolution of any		
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		issues that may arise. We request that a designated liaison be appointed to keep residents informed and to receive feedback throughout the project. 5. Compliance With Planning Regulations • Adherence to Zoning Requirements: The proposed development must be strictly compliant with all applicable zoning and heritage overlay regulations. If any dispensations or variances are sought, these should be clearly justified and subject to community consultation. • Public Consultation Process: We urge you to ensure an inclusive public consultation process is developed and maintained, allowing all affected residents the opportunity to voice their concerns and suggestions prior to the approval of the proposal. This is particularly important given the current failure to ensure ALL affected residents are notified and allowed the opportunity and sufficient time to comment. 6. Recommendations and Conclusion • Reconsideration of Scope and Design: We recommend the developer re-examine the overall scale of the proposed structure to better reflect the prevailing neighbourhood character, and to mitigate identified impacts. A 15-storey tower in this location will severely adversely impact on just about ALL existing residents. A more sympathetic height, whilst still adversely impacting existing residents would be considered more acceptable for this site and will fit within the current character and scale of the local area. • Ongoing Dialogue: We ask that ALL residents are regularly updated on the status of this proposal and any subsequent amendments, ensuring transparency and community engagement are prioritised. • We strongly suggest a review of the notification process to ensure ALL affected parties are notified and fully appraised of all stages of this proposal. Thank you for your attention to these matters. We trust that our feedback will be given due consideration in the decision-making process. We look forward to a constructive resolution that respects both individual property rights and the collective interests of the neighbourhood.		
52	18/09/25 – by email	We are writing to object to the proposed residential development at 300 Burns Bay Road, Lane Cove. As residents in a nearby building, we have concerns regarding the scale and potential impact of this project on our community and local environment. Primary reasons for our opposition include that: • The proposal for a 15-level building with approximately 221 apartments is a significant overdevelopment of the site. This scale is inconsistent with the character of the surrounding area and appears to be inconsistent with current local planning controls. The proposed density and height are simply too high for this location.		

		- The addition of 221 new apartments and 319 parking spaces would place an unsustainable burden on the local road network. Burns Bay Road is already congested, particularly during peak hours, and this development will significantly worsen traffic flow. The increase in vehicles will also create safety concerns for pedestrians and cyclists in the area. - The height of the proposed building will result in significant overshadowing of neighbouring properties. This will reduce sunlight and negatively impact homes. Further, the sheer size of the building will create a loss of privacy for existing residents. - The existing local infrastructure, including public transport, schools, parks, and healthcare services, is not equipped to handle the substantial increase in population this development would bring. The proposal does not say how these additional demands would be met. The proposed development does not serve the best interests of the community and represents an excessive and inappropriate use of the site. We oppose the proposal in its current form and would be prepared to consider a substantially revised proposal suited to a more appropriate scale. We look forward to the opportunity to provide further feedback on the Community Engagement Outcomes Report. Thank you for your time and consideration.		
53	19/09/25 – by email	Register for webinar	Yes	7/11 /25
54	8/10/25 by email	Register for webinar, asking about limits for participants	Yes	7/11 /25
55	18/11/25 – by email	Thank you for the opportunity to participate in the webinar yesterday. I would like to provide some feedback. Overall I felt that the answers to questions were very simplistic and did not provide much in depth information or an indication of research done. Of great concern was the following: 1. There was no real justification given for the height of the building other than the Council wanting to remove the Commercial building. I don't understand how the two correlate. In keeping with the other residential apartment buildings in the close vicinity, I would think 6 to 7 levels would be justified. The planned building is twice this size. Architects will be aware of this and if they are good they will design a building that complements its surroundings. So I believe it is the Developer making a commercial decision devoid of any aesthetic, environmental, safety, traffic, or community considerations. It will dwarf all the other apartments in the vicinity. 2. The traffic concerns of all webinar participants are well founded. I live there and already the access is really difficult. I can't believe that the traffic authority would give this the ok. Burns Bay rd. is an arterial road which		

becomes *very* congested during peak hour. It is not a SCAT issue, changing the timing of the lights is not going to make any difference. I have attached photos of the exit to Waterview drive travelling North on Burns Bay rd. It is one lane and has been patched many times and is full of potholes and dips.

Doubling this traffic can't happen without changing the access. I found the comment about using public transport or using a bicycle to be quite patronising. Not going to happen. Seriously, no one in their right mind would ride a bicycle along Burns Bay rd in peak hour. Where is the Traffic study please?

3. Have you undertaken a Social Impact Assessment as yet or is this community consultation part of this? How have you assessed the potential positive and negative impacts of this residential development? If so, where can I find a copy?

4. Where is the Environmental Impact Statement (EIS) and the Statement of Environmental Effects (SEE)? How can I view these?

5. What happens with the questions from yesterday's consultation?

6. Importantly, what is the best way for me to successfully campaign for a smaller building?

See traffic photos below.



The lane going North, only one lane and then splits into two where one goes across Burns bay Rd. Maybe 5 cars could queue before Burns Bay rd would be blocked. Maybe 3 make it through the lights at any one change. This dangerous queuing will happen when traffic is doubled.



This is the intersection of Penrose St and Burns Bay Rd. A left turn is needed to head to Waterview Drive. One lane turns left (the right can turn left but doesn't as it is always blocked by someone making a right turn). Traffic banks back on Penrose and it can take 10-15 minutes at least in peak hour to get through the lights. This would of course be made worse with such a large amount of additional residents at 300 Burns Bay rd.

APPENDIX B

LETTER FROM GOVERNMENT ARCHITECT NSW / SDRP

GOVERNMENT
ARCHITECT
NEW SOUTH WALES

06 November 2024

Anthony Brogan
Principal Planner,
Lane Cove
Developments No.1 Pty
abrogan@ethosurban.com

PROJECT: 300 Burns Bay Road, Lane Cove

RE: State Design Review Panel – 6 November 2024 – Review 1

Dear Anthony,

Thank you for the opportunity to review the development at 300 Burns Bay Road, Lane Cove at this early stage. Please find below a summary of advice and recommendations arising from the design review session held on 6 November 2024.

The project team is thanked for a clear presentation. The following elements of the proposal are supported:

- The approach to connecting with Country, integrating cultural narratives and the inclusion of interpretive landscaping elements.
- The deep soil zone along the northern edge to support biodiversity and canopy cover.
- Multiple cores.
- The retention of existing mature trees at the site boundary.
- The sustainability initiatives as listed in the project principles.

The following commentary provides advice and recommendations for the project:

Connecting with Country

Continue to ensure Country principles are sensitively applied to both the architectural and landscape elements of the proposal to inform richer and more place responsive design solutions.

1. Simplify the landscape strategy to focus on a few meaningful, context-sensitive elements rather than multiple interpretive features.
2. Continue to use the Country principles to drive contextually and environmentally sound design outcomes.

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3. Refer to the [Connecting with Country Framework](#) and case studies on the GANSW website for more information and guidance.

Site strategy and landscape

The decision to retain the existing commercial building and thereby reduce the useable site area for the new residential GFA is resulting in a range of highly compromised outcomes for apartment amenity, site access and overshadowing of surrounding sites, in addition to exceeding the height plane. It is noted that the commercial building holds the most valuable location on the site in terms of both views and aspect.

4. Explore an alternative option where the existing commercial building is removed allowing for residential GFA to be distributed across the whole site, noting this has the potential to deliver:
 - a) improved site access and circulation
 - b) better solar access and natural ventilation
 - c) improved views
 - d) increased numbers of high value apartments
 - e) reduced overshadowing impacts
 - f) no height plane issues

Lost commercial area could be redistributed on the lower floors of the new building where amenity is most compromised, prioritising the best solar and ventilation areas for residential.

If the commercial building is to be retained:

5. Reassess the access strategy for the commercial building to resolve issues related to vehicular, pedestrian, and maintenance access.
6. Ensure clear, safe access that does not conflict with residential areas and allows for emergency and service vehicles and eventual building replacement, without negatively impacting deep soil and tree canopy.

For either scheme, with or without the existing commercial building, provide the following:

7. A detailed shadow analysis of ADG impacts on neighbouring properties in the north and south and the public domain of Burn's Bay Reserve, demonstrating how impacts to the public domain and habitable rooms have been minimised.

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8. Demonstrate pedestrian connections to the adjacent reserve (current and potential) and to the bus stop to improve accessibility and integration with the surrounding context.
9. Review and demonstrate the impacts of bulk and scale, including views out from within the site and to the building from adjacent properties.

Architecture

Acknowledging the many topographical and other challenges of this site, further design development is required to refine the proposals height and massing, floor planning, circulation, amenity, building articulation and sustainability. To address these items the following actions are recommended:

10. Increase articulation on the southern façade to avoid a flat wall effect. Introduce deeper indentations and varied setbacks to improve visual interest and reduce bulk. Reintroduce the '3 core' diagram.
11. Review the building's circulation strategy, particularly for ground-level residences; avoid long corridors and improve connectivity to provide a more direct and user-friendly entry experience.
12. Refine the architectural palette to consider the following:
 - a) use of local materials and textures inspired by the local landscape and built form
 - b) further alignment with the project's connection with Country narrative
 - c) durability, limited maintenance and avoiding painted finishes.
13. Maintain the basement within the footprint of the building to increase deep soil and canopy cover.
14. Distribute affordable housing units evenly throughout the development to avoid clustering in lower-amenity areas. Ensure equitable access to light, views, and ventilation.
15. Ensure all residents have equitable access to the terrace gardens and communal areas. It is essential these amenities are accessible to all occupants, to promote inclusivity and enhance overall amenity.

Sustainability

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As the design develops, demonstrate an ambitious sustainability strategy that is embedded in the architecture and encompasses the operational aspects of the building.

16. Demonstrate how sustainability initiatives will be integrated into the design.
17. Illustrate how the project will contribute to NSW's Net Zero emissions goal by 2050. Refer to ['NSW, DPIE, Net Zero Plan, Stage 1: 2020-2030'](#) for further information.
18. The following was raised out of session; refer to the recently amended 18 July 2024 Lane Cove Development Control Plan Part S – Environmental Sustainability.

Additional information required for the next SDRP session

In addition to addressing the advice and recommendations above, the following information should be provided at the next SDRP session:

19. Updated site and elevation plans further demonstrating the interface with the adjacent apartments to demonstrate effects on privacy and overshadowing.
20. Detailed analysis of the alternative scheme, demonstrating the potential benefits and impacts.
21. Outcomes of engagement with the affordable housing provider to confirm the proposed unit distribution strategy and ensure serviceability.
22. An updated circulation plan that addresses access for ground-floor residences, proposing alternative solutions for improved entry and movement within the building.
23. (If it is to be retained) a comprehensive plan illustrating the access strategy for the commercial building, including provisions for vehicular servicing and future maintenance requirements.
24. A visual impact assessment that considers views from the bay, including renderings or perspective drawings to demonstrate how the development will be perceived from the waterfront and how it complements the surrounding landscape.

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GOVERNMENT
ARCHITECT
NEW SOUTH WALES

It is recommended that the project return to the SDRP following further development. The advice provided is to be addressed at the next session

Please contact GANSW Design Advisor, Abel Feleke,
abel.feleke@dpie.nsw.gov.au if you have any queries regarding this advice.

Sincerely,

Olivia Hyde
Director, Design Excellence GANSW
Chair, SDRP



Distribution:

NSW SDRP Panel members

GANSW Design Advisor

DPHI

Lane Cove Municipal Council
representative(s)

Proponent organisation

PBD Architects

Land and Form

Ethos Urban

Paul Berkemeier, Marc Deschule, Chris
Major, Olivia Hyde (*Chair*)

Abel Feleke

Andy Nixey

Andrew Bland, Christopher Shortt (Lane
Cove Municipal Council)

Lane Cove Developments No. 1

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APPENDIX C

MEETING MINUTES – MEETING WITH COUNCIL

Pre-DA Lodgement Notes – 25 September 2025



Applicant:	Anthony Brogan – Ethos Urban			
Contact:	abrogan@ethosurban.com			
Property:	300 Burns Bay Road, Lane Cove			
Site Area:	7,595m ²			
Zoning:	R4 High Density Residential			
Description of Proposal:	Preliminary concept design for an SSDA – The construction of a Residential Flat Building Development with an uplift in density through <i>Chapter 2 Affordable Housing</i> of the Housing SEPP 2021 and the demolition of existing structures including the commercial office building.			
Attendance:	Council Staff			
	Name	Title		
	Chris Shortt	Senior Town Planner		
	Andrew Bland	Senior Town Planner		
	Rajiv Shankar	Manager Development Assessment		
	Ted Webster	Manager – Open Space		
	Harrison Lillis	Landscape Architect		
	Rob Sutton	Principal Arborist		
	Maran Muthiah	Development Engineer		
	Sashika Perera	Coordinator – Traffic & Transport		
	Ken Yang	Development Engineer Traffic		
	Chris Pelcz	Coordinator - Strategic Planning		
	Golrokh Heydarian	Strategic Planner		
	Pradip Lamichhane	Civil Works Officer		
	Ruby Gardiner	Waste Contract Coordinator		
	Jeff Culleton	Coordinator – Bushland		
Plans/ Documents Submitted:				
	Document	Rev	Author	Date
	Pre DA Design Presentation	-	Pbd architects	18 September 2025
Relevant Environmental Planning Instruments and Codes	(a) <i>Housing SEPP 2021 – Chapter 2 Affordable Housing</i>			
	(b) Biodiversity and Conservation SEPP 2021 – <i>Chapter 6 Water catchments Part 6.3 Foreshores and waterways area</i>			
	(c) Resilience and Hazards SEPP 2021 – <i>Chapter 2 Coastal Management Part 2.2 Division 1 <u>Coastal wetlands and littoral rainforests area</u></i>			
	(d) LCLEP 2009;			
	(e) LCDCP 2009;			
	*The above is not intended to replace/replicate Part 2, Section 1, of a Planning Certificate under Section 10.7 of the Environmental Planning and Assessment Act 1979 which may include additional relevant planning instruments and codes.			
Key Issues (preliminary assessment)	i. Height breach			
	ii. Sustainability			
	iii. View loss			
	iv. Solar access			

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THE SITE

Site and Surrounds:

The site is legally described as Lot 15 of DP 1230609 and known as 300 Burns Bay Road, Lane Cove.

The site is located on the eastern side of roundabout intersection between Burns Bay Road and Waterview Drive. The site has vehicular access via a right of way easement. The site has a skewed frontage and rear boundary.

The subject site contains 2 commercial buildings being an office building and a warehouse, a tennis court, significant on grade parking facilities and existing vegetation. The existing office building is to be retained as part of the proposal.

The subject site is within the 30m buffer zone from Category 2 Vegetation under the NSW Rural Fire Service guide for bushfire prone land mapping. Therefore, the subject site is determined to be bushfire prone land.

A satellite photograph of the site is provided in Figure 1 below (blue outline).

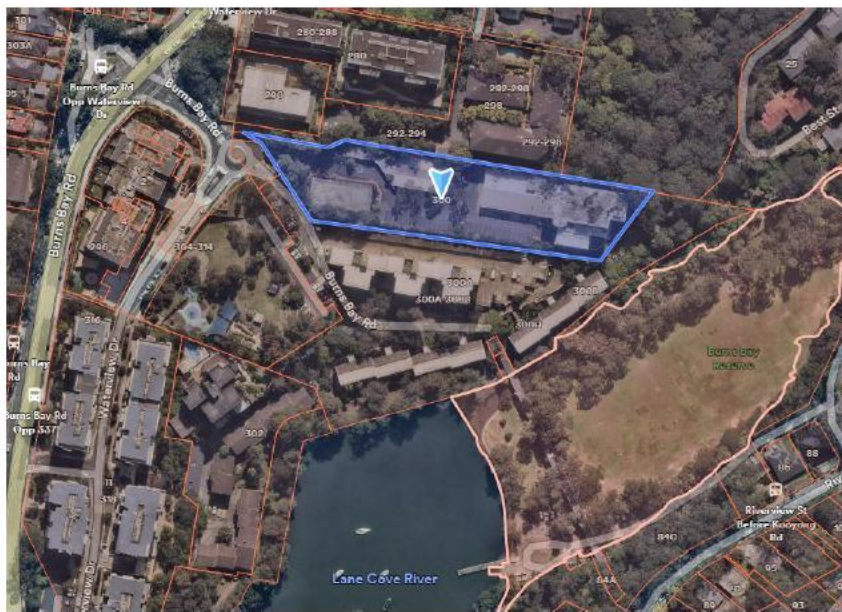


Figure 1: Subject Site - Location Plan (Source Nearmap)

The Site is located within the R4 – High Density Residential Zone pursuant to the *Lane Cove Local Environmental Plan 2009 (LCLEP 2009)*.

HISTORY

Council provided a Pre DA Advice on 24 October 2024 on a development which was a Preliminary concept design for an SSDA for the construction of a Residential Flat

Building with an uplift in density through Chapter 2 Affordable Housing of the housing SEPP 2021 and the retention of an existing commercial office building.

THE PROPOSAL

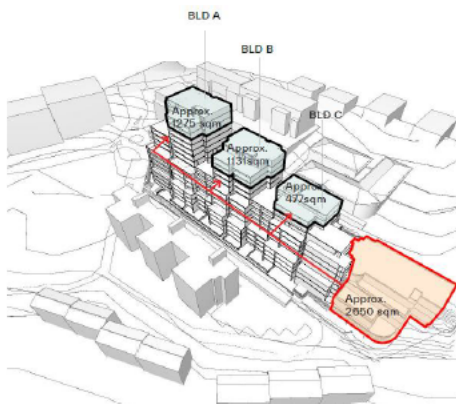
The proposal would be a SSDA and concurrent rezoning via the HDA pathway for a Residential Flat Building .

An amendment to the previous proposal is that the existing commercial building is proposed to be demolished and would create an open space.

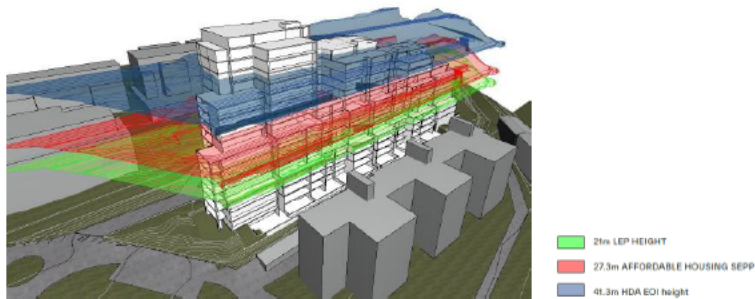
This open space would also act as a buffer zone for the bushfire prone land.



The proposal is to demolish the existing office building and demolish the existing warehouse building.



The proposed development proposes to relocate the floor area of the existing commercial building on three building blocks with building A the tallest and building C least tall.



Height plane diagram.

The proposed development would breach the Height standard which is detailed below.

PRELIMINARY PLANNING ASSESSMENT

1. SEPP (Housing) 2021

The provisions of *SEPP (Housing) 2021* are to be addressed within the SEE. Details of the designated affordable housing units are to be provided including identification of the unit numbers. A mix of units is to be provided throughout the development. Affordable units should be constructed to the same quality and finishing of the non-affordable units within the development.

This is to include an assessment against the provisions of the Apartment Design Guide (ADG) which is to be incorporated within the SEE including a detailed Table of Compliance (with numerical compliance details) against Part 3 and Part 4 (Refer to Submission Requirements for Document Naming Conventions).

LEP FSR Standard	FSR Standard Including 30% bonus	Proposed FSR
2:1 15,190 sqm	2.6:1 19,747 sqm	3.13:1 23,758sqm

There is a significant increase in the FSR proposed beyond the 30 % bonus afforded by the SEPP.

Council does not support any variation to the 30% bonus.

(a) Variations to the affordable housing bonus Height

The applicant has sought to benefit from the affordable housing bonus afforded by Chapter 2 of the Housing SEPP 2021. This SEPP allows a 30% bonus to the height and FSR development standards. This is in exchange for the designation affordable housing units (15% of the GFA in this instance) which are to be provided and managed in accordance with the Housing SEPP 2021.

The proposed development seeks to vary the 30% bonus height afforded by the SEPP as shown in the table below.

LEP Height Standard	Height Standard Including bonus	Proposed building height
21m	27.3m	41.3m

There is a significant increase in the Height proposed beyond the 30 % bonus afforded by the SEPP.

Council does not support any variation to the height bonus.

This would result in a development outside of the desired future character as instructed by the SEPP. The bulk and scale of the additional height is unreasonable, and the proposed development should comply with Housing SEPP 2021 provisions.

(b) Amenity of lower level units

Further consideration is to be given to the lower level units on both the north and south elevation. The design should be optimised to ensure adequate solar access and visual amenity is provided to these units. Single aspect units appear to face retaining walls and neighbouring developments which would provide poor amenity to these units.

SECTIONS

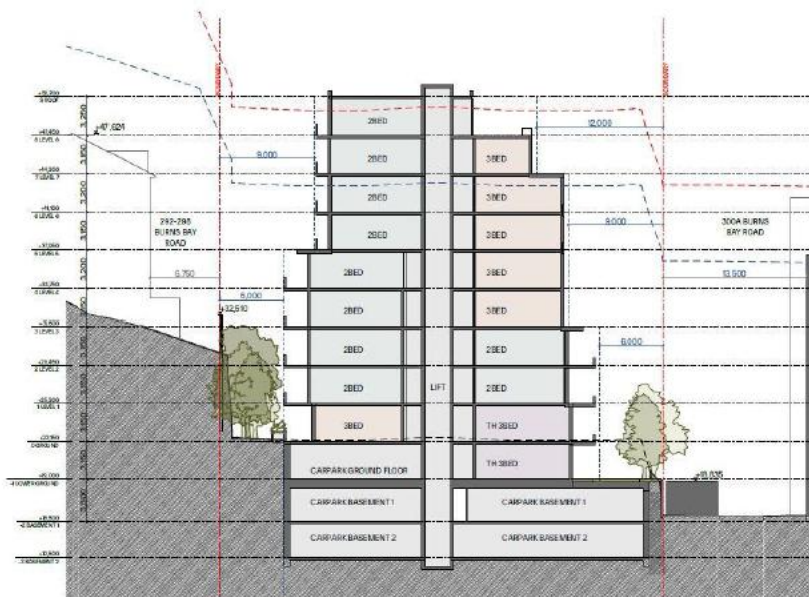


Figure 2: Section (from the original proposal)– Architectural plans (Source: Applicant)

2. Sustainability – Part S Environmental Sustainability of the DCP 2010

Council has recently updated the Development Control Plan to reflect Council's position on environmental sustainability. These controls look at ensuring Council

reaches its sustainability targets of achieving net-zero omissions, resilience and health through design and integrated urban water management.

Council encourages you to review Part S Environment Sustainability and comply with the relevant provisions. The relevant provisions include but are not limited to:

- 2.1 All Electric Buildings
- 2.2 On- site solar
- 3.2 Glazing
- 3.3 Urban Heat and Shade
- 3.4 Sustainable Materials

Provisions for EV charging should also be provided before the issue of OC, refer to Council's DCP Part R for EV guidance.

3. View Impacts

The proposed development is likely to impact significant views enjoyed from the residential developments located north of the subject site. A view loss analysis is to be provided to allow an assessment of the impacted properties, including but not limited, to 280–288 Burns Bay Road, 290 Burns Bay Road and 292–298 Burns Bay Road.

The location of proposed public and private view-points has been provided to Council. The view-points locations appear to be satisfactory.

4. Solar Access

The proposed development would impact the solar access of the residential development located directly south of the subject site. Council notes that a preliminary solar study has been provided based upon the concept development. An in-depth solar access study is to be provided which considers the impacted properties including a compliance table regarding the ADG requirements of the neighbouring properties.

5. Site History / Contamination

The subject site has recent commercial history including a warehouse facility which is proposed to be demolished. The proposed development also includes excavation for the 2 levels of basement. The Applicant has advised Council that a Preliminary Site Investigation is currently being prepared to consider any potential contamination of the site.

The recommendations of this report are to be complied with and if that report recommends any further investigation (Detailed Site Investigation or Remedial Action Plan) this is to be submitted with the future detailed design application (see part 7 below). Resilience and Hazards SEPP 2021 Chapter 3 and 4 are to be satisfied where relevant.

6. SEPP (Transport and Infrastructure) 2021

The provisions of *SEPP (Transport and Infrastructure) 2021* are to be addressed and the proposal will be at a minimum referred to Transport for NSW as Traffic Generating Development.

7. SEPP (Biodiversity and Conservation) 2021

The provisions of SEPP (Biodiversity and Conservation) 2021 are to be addressed in the SEE. Specific reference is drawn to *Chapter 6 Water catchments Part 6.3 Foreshores and waterways area*.

The applicant should provide details on how contaminated soils/sedimentation and erosion is to be dealt with during construction to protect the coastal wetland area.

8. SEPP (Resilience and Hazards) 2021

The provisions of SEPP (Resilience and Hazards) 2021 are to be addressed in the SEE. Specific reference is drawn to *Chapter 2 Coastal Management Part 2.2 Division 1 Coastal wetlands and littoral rainforests area*.

9. SEPP (BASIX) 2004

The proposal is to be accompanied by a BASIX Certificate and NATHERS Statement certifying that a 6-star NATHERS Rating would be achieved in accordance with the St Leonards South Precinct sustainability requirements.

10. Contributions

The proposal would be subject to contributions under Section 7.11 of the Act.

Lane Cove Local Environmental Plan 2009

PERMISSIBILITY

The proposal includes a Residential Flat Building, which is permissible within the zone pursuant to LCLEP 2009.

<u>CONTROL</u>	<u>REQUIREMENTS</u>	<u>PROPOSAL</u>	<u>COMPLIANCE</u>
<u>Zone</u>	R4	Residential Flat Building	Permitted in zone.

Lane Cove Local Environmental Plan 2009 Key Controls



Figure 3: Relevant zoning, height and FSR controls (source Lane Cove LEP).

PRELIMINARY REFERRAL ASSESSMENT

(i) Landscape

Deep Soil:

Section 2.4.4

- Deep Soil 25% Min 6 x 6m
- Outdoor area on structure allowable to count towards "landscaped area" Max 15%
- Any excavation exceeding 600mm nullifies area as deep soil as soil profiles are to be disturbed to support tree growth

No deep soil setback provided along southern boundary - success of proposed trees at ground level here are extremely unlikely. Min deep soil dimension to qualify are min 6 x 6m, excavation exceed 600mm as outlined in Section 2.4.4

Northern boundary "deep soil" area appears to be on previously excavated ground - potential bedrock given indicated level change and benching

Plant Palette

Endemic species and ecological communities proposed are supported, however extensive excavation will disturb existing soil profile.

Canopy

Projected Canopy claim of 38% is unrealistic and unachievable in the current proposal due to the below:

- Communal open space shows contiguous canopy wholly within APZ which requires 2-5m gaps in canopy - how will this be reconciled.
- Current condition of allowed 'deep soil' setback along northern building edge appears to be adjacent to an approx 8m excavated rock wall - into potential bedrock from previous excavation for current development.
- Southern boundary 6m setback does not account for excavation for 2 level basement carpark which reduces soil volume and will not allow for successful tree planting and long term canopy cover.
- High risk of loss of existing canopy at western frontage due to restricted access to site for demolition and construction.

Planting on Structure

- Soil volumes for planting on structure not provided / nor adequately addressed in landscape principles.
- The qty of trees in narrow planters on structure appear unrealistic and soil volumes insufficient
- Compliance with ADG and LCC DCP Part J 3.7.4, Table 1.5 required for planting on structure

Pedestrian Connection

- Long access path along northern edge potentially furtive and antisocial given microclimate and long length of path with minimal surveillance and opportunities for exit - path appears to connect to existing road which has no pedestrian provision

- Is there any connection through the cores to open spaces along either setback?
- Inadequate presentation to street, dominated by vehicular driveway and limited pedestrian amenity / priority - how do pedestrians access the site from Burns Bay Rd.

Landscape Amenity

- Ground level outdoor space adjacent to apartments will achieve very little direct sunlight year round,
- More detailed solar access studies for lower level apartments and attached outdoor spaces requested for assessment - proposed tree planting along northern edge along existing rock face may accentuate this

(ii) **Traffic**

1. Applicant must meet the Traffic, Transport and Parking requirements as set out in the Lane Cove DCP Part R and relevant Australian Standards. Car parking requirements in SEPP 65 can be used as reference. Non-compliances are to be mitigated as deemed satisfactory to Council. DCP requirements include but are not limited to;
 - a. Car parking rates
 - b. Electric vehicle infrastructure
 - c. Bicycle facilities and infrastructure
2. Applicant to provide TIA (Traffic Impact Assessment) if more than 10 peak hour vehicle trips are projected as per Lane Cove DCP Part R. The TIA shall follow the details as per section R.6 in the DCP.
3. Applicant to provide DTMP (demolition traffic management plan) and CTMP (construction traffic management plan) demonstrating the mitigation of traffic impacts of the construction activities associated with the development. The DTMP/CTMP shall follow the details as per section R.7 in the DCP. Applicant must address how demolition/construction traffic is managed.
4. If residential development comprising 75 or more units, diversion of bus routes or provision of additional services shall be discussed between developer and TfNSW prior to the DA being lodged.
5. Traffic counts shall be undertaken on affected roads during peak hours on a typical Thursday. Intersection counts shall be undertaken at affected intersections during peak hours on a typical Thursday. Intersection counts shall include both pedestrians and cyclists.
6. Location of dedicated loading bay/service dock for parking waste trucks/commercial vehicles as per AS 2890.2:2018 Off-street commercial vehicle facilities. All waste trucks/commercial service vehicles must be able to enter and exit in a forwards direction.
7. Design of accessible parking as per AS 2890.6:2022.
8. Vehicle tracking plans detailing satisfactory movement of vehicles within basement.

Prior to issuing of OC (Occupation Certificate):

1. Applicant to provide TAG (Transport Access Guide) if more than 10 peak hour vehicle trips are projected as per Lane Cove DCP Part R.
2. Applicant to provide STrAP (Sustainable Travel and Access Plan) in consultation with Council staff if development exceeds \$20 million AUD in value as per Lane Cove DCP Part R.

(iii) **Engineering**

- The stormwater design shall be carried out by a qualified hydraulic engineer complying with *Part O - Stormwater Management* of the Lane Cove Council Development Control Plan 2009.
- The stormwater from this site shall be collected by a stormwater system and connected to existing Council's pipe system as shown in the attached mapping
- The applicant must create appropriate drainage easement through downstream property. This easement shall satisfy section 12 of Part O of Council DCP. The proposed pipe system through proposed easement is to be designed to carry the 1% AEP uncontrolled stormwater runoff from existing and future hard surfaces on the site, and additional design flows
- The plan and longitudinal section of the proposed pipe system through the easement and relevant calculations shall be submitted to Council for further assessment.
- An OSD is required complies Part O of Council Stormwater management DCP.
- Pump out system shall be installed at bottom level of basement connected to OSD.
- Gross Pollutant Trap (GPT) is required as per Music analysis.

Geotechnical Investigation

A geotechnical report shall be provided to address the following:

- A geotechnical report based on boreholes drilled to below basement level is required for assessment.
- The report is to contain recommendations including excavation methods and support, vibration monitoring, and a dilapidation survey.
- Groundwater levels are to be recorded to determine if permanent dewatering will be required. If this is the case, the DA may require referral to NSW Office of Water for licensing conditions (as Integrated Development).

Prior to commencement of any excavation works on site, the applicant shall submit to the Principal Certifying Authority, a geotechnical engineer's report addressing the following:

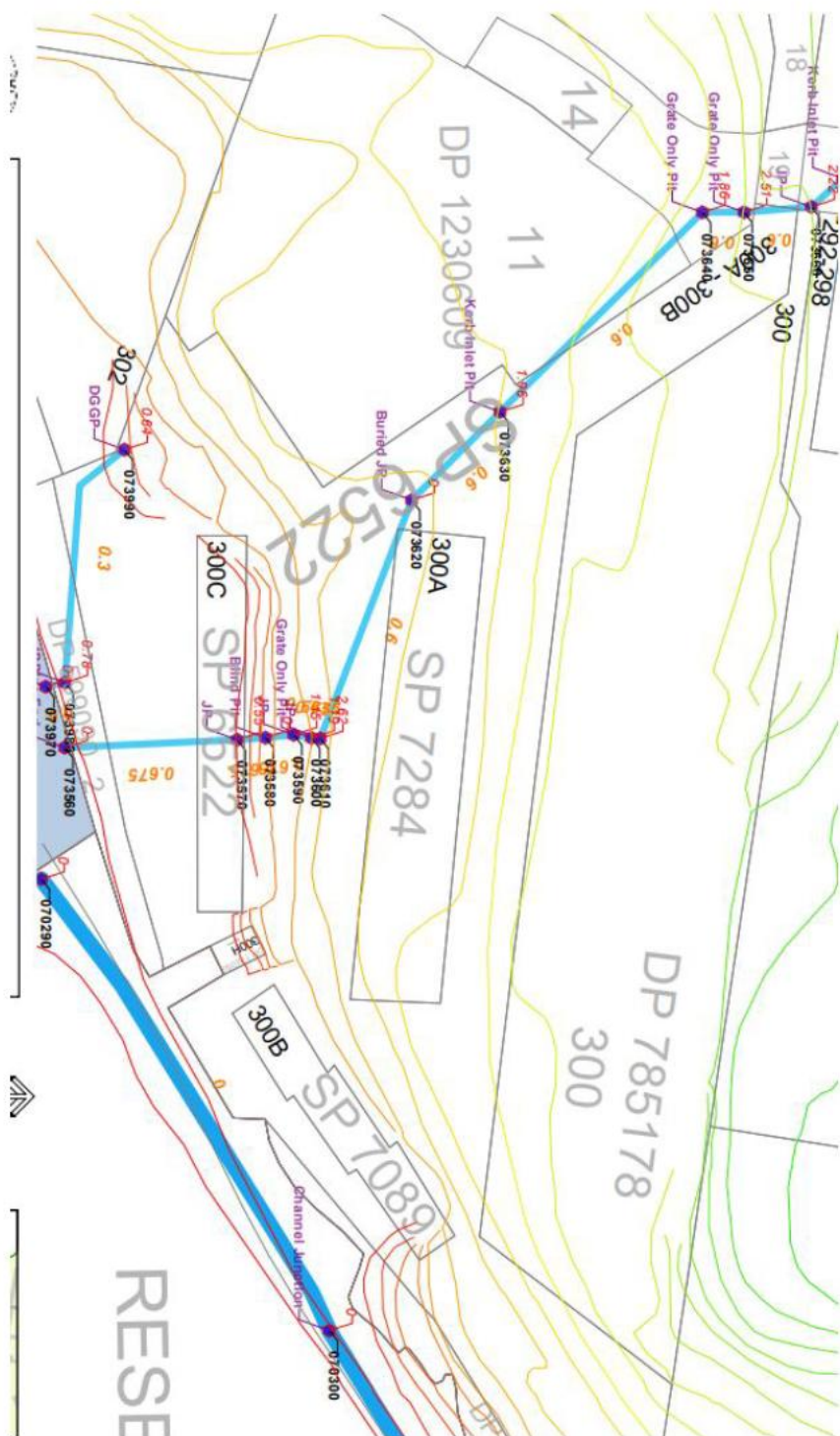
- appropriate excavation methods and techniques
- vibration management and monitoring
- dilapidation survey
- support and retention of excavated faces
- hydrogeological considerations

The recommendations of the report are to be implemented during the course of the works.

Impacts on Public Infrastructure and restoration works

The DA must be accompanied by following additional documents and/or plans prepared by a suitable qualified engineer are required.

1. A report of improvement works programme covering all proposed new and reconstruction of public assets such as kerb/gutter, roads, footpath, pram ramp, pedestrian crossing etc around the site and up to Burns bay Rd
2. A dilapidation report prepared by qualified engineer is to be submitted including a survey of the neighbouring properties, roads, structures and services; and public infrastructure that may be impacted from induced vibration.
3. A Construction methodology is required. This shall include traffic management plan as well as storage and manoeuvring areas and impacts on public assets.
4. All retaining structures greater than 1m in height are to be designed and certified for construction by a suitably qualified structural engineer. The structural design is to comply with, all relevant design codes and Australian Standards.



(V) Environmental Health

The following should be submitted with any future DA.

- (i) Contaminated land assessment (PSI, DSI and RAP if necessary)
- (ii) Waste Management Plan in accordance with Part Q of the DCP. Architectural Plans are to clearly show chutes, compactor and carousel. Council would allow a small rigid garbage truck access to the waste collection pick up point to facilitate efficient waste and recycling collections.
- (iii) Typical Small Garbage Truck used for Domestic Waste Collection –
 - Rear Loader Length overall 6.64 metres;
 - Width overall 2.37 metres;
 - Operational height 2.4 metres;
 - Travel height 2.6 metres;
 - Weight (vehicle and load) 7.5 tonnes;
 - Weight (vehicle only) 5.48 tonnes;
 - Turning Circle 10.7 metres
- (iv) An acoustic report is to address internal/habitable noise levels.
- (v) Environmental management plan that addresses the impacts from the construction phase for sediment and erosion control, dust management and management and disposal of excavation water.
- (vi) A construction noise management plan is to be submitted.
- (vii) Excavation water management plan is to be submitted to address how water will be treated and disposed offsite during construction.

SUBMISSION REQUIREMENTS
Disclaimer

The Development Checklist will be required to be completed prior to the lodgment of any Development Application.

The aim of pre-development application consultation is to provide a service to people who wish to obtain the views of Council staff about the various aspects of a preliminary proposal, prior to lodging a development application (DA). The advice can then be addressed or at least known, prior to lodging a DA. This has the following benefits: -

- Allowing a more informed decision about whether to proceed with a DA; and
- Allowing matters and issues to be addressed especially issues of concern, prior to lodging a DA. This could then save time and money once the DA is lodged.

All efforts are made to identify issues of relevance and likely concern with the preliminary proposal. However, the comments and views in this letter are based only on the plans and information submitted for preliminary assessment and discussion at the pre-DA consultation. You are advised that: -

- The views expressed may vary once detailed plans and information are submitted and formally assessed in the development application process, or as a result of issues contained in submissions by interested parties;
- Given the complexity of issues often involved and the limited time for full assessment, no guarantee is given that every issue of relevance will be identified;

- Amending one aspect of the proposal could result in changes which would create a different set of impacts from the original plans and therefore require further assessment and advice;
- This Pre-DA advice does not bind Council officers, the elected Council members, or other bodies beyond Council in any way whatsoever.

APPENDIX D

RESPONSE FROM TfNSW AND SYDNEY AIRPORT

Transport

10 September 2025

TfNSW Reference: SYD25/01079
Department Reference: Pre-SSD

Sarah George
Social Planning Consultant
sgeorgeconsulting@gmail.com



**PRE SSD – RESIDENTIAL DEVELOPMENT
300 BURNS BAY ROAD, LANE COVE**

Dear Ms George,

Reference is made to the Department of Planning, Housing and Infrastructure (DPH&I) referral dated 28 August 2025 on the Major Projects Portal regarding the abovementioned SEARs request, which was referred to Transport for NSW (TfNSW) for comment in accordance with Section 2.122 and Schedule 3 of *State Environmental Planning Policy (Transport and Infrastructure) 2021*.

TfNSW has reviewed the Pre-SSD and advises of the Agency's requirements as contained in **TAB A**.

Should you have any further inquiries in relation to this matter, please do not hesitate to contact Hans Pilly Mootanah, Land Use Planner on 0428 391 997 or by email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Vic Naidu".

Vic Naidu
A/Senior Land Use Planner
Transport Planning Branch
Planning, Integration and Passenger

TAB A

1. **Transport and Accessibility Impact:** The Development Application (DA) submitted must include a Transport and Accessibility Impact Assessment prepared in accordance with the requirements of TfNSW's Guide to Transport Impact Assessment, version 1.1 or as updated. The Transport and Accessibility Impact Assessment will enable TfNSW to understand the impacts the development may have on the state classified road network that it manages as well as the impacts from local road connections with the state classified road network as a consequence of increased vehicular, bus and active transport movements.
2. **Bicycle Parking:** Bicycle parking and end of trip facilities are to be designed to the quantity and quality of design that reflect Transport Orientated Development design. For bicycle parking and end of trip facilities, the layout, design and security of bicycle facilities must comply with the minimum requirements of:
 - Australian Standard AS 2890.3:2015 Parking Facilities Part 3: Bicycle Parking Facilities;
 - 'Austroads Bicycle Parking Facilities: Guidelines for Design and Installation'; and;
 - Councils DCP.
3. **Active Transport:** The development should design streets that are reflective of NSW Futures and NSW Active Transport Strategy including:
 - Delivering integrated land use and transport planning connecting people to their local metro centre and strategic centres within 30 minutes by public transport;
 - Enable 15-minute neighbourhoods;
 - Deliver connected and continuous cycling networks; and
 - Promote safer and better precincts and main streets.
4. **Green Travel Plan:** A Green Travel Plan (GTP) is to be provided to demonstrate a commitment to sustainable transport and modal shift. It is recommended that a Travel Access Guide (TAG) be prepared and included as an appendix in the GTP. TfNSW has developed a Travel Plan Toolkit designed for the person or group responsible for developing and implementing a Travel Plan. This toolkit provides the steps, templates and resources for developing a comprehensive Travel Plan.

Airspace Protection <AirspaceProtection@syd.com.au>
to charbel@level33.com.au, me ▾

Tue 11 Nov, 08:06 (8 days ago) ☆ 😊 ↶ ⋮

Good morning Sarah,

My apologies for the late response as this request only reached our office yesterday.

Please see attached our advice for the SEARS of 300 Burns Bay Road, Lane Cove.

Regards,

Robert King
Airspace Protection Manager

T +61 2 9667 9845 M +61 466 529 401
E robert.king@syd.com.au



Sydney Airport acknowledges the Traditional Custodians of the
lands, waterways and skyways where we work and in which we live.
We pay respect to Elders past, present and emerging and recognise
the continuation of cultural, spiritual and educational practices of
First Nation peoples throughout Australia.

SYD Classification: Confidential

APPENDIX E

COMMUNITY INFORMATION WEBINAR PRESENTATION & QUESTIONS/COMMENTS FROM PARTICIPANTS

300 Burns Bay Road, Lane Cove

Community Information Webinar



Acknowledgement of Country

- We would like to acknowledge the Traditional Custodians of the lands on which we work, play and gather. We acknowledge the Elders past, present and emerging and pay our respects to any Aboriginal and/or Torres Strait Islander peoples joining us today.



Webinar Etiquette

Please respect other peoples time and contributions.

Please type questions into the Chat while the information is being presented – all questions will be addressed in the Q&A section at the end of the presentation.

3

Agenda

- Purpose of the webinar
- Introductions
- Planning Context
- Project overview
- Specific Issues
- Q&A
- Timeline & Next Steps

4

Purpose of the webinar

01

Provide information about the planning process for the site

02

Share key information on the draft proposal

03

Provide an opportunity to ask questions and provide feedback

5

Webinar Presenters

- Anthony Brogan – Town Planner – Colliers
- Leo Chandiok & Karen Siu – Project Architects – PBD Architects
- Bernard Lo – Traffic Engineer – Genesis Traffic
- Sarah George – Community Engagement

6

Applicant

Level 33 are a Sydney and Wollongong based company specialising in all areas of the construction process.

Level 33 projects showcase respect for their environment and the communities they serve. Their developments seek to add value to their surroundings, enhance the feeling of community and become a showcase for design.



7

Subject site and context

- Site area: 7,595m²
- Existing three storey office building and two storey warehouse extension the eastern portion of the site.
- A single storey structure providing car parking occupies the western part of the site. Car parking is also provided at grade along the southern site.
- Vehicle and pedestrian access to the site is via Burns Bay Road.
- Surrounding development: predominantly medium and high density residential flat buildings.

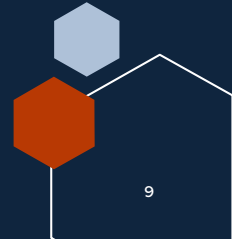


8

Subject site and context

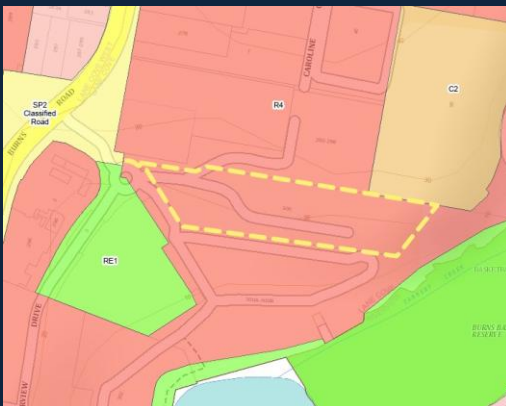


- The surrounding site context is characterised by predominantly medium and high density residential flat buildings.
- This includes:
 - 300A Burns Bay Road – a 8 storey RFB to the south
 - 280-288 Burns Bay Road – two 7-8 storey RFBs to the north
 - 2 Waterview Drive – a 7-8 storey mixed use scheme to the west



9

Key Planning Controls



Land Use Zoning: R4 - High Density Residential



Maximum Building Height: 21m

10

[illegible]

11

- The proposed development on the site will be a State Significant Development Application (SSDA) via the Housing Delivery Authority (HDA) pathway.
- The HDA allows for a streamlined SSDA pathway with a concurrent rezoning process in relation to the height and FSR of the site to accelerate the delivery of homes to meet Lane Cove and wider Sydney regional housing targets.
- The proposal will provide 15% affordable housing for a period of 15 years (approximately 27 units). Affordable housing provides housing for key workers and those on low-moderate incomes.

Proposed Development



- Demolition of existing structures on the site and site excavation.
- Construction of a residential development between 7-15 storeys
- Approx. 225 new residential dwellings
 - 198 market apartments;
 - 27 affordable apartments; and
 - Communal areas at both lower ground level and ground level
- Approx. 226 car parking spaces over two basement levels & lower ground level.
- Communal open spaces.
- Site landscaping.

13

Ground level:

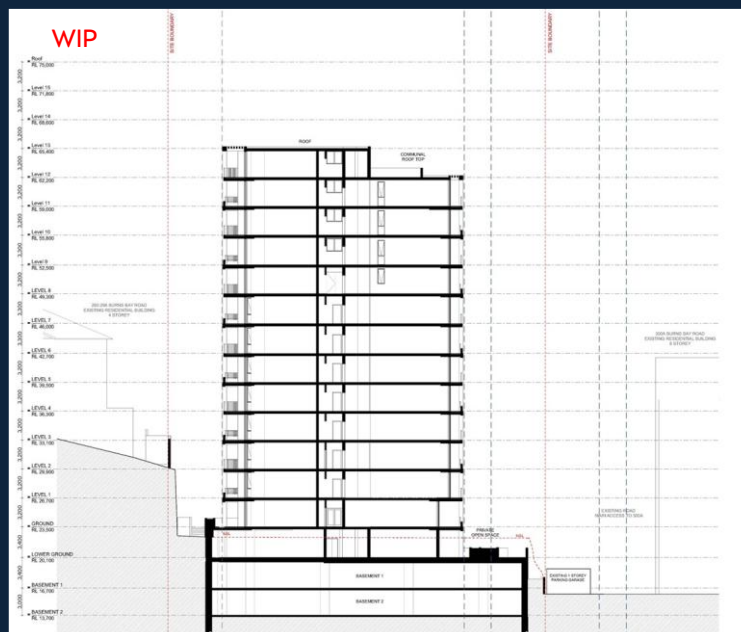


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Level 8:



Section:



View North



17

Design Considerations

- The development has been carefully designed and integrated with respect to the existing topography, as well as the existing neighbouring buildings and unique bushland setting
- The general massing and site layout has been carefully designed to divide the built form into three sections, with strategic placement of infill slots which connects the overall built form
- The recessed infill portions create visual separation that breaks up the elongated linear built form imposed by the site constraints
- The upper levels tier down from the western side to reduce overall scale and shadow impact

Key themes raised by the Community:

- Traffic & Parking
- Height and overshadowing
- View impacts
- Pedestrian access to foreshore.
- Infrastructure impacts (public transport, schools, healthcare)
- Construction-related impacts (noise, vibration, dust)

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Traffic and Parking

- A Traffic Impact Assessment (TIA) is being undertaken to accompany the application.
- The TIA will determine the traffic generation of the proposal.
- Traffic Surveys & SIDRA assessments to be carried out to quantify existing and post-development conditions.
- Onsite car parking is provided in accordance with the SEPP Planning Provisions & TfNSW Guidelines
- Provision is made on the lower ground floor for waste removal using Council's waste vehicle.

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Height & Overshadowing

Under the current planning controls a height of 21m is permissible. The proposed rezoning is seeking to increase the building height control to a maximum of heights of 51.5m.

The proposed height is a departure from the existing heights in the area and an overshadowing assessment studies will be undertaken as part of the preparation of the application to fully assess the impacts and seek to minimise overshadowing of existing residences.

The Proposal will comply with Apartment Design Guidelines to ensure compliance with required building separations and to minimise overlooking to adjoining properties through appropriate privacy measures incorporated into the design.

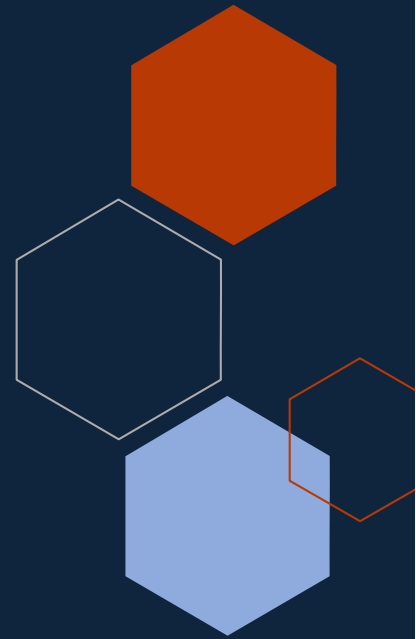
21

View Impacts:

- A *View and Visual Impact Assessment (VVIA)* is being undertaken to accompany the application
- The VVIA will assess visual impacts of the proposal from key points identified within the public realm and view impacts from key surrounding residences
- Preparation of an evidence base will be undertaken to inform the assessment, including:
 - visual analysis of the site and surrounds
 - preparation of survey aligned photomontages from identified key views to enable assessment

Infrastructure:

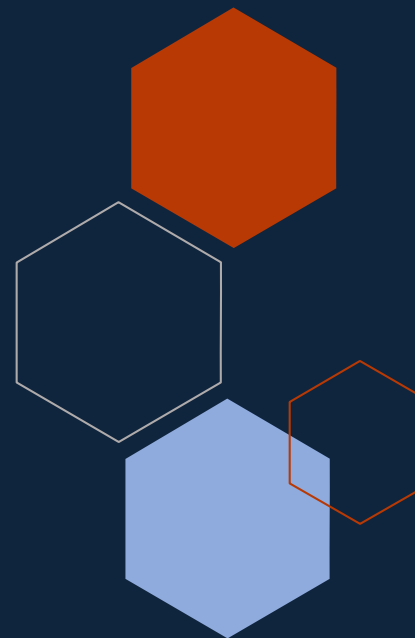
- Existing infrastructure and its capacity to accommodate additional demand will be assessed in the reports accompanying the application (Environmental Impact Statement, Traffic Impact Assessment).
- NSW Government policies prioritising housing are being considered in the context of existing and future infrastructure including schools and transport.



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Construction related impacts:

- A *Noise and Vibration Assessment* will be prepared to accompany the application and will provide recommendations on measures to minimise construction -related noise and vibration.
- A Construction Management Plan and Construction Traffic Management Plan will be developed prior to any works commencing.
- A Construction and Demolition Waste Management Plan will also be developed.



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Questions?

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Timeline & Next Steps

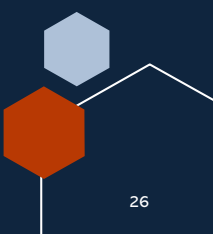
Reports being prepared to accompany the application will be finalised.



Application will be lodged with the Department of Planning Housing and Infrastructure. Once accepted, the application will be placed on exhibition with all supporting documentation available on the NSW Planning Portal Major Projects Website.



Submissions on the proposal can be made via the NSW Planning Portal



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Thank you

Sarah George

sgeorgeconsulting@gmail.com

0418 439 813

Questions & Comments from Webinar:

- Is the call being recorded?
- Please record this presentation and distribute.
- Why was this deemed “State significant development”?
- Firstly, the height and density appear significantly larger than surrounding developments. Can you explain what specific planning rationale justifies a 12-13 storey building here, and whether any lower rise alternatives were assessed?
- 7 to 15 storeys.. which is it?
- How can 12-13 storeys be considered “in keeping with existing structures”. As above question, how is this justified?
- Completely out of place for the area.
- This has NOT been designed “carefully” when it will completely obscure current buildings.
- Our apartment will never see sun again. Brilliant. Plus no extra parking.
- When will a DA be submitted to the Lane Cove Council?
- Burns Bay Road is already congested during peak times. What does your traffic modelling show about the additional daily vehicle movements from this development, and how will safety be managed at the site entry?”
- This is the problem XXX, Council won't be approving it, as it's a State Planning Project.
- It's congested here now! no matter what is done it won't handle this many properties.
- What is the consideration for parking overflow into the Kooyong Road/Burns Bay reserve precinct as already happens? 1 space per apartment is insufficient.
- During construction, how will the surrounding parking be impacted by builders etc?
- So do we have a draft traffic / parking plans?
- What is the proposed construction duration and how will noise be managed? Are neighbours being compensated for noise and dust interrupting our lives for the (assumed) long duration of demolition and construction?
- There is only one way in and one way out. Heading up from Figtree bridge along Burns bay rd. there is one dodgy lane on the left to enter the area which crosses Burns Bay rd. Maybe lets 2 to 3 cars queue and enter at each change of lights. Already dreadful. How will this be rectified?
- Is Level 33 prepared to have a public meeting with the residents of all the current buildings in our neighbourhood?
- What does the traffic modelling show regarding increased vehicle movements, and how will access be made safe on Burns Bay Road given current peak congestion?”
- What is the rationale for the rezoning to increase the max. allowed height from 21m to 51.5m? This is a 150% increase.
- I need to be included in the visual and shadow impact please.
- Can we also have details of proposed future infrastructure updates?
- How does Level 33 justify constructing a structure which is twice the height and bulk of all existing apartment buildings in this neighbourhood?
- How will we be able to access those construction plans please?
- Sounds like a way to bypass local Govt?
- Can you tell us exactly when our community input needs to be made for consideration of HDA. Where are we in this pathway to approval?
- This site was not listed by NSW Planning on either of its 2024 or 2025 lists of 'State Significant Rezoning Projects'. So how did it subsequently get SSD approval?

- I'm hearing that council planners were told they must approve, without any choice to challenge
- Why 7 to 15 levels? when will it be clear how many exactly?
- What is the proposed mix of number of bedroom units? Based on majority of owners will have 2 cars that means an excess of 200 cars to be accommodated in the streets. What is the SEPP requirement?
- A lot of plans and assessments are under development. Will the community have the chance to review and comment on these assessments before the submission of the application to the HDA?
- This seems to down the track a fair way. Consultation / communication has been very bad. A photocopied paper dropped in a letterbox is not consultation. This seems to be very hush hush so far.
- Are we to understand, then, that the top of the 15th floor will not exceed the height of the current 7 storey buildings? and therefore, above will be level with existing top 7th storey floor levels?
- It often takes 30 mins to get from Centennial ave through to 300A Burns Bay Road and the same through Penrose Street, how is that not at capacity?
- What consideration is given to additional public transport requirements?
- This seems beyond simple community engagement considering the level of work that has been completed already - without consultation with the community. Please explain why community consultation has been insufficient at best.
- I can't understand how the height will affect me. Will answers be given to the questions raised above?
- Can we have your traffic impact report and a shadow report BEFORE you submit the plans so we have enough time to respond.
- This site is next to bushland. How can a building of this size and its resident population be effectively protected from bushfires, especially when there's only one road leading out of this already heavily-populated area?
- Given the price of rent, we know that most homes will have 2 to 3 residents with cars to afford the rent. I am predicting a disaster.....
- Is there sufficient sewage capacity. Not sufficient public transport.
- "somewhat constrained" is putting it nicely.
- Public transport is already limited in the precinct and will not handle this uplift.
- Not somewhat - but VERY restricted parking already
- Rubbish. Parking is insufficient. We aren't all going to start riding bikes ffs! Public transport to lane cove is rubbish. Just saying 'tough sh-t' doesn't solve the problem.
- Your solution is to encourage people to cycle/drive to work/shops! LOL! What happens when that does NOT happen?
- So no additional lanes/roads? Thinking people will ride bikes is not good enough. Seriously, if you drive at 5pm along Centennial or try to merge from Burns Bay or get through the lights at Penrose it will take up to 20 minutes now to get to our entry. Please confirm that there will be no changes to the traffic conditions.
- Very unrealistic suggestions that people will switch to bikes or motorcycles. At peak times buses are already full.
- Who will be enforcing the Construction Plans if Council is not involved?
- I think the biggest question that keeps coming up here is why are we at this advanced stage with little to no community engagement. It seems this is being rammed through. and we are just being told what will happen.
- How many visitor spots are planned for the development? Apologies if I missed this.
- Good point above regarding bush fire zoning. How is this being addressed?
- Who determines the level of impact on views? 15 levels right in front of other existing residential buildings is unfair. Lots more noise and traffic in this already busy area certainly has impacts on residents.
- Well Transport NSW should be here to answer the Q's
- what do you mean its out of our remit ?
- This is a very unfair and unsuitable development for this area.

- How can you say that the impact of cars is out of scope when you have several hundred cars planning to come in?
- Who's assessment?
- while i agree that traffic is the second biggest issue here, the largest issues is the size and height of this proposal. Towering twice the size over all the existing buildings its completely out of line
- Answers seem to be based on "legal & government guidelines" jargon.
- Who is the Minister that we need to approach to intervene on this development? It seems that this is the only way for a further assessment?
- Can we get a copy of this presentation and all Q & A's please?
- that doesnt really answer the questions
- Ethan Whiteman is the DPHI application manager. If that helps?
- How can we give feedback on this draft design?
- but not override
- Also Anthony Roberts is the LNP in the area. I'll be contacting him ASAP
- Anthony Roberts has known about the traffic issues for years and has done nothing. But I do think we should all write to him and all the Councillors.
- Please provide the link to the Ministerial Order on 22nd May 20205
- I contacted both the local members plus the 3 Councillors - no response at all !!!
- what's the highest point of the SAS building?
- Half a space per bedroom?
- so the site from emerant lane down to the water is on a slope, can you tell us how much higher the highest point of the building is compared to the roofline of emerant lane which is the highest point of the area.
- With the current rash of shonky high rise building what guarantees are there this will not happen.
- but it doesnt sound like you have nay intention to change the plans at this point ?
- But how does compare to the existing building?
- How does slide 16 compare to 280-288 Burns Bay, which is currently the highest building?
- you can see the little building on the left being dwarfed.
- The parking arrangements described so far in this webinar are nonsensical on so many levels. You'd better go back to the drawing board and introduce some rigour to these calculations, because they are demonstrably 'pie in the sky' in their current draft form.
- What distance will there be between 292-298 and the new 300 building?
- Problem is the Exhibition period does not give us enough time to respond with our own reports!
- I see..very small..now I see what the lev 7 comparison meant
- How long is the exhibition period for? My understanding only 40 days or so?
- Echo above comment.. How does slide 16 compare to 280-288 Burns Bay, which is currently the highest building?
- Will there be compensation to those units who lose their views?
- FYI everyone, next Lane Cove Council meeting is this Thursday 20 November 2025 7:00pm. Meetings are open to the public. We should attend.
- Can we get the document of the "WIP" from slide 16 ? Even with zooming in I can't read the numbers
- This all smacks of a 'fait accompli' between the developer and the NSW Government, with little or no recourse via our local council, and a desultory 'consultation' with hundreds of neighbourhood residents almost six months after Minister Scully signed off on the SSD application. How can all this be considered in the public interest?
- We need more detailed information on how views will be impacted from surrounding buildings. These slides don't answer that adequately.
- "Not on the slide" is not an answer.
- Only 28 days!

- How will we know when the application is in ie the 28 day starts?
- This development is totally out of place in this area. I'm not hearing any plans for local infrastructure or impact on existing residence. More detailed info' is needed.
- where is the "exhibition" presented
- <https://www.planningportal.nsw.gov.au/major-projects/projects/300-burns-bay-road-hda>
- But will there be a real model, i.e. architectural maquette?
- Follow this link
- Will you make today's slideshow available to all who've participated in this webinar, please?
- looks very bad for Level 33 if they arent willing to share
- Sadly after 15 years the whole precinct will be a ghetto....
- <https://www.planningportal.nsw.gov.au/Orders>