

Community Engagement Table

SSD-87925706 – Residential development – 300 Burns Bay Road, Lane Cove

Category	View	Stakeholders	EIS Section / Comment
Height, Built Form and Density	- Concern that the proposed height is not in keeping with existing character of Lane Cove. - Permissibility of proposed height.	Community, Council	Discussion on this matter is provided in Section 8.1 of the Environmental Impact & Rezoning Statement (Report) and Appendix J. Design measures are proposed to mitigate the bulk and scale of the proposed height, including: - Terraced building heights. - Generous front setback to Burns Bay Road. - Highly articulated facades. - Landscaping and tree canopy provision. To facilitate the permissibility of the proposed height, an amendment is sought to the Lane Cove LEP Height of Buildings Map, to align with the various building heights proposed across the development.
Traffic, Access and Parking	- Additional traffic movements. - Concern surrounding congestion with existing roundabout at Burns Bay Road/Waterview Drive intersection. - Site access and egress.	Community, Council	A Transport Impact Assessment has been prepared by Genesis Traffic and is provided at Appendix Q. Further discussion is provided at Section 8.6 of the Report. The assessment concluded that the existing road network operates with ample spare capacity, and the existing level of service will be maintained following the construction of the proposed development. On this basis, the development would not adversely impact the existing road network operation, and no infrastructure upgrades are required. Site access and egress is via Burns Bay Road (local road). Continued site access to the adjoining properties to the north is enabled by the proposal.
Insufficient Infrastructure Capacity	Sewers and transport capacity.	Community	A review of the existing transport infrastructure within the locality confirms that there is adequate transport capacity available to support the proposed development Appendix Q. Similarly, existing water supply, wastewater, and stormwater systems are appropriately designed to meet the projected demand of the development, subject to standard

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			connection and augmentation works as detailed within Appendix HH and Appendix II .
Environmental Amenity	Overshadowing, view impact.	Community	Overshadowing impacts are assessed in Section 8.2 of the Report. This is also detailed within the Architectural Drawings attached at Appendix B. Although the proposed development causes additional overshadowing over the existing maximum height controls that apply to the site, it is proposed that on balance, the shadow impacts to secondary living zones (i.e. dining areas and kitchens) can be considered to be acceptable when considered against the public benefits arising from the proposal, including the provision of a significant quantum of new housing, affordable housing for a period of 15 years, and a contribution towards a new pedestrian link within Lane Cove. View impacts are also assessed in Section 8.5 of the Report, from 6 viewpoints in the private domain. A number of design measures are proposed to mitigate the impacts on private views, which are detailed in the View and Visual Impact Assessment (Appendix W).
Construction Impacts	- Noise and air pollution during construction. - Construction worker parking management and traffic.	Community	A Noise and Vibration Impact Assessment has been prepared by Pulse White Noise Acoustics at Appendix GG, which confirms that construction will only occur between the periods of Monday to Friday between 7:00am to 6:00pm and on Saturday between 8:00am to 1:00pm. Further, construction traffic is proposed to access the site via Burns Bay Road. As outlined in Section 3 of the assessment, the site is accessed from Burns Bay Road. While parts of Burns Bay Road are classified as a busy road (>20,000 AADT) under the RTA Traffic Volume Maps, the designated busy road section is approximately 130m from the proposed development. The portion used for site access is not classified as a busy road. Accordingly, a road traffic noise assessment under the <i>Development Near Rail Corridors and Busy Roads – Interim Guideline</i> is not required. A Construction Traffic Management Plan has been prepared by Genesis Traffic and is provided at Appendix Q.
Waste and Sustainability Impacts	Management of waste and pollution during construction.	Community	The management of waste and pollution during construction will be undertaken in accordance with best practice environmental management standards to ensure compliance and minimise any adverse impacts. Waste collection and disposal will be carried out by

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			appropriately licensed contractors and designated waste storage areas will be routinely inspected for cleanliness, hygiene, safety, and potential contamination, with corrective actions implemented as required. An Environmental Management Representative (EMR) will oversee compliance with the Waste Management Plan (WMP), provide training for site personnel, and ensure effective signage, communication, and equipment are in place to support implementation. Further detail is provided in the Waste Management Plans prepared by Elephants Foot Consulting (Appendix LL and KK).
Lack of Community Uses	No retail or commercial space as part of the proposal.	Community	Retention of the existing commercial building on site was explored initially; however, the surrounding context of the site is mainly characterised by high density residential apartments, which aligns with the respective land use zone (being R4 High Density Residential), interspersed with some mixed use development. Therefore, the existing commercial development upon the site is considered to be an anomaly when considering the existing land uses in its immediate context, and the proposed residential land use is suitable for the site.
Property Value	Overshadowing from proposal will impact value of properties to south of the site.	Community	Concerns regarding potential impacts on property values are noted. However, it is important to clarify that perceived changes to property values are not a relevant matter for consideration under the planning assessment framework set out in the <i>Environmental Planning and Assessment Act 1979</i> . As such, concerns relating to property value fall outside the scope of the statutory assessment process.