

Jon Higlett & Leonie Wishart  
Address: Unit 2408, 288 Burns Bay Road  
LANE COVE NSW 2066

Contact: Jon Higlett  
Email: [higjon63@gmail.com](mailto:higjon63@gmail.com)  
Mobile: +61 417 661 018  
Contact: Leonie Wishart  
Email: [wishart.leonie@outlook.com](mailto:wishart.leonie@outlook.com)  
Mobile: +61 407 271 375

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## Objection to the Development Proposal at 300 Burns Bay Road, Lane Cove (SSD-87925706)

Dear Sir/Madam,

We write in response to the call for submissions opposing the Development Proposal at 300 Burns Bay Road, Lane Cove.

Our first strong objection is being given only 14 days to respond to a proposal that severely affects us in every way – devastating view sharing losses, significant impact on our property values, unacceptable negative impact on the local traffic, massive overshadowing of many homes and parks and impacts on already strained infrastructure. The applicant has had many months/years to prepare for this application and has obviously spent many, many thousands of dollars preparing expert reports and to allow affected residents a mere 14 days is, frankly, a slap in the face.

We have done our best as lay people to read through the 57 (!) ‘expert’ reports on this development and provide the following general comments, followed by some obvious shortcomings and errors in the submitted documentation:

### **Community Character**

The proposed development, as currently designed, threatens to undermine the nature and scale of the existing built form in the immediate area. The scale of the proposed building and options is incongruent with the existing streetscape, which is composed predominantly of seven-storey residential flat buildings and to inject a 15-storey tower in the middle of this area is overdevelopment in the extreme.

I would also add that the ‘other’ proposal, for 30% above the existing, well suited Council controls will also have a devastating impact on us.

We implore you to review the planning guidelines to ensure the proposed development is sympathetic to our established character.

For some unknown reason, this site is considered, “state significant”. We cannot fathom why, as it is basically an infill residential development within an area of existing high-density buildings. We understand that the development was considered, “significant” because they applied on the basis of

development type “HDA Housing”. Yet the proposal is for only “34 dwellings” out of the 225 proposed, although these numbers tend to be inconsistent from their original community engagement and within their final documents!

Hence it has been taken out of the Council’s hands to circumvent the existing planning guidelines, in particular, height and bulk. This is NOT the location to do this. It is so out of scale with the existing surrounding developments, and it’s not sympathetic to the existing adjacent buildings. This is highlighted multiple times in their submission, but then dismissed as a, “missed opportunity”.

On this point, we have also been impacted by the “State Significant” aged-care expansion one property to our north, which will result in a multi-storey facility, again, well outside current building standards.

To have two over height developments either side of us is unfair and will result in **solastalgia or place pathology** (personal distress, loss of solace, experienced when a loved environment is transformed by forces like large-scale development). Not only our personal place-based distress will be felt, but our property value will also decrease significantly, and this will subject us and our neighbours to years of construction impacts and noise, and we will be sandwiched in the middle.

### **Privacy and Amenity**

The right to privacy and peaceful enjoyment of one’s property is something all residents value deeply. The proposed development, with its increased height and proximity to neighbouring lots, poses a direct threat to our privacy including our existing neighbours. Windows and balconies overlooking adjacent homes will result in a loss of seclusion and foster feelings of discomfort, intrusion and personal distress.

The impact on current views is also of great concern to us and many of our neighbours. We moved here 7 years ago, in no small part because of the openness, views and the large surrounding trees for which Lane Cove is very well known. We currently enjoy openness and views down the Lane Cove River, Burns Bay, across to Hunters Hill and we also have glimpses of the city and the top of the harbour bridge over treetops. A 15-storey tower next to us will totally obliterate all these views and all we will see outside our unit will be other people’s living areas/kitchens and/or bedrooms. This potential impact is extremely concerning and a very depressing/distressing thought to us and our neighbours.

The height and scale of this proposed development will block our view of the sky to the south which will adversely affect not only the local character of the area but our personal amenity and health. As we stated earlier, this proposal is already causing us significant personal distress. Importantly, it is affecting our mental health causing existential pain by the proposed degradation of our home and our surrounding environment while we are still living there.

Sadly, it will also result in a significant deterioration of the value of our home.

Noise pollution is another consequence, particularly if the development includes communal areas, car parks, or high-density living. The quiet enjoyment of our living spaces will be replaced by the sounds of construction, traffic, and communal activity—all to the detriment of existing residents.

### **Traffic and Safety Concerns**

Another pressing issue is the increase in traffic congestion and potential safety hazards that would accompany such a development. Waterview Drive (our only exit to the north) and Burns Bay Road are already very busy, particularly during peak hours and school drop-off times. The addition of multiple dwellings or high-density units next door would inevitably bring more cars, service vehicles, and delivery traffic, exacerbating current congestion problems.

Of concern are the safety implications for pedestrians, particularly children, elderly residents, and cyclists. With more vehicles vying for parking and navigating the small roundabout in Waterview Drive and the tight corners, there is a heightened risk of accidents and injuries.

Of particular concern is the signalised intersection at Burns Bay Road and Waterview Drive – the only access into and out of this proposed development. Presently, this intersection is operating well above safe levels with delays experienced over hours every morning and afternoon trying to access Burns Bay Road – the only exit road from 300 Burns Bay Road. Adding hundreds more vehicles to this is just a disaster waiting to happen.

Our neighbourhood has always prided itself on being safe and family-friendly; this proposed development would compromise that reputation by introducing hazards that could easily be avoided by more measured, appropriate planning.

Despite these obvious facts, the Traffic Assessment is woefully inaccurate and lacking in detail in this regard. It concludes that this development will have negligible impact on the road network. This is patently wrong and the traffic assessment needs to be looked at in great detail, as it will at least double and perhaps triple the vehicles using this road network which is already under severe strain.

Car parking has also been dismissed as having negligible impact. There is currently NO spare parking in this area at all. The number of carparks in this proposal is way insufficient for the level of development proposed. I understand that these developers have tried to develop this site before, with almost double the current proposal's parking, with about half the units. I fail to understand this glaring error.

### **Environmental Impact**

The site's proximity to the Burns Bay and Lane Cove River raises serious risks for local wildlife, waterways, parks and bushland, which form a vital part of our community's natural heritage.

Urban developments, when poorly managed, can have far-reaching environmental consequences. The removal of mature trees and green spaces to make room for construction not only reduces local biodiversity but also contributes to the urban heat island effect. In our case, several old-growth trees currently on the lot slated for development provide critical habitat for birds and shade for pedestrians. Their loss would diminish the ecological health of our neighbourhood and degrade the quality of life for residents.

We urge all levels of government and developers to consider alternative solutions that prioritise the conservation of trees and the integration of new green areas. Our community should be striving toward sustainable growth, not sacrificing environmental assets for short-term financial gain.

### **Community Consultation and Due Process**

We are concerned that the consultation process surrounding this development has not adequately involved community input. Many residents only became aware of the approved State Significant Development and proposal through informal channels. When we questioned the consultant currently working on behalf of 300 Burns Bay Road about the lack of public consultation, we were told that, because we have a secure mail room, they decided to only provide ONE notification for the entire block – of approximately 90 units! We only became aware of this proposal through the “In The Cove” post online site (Instagram and Facebook) on 8 September 2025.

Within the plethora of the documentation we have had to ingest, there was comments in the consultation section that we were listed to, and amendments made to address our concerns – this is false. No changes have been made to address ANY of our concerns. It also states that we were given a copy of the webinar – again, FALSE. It was refused.

Furthermore, the precedent set by approving such a development without thorough and thoughtful consultation could have lasting impacts, potentially opening the door to further projects that disregard community sentiment.

### **Alternative Approaches**

We are not opposed to change or progress; rather, we believe that responsible development should be guided by principles that serve both current and future residents. There is room for thoughtful densification and renewal that respects our neighbourhood’s scale, character, and environment. We encourage all stakeholders to consider designs that are lower in height – more in keeping with the existing and the current Lane Cove Council LEP height zone; the surrounding developments; incorporate more communal green space and minimise traffic and privacy impacts.

Collaboration between developers, Council, the State Government and the community can lead to innovative solutions that address housing needs without sacrificing the qualities that make our suburb unique.

### **Specific Comments on the documentation:**

1. EIS and Rezoning
  - a. Figure 5 page 20 – this image shows how out of scale this proposal is and how it in no way fits into the existing streetscape.
  - b. Option 2 – page 25 – the existing height controls is NOT a missed opportunity.
  - c. Figure 10 – page 28 – this is not to scale.
  - d. Proposed setbacks from all boundaries are not in keeping with the controls at all.
  - e. Carparking spaces – as mentioned, seem FAR too low.
  - f. 3.3 Connecting with Country – this assessment is an insult to the first nations people and should be called out as such.
  - g. 3.4 Context and Neighbourhood character – this is patently wrong. If it is correct – why are all the surrounding neighbours vehemently opposing this overdevelopment.
  - h. Q9 – page 52. This too is wrong. There has been NO assessment on the impact of this development on view loss and even less effort made to mitigate it.
  - i. Q11 There has been NO assessment of the impact of this development on the existing infrastructure. If there had been, they would know that power/water/NBN, etc are all currently under strain with regular outages and low performance.

- j. Pg 53 the conclusion is FALSE. This overdevelopment does NOT align with the Lane Cove Council strategies – they are also opposing it !!
- k. Contamination concerns are also dismissed. This site was historically a tannery, and the soil is known to be at least partially contaminated.
- l. Page 65 Stakeholder Engagement – this is FALSE – the communication has been woeful of non-existent. As stated in their submission, there was a very short webinar held and many people made many submissions, yet NONE were addressed.

2. View Impact Assessment

- a. This is probably the poorest part of this submission. The only part of it is when it states that this proposal will be “devastating” to us at 288 Burns Bay Road. We currently enjoy views down the river, across to Hunters Hill and beyond and to the city, including the top of the Harbour Bridge. We also watch the New Year’s Eve fireworks from our balcony. This proposal will wipe out these views, as will the LEP + 30% proposal. This proposal will be devastating to us and will significantly affect our not only personal well-being caused by unwelcome environmental change to our home environment but our property’s value as well.
- b. The photomontages are poor – they haven’t used any ‘real’ photos. It seems like they’re off a badly rendered app on someone’s phone. Some of the viewpoints are wrong and are purposely taken in locations that cover the obvious impacts with trees and buildings.
- c. For example. Viewpoint 7.1 is NOT at the existing bus stop, but in the middle of the intersection to ensure the trees block the true impact of this overdevelopment.
- d. Coonah Parade image is NOT where it is shown. It is taken further up the hill so that houses and trees block the view.
- e. The 280 Burns Bay Road shot, again, seems to be some kind of badly rendered image from an app. It is NOT taken from our building. It also shows the view from above our building and does not show the devastating (their words) view loss from our building that will affect some 15-20 residences in our building alone.
- f. Our current views:





All of these views will be obliterated and replaced with this development.

### 3. Traffic Assessment

- a. We have read through this assessment and truly believe the authors have not visited this site. It is full of errors, the text is disjointed and it seems as though sections have been taken out. It is confusing and seems not to address the obvious negative impacts this development will have on our neighbourhood. The parking numbers seem too low and there is no assessment of the current parking situation – which there is none.
  - b. It states that the impact on the roundabout and signalised intersection will be negligible – how can this possibly be correct? It states that it has been referred to TfNSW, yet there is no detail of the response. The effect on the signalised intersection has also not been addressed.
  - c. This proposal needs to be sent to TfNSW for assessment on the already under stressed traffic network.
  - d. Cycling from this development is NOT comfortable, as stated – again, if they had visited the site, this would be obvious.
  - e. It suggests that a ‘Travel Plan Coordinator’ would be assigned to this development. I’m sure this comment is made in jest.
  - f. It mentions easy access to trains and even supplies a train network diagram. The nearest train station is over 30minutes by bus – if you can get one that isn’t full. This is disingenuous in the extreme.
4. There is reference to consultation with the State Architect and the SDRP – neither of which refer to this current proposal – this information should be dismissed and indeed it should be referred back to them in its current form.

**Conclusion**

In closing, we ask that you take our concerns, and those of our fellow residents, seriously and reject this current proposal. Allowing the current development proposal to proceed will represent a step backward in terms of responsible urban planning, community wellbeing, and environmental stewardship. The existing Council controls would result in an outcome that would be acceptable to most of the surrounding neighbourhood and will be in keeping with the current streetscape and minimise the negative impacts on our community.

Yours sincerely,

**Jon Higlett & Leonie Wishart**

Residents and owners of  
Unit 2408  
280-288 Burns Bay Road  
Lane Cove, 2066, NSW.  
(Strata SP88541)