

13 December 2019  
Ref: 19102

Ms. Brett Brown  
Director  
Ingham Planning Pty Ltd  
Email: [brett@inghamplanning.com.au](mailto:brett@inghamplanning.com.au)

Dear Brett,

## **166 Epping Road, Lane Cove West Planning Proposal**

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1. I understand that a Planning Proposal to rezone the subject site has been rejected by Council on a number of planning grounds amongst which Objective 23 which pertains to the desire/need *'to preserve and manage industrial and urban services land'*.
2. The purpose of my submission is to provide an assessment of the likely traffic and safety outcome which may result from retaining the industry uses on the site.
3. In essence, Council's position is that the site, if redeveloped, should remain of Industrial in nature.
4. In its Minute of 18 November 2019, Council acknowledged the site's relevant and surrounding land uses as (1) the Ingham flour mill to the north west and (2) the Arise Meriton towers to the south east (as illustrated on Figure 1).
5. Council also acknowledged that the flour mill to the north west is analogous with the 'light industrial zoning'.
6. As indicated in the Hill PDA letter, large scale industrial developments require large flat areas. This is in part due to the need for large articulated vehicles to manoeuvre on site. The topography of the site is steep and likely to be the reason that it was not previously developed in accordance with its industrial zoning. I am advised that any future development on this site would have a limited floorplate due to bushfire restrictions and as such it will not suit industrial uses and the typical truck movements that accompany such uses.

7. Notwithstanding, whether the site is redeveloped for light or normal industrial uses, it can be reasonably expected that the proportion of heavy vehicle movements will be higher than any form of residential/mixed use.
8. It is also apparently shown in Figure 1 that the flour mill is some 200m away from the site while the Arise Meriton development, which comprises residential towers, offices and a child care centre, are in fact virtually adjacent to the site and is bounded by the only roadway that provides access to the subject site.
9. The residences, offices and associated child care centres are sufficiently established at the time of this assessment and it is observed that the footpaths that have been established along the roadway are quite frequently used by local residents to access to Epping Road by foot/cycle. This is also somewhat reflected on the 'streetview' image that is reproduced in Figure 2.
10. As such, it is my opinion that any land use that attracts higher proportion of truck movements along this roadway would occur at the detriment of the safety of local residents at the adjoining Arise towers.
11. Furthermore, the need for a truck to negotiate the generally steep roadway on approach to the site would result in potential pedestrian safety risks due to higher descend speeds.
12. From an amenity point of view, the need for a departing truck to 'climb' the roadway would also potentially result in unnecessary acoustic implications for the Arise residents.
13. Having regard for the relatively constrained and steep topography of the site, the immediate adjacent land uses and, importantly, the manner in which the existing roadway have been/are being utilised, it would seem to me that the site is not suited to large scale industrial use and large heavy vehicle access. On the contrary, a proposal that involves residential and retail uses would represent a more complementary land use to the adjacent Arise site.

Yours faithfully,

*Bernardyslo*

Bernard Lo BE(Civil), MTrans, MIEAust  
Director  
Transport and Traffic Planning Associates

**Encl.**

**Figure 1 Aerial Image**



**Figure 2 Streetview**

