

Bruce Wymond
337 Edinburgh Road,
Castlecrag, NSW, 2068

26th April 2026

Department of Planning and Public Spaces

Attention Mr. Paul Skully,

Dear Sir/Madam,

Re: 100 Edinburgh Road, Castlecrag - Notice of Objection

I confirm that I reside at 337 Edinburgh Road, Castlecrag, that I pass the subject site at 100 Edinburgh Road, several times every day, I use the shops adjacent to the subject site on a daily basis, and that I meet with other members of our community at the shops at least three times a week. While I am not a next-door-neighbour, I am influenced by what happens at 100 Edinburgh Road.

I have reviewed the proposal for the 11-level development (measured above street level at Edinburgh Road), and I object to the development on the following grounds:

Fairness and Transparency – It isn't fair to allow this 11-storey development, when neighbours are 2 levels, other developments on Eastern Valley Way are 4 levels? Why should one developer get an unfair advantage over others? Why is there no recognition of a massive property value uplift, and accountability for where effectively a massive government handout is going to a private developer? (Note – When a plot ratio is doubled or more it creates a huge uplift in property value, that can't legally be a handout to a developer, in a First World Country, like Australia). This also sets a very worrying precedent.

(Note – I have worked on building projects across all states in Australia for over 40 years, and this is the worst and most blatant case of "Plot-Ratio Manipulation" I have ever seen. Normally a Meriton, Mirvac, Lendlease or other leading developer apply for 1 or 2 levels on high-rise buildings using a Section 96 amended application, but this doubling of building height, is a whole new level).

Disclosure – The financial arrangements both now and any future payments from Conquest to Dr. Quek, or related parties or entities, either in Australia or overseas, particularly in relation to an increase in property value associated with an uplift in plot ratio. Together with all correspondence with the Labor State Government, related parties or entities involving the development and plot ratio / height and any fees or payments.

Greencliffe purchase at \$25 million in 2016 and later sale for \$68 million in 2025 represents a capital gain of \$43 million or 11.8% PA return plus rental yield on an asset that's been sweated – not maintained. This is extraordinary, noting that a 5% to 7% capital gain is normal.

Urban Scale – Considers the relative scale of city centres, transport hubs and urban areas based on amenity and the human experience. It addresses population density, accessibility, overshadowing, heritage, transportation, services, utilities, building heights and densities in a way that is sympathetic to the relevant communities. Council Town Planners work tirelessly and engage in community consultation to get well planned suburbs that grow in a balanced way.

(Note – The proposed 100 Edinburgh Road Development is an affront to urban planning, the work of Council Town Planners, and the communities they represent. Using the guise of a “Housing Emergency” is ridiculous as more, lower level (say 4 level apartments along Eastern Valley Way, will accommodate far more apartments, be consistent with the urban scale of the area, and prevent congestion – discussed below).

Disclosure – Internal correspondence between Willoughby Council and State Government, regarding increasing housing numbers to address the current “Housing Emergency”. Together with any correspondence dealing specifically with the 100 Edinburgh Road site.

Congestion – Vehicle numbers will increase as population of Northshore and Northern Beaches increase with no Northern Beaches Tunnel. Pedestrians particularly elderly and disabled, need to cross 5 lanes on Eastern Valley Way - often they can't do in the allotted cycle, currently 30 seconds and vehicles must wait. Castlecrag vehicle numbers will increase with the proposed development for both residents and shoppers, particularly at critical times around school drop-offs, coinciding with peak traffic flows.

(Note – the number and density of dwellings on the Castlecrag Peninsula, along Eastern Valley Way, and in the Upper Northshore and Northern Beaches will continue to rise. This goes way beyond the proposed 100 Edinburgh Road, but this project will heavily influence congestion at the Edinburgh Road, Eastern Valley Way intersection, that is already straining at peak times).

Disclosure – Studies that factor in Increased population targets for Noth Shore and Northern Beaches and associated increase in vehicle numbers on Eastern Valley Way for the next 20 years, based on upper and lower estimates. Plus, projected growth in elderly and disabled in East Willoughby requiring pedestrian crossings, for public transport and shopping.

In view of these three issues, I respectfully request that this develop application be refuse. Please note that I am not politically aligned and have not made or received any donations.

A handwritten signature in blue ink, appearing to read "B. Wymond.", is shown within a rectangular border.

Ir. Bruce Wymond

Professional Engineer

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