

Your ref: SSD-77608714
Our ref: BV/YK
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12 February 2025

Minister of Planning and Public Spaces

Attention: Department of Planning, Housing and Infrastructure
GPO Box 5341
Sydney NSW 2001

By NSW Planning Portal
www.planningportal.nsw.gov.au/majorprojects

Dear Mr Scully

Application: Mixed-Use development with In-fill Affordable Housing, Edgecliff
Application No. SSD-77608714

Submission of Mr Brett Vincent and Ms Yoko Kosugi

Introduction

1. My name is Mr Brett Vincent and my wife is Ms Yoko Kosugi.
2. My wife and I own and reside at 23 Darling Point Road, Darling Point NSW 2027 (**Property**). Please find **enclosed** a title search, confirming our ownership of the Property (**TAB 1**).
3. We refer to the proposed development application SSD-77608714 (**Development Application**).
4. We object to the Development Application.
5. Our objection is based on the following reasons:
 - (a) height of development;
 - (b) traffic;
 - (c) insufficient residential car spaces; and
 - (d) no commercial car spaces and the Green Travel Plan.

Reasons for Objection

Height of Development

6. We object to the 17-storey height of the Development Application.

Recommendation

7. We recommend the height of the building be limited to 10-12 storeys. This puts the development in line, at a median height between the 32-storey development at 2

Darling Point Road, and the 8-storey development across the road at 203-233 New South Head Road.

Traffic

8. We object to the Development Application due to the significant traffic that it would cause on Darling Point Road.
9. Page 17 of the Architectural Design Report for the development under 'vehicle movement', shows that access to the driveway of the development for vehicles occurring eastbound on New South Head Road, turning left onto Little Darling Point Road with vehicles undertaking a U-turn maneuver at the junction of Little Darling Point Road and Darling Point Road. We note that there is an existing traffic issue at the junction of Darling Point Road and Little Darling Point Road.
10. Due to the presence of an existing parking space at the junction of Little Darling Point Road and Darling Point Road, it is impossible for vehicles to undertake a proper U-turn Southbound onto Darling Point Road and execute the necessary U-turn to do so. This results in a need for vehicles to execute a 3-point turn (**TAB 6**), creating traffic disruptions at this junction and creating a dangerous condition. This directly affects our property.
11. The Traffic Impact Statement for the development stipulates at page 21 (**TAB 3**) that 63 of the available car spaces are allocated to the units, with 11 allocated to affordable housing .i.e. 74 spaces. With this spread, at best, an average of 1 carpark is allocated per residence. We further suggest another 70 vehicles will enter the area from persons either occupying the development units or using the mixed retail and commercial spaces in the development. The realistic increase in traffic as a result of the development is likely much greater than 180 cars undertaking U-turns at the junction.

Recommendation

12. The increase in traffic undertaking U-turns can be addressed by:
 - (a) eliminating the U-turn;
 - (b) erecting a "No right-hand turn" sign on Darling Point Road to prevent cars travelling North bound from turning right at St Marks Road;
 - (c) installing a traffic divider in the middle of Darling Point Road to the round about at the junction of Darling Point Road, Mona Road and Greenoaks Avenue.

Insufficient Residential Car Spaces

13. We object to the insufficiency of car spaces made available on the development.
14. The spread of apartment sizes in the residential element of this development is 1 penthouse, 8 four-bedroom apartments, 34 three-bedroom apartments, 3 two-bedroom apartments, 16 one-bedroom apartments. As the capacity of the majority of units is above one bedroom (**TAB 4**), it is likely that each unit will have two vehicles.
15. As stated above we have calculated that in addition to the 74 car spaces allocated for and cars in the development another 80 cars will need parking on the street.
16. This results in the cars belonging to these residences overflowing onto street parking, on Darling Point Road, to the detriment of its current residents, including me as I do not have a Council parking permit.

Recommendation

17. We recommend the addition of 74 car spaces in the development's design to accommodate the realistic number of cars owned by its residents. This prevents the availability of street parking on Darling Point Road for existing residents from being adversely affected.

No Commercial Car Spaces and the Green Travel Plan

18. We object to the Development Application's "*Green Travel Plan*" which recommends no commercial car spaces as referred to in the Traffic Impact Statement at page 22.
19. The Traffic Impact Statement (**page 21 of TAB 3**) states that the development "*does not seek to provide any on site retail or commercial car spaces*", despite its commercial and retail capacity. The Statement attempts to justify the absence of commercial car spaces on the following bases:
 - (a) The unavailability of on-site parking is in line with sustainable planning, and is justified due to encouraging utilisation of alternative, sustainable modes of transport; and
 - (b) Alternative modes of transport are readily available and accessible.
20. These expectations are unrealistic. A significant portion of customers and staff utilising the commercial and retail spaces will undoubtedly be utilising private vehicles as transportation. The Green Travel Plan is not a plan and is, respectfully, fiction.
21. To propose that the availability of public transport, and the unavailability of on-site parking are complete deterrents to people driving to the development is unrealistic. To provide no on-site parking on this assumption, is simply short sighted and prejudicial to the community. It in effect pushes vehicles from the development onto the street.

Recommendation

22. The addition of 30 on-site parking spots to accommodate the realistic use of private vehicles by commercial staff and customers of the retail and commercial space is required.

Declaration

23. We declare that we have not made any reportable political donations in the last two years.

Acknowledgment

24. We accept the Department of Planning, Housing and Infrastructure's disclaimer and declaration.

Yours sincerely



Brett Vincent