



16 March 2026

Hon Paul Scully MP
Minister for Planning and Public Spaces
Via the NSW Planning Portal

Dear Minister

Objection to SSD 975288708 – Mixed Use Development 160 Oxford Street, 142-148, 13 Gibbs Street and 6 Shadforth Street, Paddington

As you know, a State Significant Development (SSD) has been declared for 160 Street, 142-148 Oxford Street, 13 Gibbs Street and 6 Shadforth Street, Paddington (the Proposal).

The Proposal seeks to demolish the existing building at 160 Oxford Street (containing 27 studio apartments) and the adjoining contemporary townhouses at 142-148 Oxford Street to construct a new nine storey development comprised of:

- 40 apartments;
- a 4 storey basement car park requiring 15 metres of deep excavation to provide for 83 car spaces;
- 3 ground floor retail spaces; and
- a rooftop private outdoor space with 4 private swimming pools.

The estimated development cost (EDC) of the Proposal is \$84,073,955.

Approximately 10 dwellings are proposed to be designated as 'affordable housing' resulting in a net loss of approximately 17 low cost rental dwellings.

I make the following submission in my capacity as a Councillor but not on behalf of Woollahra Council (the Council). My submission is based on my knowledge of and involvement in the Paddington community as an elected, local representative for 8 years and as a Paddington resident for 21 years. I have also worked closely with those parts of the community most directly impacted by the Proposal to better understand their circumstances and concerns.

Community Concerns

Community Activation

The community has rallied to protect this unique pocket of Paddington from overdevelopment. Corflute posters urging the community to 'Stop the Paddington Tower' were community funded and affixed proudly to Paddington's iconic palisade fences and cottages. The 'change.org' online petition opposing the Proposal has collected over 3473 verified signatures (and counting).

The community is disappointed by the Proponent's plans to convert 27 low cost, rented studio apartments to a luxury 9 storey residential flat building. The community is particularly disappointed that the Proponent has failed to respect the recognised heritage significance of this unique area and the devastating impact the development will have on the Paddington Heritage Conservation Area (HCA). There is overwhelming public support and community interest to preserve Paddington's heritage and its low cost and diverse housing mix. Paddington is a unique urban area of outstanding national heritage significance and the conservation of Paddington and its heritage significance should be

the foremost outcome of development. It is not in the public interest to permit the development and it should be refused.

Planning Reforms

The Proposal is the first to test the combination of the Low and Mid Rise (LMR) Housing Provisions and the Infill Affordable Housing Provisions (the Affordable Housing Bonus) as they apply to the Paddington HCA.

Overall, the community is confused by many aspects of the new Planning regime and the Proponent's Environmental Impact Statement (EIS). The EIS differs in many material respects from the Proponent's original plans presented to the community as part of their community engagement. Significant changes include:

- A clause 4.6 height variation request;
- A reduction in the number of dwellings (from 44 to 40);
- A reduction in the number of affordable dwellings (from 12 to 10);
- Changes to the apartment mix (removing 9 x 1 bedroom apartments);
- Inclusion of 4 rooftop swimming pools and private open space.

Regrettably, the community lacks confidence that there is a genuine desire on the part of the Proponent to act as a good neighbour to ensure the proposed development, both during the construction phase and once opened is responsive to the concerns of the local Paddington community.

Strategic Planning Context

Woollahra Local Strategic Planning Statement

The Strategic context must be reviewed in light of the following priorities from the *Woollahra Local Strategic Planning Statement* (the LSP Statement):

- Planning Priority 1 - Planning for integrated land use and transport for a healthy, sustainable, connected community and a 30-minute city;
- Planning Priority 4 - Sustaining diverse housing choices in planned locations that enhance our lifestyles and fit in with our local character and scenic landscape; and
- Planning Priority 5 - Conserving our rich and diverse heritage.

Planning Priority 4 'identifies an aspiration for diverse housing choices, for a range of needs and incomes, which allow people of all capabilities and all ages to participate in community life and live in health and comfort. Affordable housing is essential infrastructure required to support Council's vision for diverse housing.' [p.50 LSP Statement]

The Proponent erroneously states that the Proposal 'directly delivers on Planning Priority 4 by providing '40 high amenity ADG responsive dwellings including 10 affordable housing dwellings.' [p.32 EIS] The Proponent fails to properly justify how the the loss of 27 low cost studio apartments to make way for only 10 affordable housing dwellings (with no replacement studio apartments or 1 bedroom apartments) delivers on this Priority.

The Proponent rightly identifies Oxford St 'as a suitable area for increased apartments as it is highly walkable and has high-frequency public transport.' [p.32 EIS]. Given the identified strategic location of the Site and its status as a nominated 'town centre' - the provision of 4 storeys of underground basement parking to facilitate the provision of 83

car spaces is excessive and inconsistent with the LSP's Planning Priorities and the justification behind the LMR Reforms.

Local Housing Strategy 2021

The Proponent also contends that the Proposal is consistent with Council's *Local Housing Strategy 2021* (the Housing Strategy). This conclusion requires further scrutiny. The Housing Strategy details objectives and actions for future housing in the Local Government Area (LGA), including ensuring that:

- housing conserves heritage, maintains local character and achieves design excellence;
- development of new housing contributes to tree canopy and to long term sustainable outcomes; and
- New housing increases supply of accessible housing and affordable rental housing. [p.5]

The Housing Strategy also shows that within the Local Government Area (LGA) only:

'12.5% of dwellings are studios or one bedroom dwellings. Three bedroom and four+ bedroom dwellings account for over 29.5% and 21% of dwellings respectively.' [p.33]

Overall, the Housing Strategy commits 'to protecting existing affordable housing and facilitating new affordable housing to meet the needs of our community, particularly key and essential workers on low and moderate incomes.' [p.60]

The Proposal is inconsistent with the Housing Strategy as it fails to increase the supply of much needed studio and one bedroom dwellings and instead adds a further 3 bedroom dwellings that are not required. The Proposal does nothing to increase the type of housing that Paddington desperately needs - it only seeks to create premium housing that is not increasing genuine supply or affordability.

State Environmental Planning Policy (Housing) 2021 (Housing SEPPP)

The Proponent assumes that the provisions of the Housing SEPP operate as of right and are 'consistent with development expectations.' [p.16 EIS] This reasoning is flawed.

The LMR Provisions of the Housing SEPP are designed to encourage increasing housing supply in well located areas within walking distances of shops, services and frequent public transport. Although the LMR Provisions provide for certain 'non refusal' standards (such as height and FSR), approval is not guaranteed and a merit based assessment is still required. In other words, the consent authority can still refuse an application based on poor design, amenity impacts, heritage and other site specific issues.

Similarly, the Affordable Housing Bonus does not operate by right and also requires a merit based assessment. Relevantly, the *In-fill Affordable Housing Practice Note* (the Practice Note) provides that:

'The full extent of the in-fill affordable housing bonus may not be achieved on all sites, due to site constraints and local impacts. The in-fill affordable housing bonuses should not be treated as an entitlement. DAs that propose in-fill affordable housing will be subject to merit assessment by the consent authority. The application of the bonuses does not affect a consent authority's responsibility to consider the requirements of relevant EPIs, a development's likely impacts or the suitability of the site for the development.' (My emphasis) [p.12 Practice Note]

Furthermore, the Housing SEPP also provides that the Minister must consider whether the design is compatible with 'The desirable elements of the character of the local area.' [s.20(3) Housing SEPP]

Overall, the Proponent places far greater weight on the objective to increase housing supply than is justified and fails to give proper consideration to the fact that the building height is incompatible with the existing and desired future character of Oxford Street and the surrounding HCA of predominantly low-rise Victorian-era terraces and sandstone workers cottages.

Woollahra Local Environment Plan 2014 (WLEP)

The Proponent states that WLEP is the local EPI relevant to the Site and that the Proposal is consistent with the 'relevant' clauses of the WLEP [p.63 EIS] The Proponent's summary at Table 14 of the EIS, fails to consider all the aims and objectives of the WLEP, most notably:

- (e) to facilitate opportunities, in suitable locations, for diversity in dwelling density and type;
- (f) to conserve and enhance built and natural environmental heritage;
- (g) to protect and enhance amenity and the natural environment;
- (k) to minimise and manage traffic and parking impacts,
- (l) to ensure development achieves the desired future character of the area;
- (m) to minimise excavation and manage impacts, including the potential impact of construction dewatering;
- (n) to encourage the retention and planting of trees and other vegetation as part of development and minimise the urban heat island effect.

In addition, Section 2.3(2) of the WLEP provides that the consent authority must have regard to the objectives for development in a zone when determining a development application. Most of the Site is zoned 'R3 Medium Density Residential' (the R3 Zone). The objectives of the R3 Zone are to:

- provide for the housing needs of the community within a medium density residential environment;
- provide a variety of housing types within a medium density residential environment;
- ensure that development is of a height and scale that achieves the desired future character of the neighbourhood; and
- ensure development conserves and enhances tree canopy cover.

As the following analysis will demonstrate, the Proposal is inconsistent with the aims of the WLEP, the R3 zone objectives and is not an appropriate response to this Site. Table 14 of the EIS must be updated.

Heritage Conservation

The Paddington (HCA)

The Paddington HCA can be described as:

'A unique urban area which has historic historical, aesthetic, technical and social significance at a National and State level. It is one of the largest and most intact collection of Victorian buildings in the world. An important factor in its significance is its

exceptional unity of scale, character, history, architecture and urban form.’ [p.6 the Housing Strategy]

The Proponent contends that the Proposal is:

‘Sympathetic to surrounding heritage items and compliments the broader historic context of the Paddington HCA’ [p.115 EIS]

This a staggering statement. In my eight years as a Paddington Ward Councillor, I have never seen a Proposal more blatantly at odds with the height, bulk, scale and character of the Paddington HCA or more dismissive of its long established and highly respected heritage controls.

The EIS concludes ‘that the proposed development have (sic) an acceptable impact to the HCA and surrounding heritage items, and that will contribute to the Oxford Street streetscape.’ [p.64 EIS]

The EIS also claims that ‘the proposed building will appear as a background element in views of contributory buildings along Gipps Street and Glenmore Road’ (my emphasis) [p.64 EIS] To describe a 9 storey building with a private rooftop containing 4 swimming pools as a mere ‘background element’ cannot be supported. These conclusions require closer scrutiny.

Woollahra DCP 2015 (DCP)

Many elements of the Proposal are inconsistent with the provisions and objectives relevant to heritage conservation. Alarming, the Proponent’s *Statement of Heritage Impact* (SHI) contends that: ‘This part of Oxford Street has little heritage sensitivity.’ and that the Proposal is ‘consistent with the heritage requirements and guidelines of the Woollahra LEP 2014 and the Woollahra DCP 2015.’ [p.28 SHI]

Despite the SHI’s consideration of the DCP, the Proponent contends that the provisions of the DCP are not relevant matters for consideration in the assessment of SSDAs. However, confusingly ‘where relevant’ the provisions of the DCP have been considered. [p.64 EIS]

In my submission, given the unique and special nature of the Paddington HCA, there is a reasonable justification for using the objectives and controls of the DCP as a persuasive guide in assessing the Proposal and ensuring consistency with local character. In addition, the *Guide to Faster Assessments for SSD Housing Applications* (SSD Guidelines) states that:

‘Development control plans DCPs do not apply to SSD applications however they may be a good guide to help minimise impacts and align with existing development in the area. In this respect the Department may, in some circumstances, ask Applicants to consider DCP controls.’ [p.16 SSD Guidelines]

Furthermore, the Proponent also fails to consider the advice from DPHI regarding the LMR Provisions and the protection of heritage and in particular that:

‘It remains the case that any DA proposal, including changes to existing buildings, must maintain or enhance the heritage value of the heritage conservation area in order to be approved.’

In light of the clear direction and guidance from the State Government together with the unique and special nature of the Paddington HCA, the assessment of the Proposal must consider the objectives and controls of the DCP, including the objectives to:

'O4 To provide guidelines and controls which seek to protect the significant character of Paddington and which encourage contemporary design which responds appropriately to that character.

...

O6 To enhance amenity and heritage values within Paddington.

O7 To ensure that development is consistent with the heritage significance of the Paddington Heritage Conservation Area.

...

O12 To provide a sympathetic transition in built form and uses between the residential areas and the Oxford Street commercial strip.

O13 Infill development is to respect the design of neighbouring buildings and the character of the conservation area in regards to scale, massing, materials, details, orientation and setbacks.'

Helpfully, the DCP provides the following specific guidance concerning the desired future character of Oxford Street:

'The Street is part of the Paddington Heritage Conservation Area and the desired future character is to retain the existing built form and established urban character. Development will primarily involve the adaptive re-use of existing buildings and rear additions. To ensure the conservation and enhancement of heritage items and contributory buildings, development is to respect the design of neighbouring buildings and the conservation area generally in regard to significant fabric and façade characteristics, scale, massing, materials, details, orientation and setbacks.'

The Proposal is incompatible with the desired future character of Oxford Street and the objectives and controls of the DCP. Fundamentally, permitting a 9 storey apartment complex on this Site will have a devastating impact on this historically significant area and must be refused. At a minimum, the Proponent should be directed to justify how the Proposal is consistent with the objectives and controls of the DCP.

Commonwealth Heritage

The Proponent concludes that the Proposal will not have a significant impact on the Commonwealth heritage values of the Victoria Barracks and that Approval is not required under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act). The conclusion requires further scrutiny. The Proposal should be referred for assessment pursuant to the requirements of the EPBC Act.

Archeological Assessment

Site History

The Proponent has prepared an Archaeology Assessment Report (AA) and concludes that 'the archaeological resource of the study area has local significance under criterion (a)' and recommends the preparation of an archaeological impact statement prior to any construction. [p.37 AA]

The AA provides a fascinating overview of the history of the Site, based on a summary of the highly acclaimed book *Paddington: A History*. The AA Report details the 1840 subdivision of the area by the Australian Subscription Library Committee that led to the formation 'of the core of the first Paddington village, centred on Gipps Street and

bounded by Spring and Prospects streets. This initial village contained cottages and terraces, some of which still survive.’ [p.17 AA] The AA goes on to acknowledge Paddington’s recognised heritage movement ‘culminating in Paddington’s recognition as one of Australia’s most important urban conservation areas.’ [p.18 AA]

Importantly, the AA Report also notes that:

‘The archaeological potential of the meat packing building on historical lot nine, and the other large structures at the corner of Shadforth Street and Oxford Street is likely to be varied with pockets of moderate to high potential occurring in the rear lane access to 142 - 148 Oxford Street and low- moderate or low potential elsewhere. Remains at the rear of the terraces may include the robust foundations of the large meat works, as well as ancillary structures and possibly yard surfaces.’

Basement Structures

In November 2025, the Paddington Society, provided Council with the following information concerning 142 Oxford Street:

‘Number 142 is built over a disused sandstone basement which was possibly used as a cool room in the early days of the construction of the barracks. The basement is little known and is not used as part of the dwelling above but is of extreme historical significance and requires a detailed heritage and archaeological investigation. There may be similar basements beneath the other townhouses.’

The AA’s findings together with the above information from the Paddington Society reinforces that there are likely to be items of archeological and heritage significance on the Site warranting further investigation. Moreover, the information from the Paddington Society is consistent with AA’s assessment of the Site’s archeological potential.

Overall, this important history of the Site cannot be ignored. At the very minimum, a further investigation of the existing basement structures of 142-148 Oxford Street should be carried out and a revised AA prepared.

Environmental Amenity

The addition of a 9 storey building will have devastating and unreasonable impacts on the amenity of the surrounding neighbourhood. The residents of Gipps St and Shadforth St will be most severely impacted. The proposed height, bulk and scale of the Proposal is totally out of character to the HCA.

The conclusion that the proposed development ‘represents a contextually sensitive, responsive and high quality renewal of the site and the broader landscape’ [p.75 EIS] is difficult to comprehend. The conclusion that the Proposal ‘will be largely obscured from view from most locations within the Paddington HCA’ [p.75 EIS] seems fanciful.

Visual Impact Assessment (VIA)

The Proponent’s VIA does not adequately analyse or in any way address the impacts to the homes located to the rear of the Site. This a major omission. The Proponent must prepare addendums to its VIA to accurately illustrate the impact of the proposed development to its northern neighbours.

The Proponent does consider five key viewpoints and seven public domain views and corridors. Whilst this assessment is important, the more devastating and severe impacts to adjoining neighbours must also be assessed. Despite the proposed setbacks and

border plantings, the residents with a shared boundary to the Site are most concerned about the unreasonable amenity impacts and the inadequacies of the Proponent's assessment. The view from the nearby public open space at the Spring Street playground is also not considered.

Relying on plantings of a green buffer to ensure privacy for the lower levels is not appropriate in reducing direct lines of sight or softening the interface to improve privacy. This approach is unacceptable. The Minister must insist on a more thorough assessment. The inclusion of the adjoining Gipps Street and Shadforth Street homes are critical to a proper and complete analysis.

Roof Terraces

The addition of the amended plans to include a trafficable roof terrace must be addressed – especially, the addition of four rooftop swimming pools and private open space above the 28.6m height plane. Justification for ignoring the following provision of the DCP also requires attention:

'Roof terraces are not characteristic of Paddington and are not generally acceptable as private or communal open space. Further, because of the dense built character and sloping landform of Paddington, use of roof terraces can produce detrimental impacts on privacy due to overlooking and noise transmission. (p.82 DCP)

The community is rightly concerned about the consequences of allowing four outdoor rooftop pools to overlook their homes. The addition of this private open space will have devastating privacy impacts and unacceptable noise levels to the northern neighbours. Surprisingly, there is little evidence that either privacy or acoustic impacts of the amended plans has been considered. There is also no suggestion of proposing controls on hours of use or other ways to manage overlooking, privacy and noise disturbances to the surrounding neighbourhood. The private rooftop pools will be visually dominant but not a shared space - creating an unacceptable 'exclusive and elite' character to the building.

Curiously, the clause 4.6 variation request (HVR) does concede that 'The elements of the building above the 28.6m height plane that affect privacy are limited to the trafficable rooftop terraces.' [p.27 HVR] The Proponent contends that the simple addition of solid balustrades setback from the building parapet by planters (prevent overlooking onto neighbouring properties to the north) resolves the issue. This conclusion cannot be supported.

Overall, the VIA and the Acoustic Report must be updated to address the impacts of including the rooftop terrace and four rooftop swimming pools.

Parking

The Proposal seeks to provide 83 car spaces, necessitating excavation of four basement levels, approximately 15 metres in depth. The parking provisions are excessive and inappropriate for the Site - especially as it is already well located to public transport, including a frequent bus service and proximity to connections to major transport corridors.

The EIS acknowledges that:

'The site is therefore considered highly accessible to essential services and public transport options and is ideally located to reduce reliance on private car usage and to encourage increased usage of public transport services.' [p.25 EIS]

The Site is within 400m of the designated 'Oxford Street Town Centre' and the recently opened Oxford Street West Cycleway - which is already the most heavily used cycleway in NSW. The State Government has well developed plans to extend the separated cycling infrastructure further along Oxford Street and into Paddington (to be located directly opposite the Site). The EIS fails to make mention of this planned (and exciting) new infrastructure.

The excessive amount of parking provision undermines the Proponent's own Environmental Sustainability principles and the broader strategic objectives of the State Government's goal for Environmentally Sustainable Growth and its Travel Demand Management Strategy - to reduce private car dependency in well serviced inner city areas and encourage the shift to alternative active transport modes such as walking and cycling.

Amendment 37 DCP

Whilst the SEPP is the prevailing planning instrument, as outlined above, consideration must also be given to the DCP, including the most recent requirements of the DCP that have been introduced to minimise adverse impacts to the local road network, reduce emissions and alleviate congestion in the LGA. Council recently introduced Amendment 37 to the DCP to (amongst other things):

- Set maximum car parking rates for housing in accessible areas to minimise traffic and parking impacts in areas well accessed by public transport;
- Discourage car dependence and support walking, cycling and public transport; and
- Ensure that parking rates respond to local context.

The Proposal for the provision of 83 car spaces and four basement levels is fundamentally at odds with these objectives. Control C2 of the amended DCP is explicit, providing that:

'For the avoidance of doubt, the provision of car parking and parking structures are not required. If the applicant elects to provide car parking, Table 2 below sets out the maximum number of spaces that can be included in the development.'

Table 2 maximums (within 400 m):

- 2 bedrooms: 0.6 space per dwelling
- 3+ bedrooms: 1.0 space per dwelling
- Visitors: 0.1 space per dwelling

Accordingly, using the Table 2 calculations, a more appropriate parking rate can be achieved:

	Rate (within 400 m)	No. of dwellings	Calculated spaces
2-bedroom dwellings	0.6 / dwelling	13	$13 \times 0.6 = 7.8$
3-bedroom dwellings	1.0 / dwelling	27	$27 \times 1.0 = 27.0$
Visitor spaces	0.1 / dwelling	40	$40 \times 0.1 = 4.0$
Total (before rounding rule)			38.8

Car Share and Electric Vehicle Charging

In addition, the Proposal seems silent on the allocation of 'car share' spaces to accommodate resident transport needs and reduce reliance on private car ownership. In

addition, I have been unable to locate any mention of the inclusion of electric vehicle charging facilities or the ability to easily convert to electric circularity. Both these initiatives require attention.

Excavation

The excavation needed to facilitate 4 levels of basement car parking is estimated to take approximately 8 months and will result in frequent heavy truck movements, noise, dust and vibration. The community hold valid concerns relating to excavation in close proximity to the surrounding Paddington HCA. The proposed 15m of excavation seems incompatible with the objectives of the DCP, particularly the newly introduced controls.

Overall, the proposed basement design and car parking provisions must be refused or alternatively, resigned to substantially reduce excavation and car parking. If parking was provided in line with the table 2 calculations (above), basement depth and duration of excavation could be substantially reduced. This approach is more than justified.

Landscape Plans

Tree Removal

The EIS states that the Proponent seeks approval for the removal of 10 trees. [p.41 EIS] There is some inconsistency, however, between the Arboricultural Impact Assessment (AIS), the Landscape Plans and the summary in the EIS. The:

- AIS recommends the removal of trees T19-T24, T28 and T30-T32 [p.3]
- Tree Impact Plan refers to the removal of trees T28, T30-T32 only [appendix 2];
- Landscape Plan refers to the removal of trees T19-T28 and T30-32; and
- The EIS states that T19-24, T28 and T30-32 are proposed for removal. [p.41]

The EIS also refers to the addition of 29 'replacement' palms and 17 'replacement trees.' [p.41 EIS] The inconsistencies are confusing and the Proponent must clarify precisely which trees are proposed for removal.

Curiously, the 3D Modelling of the rear of the Site provided to me by DPHI on 13 March 2026 via email (copied below) does not seem to reflect either the current tree canopy or the proposed Landscape Plans. Moreover, the 3D model does not seem prepared to scale. More accurate 3D modelling is required.



3D Model provided via email from DPHI 13.3.26

Oxford Street Trees

Pleasingly, the four London plane trees on Oxford Street (T2-T5) will be retained. It must be emphasised that these trees form part of the public domain and make a positive contribution to the streetscape.

The Proponent places heavy reliance on these street trees to soften the visual impact of the first five storeys of the building. The Proponent contends that these trees obscure views to the first five storeys and 'substantially reduce the visual bulk and scale of the development when perceived from Oxford Street.' [p.35 EIS] The images and photomontages in the VIA and the EIS are all prepared in the summer months when the street trees are in full leaf. The design seems predicated on the assumption of continuous, dense foliage across the canopy to 'screen' the impact of the building's bulk and scale.

These deciduous trees will, however, lose their leaves in winter and provide little to no visual screening during the winter months. The true perception of the building from the public domain and adjoining properties in the winter time will be very different from the images provided.

This is a critical omission and a proper visual impact assessment must show summer and winter views - with and without foliage. By relying solely on the summer imagery, the unacceptable impacts are significantly understated.

The screening effect claimed by the Proponent also relies on the ongoing health and structural safety of the trees and the assumption the trees will be retained at the same size and density. The Proponent also assumes that the proposed pruning, root disturbances and construction impacts will not materially affect their form or long term viability.

If the 9 storey tower is approved and constructed, the already mature trees may decline for any number of reasons (disease, storm damage or other disturbances). The permanent built form remains and the primary 'mitigation' relied upon could be lost. In my submission, the height and scale of the building must be acceptable even if mature canopy is reduced or removed - not only when the trees are at their peak health and foliage.

By using the summer foliage to mask the true scale and dominance of the new development, the Proponent underplays the extent to which the building will alter the streetscape. Suggesting the impacts are minor when in the winter time the building will be starkly more visible, is misleading.

The Tree Schedule in Appendix 1 of the AIS (extracted below) provides photographs of the street trees in winter - providing a very different perspective to the lush green canopy contained in the VIA imagery.



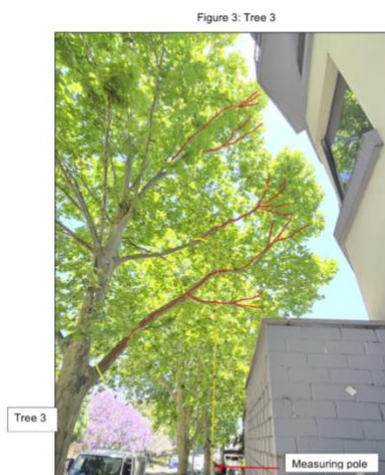
London Plane Trees T2-T5 in winter (Appendix 1 - Tree Data Schedule)

The Proposal should be assessed without assuming full and permanent tree screening. In addition, further analysis and data should be obtained to assess the likelihood that the trees can be maintained at their current size and form over the life of the development. Data should also be obtained from Council to obtain a recorded history of the trees, their ongoing maintenance and estimated lifespan.

Tree Pruning

The AIS refers to the need to prune the 4 street trees to allow for the construction of scaffolding and hoarding. The scaffolding and hoarding is likely to remain in place throughout the estimated 26 month construction period.

The recommended pruning of the trees will reduce the canopy of these trees quite significantly. The images provided in the AIS (extracted below) illustrate where the tree limbs will be cut (at the yellow marker). Whilst these trees are known for their resilience, the recommended pruning seems quite severe and goes beyond what is reasonably necessary to construct the scaffolding and hoarding. Overall, these street trees are a valuable public asset and their protection must be given proper priority.



Proposed pruning of T3 (Source p.3 AIS)

Social Impact

The reissued Planning Secretary's Environmental Assessment Requirements (the Reissued SEARS) provides that 'the EIS must consider social impacts and should any significant social impacts be identified, a Social Impact Assessment must be prepared in accordance with the *Social Impact Assessment Guideline for State Significant Projects*. (The SIA Guidelines)

The Proponent has prepared a *Social Impact Scoping Study* (the Scoping Study) to 'determine whether the proposed development would likely result in any significant social impacts'. [p.109 EIS] A summary of the Scoping Study is provided in the EIS and despite referring to the methodology that includes 'identification of impacted communities' fails to identify or consider the impact to the tenants of the low cost housing at 160 Oxford St. This is a major oversight and must be corrected.

160 Oxford Street

I have had the privilege of visiting the well established garden situated at 160 Oxford Street. Many of the residents have created a community garden space with attractive plantings, garden pots and outdoor furniture. Interactions in this sun lit garden are commonplace and provide a sense of community and belonging.

The residents of 160 Oxford Street enjoy the amenity of their homes that are in good condition and situated in a great location. Residents (including some with complex health care needs) are mostly single-person households that have long established ties to the Paddington community - including to medical and health care facilities, the Paddington library, local cafes, parks, shops and other services. Disruption to their social networks as well as a sense of loss of housing security has not been considered.

Housing Mix

Given the limited availability of studio and 1 apartments in Paddington, it will be difficult for these residents to find suitable and comparable accommodation nearby. There does not seem to be consideration given to any priority or a right of return for existing tenants once the project is complete.

The 2021 Australian Census identified that only 5.9% of dwellings in Paddington are Studios, whereas two and three bedroom dwellings represent 29.4% and 34.3% of homes respectively.

The summary of the Scoping Study contends that the Proposal results in 'positive social impacts in relation to adding to the housing supply in a well located area' [p.109 EIS] and that a 'key benefit of the project relates to the addition of 40 high amenity ADG compliant apartments over a diverse mix of sizes in a time of great need.' (p.109 EIS]

In light of the census data, is difficult to see how this conclusion can be supported - especially considering that no replacement studio apartments or 1 bedroom dwellings are included in the Proposal and 2 and 3 bedroom dwellings are already well catered or in Paddington. The development does not provide a diverse housing mix and only includes:

- 13 x two bedroom apartments (6 affordable); and
- 27 x three bedroom apartments (4 affordable).

Temporary Affordable Housing

The 10 'affordable' dwellings are only affordable on a temporary basis. After 15 years, these apartments can be sold and will do nothing to contribute to housing affordability in the long run.

The Proposal does not increase supply and mix of housing in accordance with the recent NSW State Government Planning Reforms and is not in the public interest. The 'positive social impacts' therefore require greater scrutiny and analysis.

Overall, the EIS is inadequate and does not comply with the SEARS requirement. It is disappointing that the Proponent has failed to specifically engage with the community at 160 Oxford St to better understand their specific needs and to alleviate their concerns. At a minimum, a SIA must be prepared and consideration given to the following:

- Quantify the loss of low-cost dwellings and the number and profile of affected residents;
- Assess impacts on vulnerable tenants, housing stress, their well being, potential homelessness; and
- Propose clear mitigation measures (including assistance to find comparable local housing and relocation support).

Construction Traffic Impacts

The local community are concerned about the impacts of the Proposal on neighbourhood amenity over the estimated 26-month construction period. In particular, there is significant concern about congestion and safety risks from heavy truck movements.

The traffic impacts generated during construction requires a more rigorous assessment. The Proponent's Construction Traffic Management Plan (CTMP) does not adequately account for the unique local road and traffic conditions surrounding the Site.

The local road network surrounding the Site includes narrow streets, tiny footpaths and one way traffic provisions. In some areas there is on-street parking on both sides of the road as well as angled parking. I regularly receive concerns from my constituents regarding traffic congestion, parking availability and pedestrian safety.

There is a long-standing history of delivery trucks and vehicles causing damage to parked cars, kerb blisters and gutters around the Site. In response, Council has designated the area as 'Unsuitable for Large Vehicles' and installed warning signage at the intersection of Shadforth Street, Gipps Street and Liverpool Street.



Intersection of Shadforth Street, Gipps Street and Liverpool Street

In addition, Glenmore Road is subject to a load limit for heavy vehicles of 3 tonnes and above. It is also a 'high pedestrian activity' zone and signposted accordingly. Parking has been removed from some areas of Glenmore Road to allow for the safe passage of vehicles. Cars regularly park on the footpath along Glenmore Road to avoid being side swiped or sustaining damage to side mirrors.



Glenmore Rd



Vehicles parking on Glenmore Rd footpath



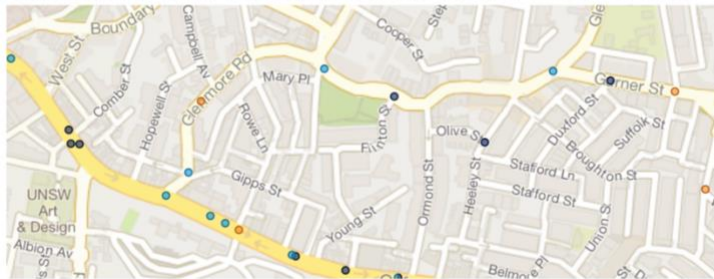
Car accidents and accidents involving pedestrians are common place. Sadly, between 2020-2024, Transport for NSW recorded:

- 5 accidents involving 'minor' injuries; and
- 2 accidents involving 'serious' injuries in the immediate area (see Map attached).

One of the 'serious' incidents occurred at the intersection of Shadforth Street and Oxford St

Road Users by LGA: Woollahra

Degree of casualty ● Killed ● Seriously Injured ● Moderately Injured ● Minor/Other Injured



Transport for NSW Accident Data

Despite this local information and accident data, the CTMP fails to identify these specific road network limitations and curiously concludes that:

‘Light traffic roads and those subject to load or height limits will be avoided’.

The Proponent’s Heavy Vehicle Route Map, however, directs heavy vehicles along Glenmore Rd, via Liverpool St and onto the intersection of Shadforth and Gipps Street. This is totally misconceived and unacceptable.

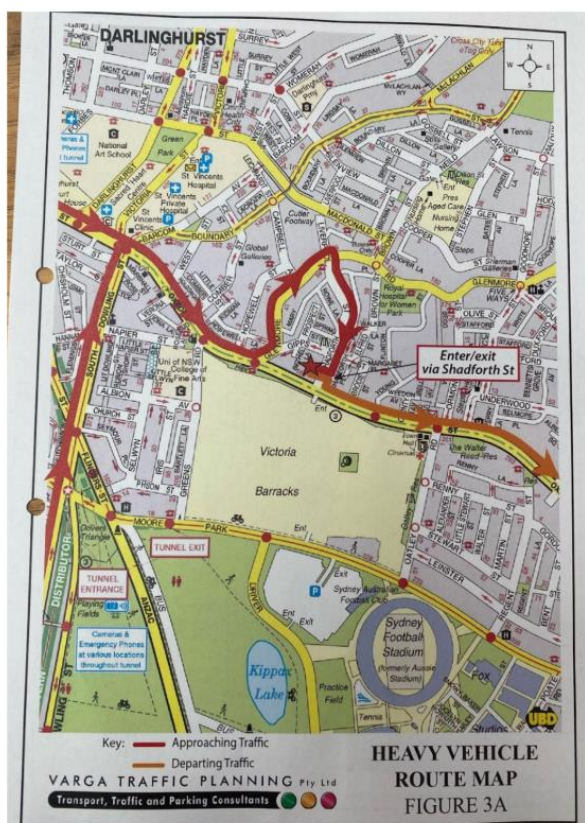


Figure 3A Heavy Vehicle Route Map

The CTMP also provides indicative truck types and movements for different construction stages, including:

- mini-tippers and small trucks up to 6.4m in length for the demolition stage (approx. 3 months) [p.iv CTMP]
- medium bogey trucks up to 8.8m in length for the initial excavation stage [p.iv CTMP]; and
- small/medium and 'occasional' large rigid trucks up to 12.5m in length for the final stages of excavation, construction, material deliveries and concrete pumping (approx. 18 months). [p.v CTMP]

The excavation period alone is expected to generate approximately 30 truck movements per day. Despite these significant movements, the Proponent concludes that construction traffic and parking impacts can be managed and mitigated. This conclusion is not supported by the current plan or by reference to local conditions or accident data.

One option may involve avoiding the local road network and utilising the proposed works zone along the Oxford Street site frontage for the entire duration of the Project. This option would, however, have unacceptable consequences for the local business community and their customers.

Under the current CTMP, a 37m works zone on Oxford Street will operate from 7:00am to 4:00pm for at least 18 months (excluding all day Sunday and Saturday after 1pm). As currently proposed, the work zone will be highly disruptive to existing traffic conditions and parking availability. Approximately six to eight on-street metered parking spaces would be unavailable. These metered parking spaces along Oxford Street support high customer turnover for the nearby Intersection Fashion Precinct and also provides valuable Council revenue.

A revised CTMP is necessary to ensure that construction traffic and parking impacts are genuinely mitigated and are not unfairly imposed on local residents or the business community.

If the Proposal is to proceed, the Proponent must investigate and adopt an alternative access route that avoids the local road network. The Proponent should bear the burden of its own development and genuinely mitigate construction impacts on surrounding residents and local businesses rather than transferring those impacts to the public domain.

If the Proponent reduced the excessive parking provision (and therefore the need for deep excavation) many of these impacts could be ameliorated.

Bethel Lane

The Proponent intends to use Bethel Lane as a pedestrian access point. Bethel Lane is not, however, a public laneway. Although the Proponent deals with the potential amenity impacts of pedestrian access from the Site to Bethel Lane in response to the SEARs request, the ownership of the laneway and the Proponent's right to utilise the space is unclear. As I understand it, Bethel Lane:

- is not a public road;
- is not subject to any easements or rights of way;
- contains underground utilities, including electricity, gas and sewer infrastructure, as well as a substation kiosk;
- is regularly accessed by utility providers such as Sydney Water and Ausgrid; and
- is accessed by the owner of 134-140 Oxford Street to maintain the various service connections to his property.

I requested an amendment to the SEARs to require the Proponent to demonstrate what rights (if any) it has to allow pedestrian access through Bethel Lane. I have not received a response to this request.

Harriet Price
Councillor - Paddington Ward

Woollahra
Municipal
Council



10 December 2025

The Hon. Paul Scully MP
Minister for Planning and Public Spaces
via online form - nsw.gov.au

Cc
Mr Victor Casasanta
Department of Planning Infrastructure and Housing
victor.casasanta@dpi.nsw.gov.au

Dear Minister

Request for Amendment to the Secretary's Environmental Assessment Requirements (SEARs): 160 Oxford Street, 142-148 Oxford Street, 6 Shadforth Street and 13 Gipps Street - State Significant Development 97528708 (the Proposal)

I refer to the above Proposal and to my previous correspondence.

Based on my reading of the current plans, pedestrian access to the Site is via Bethel Lane. As I understand it, Bethel Lane:

- is not a public road;
- contains underground utilities, including electricity, gas and sewer infrastructure, as well as a substation kiosk;
- is regularly accessed by utility providers such as Sydney Water and Ausgrid; and
- is used by the owner of 134-140 Oxford Street to maintain the various service connections to his property.

The ownership status of Bethel Lane is uncertain. However, what appears to be reasonably clear from the Proposal is that the Proponent has not explained or asserted any right upon which there is a basis to include Bethel Lane for pedestrian access (or otherwise) to the Site.

Given that Bethel Lane appears to be critical to the Proposal, I request that the SEARs be amended to require the Proponent to demonstrate what rights (if any) the Proponent has to permit pedestrian access through Bethel Lane.

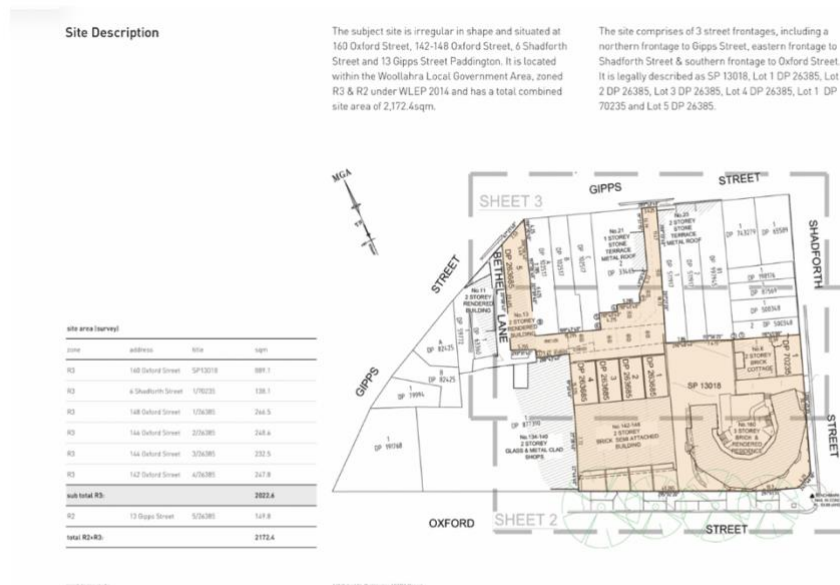
Thank you for considering this request. I would welcome further discussion should your office require any additional information.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Harriet Price'.

Cr Harriet Price

The EIS also refers to the private open space in a 'courtyard' at the northern end of 13 Gipps Street. [p.88 EIS] The Proponent assumes that this area is part of lot 5 Deposited Plan 263685. This is not clear from reviewing Site Description (below). Further details of precisely how Bethel Lane (including the 'courtyard') can be utilised as a public thoroughfare must be provided.



Site description (Source p12 Architectural Design Report)

Community Consultation

I reiterate my disappointment about the timing and nature of the exhibition period and the community consultation process generally. The process is too overwhelming and at times intimidating. The ability to access large volumes of materials, addendums and significant changes to the original plans provided to the community has been confusing and inaccessible – especially for those in the community who don't have internet access or limited computer skills. The Planning Portal has been inaccessible and unreliable. DPHI do not provide access to any printed materials.

The community engagement process was flawed and did not enable genuine engagement. A pre-scheduled, online 1-hour meeting did not permit direct questioning or follow up questions. Participants were 'muted' and only allowed to write questions via an on-line chat facility. The chat was monitored and only selected questions were answered. The meeting did not feel inclusive or genuine.

The 14-day exhibition period is insufficient and woefully inadequate. The volume of materials is overwhelming and impossible to fully comprehend or interrogate in the limited timeframe.

A public hearing has not been announced. Given the significant community interest and the myriad of complex issues and concerns raised, it is appropriate and justified for the Minister to require a public hearing.

I would be pleased to discuss any aspect of this submission.

Yours sincerely

Cr Harriet Price