

Appendix D – Community Engagement Table

SSD-97528708 – Mixed Use Development, 142-148, 160 Oxford Street, 13 Gipps Street and 6 Shadforth Street, Paddington

Feedback	Project Team Response
Height, bulk and scale	
Feedback that eight storeys is seen as out of context for Paddington's character, with height and bulk seen as incompatible with its low-mid rise heritage setting.	Noted. The proposed 8-storey mixed-use building has been developed to respond to Oxford Street's vertical rhythm and to meet state planning provisions for infill affordable housing while carefully managing its relationship to the surrounding Paddington Heritage Conservation Area. The design balances upper-level massing and articulation with a ground-floor shopfront and landscaping to better integrate with the existing high street character. Façade modulation, materials and setbacks have been considered to reduce bulk from key vantage points along Oxford Street and adjoining lanes.
Queries about planning controls that permit the proposed height and number of storeys on the site, including justification for the height uplift.	The proposal will go through a rigorous assessment process by the Department of Planning, Housing and Infrastructure (DPHI) to ensure it meets all legal requirements and aligns with planning and design standards. Refer to Section 4.0 of the EIS for a detailed assessment against the planning controls. Refer to the Clause 4.6 Variation Request at Appendix X for justification of the proposed height variation.
Affordable housing	
The community acknowledged a moderate to high need for affordable housing in Woollahra LGA. Feedback focused on concerns about the limited 15-year timeframe for affordability, ownership and management arrangements, and whether equal access to services would be provided for affordable housing residents.	Under the NSW Government's planning framework, developers are incentivised to deliver affordable housing for a minimum of 15 years through permanent height and floor space bonuses. In line with this policy, 10 affordable apartments (representing 15% of the total Gross Floor Area, equative to 25% of proposed apartments) will be delivered as part of the development. These dwellings will be fully integrated within the building, with shared entries, lifts, and services to ensure inclusion and equal access for all residents. Following the 15-year period, Toohey Miller will retain ownership of these dwellings, which will revert to market-rate housing, consistent with State Environmental Planning Policy (Housing) 2021.

Feedback	Project Team Response
Pricing	
Questions about the target market for apartments and pricing.	The development will include a mix of 2-3 bedroom apartments to suit different life stages, including affordable homes for key workers such as health professionals, teachers, and emergency service personnel. Affordable housing will be rent-restricted, while market-rate pricing will be set based on market conditions. A registered Community Housing Provider (CHP) will manage the affordable apartments.
Noise impacts	
Requests for design mitigation to minimise noise impacts to neighbours.	The design incorporates acoustic treatments (e.g., glazing specification, façade detailing, plant acoustic enclosures, and internal layout planning) to minimise noise to adjoining properties and the public domain. Refer to the Design and Acoustic Reports in the Environmental Impact Statement (EIS) for further information.
Privacy and view impacts	
Concerns were raised about privacy and view impacts for adjoining properties. Questions were also asked about how setbacks were determined, with confirmation sought that the proposal meets the Apartment Design Guidelines' minimum 9-metre setback	The design has been refined to manage privacy through window placement, screening, balcony orientation, and upper-level stepping. Setbacks have been determined with respect adjoining properties, lane conditions and heritage curtilage, and to respond to the relevant planning controls and consideration of the Apartment Design Guidelines. The design also incorporates upper-level stepping and façade articulation to mitigate perceived height and bulk. Refer to the Design Report and Visual Impact Assessment (VIA) in the EIS for further information.

Feedback	Project Team Response
Solar access and overshadowing	
Concerns expressed about overshadowing to neighbouring residences and to Barracks Reserve. Requests for detailed shadow analysis demonstrating how the proposal affects solar access to neighbouring residences.	Comprehensive shadow studies have been undertaken. The proposed development will not overshadow any neighbouring residential properties. There will be minor acceptable overshadowing to Victoria Barracks. Refer to the Architectural Drawings in the EIS, which include Shadow Diagrams, for more information.
Traffic and Parking	
Comments sought clarification on the justification for proposed parking provisions and the basis for parking ratios.	The proposal includes a below-ground car park to meet resident and retail storage needs on-site, reduce kerbside congestion, and prevent parking overflow into surrounding streets. Car parking requirements for residential components are set by the Housing SEPP. For other uses, such as visitor parking or non-residential spaces, where the SEPP does not specify rates, the Council's Development Control Plan (DCP) is used as a guide. While the DCP is not a statutory consideration for State Significant Development Applications (SSDAs), it provides useful benchmarks in the absence of specific requirements.
Concerns were raised about safety and structural risks of excavating underground, including impacts on surrounding buildings and trees.	The proposed basement depth is driven by requirements under the Housing SEPP for parking and associated services and storage. The Geotechnical Report includes further detail regarding detailed structural solutions to retain and support neighbouring properties. More details on management of potential impacts on surrounding trees can be found in the Arboricultural Impact Assessment.
Some participants raised concerns about traffic and parking congestion as a result of increased density.	A Transport and Accessibility Impact Assessment has been prepared to understand how the proposal may interact with the surrounding road network and this has shown minimal impact. The design includes basement parking for residents and visitors, which is intended to reduce pressure on on-street parking and manage traffic flow in the area. Refer to the Transport and Accessibility Impact Assessment for further details.

Feedback	Project Team Response
Heritage impacts	
Strong emphasis on respecting local character and protecting existing resident amenity, with calls for heritage integration through design and materiality and adherence to heritage controls.	The design response seeks to reinforce Oxford Street's heritage high-street character through vertical modulation, carefully selected materials including Sydney sandstone, and a ground floor shopfront that complements the existing character of Oxford Street. Refer to the Statement of Heritage Impact in the EIS for further information.
Landscaping	
Support for improved footpaths and more trees/shade, with native planting and seating also valued by local residents.	The project team welcome support for landscaping improvements with the design seeking to enable a high-quality public realm. For further details, refer to the Landscape Plan in the EIS.
Ground floor retail	
Books and stationery stores, along with homewares, are the most desired retail options, while many respondents favour food outlets or believe no additional retail is needed in the area.	The project team welcomes suggestions for retail tenancy. The proposal includes approximately three ground-floor retail tenancies to activate the Oxford Street frontage, contribute to street life, and enhance safety and amenity. Tenancy allocation will occur later, following assessment and approval of the proposal.
Airspace considerations	
Requests were made for confirmation on whether an Aviation Impact Assessment will be undertaken, including consideration of helicopter flight paths and maximum allowable building height. Concerns were raised that the proposed height could affect safe helicopter operations, particularly in relation to St Vincent's Hospital helipad and associated risks to critical health services.	Helicopter operations for St Vincent's Hospital occur at landing altitudes well above the proposed building height. The project is significantly below the Obstacle Limitation Surfaces for Sydney Airport, and an aviation report is not required for our application.

Feedback	Project Team Response
Waste management	
Requests for details on waste management plans, including truck movement timing, collection methods for narrow rear lanes, and compliance with council requirements.	These matters have been carefully considered as part of the planning process, and the Waste Management Plan included in the EIS provides comprehensive details on these aspects. The plan outlines strategies to ensure efficient collection, minimise disruption, and maintain compliance with all relevant council standards.
Construction	
Concerns were raised about potential construction impacts, including traffic congestion, noise, vibration, dust, and possible structural damage to nearby heritage homes.	Toohey Miller is committed to being a good neighbour throughout the construction phase, subject to approval. The Preliminary Construction Traffic Management Plan outlines details of the works and strategies to manage potential impacts, including mitigation measures for noise, vibration and dust. Further information is available in the Preliminary Construction Traffic Management Plan.
Questions about construction timeline and staging, particularly the timing of demolition.	Construction phases are subject to assessment and approvals, including works and procurement. Detailed information will be confirmed and communicated prior to commencement via construction notifications. Further interim details are available in the Preliminary Construction Traffic Management Plan.
Engagement process	
Concerns were raised that the online webinar format reduced transparency regarding community feedback and questions. Some participants felt that the project notification letter did not reach a broad enough catchment area.	Multiple channels were provided for community feedback, including the webinar, an online survey, email, and phone, to ensure people could provide input in the format that best suited them. The webinar was designed to accommodate a large audience and the Q&A was moderated to manage questions effectively. The letterbox drop was undertaken to surrounding properties within approximately 200 metres of the site, consistent with the State's guidelines <i>Undertaking Engagement Guidelines for State Significant Projects</i> for engaging those most directly impacted by the proposal.
Requests for more detailed information about the proposal and questions about why details of the proposal were updated on the website.	The proposal was evolving during the pre-lodgement engagement phase, as the purpose of this engagement was to gather community and stakeholder input to help shape the final plans. For this reason, full documentation was not available at that stage as details were being refined. Updates were shared as refinements were made to ensure transparency and keep the community informed throughout the process.

Feedback	Project Team Response
Questions about lodgement timing and requests for an extension beyond the 14-day exhibition period if exhibition occurs near the holiday season.	The exhibition period and the setting of the 14-day timeframe are managed by DPHI. The project team acknowledges concerns about the anticipated holiday-season timing and requests for an extension; however, exhibition periods are determined by the State and are outside the project team's control. The final EIS has been lodged after the holiday period.
Residents sought guidance on how pre-lodgement feedback would be considered by the project team and options for submitting detailed feedback beyond the community survey.	Pre-lodgement feedback has been passed onto the project team to be considered as the design evolves. Further information about how the design responds to feedback is included in the Design Report in the Environmental Impact Statement.
Project need and cost	
Request for Estimated Development Cost (EDC) report.	The EDC report will be submitted as part of the State Significant Development Application (SSDA) and will be available during the upcoming public exhibition.