

Visual references

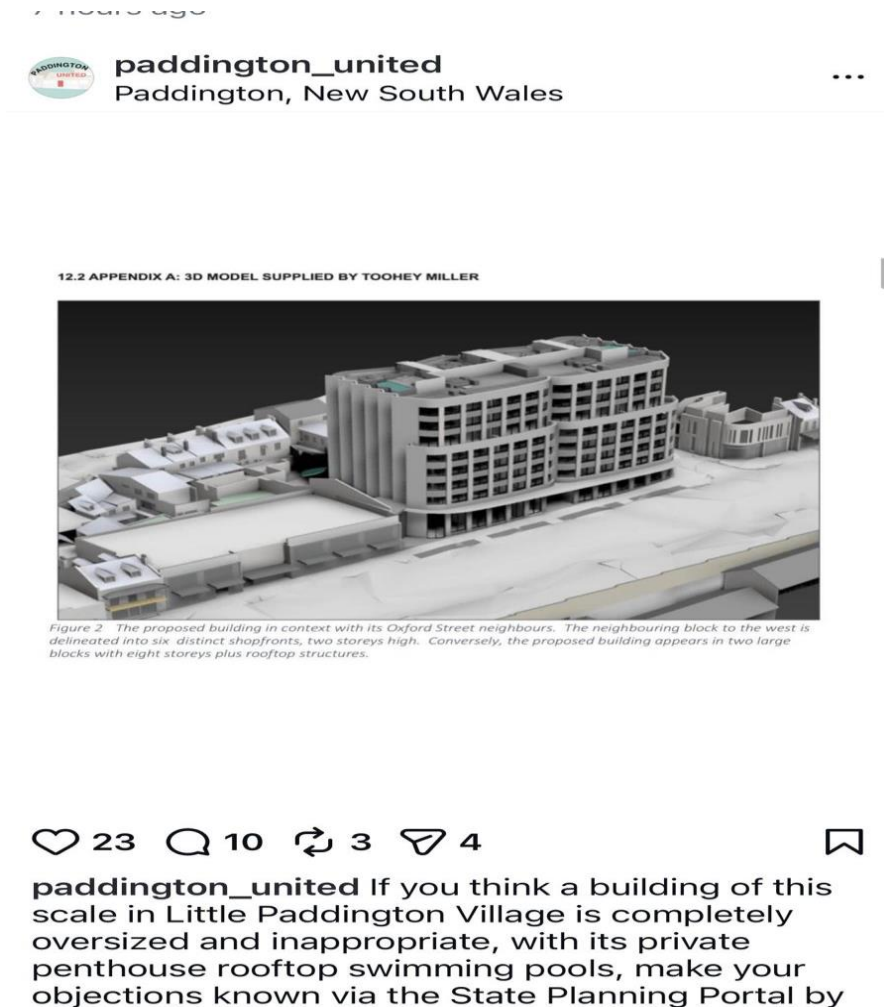
Appendix 21

To be read in conjunction

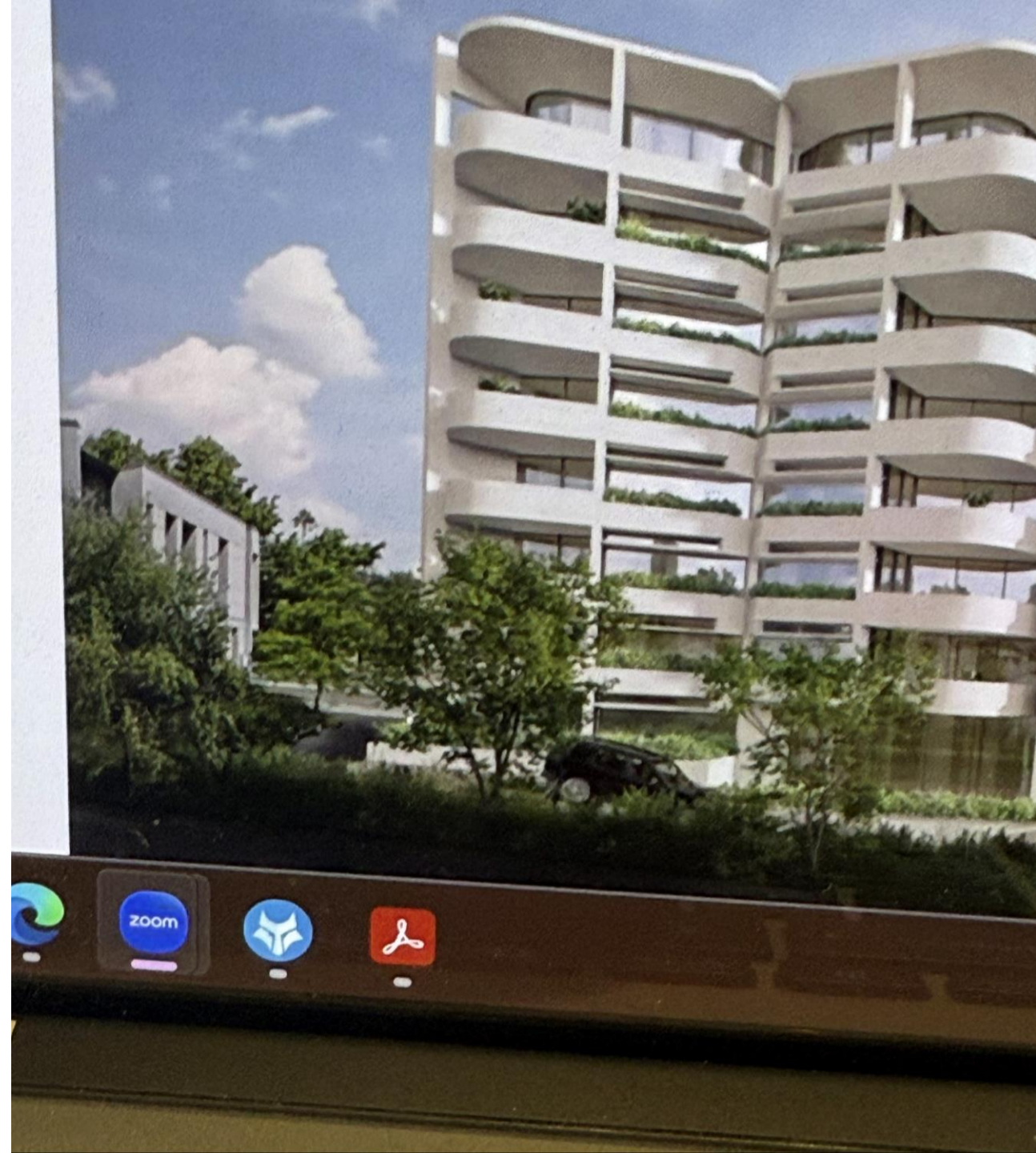
OBJECTION REPORT BY RESIDENTS OF 14 GIPPS STREET,
PADDINGTON, NSW (SSD-97528708)

Note Due to time constraints this document is incomplete and not formatted consistently

Applicants 3d scale rendering only received via Woollahra Council on 13th March 2026. The renderings clearly show its proposal is not considering its bulk and scale within the context sits, either towards the r2 low density properties or the remaining commercial properties that exist to it immediate west.



Rendering momentarily displayed by applicant during community consultation webinar, note the scale of the old design(which is smaller than the current proposal) vs the adjacent commercial building directly opposite on the corner of Shadforth and Oxford Street



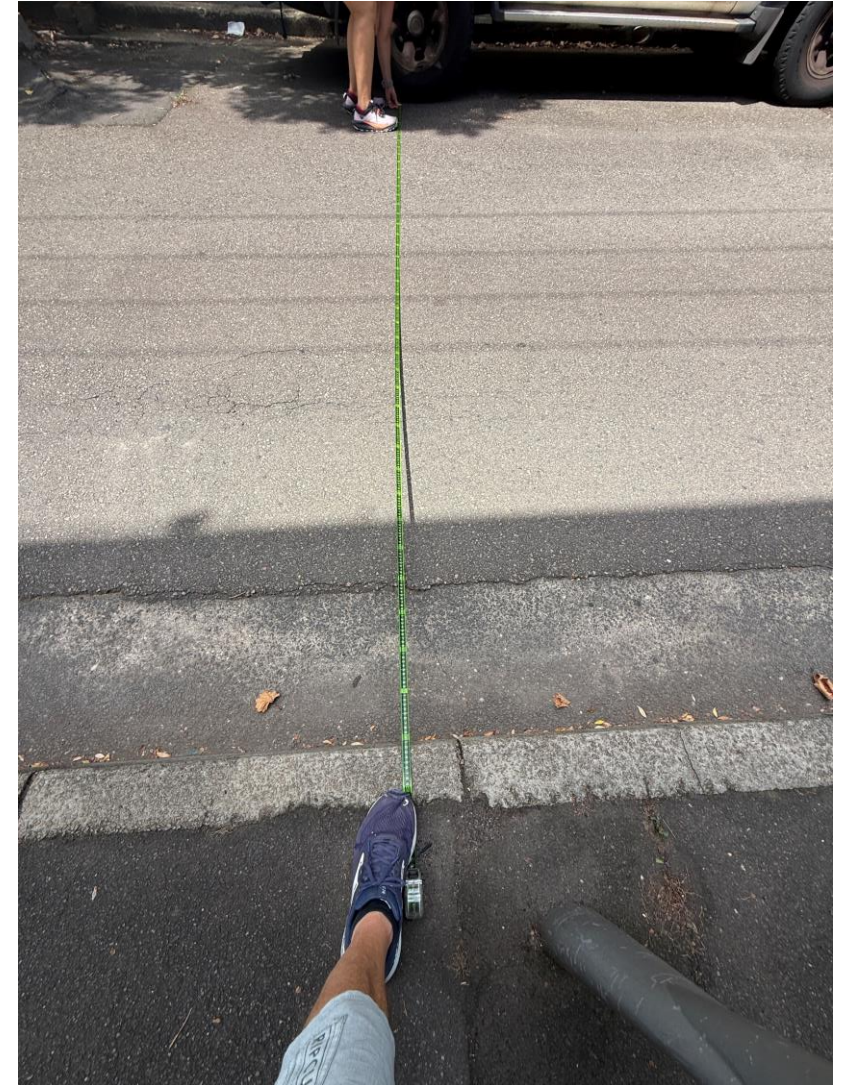
Blind Corner Upper Liverpool Street, two way only but only wide enough for one car at a time, only 4.1M wide



Narrow section between blind corner upper Liverpool and intersection with Shadforth street
3.95Metres wide



Shadforth Street, 2 Way only wide enough for one car at time
Usable Roadway width most of its length 4.1M



High Pedestrian Activity area signage, Glenmore near Gipps, Corner of Oxford and Shadforth
No trucks 3 Tonne Limit clearly signposted Oxford and Glenmore road visible from both entry directions



Applicant rendering of the intersection of Liverpool, Gipps and Shadforth, note signage, not suitable for large vehicles, not there is not give way signage



Intersection Liverpool Gipps Shadforth, clearly signposted in all directions, not suitable for large vehicles, there is no give way sign at this intersection



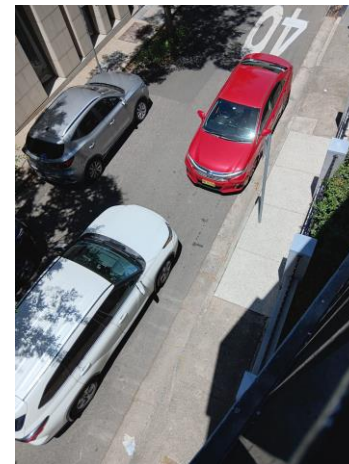
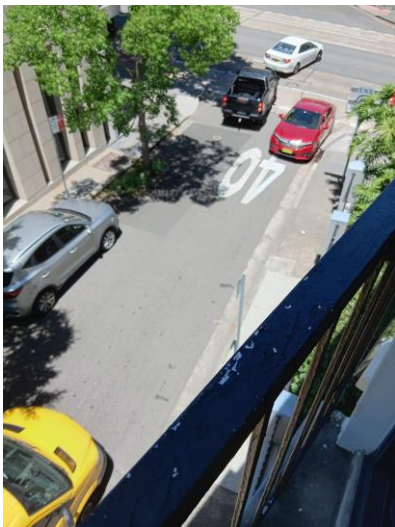
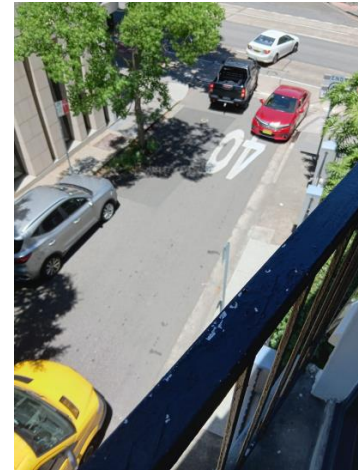
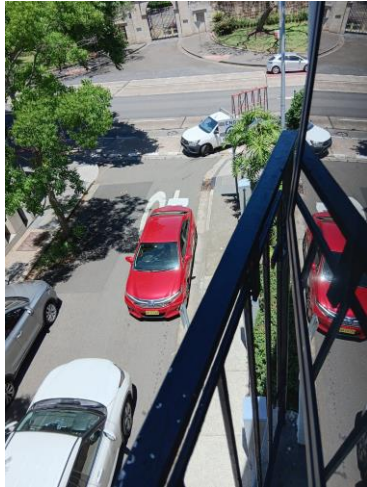
Roadway tree opposite the crossover of carriageway/ driveway, note the damage to public and private infrastructure within one metre, roadway, curb and gutter, private in pavement stormwater systems.

Sewer systems damage boundary trap to mains sewer, 10 14 16 Gipps and 23 repaired. Section of roadway still needs resurfacing following repairs

Placing deep soil landscaping between 21 and 23 Gipps effectively in one metre strips between a fire trail will result in foreseeable damage to adjacent property



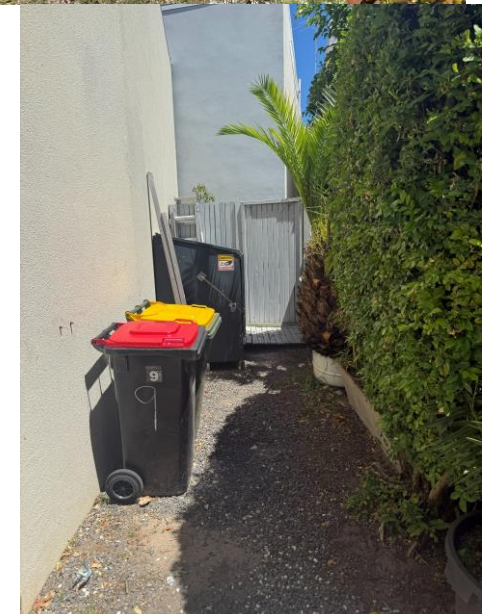
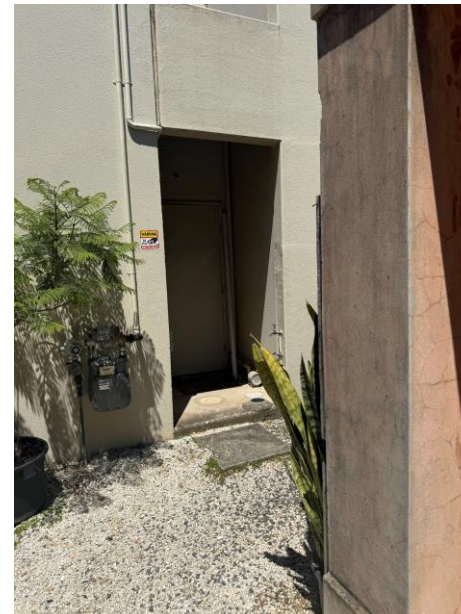
Standard traffic in Shadforth street, two way but only one car at a time, these photos show standoffs, pulling into Bourke lane, tight entries and following traffic coming onto Shadforth joining to ordinary congestion, placing a main driveway in this section for 160 oxford street will have flow on affects for Oxford and Shadforth



Typical day in the local network, trucks parking in not stopping on corner Liverpool and Gipps, they usually park on the other side as well, especially as they cannot stop on Shadforth. Nearest loading zone is on the western side of Glenmore road so its simpler to choose non compliance with parking rules



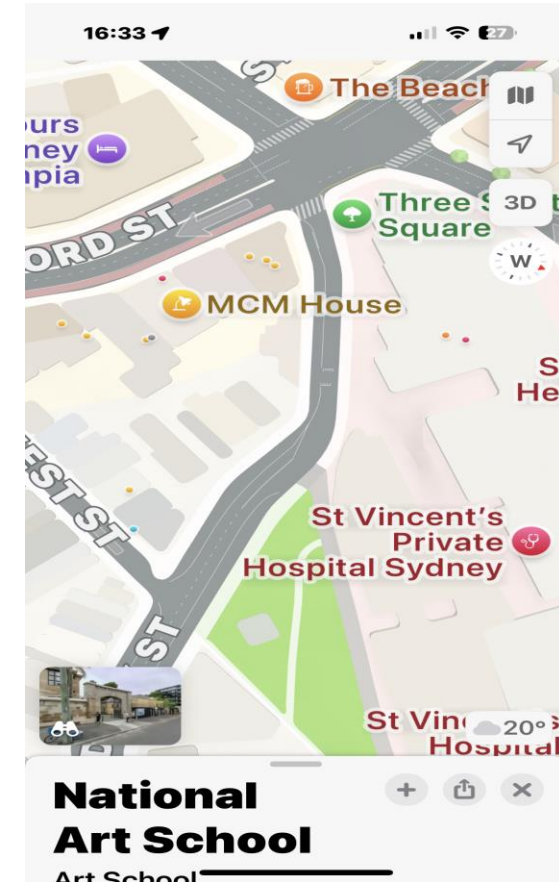
Bethel Lane, pictures show old gate as it has been closed off many times, illustrates the state, white pebbles, uneven, o curb and gutters, rear access for 9 Gipps(bins) Rear entry for commercial building, electrical substation, side entrance/garage for 11 Gipps, Still in place fence post from the last gate that was broken illustrating this is a private not maintained collective space. Photos show main entrance to 13 Gipps via this collective laneway. Not no street sign, no normal roadway surface, standard government curb and gutter or stormwater system. Note no traffic signage or control signs by government



St Vincents Private and Public Hospital as viewed from Boundary St, note the roadway, park which is part of its context and how it successfully transitions to r2 property, 160 Oxford Street does not have the same context, St Vincents is an entire city block, note how the private rooms fronting Oxford street are stepped back to the top



St Vincents Hospital, note the large paved and landscaped areas, two way roadway with parking on both sides before it transitions to r2 low density housing, the separation zone is materially larger and 160 Oxford Street is not afforded this luxury



St Vincents Private Rooms, Private and Public Hospital as viewed from the rear second floor windows at 14 Gipps Street

14 Gipps Street is separated by these structure by Prospect St, Mary Place, Glenmore Road, Brodie St, Coomber St, West St and Boundary Street, to place a building of that size next to r2 properties with incorrect setbacks and design will no doubt materially negatively impact a great many adjacent properties, and properties in the local area.



339 Oxford, narrow single building of studio apartments which is much smaller than the applicant proposes. Note the area photos showing how the property is shielded from surrounding r2 Properties as it has landscaping mature trees partly at the front, around the side thanks to a large street reserve, Regent St Reserve, and at the rear, it bulk is then separated to the other r3 building to the east Mitre Ten, not much of the top of the building is visible above the tree line, 1.5 floors. 160 Oxford Street does not exist in the same context or have any of the luxury of adjacent reserves and extensively larger mature trees.



160 Oxford Street will be seen very clearly above the existing tree line, it is not in keeping with the commercial building to its west on Oxford Street and will dominate the skyline, photos from bus stop and steps to National Art School, corner Green Road and Oxford St.



Old Map of Local Area before the subdivision went ahead at 142-148 Oxford Street, you will see that the lot of 21 had rear access on three sides to its property,

and you will see Spring St Playground used to be called Fernandez Playground



HRV ,SRV and light Commercial and motor vehicles congested trying to pass on Glenmore road narrow

HR in the distance, well over 3Tonnes is attempting to navigate the short narrow corner before the corner of Glenmore and Campbell



Standard bogie tipper or a rigid tipper used for hauling demolition waste from excavation sites like 160 Oxford St, many of these will ultimately be arriving via local roads, Glenmore, Liverpool and Shadforth St



Photo of Oxford Street and Shadforth Street, not the Commercial Building, despite being much smaller than the existing apartment block at 160 actually appears as the dominant building. This will change completely as 160 Oxford Street is really notable despite is much larger size. Much of the sky and light visible from oxford street will be lost forever to a large building.





Major sightline of the streetscape from the corner of Glenmore and Oxford towards the apartments on Young Street in the old Women's Hospital, 160 Oxford Street will dominate this space and block the view of the top of the old women's hospital which was converted to apartments in 1993 apartment



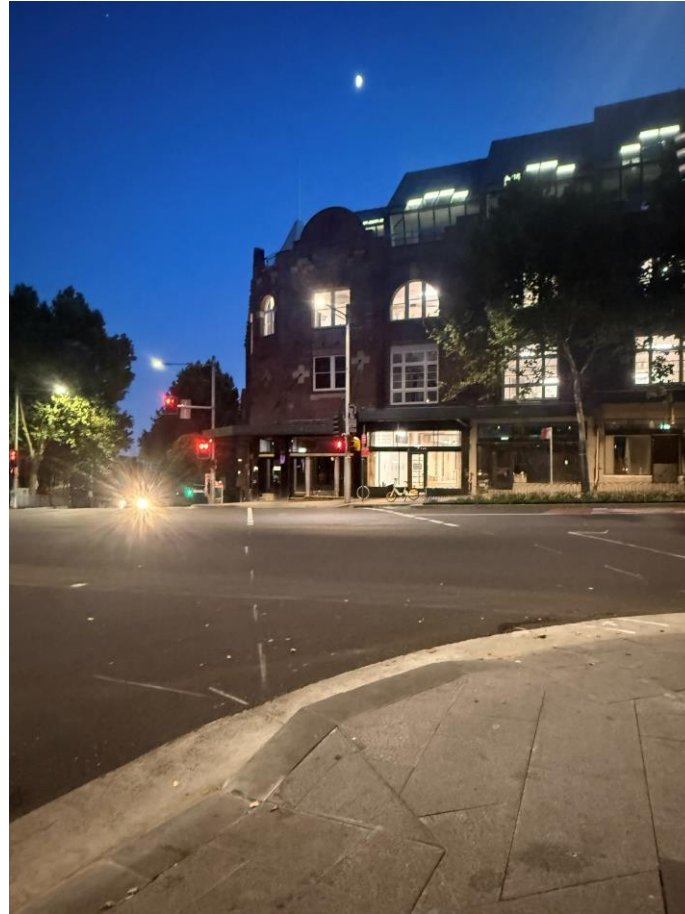
A Sydney and Paddington Landmark. 50% or more is a clocktower which is the landmark viewed from the distance when coming eastbound and is visible westbound . 160 Oxford street does not have a reserve opposite like the Paddington Town Hall, its not a civic Landmark but it appears given its proposed height and bulk that it will be visible above the tree line first when travelling eastbound from the city. Refer to videos in the appendix relating to the objection report



160 Oxford Street as viewed from the public reserve opposite, Note the what is essentially a light well between 148 Oxford and 160 Oxford as 160 Oxfords structure is not connected to 148. Note the brick fence design also filters significant light through to oxford street via its open underbuilding garage. This will change permanently if 160 is approved, the pavement will be shaded forever



One of three major block developments in Oxford Street Darlinghurst, despite their size they do not project more than one floor above the tree canopy unlike the multi floors proposed at 160 Oxford Street.



Major sightline of the streetscape, the main Corner of Oxford and Glenmore Road, a large proportion of this entire sky behind the famous Theodore and Scanlon Building will be dominated by the proposal at 160 Oxford Street. Applicants renderings use a wide angle photo for their rendering of this area but as viewed from Glenmore road opposite the Village Inn making their proposal seem much smaller than it actually is. This is a major entry and exit point for Paddington

