

Our Ref: 24149

7 April 2026

William Street Residential Pty Ltd
c/- HSN Property Group Level 2,
10 Elizabeth Street PADDINGTON
NSW 2021

Attention: Stephanie Weiner

**RE: 164-194 WILLIAM STREET, WOOLLOOMOOLOO SSDA
RESPONSES TO REQUEST FOR INFORMATION (RFI) – TRAFFIC AND PARKING**

A State Significant Development Application (SSD-80211463) was lodged for a proposed mixed-use infill affordable housing development at 164-172 and 174-194 William Street Woolloomooloo.

The Transport Planning Partnership (TPPP) prepared the Transport Impact Assessment has been prepared to address the Secretary's Environmental Assessment Requirements (SEARs) issued for the project.

This letter responds to comments provided by the following agencies on traffic, transport and parking:

- Department of Planning, Housing and Infrastructure (DPHI), Item 9
- City of Sydney (CoS), Item 15.

The comments are reproduced in this letter with TPPP's responses provided thereafter.

This letter should be read in conjunction with the TPPP Transport Impact Assessment dated 27 August 2025 as well as revised architectural plans prepared in response to the agency comments, which has resulted in changes to the number of dwelling and retail space proposed as summarised below:

- Residential Apartments
 - 1-beds – 54 units (incl. 42 affordable) to 55 units (incl. 36 affordable)
 - 2-beds – 72 units (incl. 18 affordable) to 86 units (incl. 22 affordable)
 - 3+ -beds – 102 units to 94 units.
 - Total – 227 units to 235 units.
- Retail – 1,718 sqm GFA to 1,719 sqm GFA.

Car Parking Provisions

Comment from DPHI

- a. *Noting the site is located within a highly accessible area and the proposal provides an excess of 25 car spaces for non -affordable units above the minimum requirements specified in the Housing SEPP, explore opportunities to reduce the number of residential (non -affordable) car parking spaces to align with the minimum number specified in the Housing SEPP.*

Comment from CoS

- *The proposed car parking provision is excessive given the location and accessibility of the site. The City recommends that the number of car parking spaces be minimised by adopting the parking rates of Sydney LEP 2012, which would include the provision of residential visitor parking spaces into the overall number of parking spaces. The provision of accessible, car share, and motorcycle parking spaces would also reduce proportionally. This is to achieve the aim of Sydney LEP 2012 to encourage active and alternative transport modes and to encourage sustainable development.*

TTPP's Response

The Proponent seeks to provide car parking for all residential dwellings in line with the minimum Housing SEPP requirements for dwellings not used for affordable housing (i.e. market housing). This is to future proof the development when the affordable dwellings transition to market dwellings after 15 years. It is noted that by adopting this approach, the development remains compliant with the Housing SEPP as the parking rates provided are minimum rates not maximum rates, therefore do not prevent the provision of parking above these rates.

This rationale was accepted by the New South Wales Independent Planning Commission in their Statement of Reasons for Decision (dated 23 December 2024) for a Mixed Use Development including In-fill Affordable Housing in Crows Nest (SSD-66826207).

The proposed provision ensures that future residents have the opportunity to own a vehicle even though they may not necessarily need to use their vehicle for commuter trips given the high accessibility of the area. That is, the proposed provision would not necessarily result in more traffic generation during the commuter road network peak periods.

Residential visitor (17 spaces including one accessible) and retail (13 spaces including one accessible) car parking is provided below the maximum Sydney LEP 2012 requirements (17 and 35 respectively). The retail parking is proposed to be provided at a rate of one space per tenancy plus the accessible spaces. These residential visitor and retail spaces, along with the six car share spaces and four B99 service vehicle spaces, are provided before the internal boom gate within Basement 01 which is provided to restrict non-resident vehicle access to the residential parking areas/ levels.

The required and proposed car parking is summarised in Table 1.

Table 1: Car Parking Requirements

Land Use	Yield	Parking Rate	Source	Parking Requirement	Proposed Provision
Affordable Housing (Using Non-Affordable Rates to Future Proof)					
1 Bedroom	36 units	0.5 spaces per unit	Housing SEPP (minimum rate)	18	40 (incl. 11 accessible)
2 Bedroom	22 units	1.0 spaces per unit		22	
Sub-Total				40	
Non-Affordable Housing					
1 Bedroom	19 units	0.5 spaces per unit	Housing SEPP (minimum rate)	9.5	260 (incl. 24 accessible)
2 Bedroom	64 units	1 space per unit		64	
3+ Bedroom	94 units	1.5 spaces per unit		141	
Sub-Total				215	
Residential Total (Minimum Rate)				255	300 (incl. 35 accessible)
Retail and Residential Visitor					
Retail	1,719m2	1 space per 50m2	Sydney LEP (maximum rate)	35	13 (incl. 1 accessible)
Residential Visitor	235 units	for each dwelling up to 30 dwellings—0.167 spaces, and for each dwelling more than 30 and up to 70 dwellings—0.1 spaces, and for each dwelling more than 70 dwellings—0.05 spaces		17	17 (incl. 1 accessible)
Retail & Residential Visitor Total (Maximum Rate)				52	30 (incl. 2 accessible)
Car Share (Minimum)				6	6
Additional Service Vehicle (B99)				4	4
Total (No Resi)				62	40 (incl. 2 accessible)
Total				317	340 (incl. 37 accessible)

Vehicle Access Arrangements

Comment from DPHI

- b. *Reconsider the proposed two driveways on Forbes Street noting the proposal does not meet the City of Sydney's maximum 6m driveway width requirement. It is noted that reducing the number of non-affordable residential parking spaces may help in providing a consolidated driveway entry to comply with Council requirements and improve streetscape outcomes.*

Comment from CoS

- *The width of the 2 proposed driveways on Forbes Street must be minimised to be no greater than 6m as per City of Sydney Technical Specifications Part C, see Standard Drawing 2.6.8. This is to support the designation of Forbes Street as a liveable green network with pedestrian priority by maximising pedestrian safety and amenity.*

TTPP's Response

The revised architectural plans shows that both driveways on Forbes Street have been redesigned with 6.0m wide driveways plus splays, in accordance with City of Sydney's Standard Drawing 2.6.8.

Options for consolidated car park and loading driveways as well as access from Dowling Street were considered during the design development.

Dowling Street was ruled out as it is a no through road with left in/ left out access from the William Street off-ramp at Darlinghurst Road which both limits approach and departure opportunities and increases circulation.

Given the gentler gradients required for commercial vehicles, the length of the vehicle ramp on William Street would have been excessive impacting proposed public domain area, pedestrian through links within the site as well as street activation opportunities along William Street given the high variance of natural RLs across the site. The options are illustrated in the FJC Studio Response documentation.

Given the size of the site and frontage available along Forbes Street, the two driveways are appropriately separated such that pedestrians are not interacting with vehicles in close proximity.

Bicycle Parking Provisions

Comment from DPHI

c. *Confirm that all visitor bike parking is contained within the development site.*

Comment from CoS

- *While the number of bicycle parking spaces is consistent with Sydney DCP 2012, their locations do not satisfy the criteria of Section 3.11.3(4) and (7). In particular, visitor bicycle parking spaces must be provided within the development site, not on any public footpaths.*

TTPP's Response

The revised architectural plans shows that all visitor bike parking will be contained within the development site, in accordance with City of Sydney DCP 2012 Section 3.11.3 (4) & (7).

Car Parking Provisions

Comment from DPHI

d. *Show the car parking count on basement architectural plans, including a schedule showing breakdown by allocation type and total.*

TTPP's Response

The parking schedule has been shown on the revised architectural plans for the basement levels that includes a breakdown of residential, visitors and retail car parking.

Loading Dock Height Clearance

Comment from DPHI

e. *The loading dock height clearance is proposed at 4.2m, with 4.5m height clearance required by AS2890.2:2018 for 8.8m Medium Rigid Vehicle access. The TIA justifies the non-compliance on the basis of "the site's CBD fringe location and type of land uses being offered on site being primarily residential and retail." The height clearance should be increased to comply, unless specific site constraints preventing compliance are demonstrated. In addition, confirmation would be required from the BCA consultant that this is acceptable in relation to the NCC.*

TTPP's Response

Loading dock height clearance is constrained by the existing footpath levels and flood planning levels on William Street. Furthermore, any increase in height of the loading dock would either increase the ramp length required or have impact on retail opportunities/ street activation along William Street and the proposed pedestrian through link and/ or require deeper basement levels below increasing car park ramp lengths and excavation.

The lower height clearances will be signed using a combination of height bars and signs at the loading dock entrance and within the loading dock itself to ensure drivers are aware of the limitations.

The Proponent has received confirmation from a qualified BCA consultant that the proposed loading dock height clearance is acceptable in relation to NCC.

We trust the above responses address DPHI and Council comments satisfactory. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,



Ashish Modessa
Associate