

Submission on State Significant Development Application

164–172 & 174–194 William Street, Woolloomooloo NSW 2011 (SSD-80211463)

From: Resident.

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Introduction

I live in Darlinghurst, on the fringe of William St, and will be directly affected by the proposal at 164–172 and 174–194 William Street.

I object to this development and request that consent be withheld until a proper cumulative assessment is completed for the precinct. Key issues—including traffic, community safety, overcrowding and environmental impacts—remain unresolved in the current EIS.

This assessment must also factor in the other major projects underway at 134 William Street and 203–225 Victoria Street, which the EIS acknowledges only superficially. These three developments together would significantly reshape local traffic conditions, built form, density and parking demand across the Woolloomooloo–Kings Cross–Darlinghurst area.

Existing Overload on Local Infrastructure

The Woolloomooloo–Kings Cross–Darlinghurst corridor is already operating at capacity. It contains some of Sydney’s most crowded residential areas, paired with extensive nightlife activity, short-stay accommodation and infrastructure that predates current density levels.

Previous development proposals have been withdrawn or reduced due to the precinct’s limits, including:

- The 2018 withdrawal of the Kings Cross Shopping Centre redevelopment after concerns about overcrowding.
- Repeated City of Sydney requirements for large projects to be “self-contained” in parking, loading and open space.

- Earlier Woolloomooloo proposals scaled back after concerns from Transport for NSW and local stakeholders about safety and congestion in the narrow street network.
- The current EIS disregards these lessons and treats the precinct as though further intensification is easily absorbed.

Misuse of “Affordable Housing” Framing.

Labelling these developments as contributors to affordable housing is misleading given their position on premium harbour-facing land. The Housing SEPP uplift provides substantial financial return for the developer, while delivering only small amounts of short-term “affordable” stock, often placed in lower-amenity building locations.

Across the area, this approach has clustered “affordable” dwellings in one of the city’s most pressured precincts without addressing community needs or long-term affordability. A more balanced strategy would distribute such housing across less constrained locations rather than concentrating it in Woolloomooloo’s limited and overstretched environment.

Combined Scale of the Three Projects

The three developments collectively represent approximately 543 dwellings, about 1,086 residents, and roughly 543 vehicles within a tight group of streets.

Cumulative Impacts - Not Assessed.

- Traffic, noise and construction impacts are evaluated in isolation.
- No area-wide modelling of traffic generation, construction staging or parking demand. Short term parking for visitors and shoppers is already very limited in William St and surrounding area.
- The projected 543 vehicles are not accounted for.

A precinct-wide cumulative impact assessment addressing traffic, servicing, parking and construction sequencing needs to be undertaken.

Traffic, Parking and Access needs to be addressed before any approvals, not afterwords.

- Peak-hour demand from more than 500 dwellings is absent from modelling.
- Spill-over parking impacts are not examined.
- Forbes Street cannot support the likely vehicle volumes.
- Construction traffic is deferred to later plans.

An independent traffic modelling and measures such as permit protections, shared-parking management and on-site car-share spaces need to be implemented.

Crime Prevention Through Environmental Design (CPTED) needs to be addressed before any approvals.

- The area already experiences high crime and anti-social behaviour.
- Proposed treatments rely on future management plans rather than binding conditions.
- Increased activity from all three projects heightens these risks.

Affordable Housing Integration

- The proposal includes about 60 affordable dwellings (~26%) for only 15 years.
- Distribution and quality are not detailed; units appear to be in less desirable building areas.

A minimum 20-year term, equitable distribution of units, and a full schedule outlining placement and amenity.

Construction Impacts

- Three simultaneous construction programs will intensify noise, dust, vibration and heavy-vehicle movements.
- Coordination of all heavy vehicle movements should not be deferred to future management plans.

A coordinated construction plan addressing truck caps, shared loading zones, protected hours, community response mechanisms and real-time environmental monitoring, needs to be implemented.

Roads Act and Agency Referrals request.

- Although road access and kerb changes are proposed, the EIS claims no Roads Act approval is required.
- No approval should proceed until all required Roads Act and Transport for NSW clearances are issued and made available to the public.

Recommendations

I request that the Department:

1. Delay determination of SSD-80211463 until a full cumulative precinct assessment is completed.
2. Require integrated, binding traffic and construction coordination measures for all three projects.
3. Impose firm CPTED requirements prior to occupation certification.
4. Strengthen affordable housing commitments, including longer tenure and equitable placement.
5. Release complete parking numbers for all projects and enforce mitigation for spill-over impacts.

Conclusion

The combined effect of the developments at 164 William Street, 134 William Street and 203–225 Victoria Street would substantially intensify pressure on a precinct already struggling with congestion and overcrowding. With more than a thousand new residents and hundreds of vehicles expected, the EIS does not provide a credible precinct-wide approach to infrastructure, safety or social balance.

Approval should not proceed until these cumulative issues are properly addressed in a consolidated framework.

Yours sincerely,

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