

12/11/2025

Rebel O'Rourke on behalf of SP20041

The Oasis

150 - 156 Forbes St

Woolloomooloo NSW 2011

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Submission to NSW Major Projects Department of Planning, Housing and Infrastructure -
https://majorprojects.planningportal.nsw.gov.au/prweb/IAC/app/MP/0_c4J8YBXPy486yZyiOGNA*/!STANDARD?pzPostData=1778621035

To whom it may concern

I am writing to you on behalf of SP20041 at 150-156 Forbes St, Woolloomooloo, NSW 2011, in regard to Application No. SSD-80211463 for 164-172 William St, Woolloomooloo NSW 2011 & 174-194 William St, Woolloomooloo NSW 2011 previously rejected by City of Sydney under Development Application (D/2022/139).

I am writing with concerns summarised as follows:

1. Traffic Impact

- a. The Transport Impact Assessment has not considered the significant impacts to the local streets and village by redirecting all traffic flow to the site from Forbes Street, rather than as it is currently accessed via Dowling Street. Currently, all traffic from the proposed development site uses Dowling Street as its entry and exit. The totality of the current flow from the site disperses using William St, Victoria St and the Cross City Tunnel. As noted in the report, the vehicle movements generated from the site currently are approx. 350 per day. None of these vehicle trips depart the area using the village streets of Forbes, Cathedral and Corfu Streets. The report states that there would be an increase to traffic flow from the developed site but does not address the considerable impact that all of this flow would have if it changed from Dowling St to Forbes Street. This is not a like for like comparison. A conservative estimate of the traffic increase to Forbes St on weekdays is 558 trips. The increase is simply impossible for Forbes, Cathedral and Corfu Streets to absorb and filter out to the heavily congested Bourke, Crown and William Streets.

Clearly the impact of all traffic entering and exiting from the proposed development onto Forbes St will be a monstrous increase to traffic flow into and out of Forbes St. Government may already be aware of the congestion driven into Forbes and Corfu Streets from motorists attempting to short cut the rat run of Bourke St into the Eastern Distributor or William St each day.

There appears to be no assessment of how traffic would flow from Forbes St to Cathedral Street east or west with the assumed traffic levels. The small street intersections at Cathedral / Dowling / Reid St's are already precarious for vehicles,

pedestrians and riders at the current volumes, as is the intersection of Reid & McElhone Street in front of the SDN Children's Day Care.

There is no assessment in the report of how the additional traffic and vehicles will integrate from Forbes St into the already considerable traffic flows on Cathedral, Bourke, William, Palmer, Crown & Riley Streets.

If the current traffic levels from Dowling Street are sufficient to carry the 350 plus vehicles per day as estimated in the report, why not continue to use Dowling St as the exit and entry point? Eliminating the Dowling St driveways and having a similar quantity of traffic flow entering and leaving via the singular Forbes St driveway proposed development, would feed the total of this considerable flow into the already constricted local lanes and byways of the Woolloomooloo to the detriment of the community.

- b. There are serious concerns from residents regarding how services will be able to access our street when it is so impacted by traffic, including but not limited to emergency services, garbage trucks, City of Sydney cleaning vehicles, removalist trucks and delivery vans.
- c. The Traffic Impact Assessment displays a clear lack of understanding of how traffic currently uses and congests Forbes St, Judge Lane, Dowling St (both north and south of the train line), Corfu St and William Lane and other streets and laneways in the locality. The report does not consider the number of trips by residents and businesses in the local traffic area that already suffer from traffic jams and lack of available parking for current residents. The report seems focused on the public transport in the area, which does not help to address the vehicle access issue.
- d. With the current access plan, and the increased in-fill affordable housing, we cannot see how anyone with a vehicle would want to live or shop at the site, as it will be so constantly impacted by traffic congestion, as will the local area. It is feared this will also have impacts on existing businesses whose clientele will travel to other locations they can access more readily. This will have a negative flow on impact to residential and commercial property values.
- e. Residents fear traffic will be at complete standstill for several hours each day and that road rage incidents will dramatically increase.

2. Flood and Utility Water Risk

The SEARs Report highlights the sites known flood affected boundaries. It does not detail that the storm water at the back of 150 – 156 Forbes St, on Judge Lane, often overflows and floods the lane without a large development adding to it.

The Groundwater Impact Assessment states that Douglas and Partners believe that dewatering of the stie will be achievable via discharge into council stormwater drains. It is the resident's belief that this will not be achievable, especially in periods of rain where the stormwater drains already overflow and water escape is slow.

Residents fear with flooding and water escape impacts from storm water flowing off the site, the addition of water services to units in the increased development and plumbing those flows to pipes and infrastructure in the low-lying areas of Woolloomooloo have

not thoughtfully been factored into the development considerations and may cause continual flooding issues in the area. The residents living below the development site will bare the impacts of this.

3. Geotechnical/Geological impact

- a. The Geotechnical Assessment Report and Contamination Report highlights the potential to adversely impact adjacent buildings and above and below ground utilities, as well as roads including Forbes & Judge St and Judge Lane. This high risk of damage, sinkage, other negative impacts to our neighbourhood is of serious concern.
- b. 150-156 Forbes St and the terraces between our building and proposed site are heritage items and connect to the Woolloomooloo Heritage Conservation Area. The scale of the ground works required to accommodate the scale and size of the proposed building cause a lot of apprehension to the ongoing safety and integrity of these buildings.

If the site is allowed to proceed, it is expected there will be strict conditions and clear provision for rectification works, including remedial timeframes, for any and all impacts to property including an order that the developer be made responsible for reimbursement of dilapidation reports on local properties prior to the commencement of works.

4. Parking

- a. Parking is already at stressed levels for residents, visitors, businesses and services. On street parking permit zones are at capacity. Availability of parking on Forbes St, Cathedral St, Dowling St (north of the train line), Bourke St and Corfu St is already challenging. This impact has grown with the removal of parking spaces in favour of bike racks in recent commercial renovations, the inclusion of car share spaces in local streets and the addition of Police Vehicle Only spaces in Forbes St. Due to the age of residential buildings in the area, most do not have parking spaces or only have a small percentage of parking lots in comparison to residences.
- b. The suggestion in the Traffic Impact Assessment that more share car spaces be included on street to service the residents of the new development, rather than within the development car park, is completely unsuitable for the locality and would negatively impact local residents. As a courtesy to the local community, it would a positive move for the development to offer car shares within the development site that the community could access without parking/access fees.
- c. Double parking is quite normal in Forbes due to lack of available parking. Examples include tree surgeon truck, multiple courier vehicles, St. Vincent's Hospital van that parks in the street several times a week to care for homeless and low-income residents in the area, removalist trucks, limousines and residential cars unloading babies & prams/groceries/shopping who double park on Forbes St between Cathedral and William Lane. This is a common occurrence during the weekdays. Removalist vans for residents and limousines visiting entertainment establishments are common on the weekends.
- d. There is limited Loading Zone parking which is often full and used to accommodate trades and delivery drivers who are also regular visitors to the street servicing the

residential and commercial buildings. Police vehicles also park in the loading zone when no other parking is available which further restricts parking for services and deliveries.

Any additional parking or traffic on Forbes St will severely and negatively impact the amenity of residents and businesses.

5. Privacy Concerns

- a) The proposed development is bulky and well above the height restrictions allowed for Woolloomooloo developments. It is frustrating to the local community that after the development was rejected by City of Sydney, the developer has added more height to the building under the cloak of “in-fill affordable housing”. If the developer is sincere about including affordable housing within the site, it should be doing so within the local planning and development restrictions.
- b) The proposed development results in privacy concerns for our building at 150 – 156 Forbes St, but most significantly to the units on the south side of our building facing Judge St. With the height of the William St elevation in the development having a direct view into the living area and bedrooms of these units. The dominance of the building and lack of privacy will impact these units and reduce their amenity and value.

The privacy, amenity and property value concerns extend to all units at 150 – 156 Forbes St, Woolloomooloo, as two storeys of the proposed development (the William St elevation) will look over our entire building including the open air common areas that are the entry points for all units.

6. Noise Impact

- a. Residents are concerned about the impact from sound travelling from the height of the building as well as facilities infrastructure given the position and height of the development on William Street, as sound from the site travels noticeably now to the Woolloomooloo village.
- b. Residents continue to have concerns regarding the increased noise impact from increased pedestrian and vehicular traffic. Many of the residential buildings in the community are street fronted and will be heavily impacted by increased by redirected traffic noise and new pedestrian pathways.

Yours Sincerely

Rebel O’Rourke
Chair of the Executive Committee
SP 20041