

Pemulway Project Objection

I own a terrace located on Hugo Street, Redfern. My main concern relates to the proposed bulk and scale, traffic and car parking, pedestrian safety and during the construction stage.

In relation to bulk and scale, this modification incorporates a significant variation to the approved building envelope. The additional floor area sought by the proposal is 9,555sqm, which equates to 55% above the approved floor. **Due to the substantial intensification of the site, it begs the question why this is being accepted as a modification, rather than a new application?**

The intensification of the approved development to provide an additional 442 students will create cumulative impacts to the surrounding area. The surrounding road network, pedestrian pathways and cycleways are not able to adequately support the influx of additional residents.

According to the Assessment Report, there were various tall buildings approved in recent years, located on the other side of the train station, however the maximum height of these buildings is 18 storeys. Note the current proposal is for an unprecedented height up to 24 storeys.

There is no car parking proposed for the development which will potentially be increased by an additional 442 residents. The developer has removed the proposed drop-off zone and relies on the existing time-restricted on-street car parking. How will the proposed traffic arrangements work without this drop-off zone?

The Footpath Capacity Study indicates distinct irregularities with the two methodologies used. The report addresses both methods developed by Fruin and Gehl, but places more weight on the Gehl approach. In fact, the report provides results for existing pedestrian comfort levels based on Fruin and Gehl, and only shows proposed results using Gehl, and not based on the Fruin method. Therefore, the Commission has no pedestrian projections from Fruin to analyse.

Another issue is that for example, on Eveleigh Street West, Fruin's method shows a pedestrian comfort level of 290 pedestrians per hour, while Gehl's method shows 2,496 per hour. Obviously Gehl's methodology is more favourable to the developer because this approach allows more pedestrians along the footpaths. Despite this distortion of the results, it is clear that the south side of Lawson Street will be overcrowded when relying on the comfort threshold.

Overall, the pedestrian survey clearly indicates there will be a sharp increase in the number of pedestrians throughout the local footpaths. The roads are also very narrow and further widening of the footpaths to accommodate additional pedestrians would restrict the traffic flow within the already congested roads.

Construction

Should the Commission decide to approve the development, certain measures need to be adopted during the construction stage. These include:

- Maintaining the already approved construction hours instead of the extended hours sought.
- No construction vehicles including personal vehicles of construction workers are permitted on Vine, Hugo, Caroline and Louis Street.
- A well documented, straightforward process for reporting noise violations
- A clear timeframe within which noise complaints will be addressed
- An appointed "officer" within the construction company to handle noise complaints
- A clear escalation path if the noise complaints are not being addressed
- Community consultation and notification for upcoming works that might be disruptive to the local residents
- Ensure safe pedestrian access at all times to Eveleigh St between Lawson St and Caroline St

Overall, I strongly object to the proposed modification for the Pemulway Project.