

Redfern North Eveleigh Precinct Renewal

Redfern Station Upgrade – New Southern Concourse



The Redfern Station Upgrade – New Southern Concourse will make it easier for all customers to access the station and reduce congestion on platforms.

With Redfern Station at its core, the Redfern North Eveleigh Precinct encompasses 10 hectares of Transport for NSW owned land along the rail corridor.

The precinct is positioned to become a future destination for all, with a range of housing, workspaces, and new public spaces that will promote healthy and sustainable lifestyles. Upgrading Redfern Station is the first step in renewing the Redfern North Eveleigh Precinct.

Between May and August 2019, Transport for NSW consulted with the local community, station users and stakeholders on design options for the new concourse. Transport for NSW is grateful to everyone who took the time to respond to the consultation.

This newsletter provides a summary of the design options considered, the feedback received, and the next steps for the project.

Design options considered

Engagement with the community and stakeholders has been ongoing for a number of years regarding potential opportunities for cross-corridor access and improvements to Redfern Station. The Redfern Station Upgrade – New Southern Concourse was announced in February 2019.

In May and June 2019, project specific consultation began with the local community, transport customers and stakeholders who were initially asked to provide feedback on an early concept that included lift and stair access to Platforms 1 – 10 via a new concourse that connected Marian Street with Little Eveleigh Street.

In July and August 2019, the community was asked to provide feedback on four different options, including the original concept. The original concept was referred to as Option 1 in this consultation phase. Options 2 and 3 connected Marian Street with Wilson Street via a ground level pathway and aerial walkway respectively, and Option 4 connected Cornwallis Street with Marian Street via either a ground level, or aerial walkway.

Two designs were also submitted to Transport for NSW by a local community group and these have been considered by the project team.

Your feedback

More than 400 responses were received across the two engagement periods from a range of stakeholders, including station customers, community groups, residents and landowners, local organisations and City of Sydney Council.

The responses have assisted the project team in understanding what is important to the community as well as their views on the four different design options presented.

The feedback received was highly supportive of improving accessibility and reducing congestion at Redfern Station through the construction of a new southern concourse and providing lift access. Of the four options presented in the July and August consultation period, Option 1 (connecting Little Eveleigh Street to Marian Street) received the highest levels of stated support. Respondents identified Option 1 as providing the easiest, most accessible and connective journey, while also providing good sight-lines throughout the concourse and entrances.

Find out more

For more information about the feedback received a consultation report is available at transport.nsw.gov.au/redfern

New Southern Concourse selected option

The feedback we received from the community has resulted in some proposed modifications to the Option 1 design on Little Eveleigh Street including:

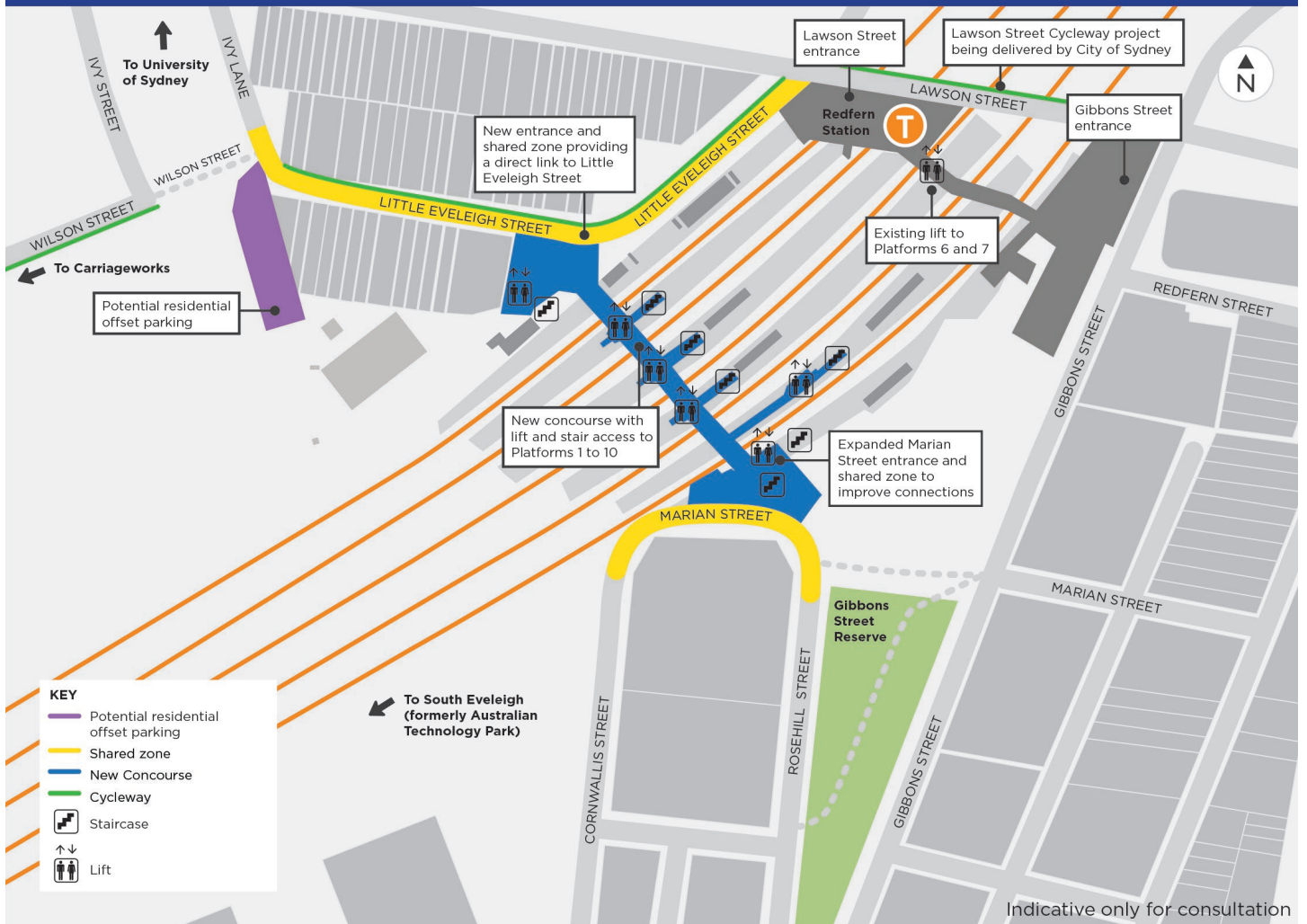
- Garden buffers and landscaping to separate properties
- Separation of pedestrians and cyclists via a paved (non-raised) cycleway on Little Eveleigh Street
- On-street parking to be relocated nearby
- Through-traffic minimised with general traffic restrictions proposed
- Resident, trade/deliveries and service vehicles allowed 24 hours a day

In addition to the feedback we received, Transport for NSW also looked at other factors to help select the design including transport integration, operability and maintenance, deliverability, customer experience, urban design, environment, sustainability and heritage.

The modified Option 1 design has been selected by Transport for NSW as the option that will best meet the project's objectives for the following reasons:

- The layout of this option provides direct routes, which is preferred by customers including those with accessibility needs
- The straight walkway design with clear wayfinding makes it easy for customers to navigate
- This option has the shortest and most direct journey from station platforms to streets
- Customers perceived that this option provided comparatively better personal safety
- The design can be future-proofed to integrate with potential developments in the future
- Separation of lifts, stairs and ticket gates on the concourse reduces congestion and improves safety.

Modified Option 1 design – Little Eveleigh Street connection, indicative only for consultation



It was clear from consultation that local residents and the community value local character and urban design. Transport for NSW is committed to ongoing engagement with residents on both Little Eveleigh Street and Marian Street, City of Sydney Council,

NSW Police and other stakeholders to develop plans for shared zones on those streets. We will also continue to consult with stakeholders, station users and the community on the detailed design of the new concourse.



Artist's impression of the proposed Little Eveleigh Street shared zone, subject to consultation with local residents, City of Sydney Council and key stakeholders.



Artist's impression of the proposed Marian Street shared zone, subject to consultation with local residents, City of Sydney Council and key stakeholders.

Next steps

A State Significant Infrastructure application will be lodged with the Department of Planning, Industry and Environment (DPIE) requesting Secretary's Environmental Assessment Requirements (SEARs).

These requirements will allow Transport for NSW to begin preparing an Environmental Impact Statement (EIS) and associated specialist studies (such as noise, traffic and visual assessments). DPIE will then place the EIS and associated studies on public exhibition in 2020. Transport for NSW will keep the community informed so you can view the studies and have a say on the plans.

Platforms 11 and 12

We appreciate that station users want access to be improved to the underground Platforms 11 and 12. Transport for NSW intends to develop the land to the east of Redfern Station, above the underground T4 Eastern Suburbs and Illawarra Lines. This would include improved access to Platforms 11 and 12, which would make Redfern Station fully accessible. The development would also provide improved connections to the bus interchange on Gibbons Street.

Existing zoning, which allows for mixed use development up to 14 storeys high, would apply to any project on the site. Over the coming months, we will consult with City of Sydney Council, the local community and station users on the scope of this development, which will help inform the plans.

Did you know?

The NSW Government is working with City of Sydney Council to deliver cycle route upgrades to Lawson Street. The Lawson Street upgrade will include a separated cycle route between Eveleigh and Regent Street, integrating with the local cycle route network and is expected to be delivered by 2020. You can find out more by visiting cityofsydney.nsw.gov.au/vision/betterinfrastructure/streets-and-public-places/currentworks/lawson-street-improvements



This document contains important information about public transport projects in your area. If you require the services of an interpreter, please contact the Translating and Interpreting Service on **131 450** and ask them to call Transport for NSW on **(02) 9200 0200**. The interpreter will then assist you with translation.