

Redfern Station Upgrade – New Southern Concourse

Appendix B - Stakeholder and Community Engagement



Artist's impression of the proposed Redfern Station Upgrade New Southern Concourse. Indicative only, subject to detailed design.



Redfern Station Upgrade – New Southern Concourse

Consultation Report





Note

Throughout this report we have included quotations from participants across various engagement activities. These have been incorporated 'as is' without any changes from Transport for NSW.

Disclaimer

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Chinese

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Thai

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Acronyms and abbreviations

DPIE	Department of Planning, Industry and Environment
EIS	Environmental Impact Statement
SEARs	Secretary's Environmental Assessment Requirements
SSI	State Significant Infrastructure
TfNSW	Transport for NSW

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Executive Summary

Redfern is one of Sydney's most culturally, ethnically and economically diverse communities and is associated with its large Aboriginal and Torres Strait Islander community. As the sixth busiest station on the Sydney metropolitan rail network, the demand for accessible public transport to and from the Redfern area is growing.

The Redfern Station Upgrade - New Southern Concourse project is looking to meet this demand and improve access for all by constructing a new southern concourse with lifts and stairs to the station platforms.

The project is part of the Transport Access Program, and is the first step in renewing the Redfern North Eveleigh Precinct. 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. There will be opportunities for the community to provide input into the initial vision for the Precinct.

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

In May 2019, consultation began with the local community and stakeholders. Transport customers, key stakeholder groups and community members were initially asked to provide feedback on an early concept, that connects Marian Street with Little Eveleigh Street.



In July and August 2019, the community was presented with 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.

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

The responses helped the project team understand what was 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. Two alternative designs were also submitted by a local community group and were considered by Transport for NSW alongside the other four options. These were referred to as 'Option 5' and 'H-design'. Option 5 comprised of a three-armed concourse that connected North and South Eveleigh via entrances at Marian Street, Cornwallis Streets and Wilson Street. H-Design was similar to Option 1, but the footbridge was positioned further south, placing the entrances in South Eveleigh and on Wilson Street.

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, due to its accessibility, connectivity and ease of journey. Option 1 is also Transport for NSW's preferred design.

Transport for NSW is now starting the planning approval process with a modified Option 1 design that has addressed some questions raised in submissions. Ongoing engagement with local residents, stakeholders and Council will be undertaken to inform the detailed design of the station and the shared zones in Little Eveleigh and Marian Street.



1 Purpose of this report

The Transport Access Program is a NSW Government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure.

Community consultation on the alignment of the Redfern Station Upgrade - New Southern Concourse was undertaken in two phases throughout mid-2019.

In May and June 2019, the community was invited to provide feedback on an early concept for a new southern concourse. As a result of feedback received, four design options (including the original preferred design) were presented to the community for consideration in July and August 2019. Feedback from the community, stakeholder groups, and station customers has helped progress a preferred option.

This report has been prepared to summarise the feedback received by Transport for NSW during community consultation to date. This report provides an overview of:

- consultation activities undertaken
- themes in community feedback
- how feedback was considered
- next steps.



2 Project overview

The NSW Government is improving accessibility at Redfern Station as part of the Transport Access Program. The project aims to provide a station that is accessible to those with a disability, limited mobility, parents/carers with prams, and customers with luggage.

Upgrading Redfern Station will make it easier for all customers to access, as well as improving connections between the station and key destinations in the area. The upgrade includes a new concourse at the southern end of the station.

Benefits of the project would include:

- easy access to station platforms with new lifts and stairs, benefitting those with limited mobility, a disability, parents/carers with prams and customers with luggage
- improved customer flow and reduce congestion within Redfern Station
- better connectivity with the surrounding areas, including key destinations such as South Eveleigh (formerly known as Australian Technology Park), Carriageworks, education and health centres
- a modern interchange that meets the needs of a growing population
- new shared zones on Little Eveleigh and Marian streets to connect the new concourse to key destinations.

Upgrading Redfern Station is the first step in renewing the Redfern North Eveleigh Precinct.



Upgrading Redfern Stations will make it easier for all customers to access key destinations like Carriageworks.



3 Objectives of consultation

The aim of the consultation was to seek feedback on potential design options from the community. The feedback has helped the project team understand what is important to transport customers, stakeholders and the broader community.

Community responses make an important contribution to the decision on a preferred alignment for the concourse. Other factors are also considered, including transport integration, operability and maintenance, deliverability, customer experience, urban design and precinct planning, environment, sustainability and heritage.

How we consulted

Engagement with the community and stakeholders has been ongoing for a number of years on potential opportunities to upgrade Redfern Station.

The Redfern Station Upgrade - New Southern Concourse was announced in February 2019. In May 2019, consultation began with the local community and stakeholders.

Transport customers, key stakeholder groups and the community were initially asked to provide feedback on an early concept design that included a new station concourse at the southern end of the station connecting Little Eveleigh Street to Marian Street.

During this first round of consultation, we heard support for improving accessibility and decreasing congestion at the station. We also received feedback asking for more detail on other design options.

In July and August, consultation on four potential design options, including the original design option was undertaken. A range of consultation activities were undertaken in each phase of consultation.

May and June 2019

Consultation activities undertaken in the May and June 2019 consultation period included:

- community group and stakeholder meetings
- door knocking residents of Little Eveleigh Street on Wednesday 15 and Thursday 16 May to provide information about the Project
- letters sent to owners and residents of Little Eveleigh Street with information about the Project and offer of individual meetings
- placement of project consultation signage at each of the station entrances and at the kiss and ride area on Little Eveleigh Street
- distribution of around 15,900 newsletters to businesses and residents within 1km of Redfern Station, south of Cleveland Street
- distribution of around 8,000 newsletters to customers at the station during peak periods periodically throughout May 2019
- webpage¹ with project information including FAQs, newsletter and link to an online survey²
- three community drop-in information sessions held at Redfern Station for community members to meet and speak with the Project team. These sessions were held:
 - 4pm to 7pm Tuesday 21 May
 - 8am to 11am Saturday 25 May
 - 4pm to 7pm Wednesday 29 May.
- meetings with residents on Marian Street and Little Eveleigh Street
- community Infoline number³ and email address⁴.

July and August 2019

A number of different consultation activities were undertaken during July and August, and included:

- a stakeholder forum on July 4 to introduce the four options and encourage discussion between stakeholders on the comparative benefits and challenges of each
- doorknocking residents of Little Eveleigh Street on 24 July to provide updated information about the project and the four options, with letter and offer of individual meetings
- placement of project consultation signage at each of the station entrances and at the kiss and ride area on Little Eveleigh Street
- distribution of around 20,150 newsletters to businesses and residents within 1km of Redfern Station, including East Chippendale
- distribution of around 5,500 newsletters to customers at the station across three weekday evening peak periods
- individual meetings/presentations with stakeholder, disability, community and resident groups
- webpage¹ with project information including FAQs, newsletter, stakeholder forum presentation and link to an online survey² regarding the options
- community Infoline number³ and email address⁴.

Throughout both consultation periods, an online survey was used to help encourage ideas-based feedback. Respondents were asked to consider different themes such as the benefits and disadvantages related to:

- accessibility to platforms
- connectivity
- safety
- ease of journey
- heritage
- interaction with surrounding streets

¹ transport.nsw.gov.au/redfern

² yoursay.transport.nsw.gov.au/RedfernNSC

³ 1800 684 490

⁴ projects@transport.nsw.gov.au

4 The options

Feedback on four design options was invited from transport customers, key stakeholders and the broader community over the two consultation periods.

Option 1 - Little Eveleigh Street Connection

Option 1 includes a six metre wide concourse across the rail corridor between Marian and Little Eveleigh Streets. This option would provide lift access to Platforms 1 to 10 from the new concourse and allows customers to access all above-ground platforms directly from both sides of the rail corridor. The

lifts and stairs on the platform would be separated, improving pedestrian flow and reducing congestion. This option provides the shortest distance across the rail corridor, and could also be later adapted to integrate with any future development of the nearby Redfern North Eveleigh Precinct.



“[Option 1] is the most legible option with the most direct connectivity. Little Eveleigh Street can cope with the increased pedestrian demand provided it is converted to a shared zone with managed traffic access”

Option 2 – Wilson Street Connection, ground level pathway

Option 2 includes a six metre wide concourse across the rail corridor between Marian Street and Platform 1, with lift and stair access to Platforms 1 to 10. This option would connect the new concourse and Platform 1 to Wilson Street via a three metre wide ground level pathway. Due to space constraints,

and to minimise heritage impact, the pathway would go around a state heritage-listed building close to Platform 1. The pathway to Wilson Street would also include stairs and ramps to allow all customers to access the station from Wilson Street.



“I don’t think I would feel as safe walking on this [Option 2] alone at night”

“The gradient [of Option 2] may be a problem especially for elderly and disabled people...”

Option 3 – Wilson Street Connection, aerial walkway

Option 3 includes a six metre wide concourse across the rail corridor between Marian Street and Platform 1, with lift and stair access to platforms 1 to 10. It also includes a three metre wide aerial walkway from the new concourse to Wilson Street. This option encourages cross-corridor connectivity via the aerial

walkway, reducing the length of travel and providing more direct and level access, than the ground level pathway in Option 2 for customers with limited mobility.



“There may...be some personal security issues at night”

“This option will result in loss of views on Little Eveleigh Street and the concourse is too close to the houses on the railway side. The proposed concourse is imposing and intrusive”

Option 4 - South Eveleigh to Wilson Street Connection

Option 4 includes a six metre wide concourse across the rail corridor between South Eveleigh and Platform 1 and connects Cornwallis Street to Wilson Street. Lifts and stairs would be provided to Platforms 1 to 7 from the new southern concourse with additional bridge extensions.

Platforms 8 to 10 would be accessed from a separate footbridge with a tunnel connection to the concourse. This option could also include the ground level pathway or aerial walkway connections from Platform 1 to Wilson Street.



“[Option 4] is by far the worst, it’s like a confusing maze... As somebody who walks this section everyday, I think that Option 1 is by far the best for all kinds of pedestrians and will improve the people traffic flow immensely through the station”



5 What we heard

Early consultation – May and June 2019

Community feedback received during the May and June consultation phase showed support for the construction of a new southern concourse for Redfern Station.

The potential for congestion on Little Eveleigh and Marian Street due to an increased number of pedestrians, cyclists and vehicles was a key theme. Some responses also proposed relocating the concourse entrance to other streets, such as Wilson and Cornwallis Streets.

Other suggestions by the community included providing lift access to Platforms 11 and 12, having ungated access between the two entrances and facilitating bicycle access across the concourse. Potential impact to heritage and the visual amenity of surrounding streets were also identified as aspects that were important to the community. We also received feedback asking for more detail on other design options.

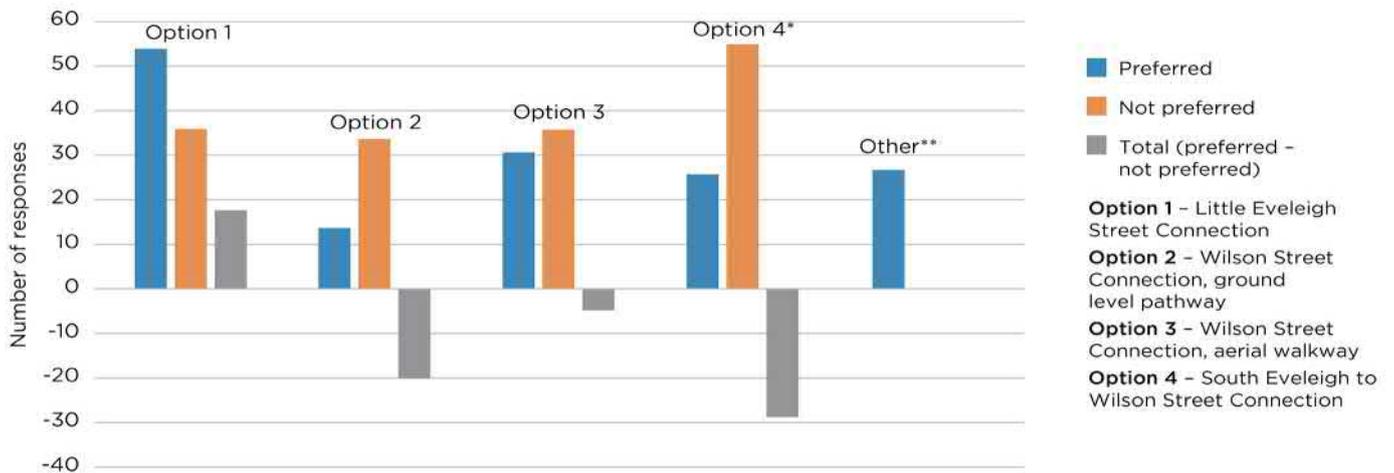
Options consultation – July and August 2019

Feedback received during consultation in July and August continued to show overarching support for improving accessibility and reducing congestion at Redfern Station. However, differing levels of support were received regarding the alignment for each of the four options, with respondents expressing differing viewpoints about the potential benefits and negatives of each option.

More than half of the people who responded to the survey lived in the local area, and used the station to travel to and from home and to access various local destinations, including South Eveleigh, Carriageworks, The University of Sydney and local shops, cafes and restaurants.

In general, Option 1 received the highest levels of support both stated (Figure 1), and based on seven different quality-based criteria, as self-identified by survey respondents (Figure 2).

Figure 1 Stated preferred and non-preferred options



* Tally includes respondents who stated both Option 4 or a variant of Option 4 with a ground level pathway as a preferred option.

** 'Other' refers to respondents who identified that they would prefer an alternative design, including the two community group suggestions. As these suggestions were not formally consulted on by TfNSW a 'not preferred' and 'total' figure could not be produced.

Figure 2 Qualitative based options assessment where the listed qualities are seen as a benefit or negative of each option, as self-identified by survey respondents

	Accessibility between platforms, concourse and station entrance	Connectivity to key destinations	Safety (passive surveillance and interface with streets)	Heritage	Ease of journey through the station precinct	Interaction with streets
Option 1 Little Eveleigh Street Connection	87	74	-15	-24	88	-46
Option 2 Wilson Street Connection, ground level pathway	-11	9	-28	41	-56	15
Option 3 Wilson Street Connection, aerial walkway	69	70	-4	-40	55	-36
Option 4 South Eveleigh to Wilson Street connection	5	-23	-4	-7	-49	11



Redfern

Option 1

Option 1, which connects Little Eveleigh Street to Marian Street, was the favoured option both as stated by respondents and based on positive and negative qualities respondents nominated in the online survey.

Respondents identified Option 1 as providing the easiest, most accessible and connective journey, while also providing good sightlines throughout the concourse and entrances in comparatively activated areas. When discussing Option 1, a number of local respondents identified the value of Little Eveleigh Street's character to the local area, with a preference to retain the building at 125-127 Little Eveleigh Street raised in around 10% of responses.

One challenge that respondents perceived for Option 1 was the narrowness of Little Eveleigh Street. Many respondents questioned the street's ability to manage additional pedestrians using the street alongside cars and cyclists. Resident amenity was also identified as a challenge to be considered for Option 1, particularly regarding noise, privacy and parking. These challenges are discussed in more detail later in this report.

Option 2

Option 2, which connects Marian Street to Wilson Street via a ground level pathway, was perceived by some respondents as having the best heritage outcomes as well as resulting in positive integration with the surrounding streetscape. Opportunities were also seen to activate the area surrounding the ground-level pathway, through methods such as precinct renewal and creation of green space. Some respondents also suggested adaptively reusing the heritage listed communications building, by diverting the pathway through it.

However, many respondents identified Option 2 as providing poorer connectivity outcomes, an indirect journey and longer travel distance, with the changing gradient of the connecting ground-level pathway to Wilson Street creating a barrier to its accessibility. There were also concerns regarding personal safety and crime prevention in the area of the ground level pathway due to restricted lines of sight.



Option 3

Option 3, which connects Marian Street to Wilson Street via an aerial walkway, was the second most preferred option overall. Some respondents identified Option 3 as their preferred option due to the comparative directness and level-access of the aerial walkway to Wilson Street (in comparison to the ground level pathway in Option 2). However, concerns were raised about impacts to resident privacy and visual amenity, as the position of the connecting walkway would be above the fence line of adjacent properties. Additionally, some stakeholders and respondents identified personal safety as a potential issue due to restricted sightlines and the enclosed nature of the aerial walkway.

Option 4

There was some support for Option 4, which connects Wilson Street to Cornwallis Street, due to its direct access to South Eveleigh, and the diversion of pedestrian traffic to Cornwallis Street. There is a perception that this diversion would reduce crowding and congestion on Marian Street, and improve pedestrian movements.

However, Option 4 tended to be seen by respondents as being the poorest in terms of accessibility and connectivity. Many respondents and stakeholders considered this option to be complicated and indirect, particularly for those navigating the station to or from Platforms 8, 9 or 10, as these platforms would need to be accessed from a separate footbridge with a tunnel connection to the concourse.

Key themes

The following themes were prominent throughout the survey responses and associated written feedback received.

Traffic, pedestrians, safety and bus connections

Respondents asked how the increased pedestrian, cyclist and vehicle activity on surrounding streets, notably on Little Eveleigh and Marian Street, would be managed to minimise congestion and ensure the safety of all users. In particular, many respondents perceived that the narrowness of Little Eveleigh Street could not be effectively treated to allow for safe interaction between pedestrians, cyclists and vehicles.

Similar questions were also asked, but to a lesser degree, for Ivy Street and Ivy Lane.

Some respondents felt that the increase in activity on Little Eveleigh and Marian Street could be better managed by connecting the new concourse to Wilson Street or South Eveleigh instead, as it would separate pedestrians from cyclists and vehicles. However, a number of respondents also identified concerns around the safety of the pathway to Wilson Street, due to reduced passive surveillance. Other respondents, however, considered that this could be mitigated by activation of the area.

When considering how the new concourse would interact with surrounding streets, a number of respondents also requested better connections to bus services and across Gibbons Street, identifying difficulties with easily accessing existing transport interchanges.

Heritage

Heritage was seen by the local community as contributing significantly to the local character of Redfern and was widely valued. Around 18% of all respondents in the July and August consultation period identified the importance of heritage to the local area and in May and June around 45% of survey respondents identified 'Better recognition of Redfern Station's heritage' as being an 'important' or 'very important' consideration when upgrading Redfern Station.

In addition to the station and some surrounding buildings being listed on the State Heritage Register, the station is located adjacent to the Darlington and Golden Grove Heritage Conservation Areas. These conservation areas incorporate many of the surrounding streets, including Little Eveleigh and Wilson Street.

Responses received during the consultation periods reinforced the value of local heritage to the community and the need to protect it, but the community also showed a desire to better integrate and adaptively make use of it. There was a view by some respondents that some heritage features, such as the communications building are falling into disrepair, and a good project outcome would be to revitalise buildings such as this by repurposing for use such as creating interesting pathways, and places for cafes, businesses and markets.

Some respondents also identified the need to blend the old with the new, and requested architectural features such as ironwork or artistic interpretations be incorporated into the new concourse.

Concourse width, cycling routes and unpaid access

Building a wider concourse to include amenities such as a cycle route and ungated access was suggested by some respondents.

A number of respondents who suggested including a cycle route identified the need to connect it with existing cycle routes in the local area. Requests for facilities such as additional bike racks and storage were also received.

Some respondents also suggested that creating ungated access across the rail corridor would achieve better connectivity within the local area, particularly for those who may not be station customers or do not have access to an Opal or credit card to tap on and off at either end of the concourse.

Urban design, local character and visual amenity

The need for good urban design and visual amenity was an area of focus for many respondents, albeit expressed in various ways. Key considerations by respondents included wayfinding and signage, and ensuring the design of the concourse is in keeping with the local character of the area.

Some respondents indicated that they saw Options 3 and 4 as the least attractive options, with Option 3 as likely to have a negative impact on the visual amenity of the area.

Open and green spaces were also important to respondents, with a number of comments specifically mentioning the need for more trees and landscaping in the area.

In the May and June consultation period, survey respondents were specifically asked to rate the importance of the station's look and design when upgrading Redfern Station. Around 49% of respondents identified its look and design as either 'important' or 'very important'.

Some additional amenity and design suggestions included:

- open and green spaces
- weather protection
- public toilets

- children’s playground facilities
- retaining the 125-127 Little Eveleigh Street building
- additional bike storage
- wayfinding, particularly to key local destinations.

Platforms 11 & 12 (Eastern Suburbs Line)

A large number of respondents felt that accessibility upgrades to the underground Eastern Suburbs & Illawarra Line platforms (Platforms 11 and 12) should be included as part of the project. Some respondents also felt that the existing access to these platforms (from the northern concourse) needed to be improved, including lift access.

Resident amenity

Amenity, such as parking, noise, local character and privacy were highly valued by respondents who identified as local residents.

Privacy was a particular concern for residents on both sides of the corridor and suggestions were made to protect privacy such as enclosing the concourse, constructing screens or planting vegetation, or in regard to Options 3 and 4, lowering the aerial walkway to restrict sightlines into properties. Potential noise and lighting impacts were also raised by residents.

A small number of respondents also queried whether residents’ parking would be permitted, and whether service vehicle and garage access would be maintained on Little Eveleigh Street and Ivy Lane if Option 1 was chosen as the preferred design.

Some respondents noted that the streets surrounding the station on the northern side of the station were ‘green’, with trees and vegetation contributing to the area’s distinctive character.

Alternative suggestions

Two concept designs developed by a local community group were also presented to Transport for NSW for consideration. These concept designs are referred to in this report as ‘Option 5’ and ‘H’ design. Feedback was received from a number of respondents identifying these concept designs as preferred or as areas to be further investigated. Transport for NSW would like to thank the community for developing these concept designs and has considered them alongside the other four options.

‘Option 5’

Option 5 comprised of a three-armed concourse that connected North and South Eveleigh via entrances at Marian and Cornwallis Streets, and an entrance connecting to Wilson Street via a ground level pathway.

This design included a substantially a wider concourse that would be ungated at the entry/exit points, allowing pedestrian and bicycle access across the rail corridor. Ticket gates would be located where the stairs and lifts connect to the new concourse. By having the dual Marian and Cornwallis Street entrances, the design aimed to provide connections towards both South Eveleigh and the Gibbons Street bus stands, while minimising interaction between pedestrians, cyclists and vehicles

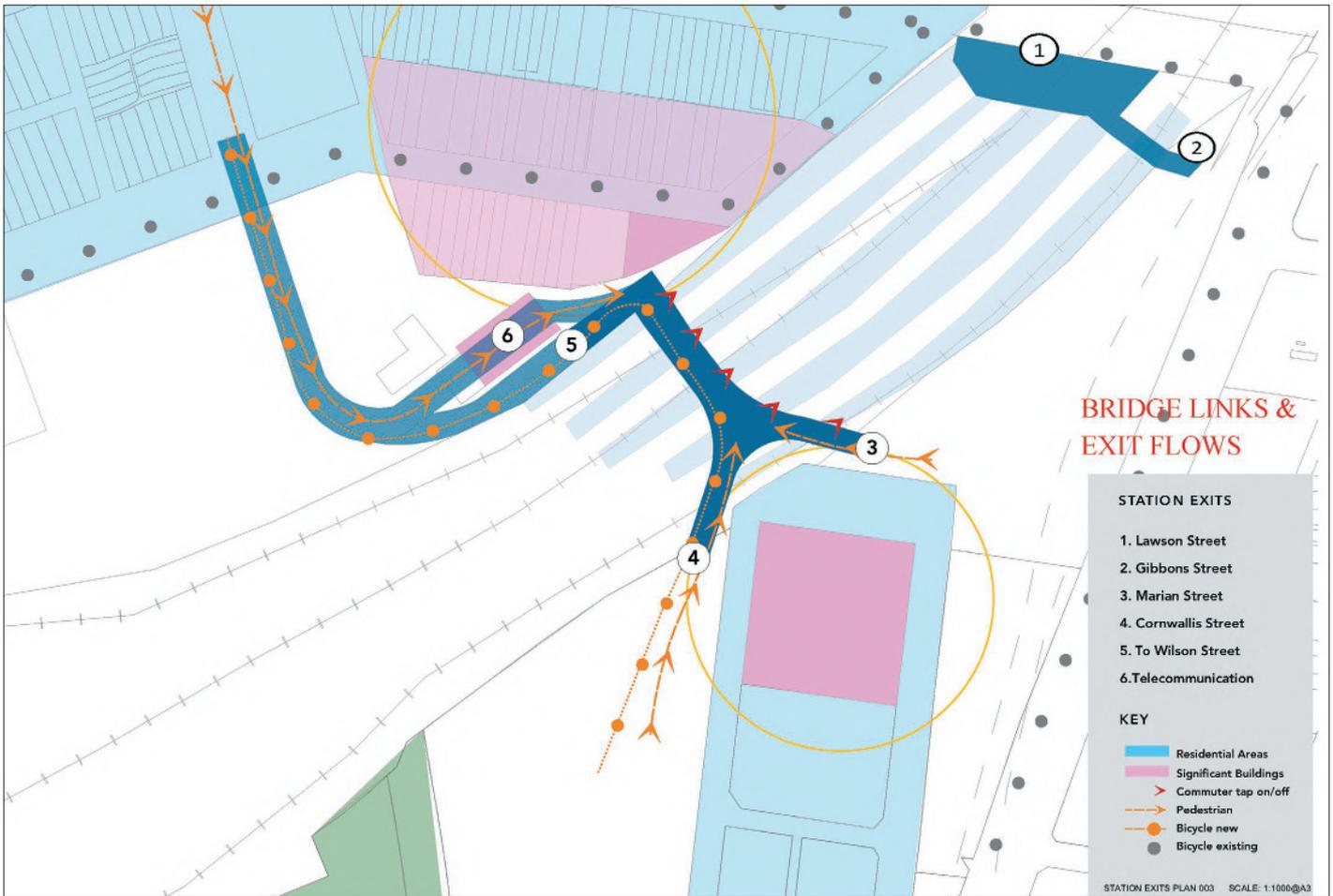
This design would require a part of the ground level pathway to go through, the existing heritage-listed communications building. This was seen by the respondents who put this suggestion forward as an opportunity to activate the building and provide a more direct connecting pathway below residential fence lines.

‘H-design’

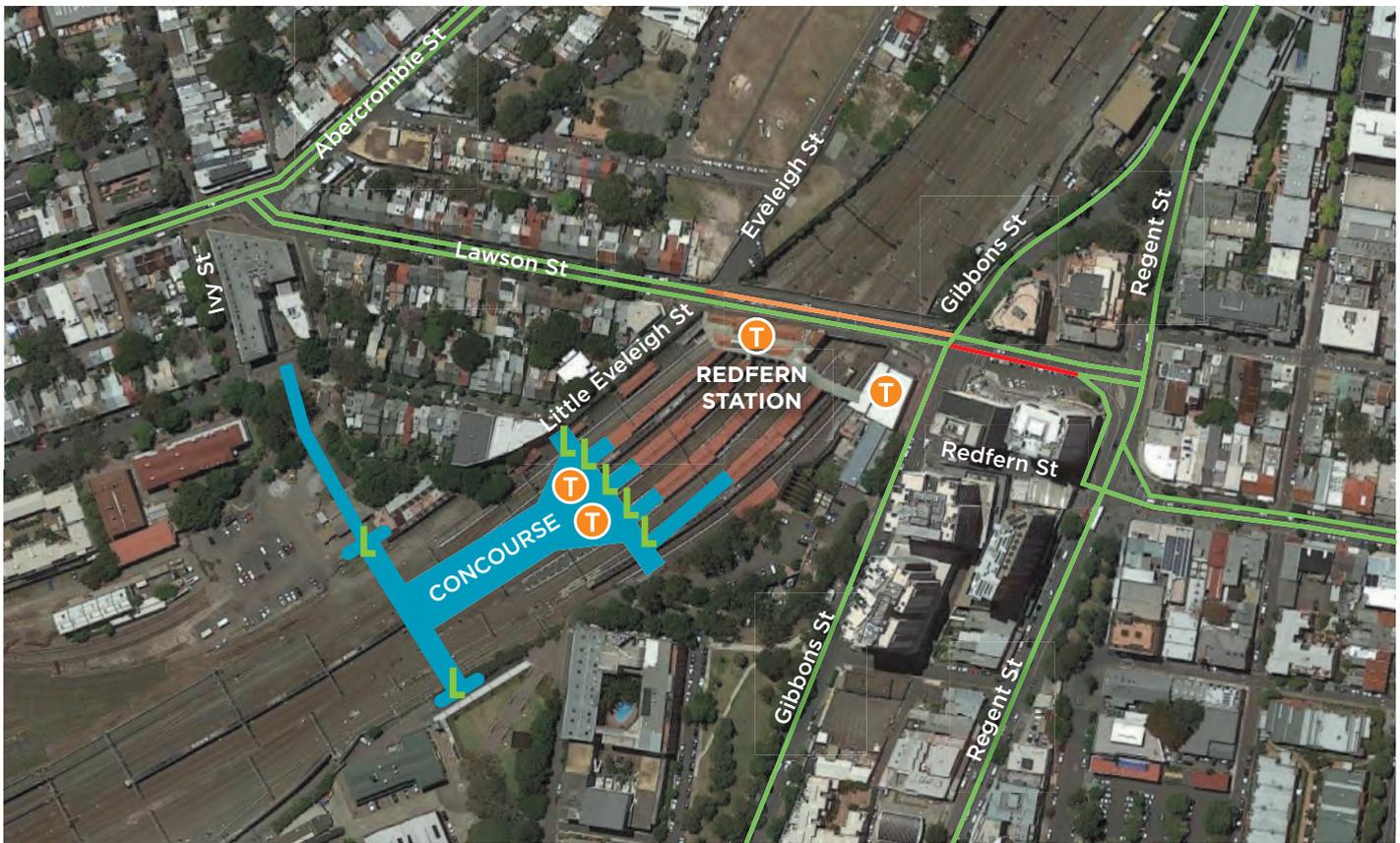
The community group also proposed a concourse in the shape of a ‘H’ as a possible concept design. This design was similar to Option 1, but the footbridge was positioned further south, placing the entrances in South Eveleigh and connecting directly straight across to Wilson Street. A wide, gated station concourse would then extend off the footbridge along the rail corridor towards the station platforms so that lifts could be installed.

As with ‘Option 5’, this design aimed to provide ungated access across the rail corridor for pedestrians and cyclists, while retaining gated entry into the station. It also aimed to remove pedestrians from outside the front of residences on Little Eveleigh Street, and reduce pedestrian and cyclist interaction with vehicles on Marian Street.

“I just want to reiterate my love of green space, beauty & heritage... We need to be creating places that people want to be in, walk-through and enjoy.”

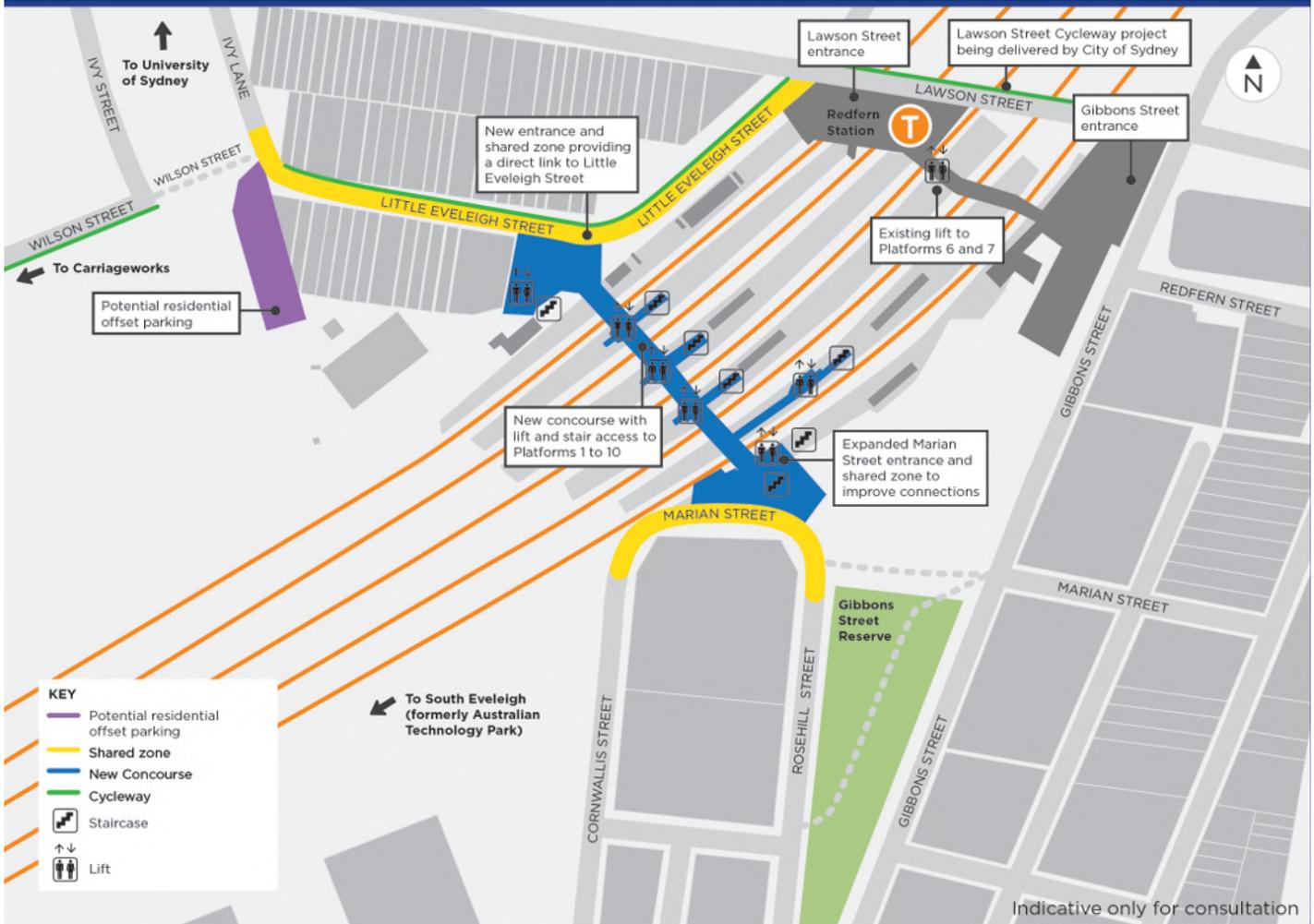


Option 5 as received in feedback



H-Design as received in feedback

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



6 Consultation outcomes and next steps

Consultation Outcomes

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 and 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.

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.

Accessibility, connectivity and ease of journey

With a direct, straight alignment between Marian Street and Little Eveleigh Street, the modified Option 1 design minimises the distance that customers would need to travel between platforms and station entrances. The use of 125-127 Little Eveleigh Street as a station entrance, would provide a space that minimises congestion and would also provide increased customer flow with the separation of lifts and stairs to the platforms on the new concourse.

Although all four of the options consulted on provided enhanced connectivity to key local destinations, Options 2, 3 and 4 provide a comparatively lengthier and indirect route to North Eveleigh. The connecting pathway from the concourse to Wilson Street in Option 2 encompasses an approximately 7.8 metre rise and fall in gradient, which may be undesirable for those with accessibility needs. While Option 4 would provide a more direct connection to South Eveleigh, Option 4 also requires the inclusion of an additional footbridge. This would result in a more complex and indirect overall journey for customers using Platforms 8 and 9, particularly for those with accessibility requirements or who are unfamiliar with the station.

In addition, the future stages of the Redfern North Eveleigh Precinct Renewal would also be able to integrate and connect with the updated Option 1 design.

Concourse width, cycling routes and unpaid access

The new southern concourse would be designed to comfortably meet forecasted customer growth

for the station beyond 2036. Transport for NSW acknowledges the feedback asking for ungated access across the new concourse and will investigate whether there are opportunities for ungated access that would also meet operational requirements.

The NSW Government is working with the City of Sydney and has provided \$680,000 towards upgrading Lawson Street. The Lawson Street upgrade includes a separated cycle route between Eveleigh and Regent Street, integrating with the local cycle route network. For cyclists wishing to use the station, lifts would enable dismounted cyclists to access the concourse and platforms.

A study into active transport in the Redfern area⁵ has shown that in addition to the Lawson Street bridge, the most effective location for an additional bridge location for pedestrians and cyclists who do not need to use the station would be further south directly linking Carriageworks to South Eveleigh. This would be considered as part of the planning for the Redfern North Eveleigh Precinct.

Interaction with streets

Shared zones

Transport for NSW will work with City of Sydney Council, other stakeholders and residents to develop plans for a shared zone on Little Eveleigh Street. While motorised traffic (other than residents) would be discouraged, initial designs suggest that the road space available on Little Eveleigh Street would allow access for heavy vehicles such as delivery and garbage trucks within the shared zone. Although some street parking would need to be relocated, there would be no net loss of parking spaces and access to residents' garages would be maintained. Signage and road treatments would make clear that pedestrians would have priority in the shared zone and that cars and cyclists would need to travel at 10km/h.

Transport for NSW is also working with City of Sydney Council and NSW Police on improvements to the shared zone on Marian Street, to better separate pedestrians from other road users, given the increase in movements that is expected on this street.

Transport for NSW is committed to ongoing engagement with all residents on Little Eveleigh Street and Marian Street to develop the shared zone design.

⁵ Jacobs 2017, Redfern Station Precinct: Strategic Transport Assessment, Report for UrbanGrowth NSW.

Resident amenity, urban design and local character

Local character and urban design were shown to be highly valued by local residents and the community.

Urban design studies and a visual impact assessment (which will be included in future planning approval documents) will consider how the preferred option would integrate with the existing landscape, such as the look and feel in relation to the surrounding environment.

Streetscape improvements, including the planting of trees and other vegetation, would minimise privacy and lighting impacts on residents, while also improving the streetscape. Transport for NSW will propose to retain the façade of the heritage building at 125-127 Little Eveleigh Street.

A traffic, transport and access impact assessment will be undertaken as part of the planning process. This assessment will consider potential impacts to the road network and public transport in the vicinity of the project during the construction operational phases.

Heritage

Heritage is an important attribute and is valued by the community as contributing to the character of the area. In the feedback received, while there was a desire for heritage to be protected, opportunities were also seen to adaptively reuse and reactivate local heritage infrastructure.

Some changes would be required to existing local and station heritage, such as the adaptation of 125-127 Little Eveleigh Street to become a station entrance. The façade of this building would be predominantly retained to help protect the local character of the area.

Any potential impacts to heritage would be assessed in detail by heritage specialists as part of the planning process, and the community will have an opportunity to view and make comment on these assessments. Opportunities to renovate and reuse heritage buildings or creatively interpret heritage items, both within the station and the Redfern North Eveleigh Precinct will be considered as part of the design process.

There will be opportunities for the local community and stakeholders to provide input into this process.

Platforms 11 and 12, and bus connections

Preliminary investigation work is currently underway to help identify what accessibility improvements can be delivered on Platforms 11 and 12 which service the T4 Eastern Suburbs and Illawarra Lines.

As this is an underground section of the station, there are additional complexities which need to be carefully considered. This includes how we limit the impact to existing structures and how we would stage complex excavation and construction work while minimising the impact on station operations and customers.

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 stories high, would apply to any project on the site. Over the coming months we will consult with City of Sydney, the local community and transport customers to help inform the early plans.

Alternative suggestions

Transport for NSW appreciates the thought and effort that was put into the alternative suggestions submitted by local community groups, and has considered these suggestions alongside the four options that were consulted.

Both concepts address some of the feedback received such as requests for an entrance on Cornwallis Street closer to South Eveleigh and on Wilson Street, as well as a concourse with separated paid and unpaid pathways. However, some challenges have been identified by Transport for NSW for each suggested design. Some of these issues and challenges are described below:

‘Option 5’

- Visual impacts to residents of the Watertower building due to the concourse shape wrapping the corner-line of the Watertower building, effectively creating a wall to the rail corridor
- The bulk of the larger concourse and bridge structure would create a comparatively greater visual impact to station heritage



Artist's impression of upgraded Marian Street entrance. Design and finishes are subject to consultation.

- Challenges to constructability, such as limited space available to place the larger cranes that would be required to lift the extended concourse spans
- A cycleway ramp structure appears to be illustrated in some of the plans provided between the concourse and the pathway connection to Wilson Street. To achieve compliant gradients and connect the ground, a significant ramp structure would be required, and would reach around 90 metres in length and approximately 4.5 metres in height. To complete a cycle route along the concourse, a second ramp would also be required on the concourse's other side. Not only is this cycleway configuration complex, the changing gradients and additional ramps would also be unsuitable for those with accessibility needs.
- More complex wayfinding with increased number of decision points and areas of pedestrian-cyclist cross-flow on the concourse could lead to congestion or collisions.

'H-Design'

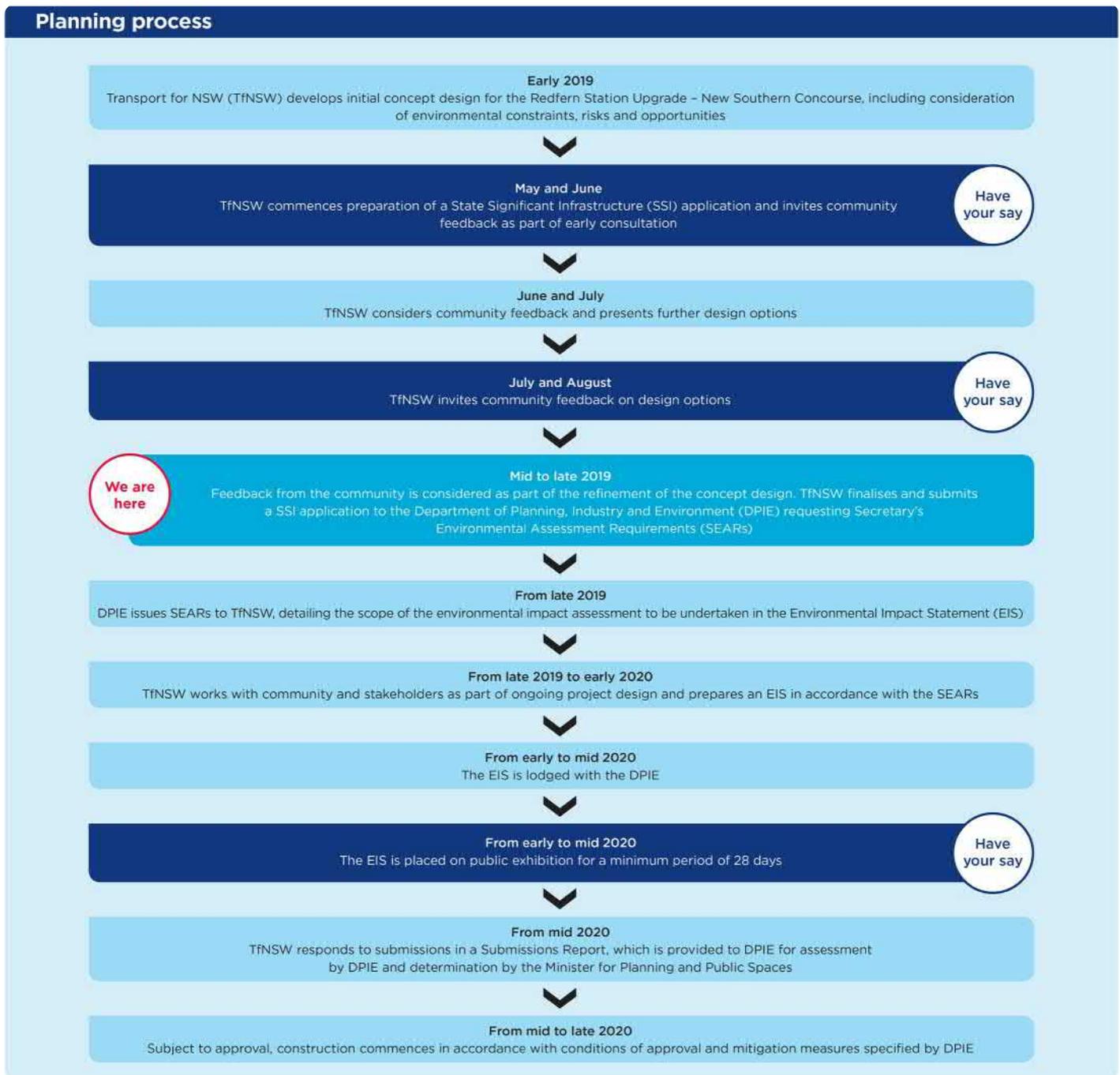
- Significantly increased customer journey distance from street to platforms, which could impact ease of access for customers with limited mobility or other accessibility requirements.
- Increased construction time and complexity, including the need to realign tracks and relocate elements of the existing rail infrastructure
- Challenges to constructability such as limited space available to place the larger cranes that would be required to lift the extended concourse spans
- The bulk of the larger concourse would create a significantly greater visual impact to station heritage
- Increased distance to bus connections on Gibbons Street
- Increased distance for connection to Platforms 11 and 12.

Thank you to everyone who provided feedback during the consultation periods.

A State Significant Infrastructure application will be lodged with the Department of Planning, Industry and Environment (DPIE) requesting Secretary's Environmental Assessment Requirements (SEARs) for the modified Option 1 design. These requirements will allow Transport for NSW to begin preparing an Environmental Impact Statement (EIS) and associated specialist studies.

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.

Transport for NSW is committed to working with the community as the plans for the new southern concourse develop.





Artists' impressions of potential shared zone options on Little Eveleigh Street. Design and finishes are subject to consultation.



For more information

Phone 1800 684 490

Email projects@transport.nsw.gov.au

Visit www.transport.nsw.gov.au/redfern



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:

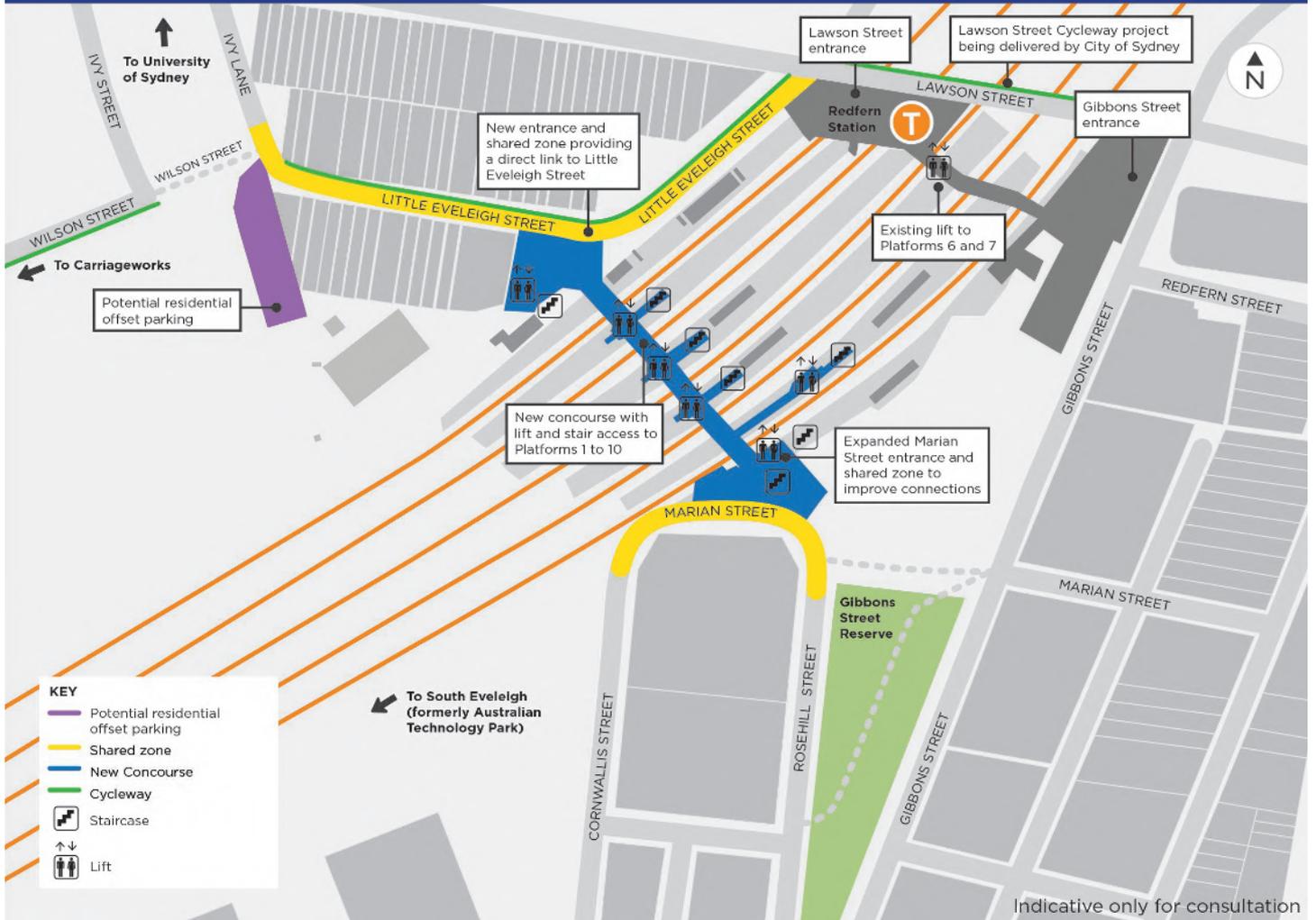
- Garden buffers and landscaping to separate properties
- Separation of pedestrians and cyclists via a paved (non-raised) cycleway on Little Eveleigh Street
- On-street parking to be relocated nearby
- Through-traffic minimised with general traffic restrictions proposed
- Resident, trade/deliveries and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

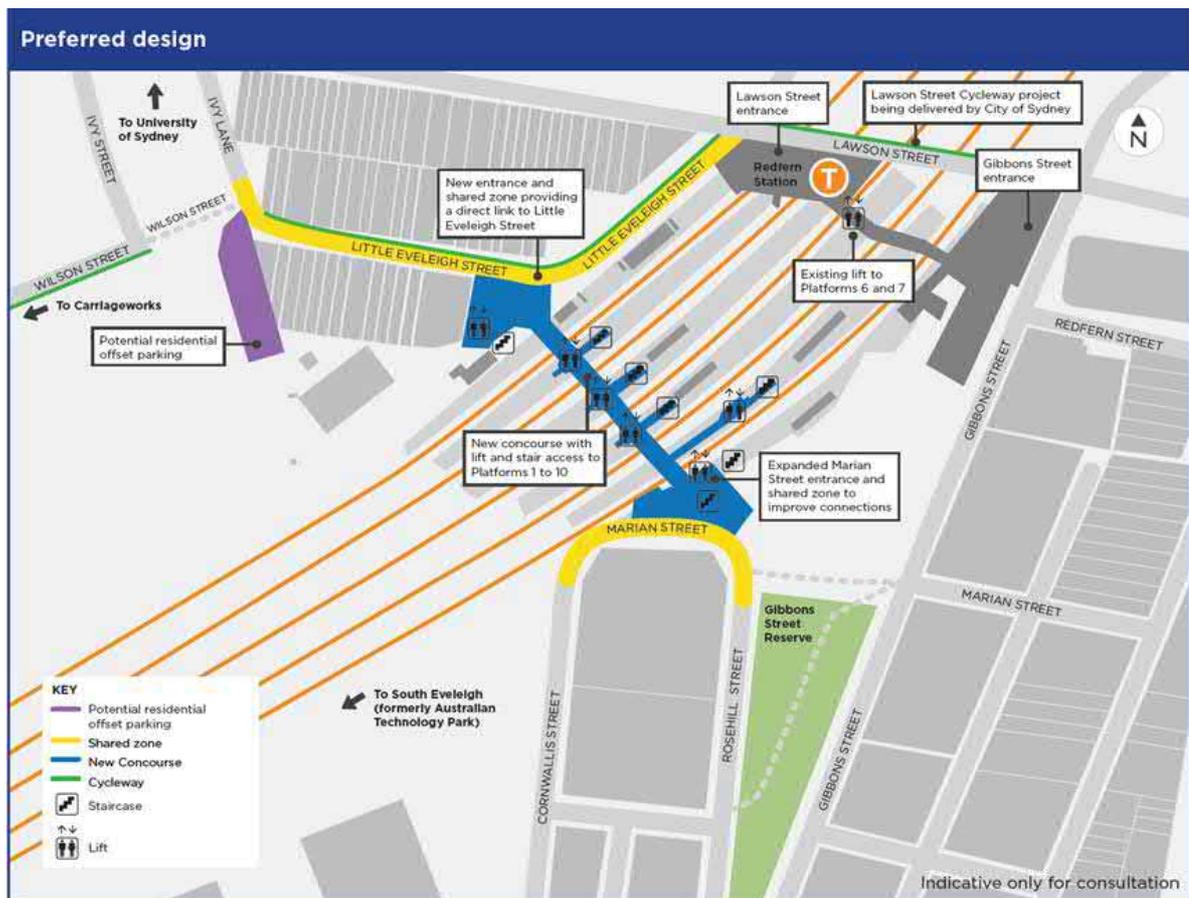


This document contains important information about public transport projects in your area. If you require the services of an interpreter, please contact the Translating and Interpreting Service on **131 450** and ask them to call Transport for NSW on **(02) 9200 0200**. The interpreter will then assist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

Redfern Station Upgrade – New Southern Concourse Frequently Asked Questions

1. What is the preferred design for the new concourse?

Following consultation on four design options for a new concourse, as well as consideration of designs proposed by community members, Transport for NSW has selected a modified version of Option 1 that links Platforms 1 to 10 to station entrances on Marian Street and Little Eveleigh Street as its preferred design.



This option received the most stated support in the consultation process as well as support for its accessibility, connectivity, and ease of journey. Transport for NSW also considers that the design best meets the project's objectives for the following reasons:

- Direct route for those with a disability and who are less mobile
- Shortest journey from platforms to streets
- Straight walkway design with clear wayfinding
- Perception of better personal safety by customers
- Design can be future-proofed to integrate with potential development in the wider precinct
- Reduces congestion at station by separating lifts, stairs and ticket gates on concourse, improving safety.



2. Does the project include improved access to Platforms 11 and 12?

We appreciate that station users want access to be improved to the underground Platforms 11 and 12. Transport for NSW is considering developing the land to the east of Redfern Station, above the underground T4 Eastern Suburbs and Illawarra Lines. This would include improved access to the underground 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 Transport for NSW's plans.

3. What is planned for the surrounding streets?

Transport for NSW are working with City of Sydney Council, NSW Police, other stakeholders and residents to develop plans for a shared zone on Little Eveleigh Street. This would be a space where signage and road treatments would make clear that pedestrians would have priority, with cars and cyclists required to travel at less than 10km/h. While motorised traffic (other than residents' vehicles) would be discouraged, access would be allowed for heavy vehicles such as delivery and garbage trucks. Access to private garages would also remain. Although some street parking would need to be relocated, there would be no net loss of parking spaces and access to residents' garages would be maintained. The creation of a shared zone on Little Eveleigh Street provides opportunities for streetscape improvements, including the planting of trees and other vegetation, which would also minimise privacy and lighting impacts on residents. The façade of the heritage building at 125-127 Little Eveleigh Street would also be retained. Transport for NSW is also working with City of Sydney Council and NSW Police on improvements to the shared zone on Marian Street, to better separate pedestrians from other road users, given the increase in movements that is expected on this street.



Artists' Impressions of potential shared zone options on Little Eveleigh Street. Design and finishes are subject to consultation.



Artist's impression of potential shared zone options on Little Eveleigh Street. Design and finishes are subject to consultation.



Artist's impression of upgraded Marian Street entrance. Design and finishes are subject to consultation.

4. How will the community be involved in the design of the New Southern Concourse?

It was clear from feedback received during consultation that the local community is keen to be involved in the project's detailed design phase. Transport for NSW is working with stakeholders and local residents in the design of shared zones on both Little Eveleigh Street and Marian Street as well as the detailed design of the concourse. Information about how you can stay updated on the project and have your say will be available on the project website transport.nsw.gov.au/redfern

5. Does the project require any property acquisition or loss of public spaces?

No properties will need to be acquired to construct the new concourse. Construction activities might require the temporary use of some green spaces, including Gibbons Street Reserve, however, these would be returned to the community after construction has ended.

6. Will the new concourse provide a free connection across the rail corridor for pedestrians?

We are looking at options for providing free access across the concourse, though this has to be balanced against the need to minimise loss of income from fare evasion. If gates are required, pedestrians who wanted to use the concourse to cross from one side of the rail corridor to the other would be able to tap on and off with their Opal card or debit/credit card without payment.

7. Will the new concourse provide a cycling connection?

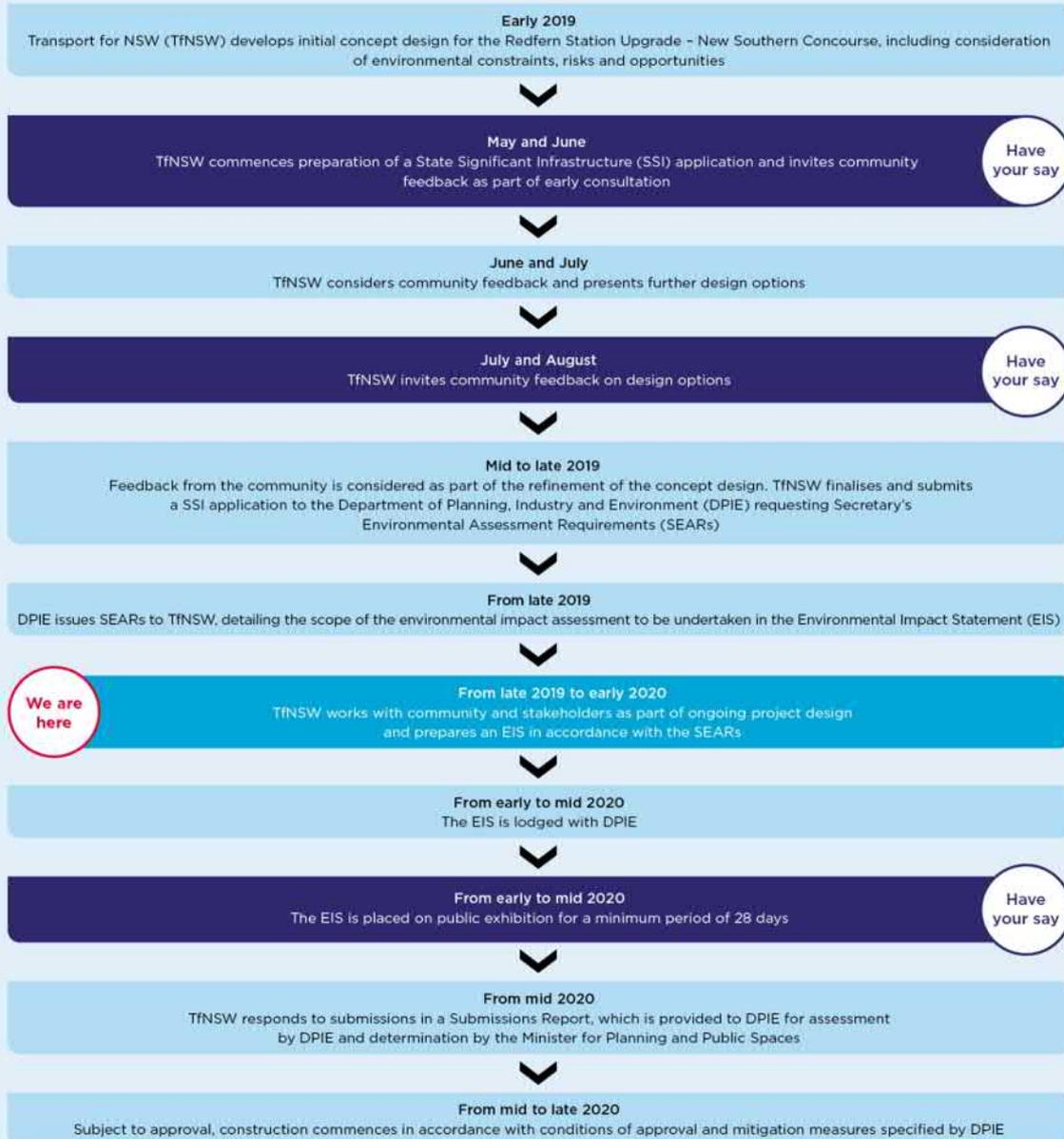
For safety reasons, cyclists would not be able to ride within the new concourse. However, cyclists would be able to dismount and walk with their bikes within the concourse. In addition, bike parking will be provided at both concourse entrances. The NSW Government is working with City of Sydney Council to deliver cycle route upgrades to Lawson Street. The Lawson Street upgrade will include a separated cycleway between Eveleigh and Regent Street, integrating with the regional bike 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.

8. What is the planning approval process for the new concourse?

A State Significant Infrastructure Scoping Report for the project was lodged in November 2019. The Department of Planning, Industry and Environment (DPIE) has issued Secretary's Environmental Assessment Requirements (SEARs) for the project. Transport for NSW is currently preparing the Environmental Impact Statement (EIS).

DPIE will then place the EIS and associated studies on public exhibition, enabling the community to view the studies and have their say. We expect that this public display would take place in mid-2020, with planning approval possible by the end of 2020. Transport for NSW is committed to working with the community as the plans for the new southern concourse develop.

Planning process



9. What is the Redfern North Eveleigh Precinct Renewal?

The Redfern North Eveleigh Precinct, which includes 10 hectares of land along the rail corridor, 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 the renewal of the Redfern North Eveleigh precinct. A benefit of the preferred design for the New Station Concourse is that it can be future-proofed to provide a direct connection to future development in the Redfern North Eveleigh Precinct.

10. What other design options were considered for the new concourse?

During July and August 2019, Transport for NSW consulted on four design options for the new concourse.

Two of the options that were considered connected Marian Street with Wilson Street rather than Little Eveleigh Street, one via a ground level walkway and another via an aerial walkway. While these options would have avoided the need to make any changes to Little Eveleigh Street, they would have created longer journeys between the platforms and the station entrance. The ground level walkway would also have involved a 7.8 metre rise and fall in gradient, which are undesirable for those with accessibility needs.

Another option that was considered included an entrance close to South Eveleigh, a key destination for many commuters. However, this option would have required the inclusion of an additional footbridge. This would have resulted in a more complex and indirect overall journey for customers using Platforms 8 and 9, particularly for those with accessibility requirements or who are unfamiliar with the station.

Transport for NSW is grateful to community members who submitted concepts for the new concourse. These also aimed to provide a more direct connection to South Eveleigh, as well as enhancing cross-corridor connectivity. These designs were also carefully considered by Transport for NSW, and while they addressed some of the issues raised in consultation feedback, challenges were identified. The increased bulk of the options would make construction extremely difficult, given the constrained space available inside the rail corridor. This bulk would also have greater visual impacts on both the station and for nearby residents. The layout of the concourses would also make journeys within the station less direct and lead to complex wayfinding, particularly for those with accessibility needs.

11. When will construction start on the new concourse?

Major construction work cannot commence until planning approval is granted by the Department for Planning, Industry and Environment.

Construction of the new southern concourse would commence soon after this approval is granted and is expected to take around 18 months to complete. Some minor investigation work to help inform the planning approval process may be undertaken, subject to approval. We will keep the community informed on a regular basis as the project progresses.

Transport for NSW

Redfern Station Upgrade New Southern Concourse

Consultation feedback and next steps

4 November 2019



Agenda

- Summary of consultation feedback
- Modified design following consultation
- Principles and concepts for shared zones
- Other issues raised in consultation
- Question & answer session
- Access to Platforms 11 and 12
- Next steps



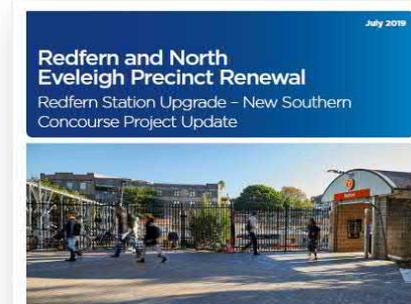
Consultation and engagement process

Consultation on Little Eveleigh Street option (May & June 2019)

- Community meetings (RedWatch, South Eveleigh, Aboriginal community groups)
- Doorknocked Little Eveleigh St residents and met Watertower residents
- Over 20,000 newsletters distributed to properties within c.1km of station (south of Cleveland Street)
- Newsletters handed out to station users
- Online survey and project email (over 160 responses)
- Three pop up info sessions

Consultation on four design options (July and August 2019)

- Forum on 4 July (community groups and stakeholders)
- Community meetings (Reconnect Redfern, South Eveleigh and Alexandria Residents Action Group)
- Meetings with disability representative groups (ATAC and Council forum)
- Doorknocked Little Eveleigh St residents
- Over 20,000 new newsletters distributed (as above, plus East Chippendale)
- Newsletters handed out to station users
- Updated online survey and project email (over 260 responses)

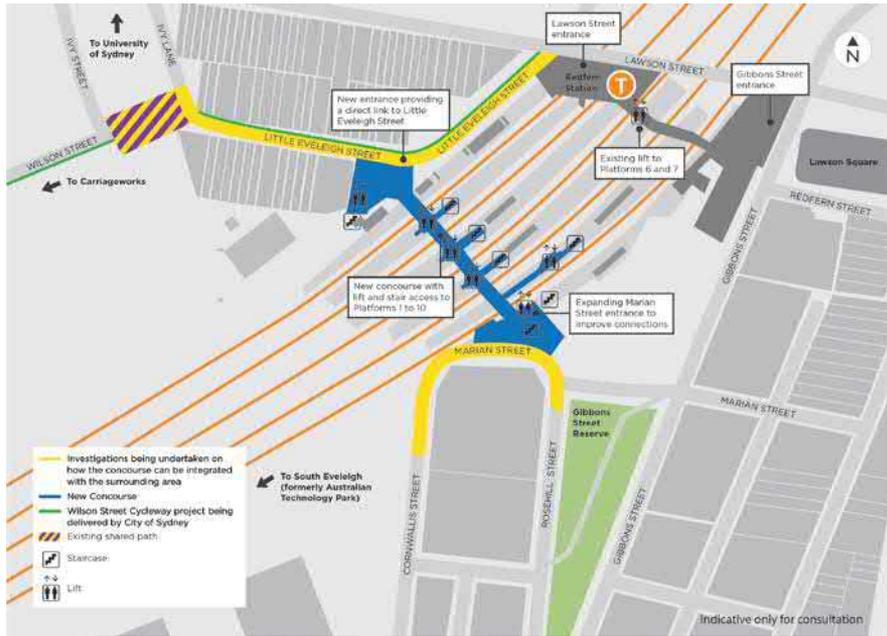


The Redfern Station upgrade - New Southern Concourse aims to provide a station that is accessible to those with a disability, limited mobility, parents/ carers with prams and customers with luggage. Upgrading the station will make it easier for all customers to access, reduce congestion on the platforms and improve connections between the station and key destinations in the area.

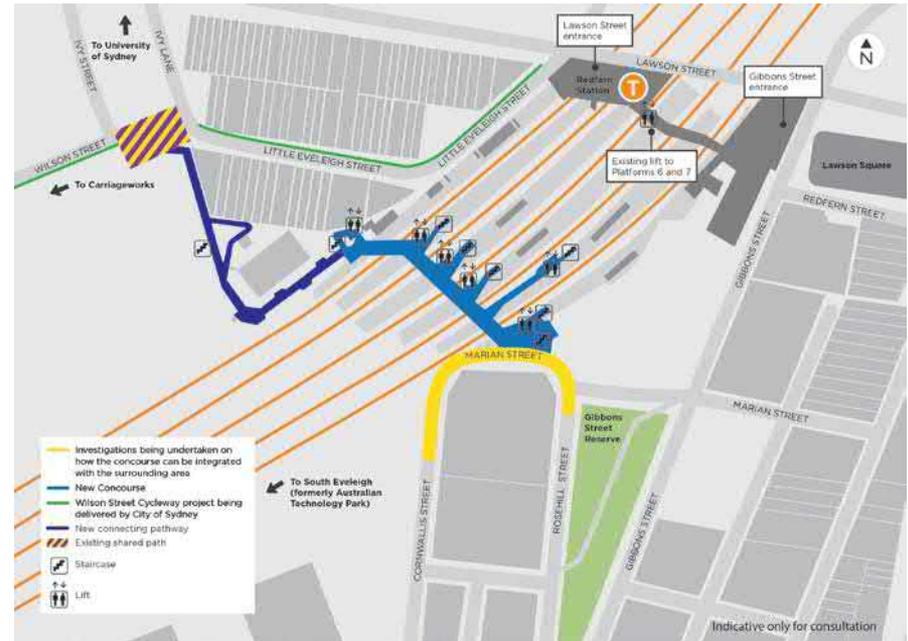
During May and June 2019, Transport for NSW consulted with the community, station users and local stakeholder organisations on the early concept plan for the Redfern Station Upgrade - New Southern Concourse. During this period,

Transport for NSW received a large amount of feedback and thanked everyone who provided feedback. We heard your support for improving accessibility and decreasing congestion at the station. We also heard feedback asking for more

Consultation on design options

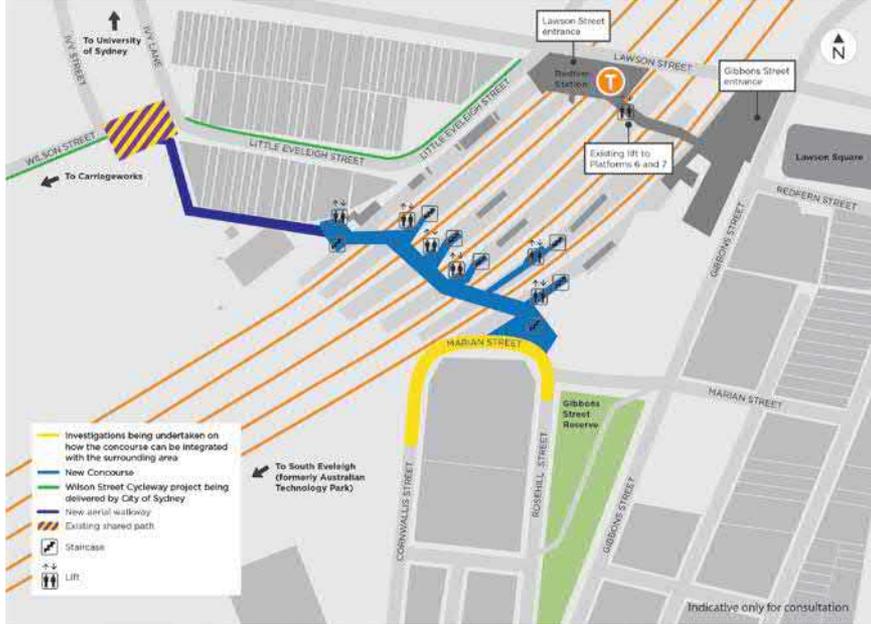


Option 1 – Little Eveleigh Street connection

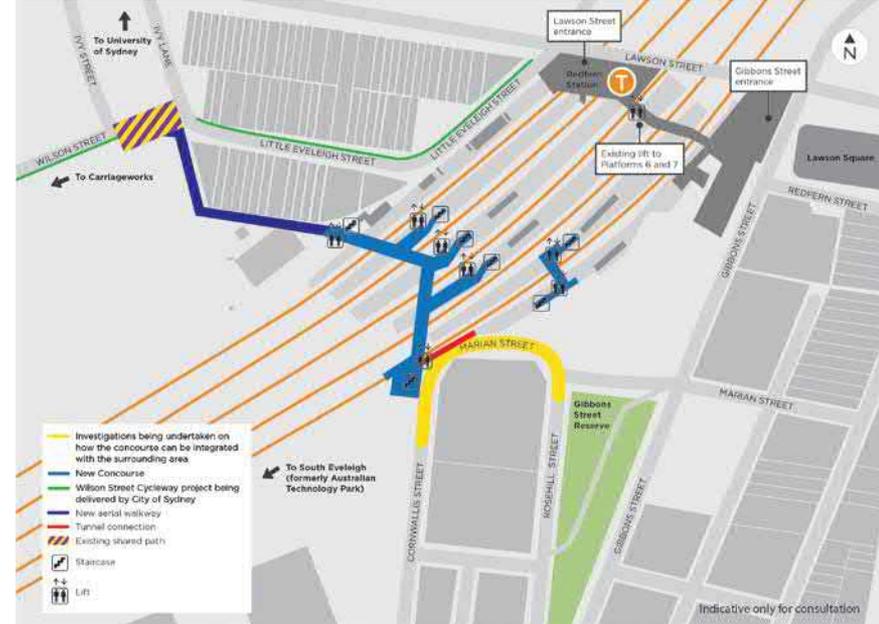


Option 2 – Wilson Street connection (at grade walkway)

Consultation on design options



Option 3 – Wilson Street connection (aerial walkway)



Option 4 – South Eveleigh to Wilson Street connection

Consultation feedback

	Accessibility between platforms, concourse and station entrance	Connectivity to key destinations	Safety (passive surveillance and interface with streets)	Heritage	Ease of journey through the station precinct	Interaction with streets
Option 1 Little Eveleigh Street	87	74	-15	-24	88	-46
Option 2 Ground level pathway - Wilson Street connection	-11	9	-28	41	-56	15
Option 3 Aerial walkway - Wilson Street connection	69	70	-4	-40	55	-36
Option 4 South Eveleigh to Wilson Street connection	5	-23	-4	-7	-49	11

Overall, respondents identified:

- Option 1 as the **most** preferred option
- Option 4 as the **least** preferred option

Modified design following consultation

- Following consultation and a review of feedback received, we've changed the approach of how the Little Eveleigh Street option 'interacts' with streets:
 - Garden buffers and landscaping to separate properties from the shared zone
 - Separation of pedestrians and cyclists via a paved (non-raised) cycleway
 - On-street parking to be relocated nearby
 - Through-traffic minimised with general traffic restrictions proposed
 - Resident and trade/deliveries allowed 24 hours a day
- Transport for NSW will work with local residents, Council, NSW Police and other stakeholders to design the streetscape and shared zone.

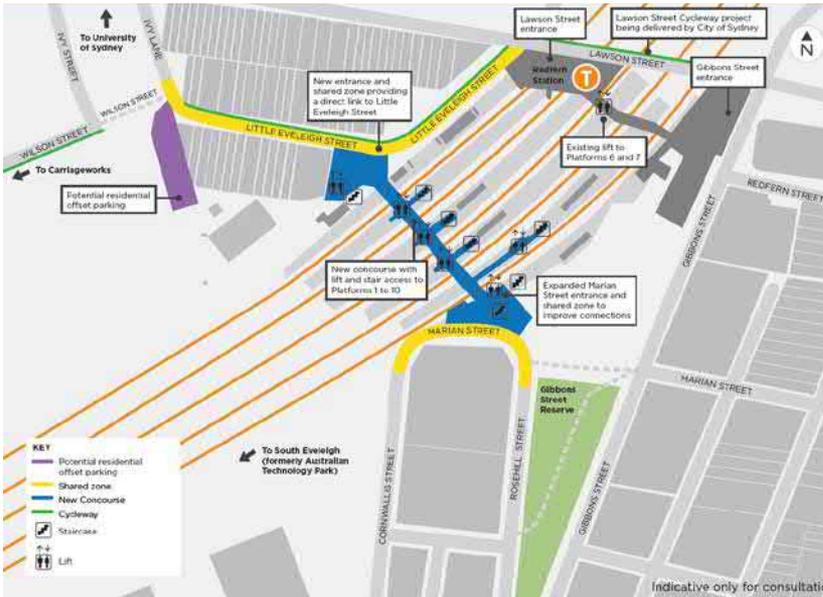
Selected design – modified Little Eveleigh Street option

Features:

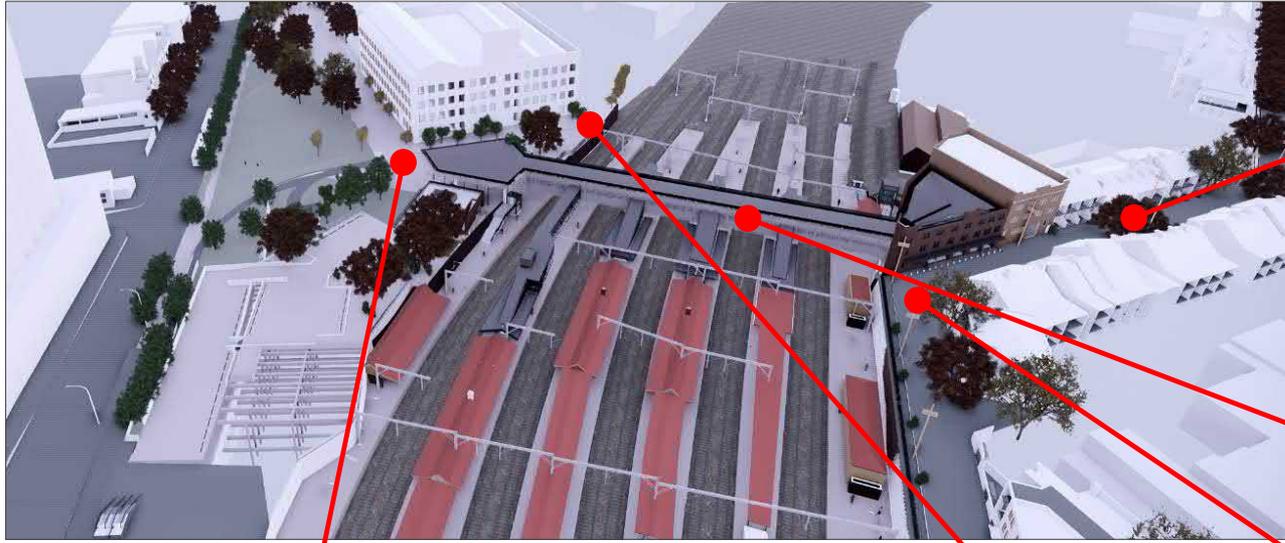
- Six metre wide cross-corridor concourse
- Lifts and stairs from Concourse to Platforms 1 to 10
- New station entrances at Little Eveleigh St and Marian St
- Shared zones on Little Eveleigh and Marian Streets to be designed with residents, Council, NSW Police and other stakeholders

Benefits:

- Layout provides direct route preferred by those with disability and those who are less mobile
- Preferred option by respondents based on feedback
- Shortest and most direct journey from platforms to streets
- Straight walkway design with clear wayfinding makes it easy for customers to navigate
- Perception of better personal safety by respondents
- Design to be future-proofed to integrate with potential development in the wider precinct
- Reduces congestion by separating lifts, stairs and ticket gates on concourse, improving safety



Selected design – modified Little Eveleigh Street option



Little Eveleigh Street station entrance



Artist's impressions only. Design and finishes are subject to consultation

Little Eveleigh Street shared zone



Artist's impressions only. Design and finishes are subject to consultation

Little Eveleigh Street shared zone - alternative



Artist's impressions only. Design and finishes are subject to consultation

Little Eveleigh Street shared zone

Access considerations

Access Type	Principles
Pedestrians	<ul style="list-style-type: none">• 24hr access
Cyclists	<ul style="list-style-type: none">• 24hr access and dedicated cycleway proposed• Additional cycle parking to be provided
Motor vehicles	<ul style="list-style-type: none">• 24hr access for residents / services (eg. garbage trucks) / emergency vehicles)• Restrictions proposed on general vehicle access
Residents' deliveries / trade	<ul style="list-style-type: none">• 24 hr access
Street parking	<ul style="list-style-type: none">• On-street parking spaces to be removed and relocated nearby (investigating option of TfNSW land at end Little Eveleigh St)• No net loss of street parking spaces
Community buses	<ul style="list-style-type: none">• Consideration for relocation of bus stop to Lawson St (corner Little Eveleigh St)
Kiss & ride	<ul style="list-style-type: none">• Consideration for locating on Lawson St (corner Little Eveleigh St)

Transport for NSW will work with local residents, Council, NSW Police and other stakeholders to design streetscape and shared zone

Little Eveleigh Street shared zone

Key themes

Key theme	Mitigation
Safety	<ul style="list-style-type: none">• Pedestrian priority through signage and street treatments• Restrictions proposed on general vehicle access• Separation of cycleway from pedestrians through paving treatments proposed
Privacy	<ul style="list-style-type: none">• Landscape treatment to separate properties from shared zone
Noise	<ul style="list-style-type: none">• Studies to start shortly to assess existing background noise levels• Resident concerns to be considered during design
Lighting	<ul style="list-style-type: none">• Low-spill lighting to be investigated
Deliveries / trade visits	<ul style="list-style-type: none">• Opportunity for off-peak parking spaces to be considered during design
Rubbish collection	<ul style="list-style-type: none">• Coordinate with City of Sydney on timing of rubbish collection• Bin bays to be incorporated into new design
Street character	<ul style="list-style-type: none">• Retain façade of 125-127 Little Eveleigh St and restore partial office space• New planting (including trees) and street furniture• Consider raingardens to filter stormwater

Transport for NSW will work with local residents, Council, NSW Police and other stakeholders to design streetscape and shared zone

Marian Street shared zone



Artist's impressions only. Design and finishes are subject to consultation

Marian Street shared zone



Artist's impressions only. Design and finishes are subject to consultation

Marian Street shared zone

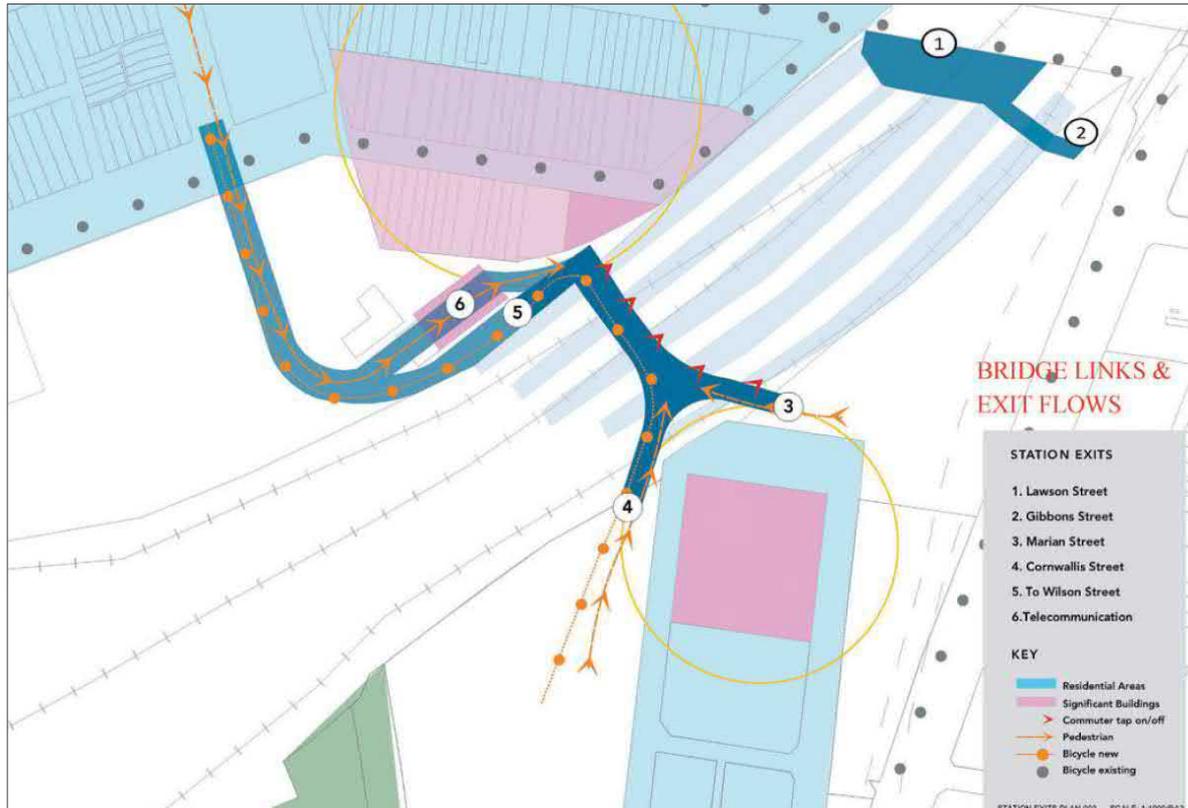
Key themes

Key theme	Mitigation
Access	<ul style="list-style-type: none">• 24hr access for pedestrians, motor vehicles, cyclists, deliveries
Safety	<ul style="list-style-type: none">• Pedestrian priority through signage and street treatments
Privacy	<ul style="list-style-type: none">• Screening / privacy views to be considered during design
Noise	<ul style="list-style-type: none">• Studies to start shortly to assess existing background noise levels• Resident concerns to be considered during design
Lighting	<ul style="list-style-type: none">• Low-spill lighting to be investigated
Street parking	<ul style="list-style-type: none">• Changes to parking to be considered during detailed design
Cycles	<ul style="list-style-type: none">• Additional cycle parking to be provided
Kiss & ride	<ul style="list-style-type: none">• Consideration for locating on Marian Street

Transport for NSW will work with local residents, Council, NSW Police and other stakeholders to design streetscape and shared zone

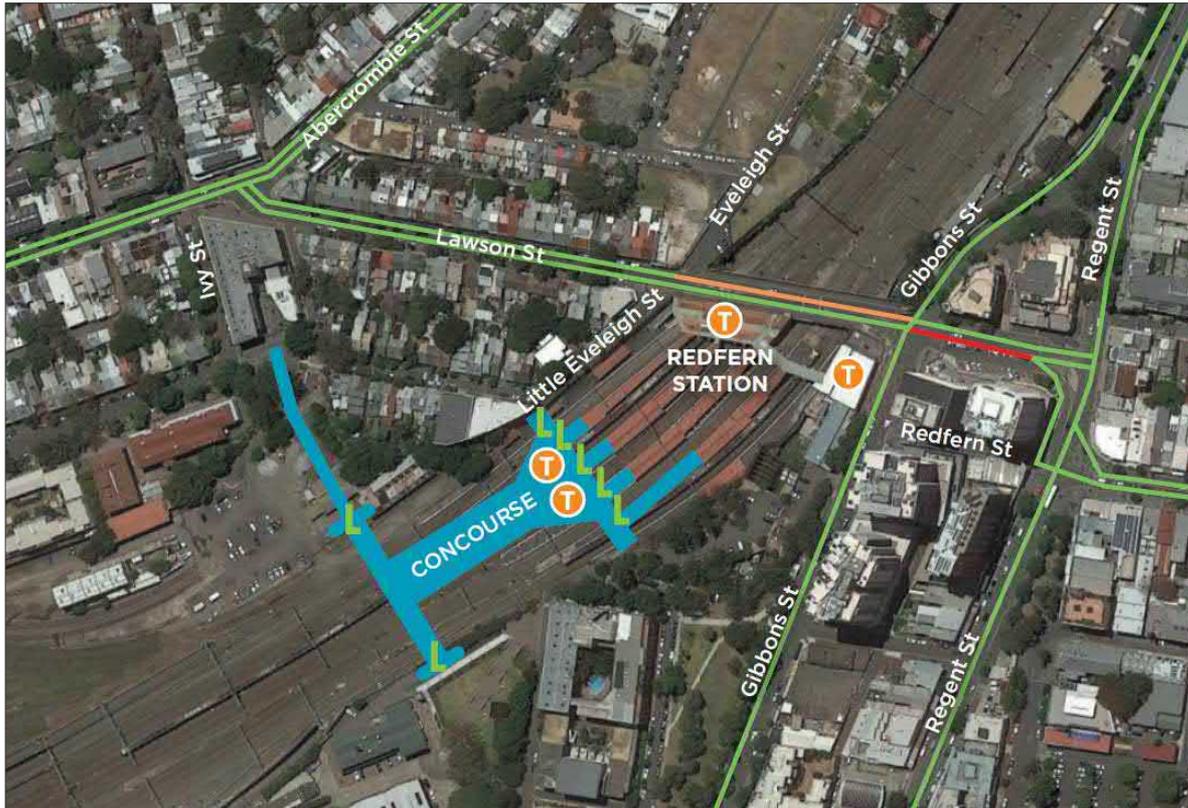
Reviewed and not progressed

'Option 5' (submitted by community members)



- Separate paid and unpaid customer sections
- Connection to both Marian St and South Eveleigh
- Interface with heritage building off Platform 1
- Increased bulk so more complex construction and visual impacts
- Complex wayfinding and cycle access
- Major infrastructure modifications required
- Ramp connections to Marian and Cornwallis Streets elongated to meet DDA requirements

Reviewed and not progressed H-Design (submitted by community members)



- Ungated cross corridor access Connects to key destinations
- Minimises impacts to local streets
- Increased distance from station entries to platforms, bus & town centre connections
- Increased bulk so more complex construction and visual impacts
- Increased impact on station infrastructure
- Requires two footbridges
- Complex wayfinding

Other issues raised in consultation

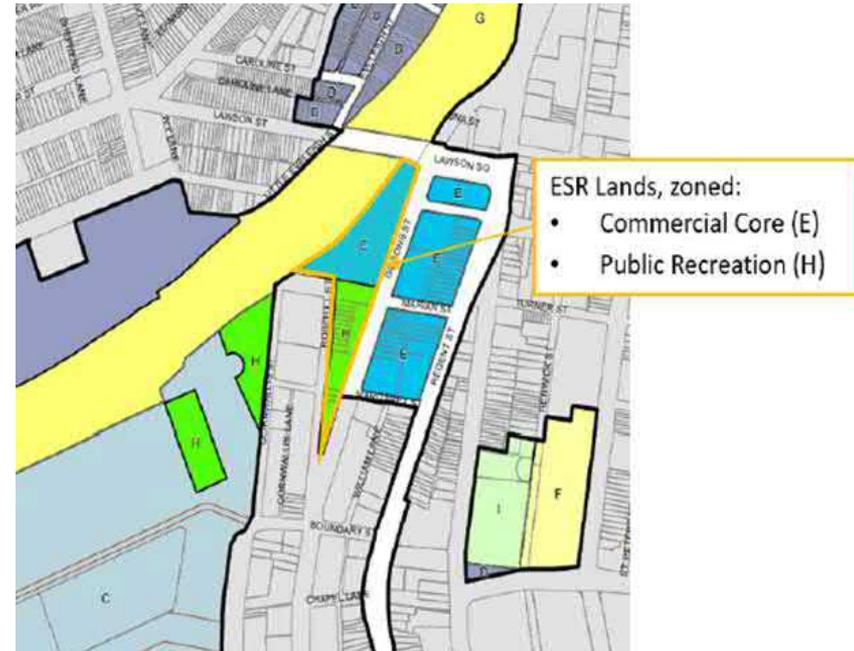
Themes	Response
Cross-corridor cycle access	<ul style="list-style-type: none">• Council's new Lawson Street cycleway will provide safe, separated access across the rail corridor• Transport for NSW will seek to connect the concourse to the Council's cycle network• Bike parking will be provided at both concourse entrances
Non-ticketed concourse access	<ul style="list-style-type: none">• Transport for NSW is looking at options for ungated access• Need to balance needs of general access, safety and revenue
Wider precinct plans	<ul style="list-style-type: none">• Transport for NSW is developing a vision for the Redfern North Eveleigh precinct• Community and stakeholder consultation in coming months on the vision and priorities for the precinct
Platforms 11 & 12	<ul style="list-style-type: none">• Community and customer support for improved access to underground Platforms 11 & 12• More detail on Slide 18 (following questions)

Questions?



Platforms 11 and 12

- Community and customer support for improved access to underground Platforms 11 & 12
- Transport for NSW is considering developing the land to the east of Redfern Station, above the underground T4 Eastern Suburbs and Illawarra Lines.
- This would facilitate improved access to the underground Platforms 11 and 12, which would make Redfern Station fully accessible.
- The development would also provide better place making outcomes and improved connections to the bus interchange on Gibbons Street.
- Any development would be constrained by existing zoning and height controls. This allows up to 14 storeys and for mixed use development.



Option - access to Platform 11 & 12



Artist's impressions only. Design and finishes are subject to consultation

Next steps

- Publish Consultation Report for Southern Concourse on TfNSW website
- Lodge Scoping Report for New Southern Concourse with Department of Planning, Industry and Environment to start planning approval process
- Ongoing engagement with City of Sydney, local residents and stakeholders:
 - inform detailed design of New Southern Concourse
 - urban design of Little Eveleigh Street and Marian Street shared zones
 - develop construction plans that minimise community impacts
- Engagement on Platforms 11 & 12 to start in early 2020
- Environmental Impact Statement for New Southern Concourse on public exhibition mid 2020 with approval expected late 2020
- Construction to take around 18 months from planning approval

Discussion





Contact us

1800 684 490

projects@transport.nsw.gov.au

transport.nsw.gov.au/projects/redfern

Redfern Station Upgrade – New Southern Concourse

Community and Stakeholder Engagement Plan



The Redfern Station Upgrade – New Southern Concourse project aims to improve accessibility and meet growing customer demand by constructing a new southern concourse at Redfern Station. The project will provide lift and stair access between the new concourse and Platforms 1 to 10. Early concept designs for the new concourse and surrounding streetscapes are being prepared.

Stations are a key element of the urban landscape. They provide access to transport networks that connect communities, and are hubs of activity. Working with customers, community, residents and stakeholders, Transport for NSW is committed to creating new infrastructure at Redfern Station that meets the needs of customers while integrating with and enhancing Redfern's local character.

The project is part of the Transport Access Program and is the first step in renewing the Redfern North Eveleigh Precinct.

Previous engagement activities

Early engagement on the alignment of the new southern concourse was undertaken in two phases between May and August 2019.

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

The responses helped the project team understand what was important to the community as well as their views on the four different design options for the proposed new southern concourse alignment. The feedback received was highly supportive of improving accessibility and reducing

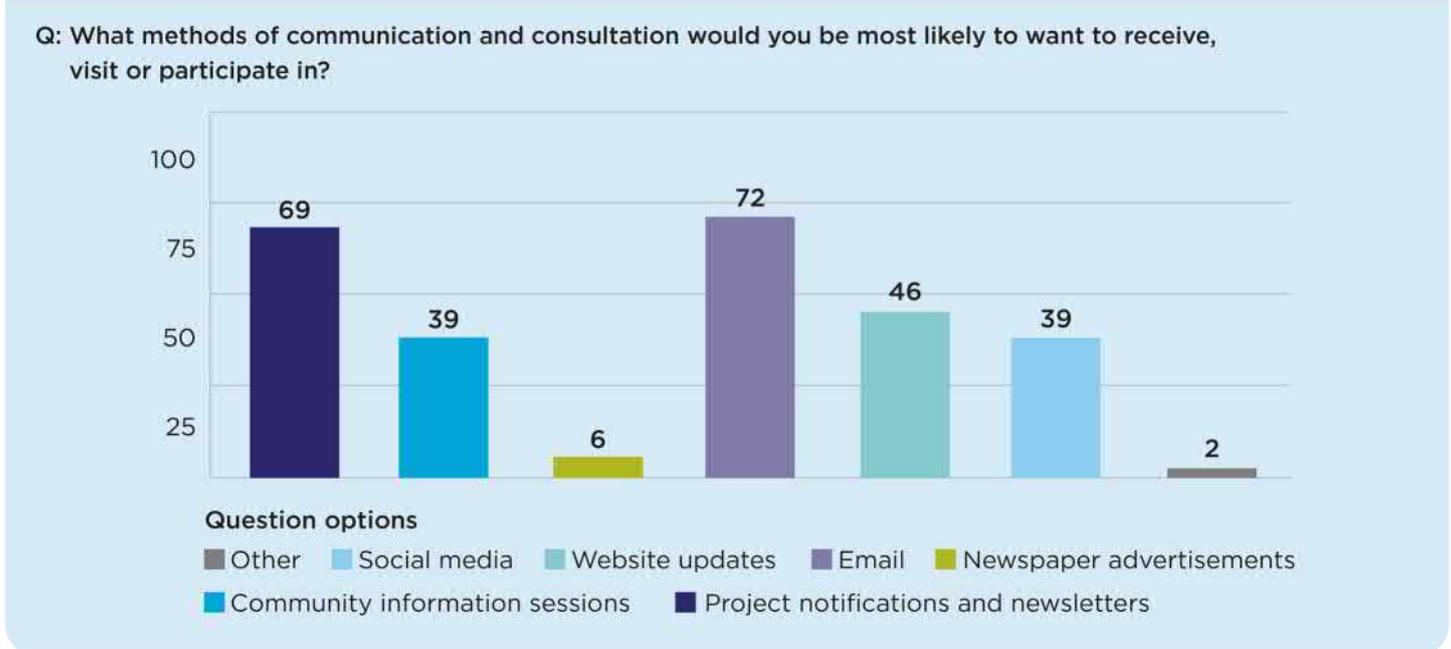
congestion at Redfern Station through the construction of a new southern concourse and providing lift access.

Details of this previous engagement and its outcomes can be found in the *Redfern Station Upgrade – New Southern Concourse: Consultation Report* available at transport.nsw.gov.au/Redfern

In addition to feedback on the project alignment, respondents also provided feedback on how they would like to be engaged with on the project. This is summarised in Figure 1.

Community and stakeholder groups also expressed interest in opportunities to be involved with the detailed design process. This document outlines potential opportunities where stakeholder groups and community can be involved.

Figure 1: Survey responses on preferred methods of engagement



Engagement objectives

The goal of this Communications and Engagement Plan is to ensure that stakeholders and the community are aware of the approach to upgrading Redfern Station and are able to contribute to the planning process.

The engagement objectives are to:

- increase public knowledge about the station upgrade
- seek customer, community, resident and stakeholder input into planning and design for the station upgrade and surrounding streetscapes
- establish clear lines of communication with the community
- be open and accountable, and report back to the community and project team on engagement activities
- meet regulatory requirements
- build relationships with the community, customers, and stakeholders.

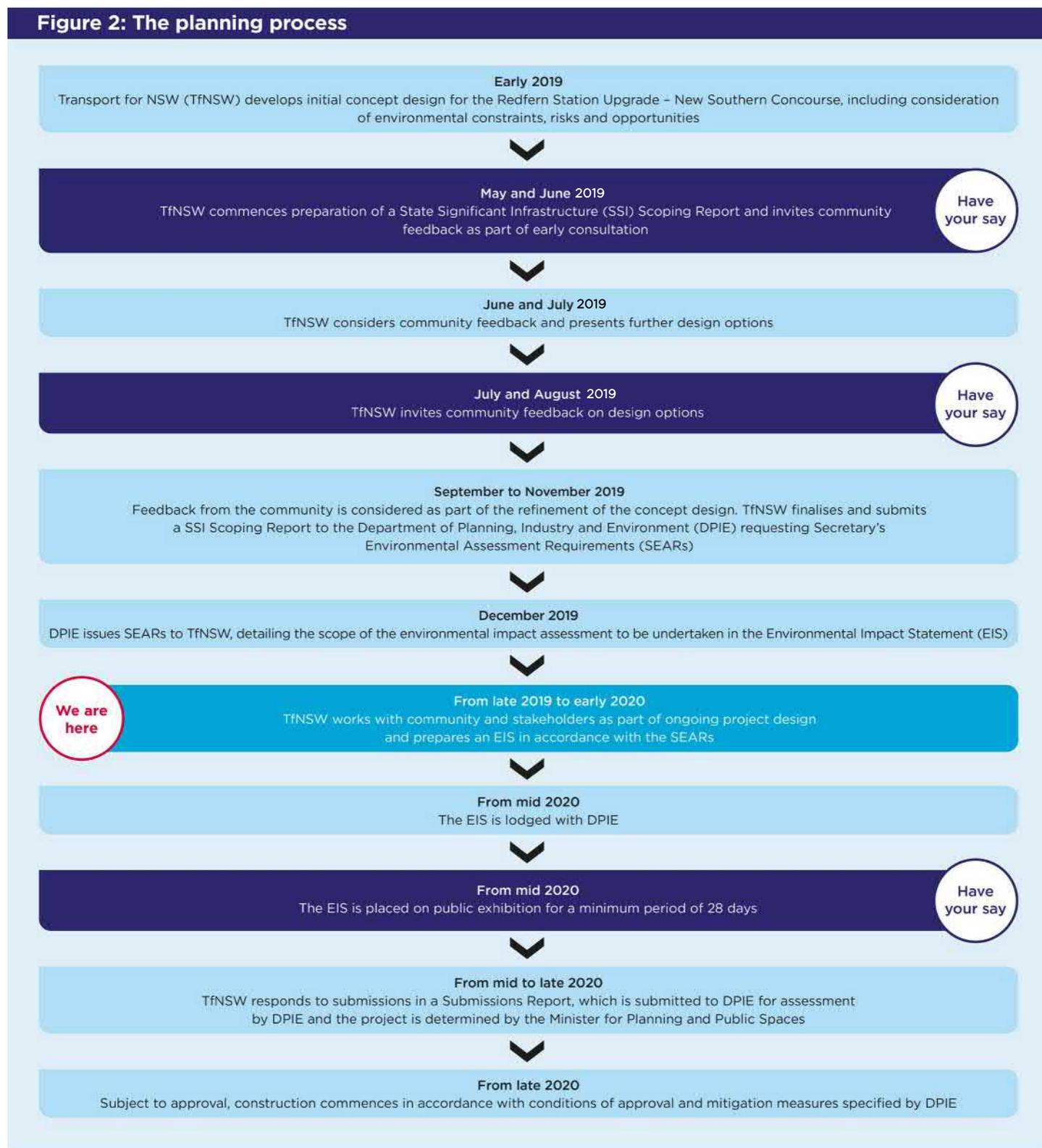


The planning and design process

Transport for NSW has lodged a State Significant Infrastructure Scoping Report with the Department of Planning, Industry and Environment (DPIE) and received Secretary's Environmental Assessment Requirements (SEARs) in response.

These requirements allow Transport for NSW to begin preparing an Environmental Impact Statement (EIS) and associated specialist studies such as noise, traffic, heritage, visual and social assessments. The EIS and associated specialist studies will be submitted to DPIE and placed on public exhibition in 2020.

In addition, Transport for NSW will consult on the concept designs for the project. The feedback from this consultation will be considered alongside the recommendations of the specialist studies being undertaken, and will contribute towards developing a final detailed design. Figure 2, shows the planning process.



Engaging with our community

Transport for NSW is committed to keeping our community informed with up to date project information such as newsletters, fact sheets, presentations and artists impressions, as well as opportunities to be involved or provide feedback about the project. Up to date information about the project can be found at:

- transport.nsw.gov.au/Redfern

Customers, community, residents and stakeholders are encouraged to contact us with any questions, ideas or feedback about the project.

You can contact us at:

- projects@transport.nsw.gov.au
- 1800 694 480
- Redfern Station Upgrade - New Southern Concourse Project Team
Transport for NSW
Locked Bag 6501
St Leonards NSW 2065

Customers, community, residents and stakeholders can also join the project mailing list to receive project updates by emailing projects@transport.nsw.gov.au



Working together with our community and stakeholders to understand local values.



Engaging with our neighbours

As design on the project progresses there are opportunities to work closely with City of Sydney Council and local residents on various elements of the Little Eveleigh and Marian Street shared zone streetscapes.

In early 2020, workshops for local residents of Little Eveleigh and Marian Streets will be held. These will initially identify the areas in which local residents have most interest and which they will be able to influence, which could include (but not be limited to):

- urban design aspects such as material finishes, art, parking, service layout (such as bins) and vehicular access
- landscaping and vegetation
- street furniture such as bike racks, seating and lighting.

These workshops would enable discussion on the shared zones and allow residents to provide feedback on the look, feel and operation of the zones as well as potential design solutions. The workshops will also provide opportunity for residents to discuss potential construction methods, impacts and mitigation methods.

In addition to group workshops, residents will receive project newsletters that will provide updates and invite comment. Residents are also invited to contact the project team to discuss the project directly. The project team can be contacted at projects@transport.nsw.gov.au or on **1800 684 490**.

Engaging with our stakeholders

There are a number of different stakeholder groups with a variety of interest points in the Redfern Station Upgrade – New Southern Concourse project.

These groups include local residents, customers, the local Aboriginal community, health, education, NSW Police, disability, arts, heritage and business groups.

Transport for NSW will consult with these stakeholders to discuss their specific areas of interest and how these may be accommodated into the design and operations of the proposed infrastructure.

The format of engagement with stakeholder groups will be tailored through discussion to reflect the individual needs and interests of these groups.

This may involve methods such as group workshops, presentations, producing accessible materials, surveys and site visits.



Engaging with our customers

The design process for Redfern Station Upgrade will incorporate a customer centred approach to capture end-user needs related to accessibility, convenience, comfort, information and safety.

The proposed station design will be tested with customers including those living with disabilities. Insights generated through these activities will be used to inform the design.

Environmental Impact Statement

As part of the planning process, an EIS and associated specialist studies are being prepared based on the preferred option as submitted in the project Scoping Report.

Formal submissions on the EIS will be able to be made through DPIE. Information on how to make a formal submission will be made available at the time of the EIS public display.

Up to date information about the planning process and available planning documents can be found at:

- planningportal.nsw.gov.au/major-projects/project/25836



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.