



# Redfern Station Upgrade – New Southern Concourse

## Frequently Asked Questions

### **What is the New Southern Concourse?**

The Redfern Station Upgrade – New Southern Concourse will involve the construction of a new pedestrian concourse between Little Eveleigh and Marian Streets, with lift and stair access to Platforms 1 to 10. It will improve access to the station and create new connections to key destinations in the area for all customers including those with a disability, limited mobility, parents/carers with prams and customers with luggage.

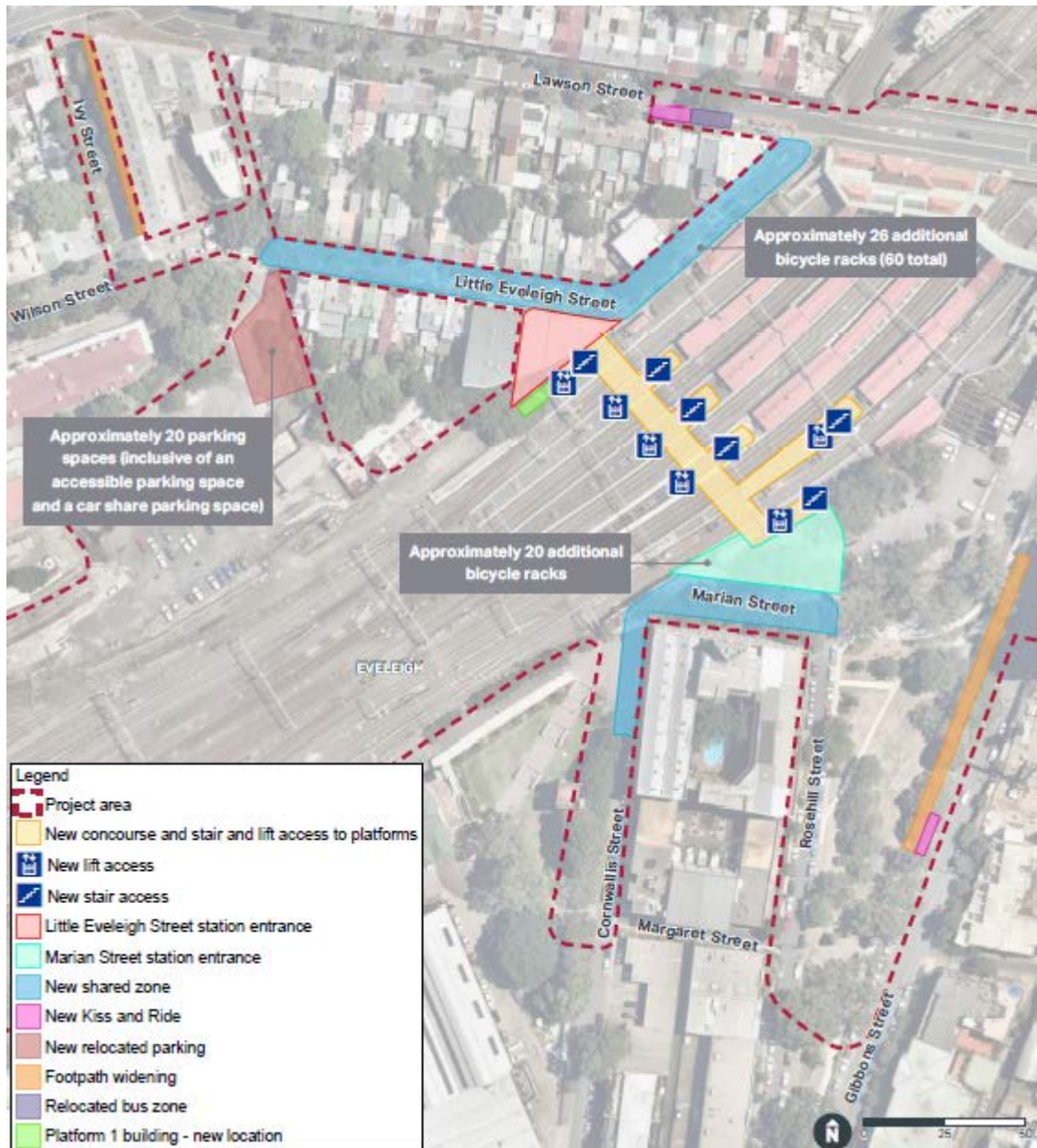
Key features of the project include:

- a new six metre wide concourse between Little Eveleigh Street and Marian Street with lift and stair access to Platforms 1 to 10
- a new station entrance and shared zone with street-scaped finishes on Little Eveleigh Street
- an upgraded station entrance and shared zone with street-scaped finishes on Marian Street
- relocation of the bus zone from Little Eveleigh Street to Lawson Street with a new Kiss and Ride
- new Kiss and Ride on Gibbons Street
- footpath widening on Ivy Street
- relocation of parking on Little Eveleigh Street.

### **Is the Redfern Station Upgrade linked to renewal of the Redfern North Eveleigh Precinct?**

The new southern concourse at Redfern Station will improve accessibility to public transport and help people move around the growing area. This new infrastructure will help unlock the potential of the Redfern North Eveleigh Precinct, 10 hectares of Government-owned land along the rail line south of Redfern Station. This area will be a key part of the Sydney Innovation and Technology Precinct, providing opportunities and facilities for the local community and promoting economic growth for the entire state.

The NSW Government is currently working on a vision for the Redfern North Eveleigh Precinct. Over the coming months, we will be engaging with local stakeholders and community to find out what they would value on the site and how they would like to be involved in its renewal.



Map of the key features of the Redfern Station Upgrade – New Southern Concourse project

### What is an Environmental Impact Statement?

The proposed Redfern Station Upgrade – New Southern Concourse project has been declared a State Significant Infrastructure, requiring Transport for NSW to prepare an Environmental Impact Statement (EIS), which was on public exhibition between 27 May and 24 June 2020.

An EIS is a publicly available document that provides a description of the project and outlines project impacts and proposed mitigation measures, including environmental, social and economic impacts arising from construction and operation of the new southern concourse and associated street upgrades. The requirements for EISs for state significant projects in NSW are set out in the Environmental Planning and Assessment Act 1979 and Environmental Planning and Assessment Regulation 2000.

### **What are the next steps following the public display of the Environmental Impact Statement?**

The Department of Planning, Industry and Environment (DPIE) will assess the information provided in the Environmental Impact Statement and consider feedback from government agencies and the community, before determining whether the project should be approved. If the project is approved, conditions of approval will be prepared by DPIE. Detailed design work involving City of Sydney Council, residents and other stakeholders is ongoing, to ensure that if planning approval is granted, the project can be delivered as quickly as possible.

### **What is planned for the surrounding streets?**

Transport for NSW is working with City of Sydney Council, residents, NSW Police and other stakeholders to develop plans for a new shared zone on Little Eveleigh Street and extend the shared zone on Marian 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 service vehicles such as delivery and garbage trucks. Access to private driveways and garages would also remain.

The detailed design of the shared zones is ongoing and will continue after the public display of the Environmental Impact Statement in consultation with stakeholders and City of Sydney Council.

### **What will change on Little Eveleigh Street when it becomes a shared zone?**

Around 20 street parking spaces on Little Eveleigh Street would be relocated to a nearby location to enable the creation of the shared zone. The Little Eveleigh Street shuttle bus zone would also be relocated approximately 20 metres to Lawson Street.

The creation of a shared zone on Little Eveleigh Street provides opportunities for streetscape improvements, such as new paving and lighting, as well as additional bicycle parking. New tree plantings and other vegetation, would help increase resident privacy. The façade of the heritage building at 125-127 Little Eveleigh Street would also be retained.



Artist's impression of the proposed Little Eveleigh Street station entrance and shared zone, subject to detailed design.

### **What will change on Marian Street once the current shared zone is extended?**

Marian Street would also be improved with an extended shared zone and new plaza entrance, with an architectural design, new bicycle parking, seating and plantings. To enable the extension of the existing shared zone on Marian Street and reduce vehicle movements for pedestrian safety, around 16 street parking spaces would be removed. These spaces would not be relocated as there is alternative street parking available nearby. However, a designated car-share parking space would be relocated to Rosehill Street.



Artist's impression of the proposed Marian Street shared zone, subject to detailed design.

## The planning process

**Early 2019**  
Transport for NSW (TfNSW) develops initial concept design for the Redfern Station Upgrade – New Southern Concourse, including consideration of environmental constraints, risks and opportunities



**May and June 2019**  
TfNSW commences preparation of a State Significant Infrastructure (SSI) application and invites community feedback as part of early consultation

Have your say



**June and July 2019**  
TfNSW considers community feedback and presents further design options



**July and August 2019**  
TfNSW invites community feedback on design options

Have your say



**September to November 2019**  
Feedback from the community is considered as part of the refinement of the concept design. TfNSW finalises and submits a SSI application to the Department of Planning, Industry and Environment (DPIE) requesting Secretary's Environmental Assessment Requirements (SEARs)



**December 2019**  
DPIE issues SEARs to TfNSW, detailing the scope of the environmental impact assessment to be undertaken in the Environmental Impact Statement (EIS)



**From late 2019 to early 2020**  
TfNSW works with community and stakeholders as part of ongoing project design and prepares an EIS in accordance with the SEARs



**May 2020**  
The EIS is lodged with the DPIE



**27 May 2020**  
The EIS is placed on public exhibition for a period of 28 days

Have your say



We are here

**From mid to late 2020**  
TfNSW responds to submissions in a Submissions Report, which is provided to DPIE for assessment and determination by the Minister for Planning and Public Spaces



**From late 2020**  
Subject to approval, construction commences in accordance with conditions of approval and mitigation measures specified by DPIE

### **When will construction begin on the new concourse?**

Subject to planning approval, construction is expected to commence in late 2020 and would take around 18 months to complete. Over the coming months, some minor work to inform the design and remove redundant material from the station will occur. This work will be subject to a separate planning approval. We will keep the community informed on a regular basis as the Project progresses.

### **Will construction have impacts on operation of Redfern Station and local road networks?**

Redfern Station would continue to operate during construction. For the safety of staff and to minimise impacts on customers, the majority of work will be completed during scheduled trackwork weekends. Access to properties, including businesses, would also be maintained. However, at times, construction of the new southern concourse could require temporary partial closures and diversions of roads, footpaths and cycleways around the station to complete work safely.

Transport for NSW would inform residents and customers in advance of any changes to road or station operations as a result of construction activities.

### **How will the new southern concourse integrate with and enhance heritage at Redfern Station?**

Transport for NSW is proud of Redfern Station's heritage significance. There has been a station on the site since 1878, and the oldest buildings date from 1891. With a unique collection of Australian 19th and 20th century railway architecture, Redfern Station owes its unique character to its historic buildings, surrounding industrial land use and Aboriginal heritage.

Transport for NSW has engaged heritage architects and other heritage specialists to work with the project's designers to ensure that the new southern concourse integrates with Redfern Station and the surrounding area's unique heritage. The new concourse will reinstate important links to the former Eveleigh Railway Workshops, re-establishing lost physical and visual connections.

The design has been developed to:

- protect the heritage elements on Platform 4/5, 6/7 and 8/9 buildings
- ensure retention of the Platform 1 Office Building through its careful relocation
- maximise the transparency and minimise the bulk and scale of the new concourse.

Transport for NSW is also integrating the former warehouse building at 125-127 Little Eveleigh Street as the new station entrance. Transport for NSW will continue to explore opportunities that would enhance the local community's enjoyment and appreciation of the station's history. A Heritage Interpretation Strategy would be prepared and implemented for the Project.

### **Does the project require any property acquisition or loss of public spaces?**

No properties would be acquired to construct the new concourse. Construction activities might require the temporary use of some public areas, such as part of the Gibbons Street Reserve, however, these would be returned to the community after construction has ended.

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

We are looking at options for providing barrier-free access across the concourse, though this has to be balanced against the need to minimise loss of income from fare evasion, safety and security for customers and staff. If barriers are installed, 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.

## Will the new concourse provide a cycling connection?

Cyclists would be able to dismount and walk their bikes across the new concourse. If barriers are installed, cyclists wanting to cross from one side of the rail corridor to the other, would be required to after tap on and off with their Opal card. Bike parking would be provided at both concourse entrances.

The NSW Government is working with City of Sydney Council to deliver cycle route upgrades to Lawson Street, including a separated cycleway between Eveleigh and Regent Street, integrating with the regional bike network which will be completed in 2020. You can find out more by visiting [cityofsydney.nsw.gov.au/vision/better-infrastructure/streets-and-public-places/current-works/lawson-street-improvements](http://cityofsydney.nsw.gov.au/vision/better-infrastructure/streets-and-public-places/current-works/lawson-street-improvements)

Transport for NSW will continue to work with the City of Sydney and the community to look at opportunities to connect the project with current and future cycle paths.



Artist's impression of the new southern concourse from Platforms 4/5, subject to detailed design.

### **Does the project include improved access to Platforms 11 and 12?**

Transport for NSW is investigating options for developing the land to the east of Redfern Station, above the underground T4 Eastern Suburbs and Illawarra Lines. These investigations include improving 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. Transport for NSW would consult with community, stakeholders and station users on proposals for improved access to Platforms 11 and 12.

### **If there are changes to the project, how will they be assessed and approved?**

Under the Environmental Planning and Assessment Act 1979, the proponent of a State significant project may seek approval for modifications to an approved project. These modifications may be necessary for various reasons including improvements to the design, community feedback, or to changes in technology.

Should Transport for NSW identify a change to the project as described and assessed in the EIS, further environmental impact assessment would be undertaken.