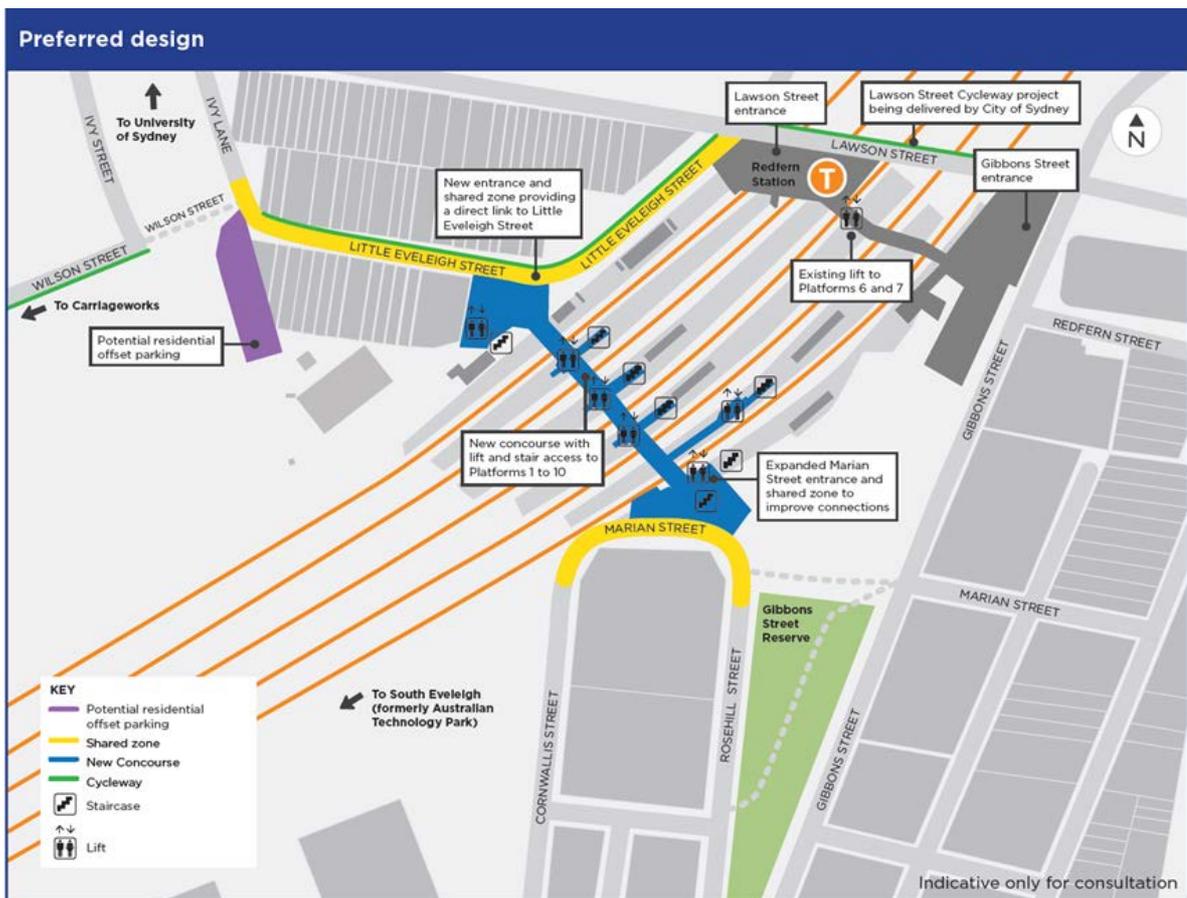


Redfern Station Upgrade – New Southern Concourse

Frequently Asked Questions

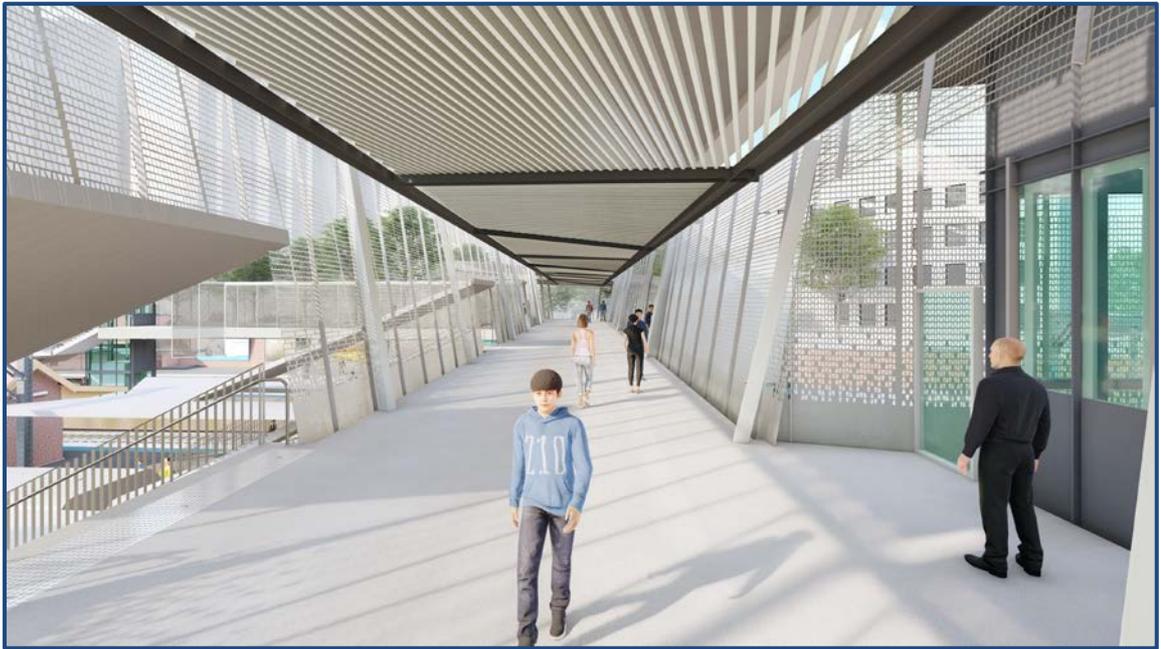
1. What is the preferred design for the new concourse?

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.



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?

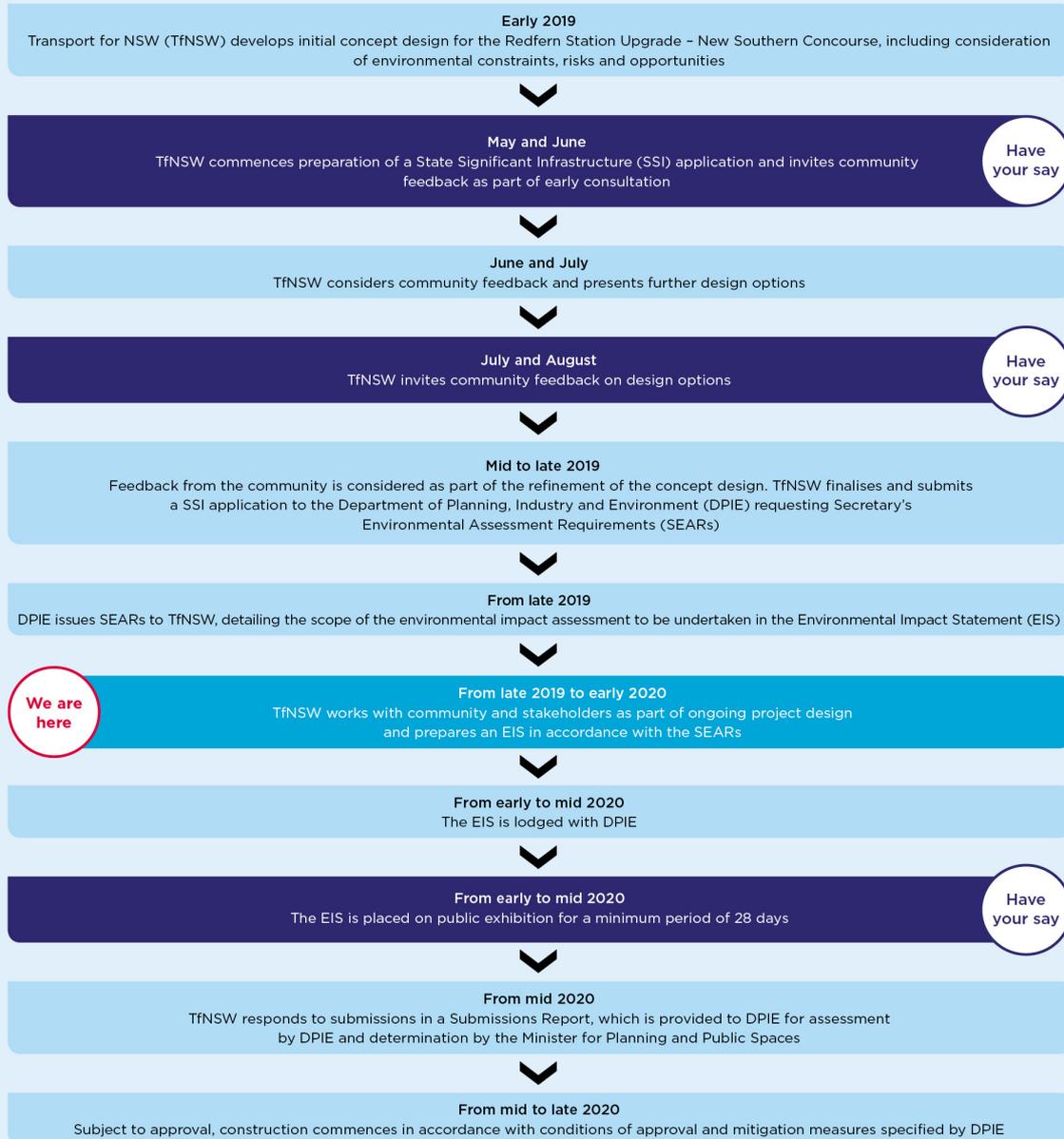
For safety reasons, cyclists would not be able to ride within the new concourse. However, cyclists would be able to dismount and walk with their bikes within the concourse. In addition, bike parking will be provided at both concourse entrances. The NSW Government is working with City of Sydney Council 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.