

# Redfern Station Upgrade – New Southern Concourse

## Appendix C - Urban Design and Public Domain Plan



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





## Redfern Station Upgrade - New Southern Concourse Urban Design and Public Domain Plan

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# Section 1.0: Introduction

The proposed Redfern Station Upgrade - New Southern Concourse (the Project) will improve station accessibility and precinct connectivity as part of the Transport Access Program. The upgrade includes a new southern concourse that provides lift and stair access to all above ground platforms from the south. The new concourse re-connects the two sides of Redfern, providing an east-west cross rail corridor connection and linking Marian Street to Little Eveleigh Street.

A new station entry at Little Eveleigh Street, re-purposes the warehouse building (125-127 Little Eveleigh Street). The station entry building includes a family accessible toilet (FAT) and unisex ambulant toilet facilities. On Marian Street, a new public domain and forecourt will provide a new south-eastern entry to Redfern Station, and accommodates a family accessible toilet (FAT) and services building.

## 1.1 Purpose of Report

This report is the Station Design and Public Domain Plan (SDPDP) for the upgrade of Redfern Station. The purpose of the SDPDP is twofold: to document the concept design and its development for the Environmental Assessment process; and to demonstrate how the design responds to the key issues and desired performance outcomes in the SEARs, in particular for the Place and Urban Design SEAR. The SEARs performance outcomes are:

- The project exhibits design excellence and complements the visual character and quality of the surrounding environment.
- The project contributes to the accessibility and connectivity of the communities.
- The project contributes to an increase in tree canopy.

The SDPDP illustrates and describes the urban, landscape and architectural design for the station and shows how the Project’s permanent works will integrate with the surrounding context. This includes any Council master plans and projects referencing the station precinct.

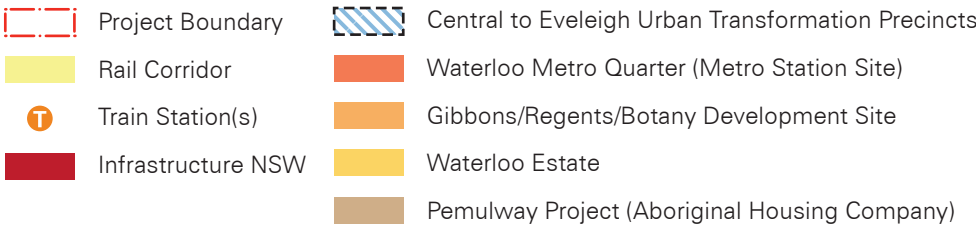


Figure 1 Location Plan and Key Development Areas  
Note: This plan is indicative only





## 1.2 Compliance with the SEARs

The table below references where and how in the SDPP the applicable SEARS have been addressed.

Requirement (specific assessment requirements in addition to the general requirements above)	How condition is met: refer to relevant section of SDPP
1. Identify how the project contributes to a well-designed built environment and meets the objectives of Better Placed.	Urban Design principles are set out in Section 4.0 and have been guided by both the NSW Government design guidelines: <i>Better Placed</i> and TfNSW <i>Around the Tracks</i> .
2. Identify accessibility elements and assess impacts on: a. on cross corridor pedestrian and cyclist access, and the locations of public transport gate lines; b. impacts on cyclists and pedestrian access, amenity and safety across and adjoining the project; c. opportunities to integrate cycling and pedestrian elements with surrounding network.	<p>The existing situation is described in Section 2.4 of the report. Section 3.2 describes the opportunities for new and improved entries.</p> <p>The rail line currently provides a barrier to cross corridor connectivity between Redfern and Darlington. The proposed bridge and concourse will re-connect these suburbs physically and improve station access through new entries on Little Eveleigh Street and at Marian Street.</p> <p>The provision of a shared zone on Little Eveleigh Street will provide a safer pedestrian and cyclist environment prioritising pedestrian/ cyclists over vehicles. Some improvements to residential amenity would be provided through improved with landscaped areas adjacent houses providing a visual and physical buffer and tree canopy increased.</p>
3. Identify the design process that has been used to inform the EIS design and will be used to refine the design, including, for example, the use of design review panels and consultation with community and other stakeholders.	Refer Section 1.5 and Appendix A for a description of the design process, design review panels and community and stakeholder consultation to date.
4. Provide before and after visual representations of the project from key receiver locations, state heritage items and conservation areas to illustrate the visual impacts.	Refer Section 6.0 and Section 7.0 for before and after visual representations of the project.
5. Identify how the project will achieve a net increase in tree canopy in the vicinity of the project.	Refer Section 7.0 which describes the landscape design for the public domain areas of the project.
6. Address the maintenance of the project.	Refer Section 4.0 and Section 6.0 which describes the principles and how the design has considered this aspect.



### 1.3 Project Location and Strategic Context

Redfern Station is located in the City of Sydney local government area. Redfern Station is 1.3 km from Central Station and is the sixth busiest station in NSW. The site is located in an area undergoing development as part of both the Central to Eveleigh Urban Transformation, an important renewal strategy for 50 hectares of government owned land in that corridor, and Metro Station Urban Renewal Precincts.

To the south east of the station there are three Renewal Areas in planning by Infrastructure NSW being Redfern and North Eveleigh, Waterloo Estate and Waterloo Metro Quarter. The Sydney Technology and Innovation Precinct (formerly the Australian Technology Park) part of the Redfern and North Eveleigh Renewal Area, is close to completion with new office accommodation and mixed-use development within the old railway site. There are more than 10,000 additional employees expected to access the Sydney Technology and Innovation Precinct (SITP) site from Redfern Station within a year.

The Redfern Station Precinct is defined by Lawson Street to the north, Gibbons Street to the east, Marian Street and South Eveleigh (Australian Technology Park) to the south, and Little Eveleigh Street and the North Eveleigh Carriageworks site to the west. Darlington is a small suburb directly north of the station, with Eveleigh to the west. The suburbs of Alexandria and Waterloo are south of the station, with Redfern to the east.

Refer Sections 1.3 to 2.6.

#### 1.3.1 Supporting Project Documents:

This document should be read in conjunction with the following prepared reports.

- TfNSW, Redfern Station Upgrade New Southern Concourse Consultation Report, November 2019
- Tonkin Zulaikha Greer, Redfern Station Upgrade, Heritage Interpretation Strategy, prepared for TfNSW, December, 2019
- Balarinji, Redfern Station Upgrade, Summary Report, 2020.

#### 1.3.2 Background Documents:

Policies and plans that set the broad strategic direction for the region are:

- *Greater Sydney Region Plan (Greater Sydney Commission), 2018*. This plan outlines the future evolution of Sydney into a “Metropolis of three cities” lead by current growth and urban renewal corridors such a Central to Eveleigh.

The suite of Government Architect NSW (GANSW) documents that promotes design excellence through place outcomes as well as stronger design-led and integrative processes is:

- *Better Placed, 2017*. This integrated design policy for NSW outlines how good design can play a critical role in the long term viability of our cities.
- *Greener Places, 2017, draft*. This policy guides the planning, design, and delivery of green infrastructure to create healthier and sustainable cities through recreation open space and active transport, bushlands and waterways, and urban tree canopies.
- *Sydney Green Grid – Central District, 2017*. The report identifies existing and potential hydrological, recreation, and ecological fragments within the city and how the connections, including the Central to Eveleigh district can be strengthened and linked.

The set of TfNSW documents that promote design of infrastructure that contributes to the liveability, sustainability, and productivity of the places connected by rail.

- *Around the Tracks, Urban design for heavy and light rail, Dec 2016*. This guideline aims to “[improve] customer experience and to contribute to the liveability, sustainability, and productivity of the places connected by rail”. The eight principles outlined in *Around the Tracks* are relevant to, and have been reflected in the design principles and design response for this project:
  - » Draw on a comprehensive site and context analysis to inform the design direction
  - » Provide value-for-money design solutions that achieve high-quality low maintenance architectural and urban design outcomes that have longevity
  - » Provide connectivity and permeability for pedestrians
  - » Integrate the project with the surrounding area
  - » Maximise the amenity of the public domain
  - » Protect and enhance heritage features and significant trees
  - » Maximise positive view opportunities
  - » Design an efficient and functional transport solution which enhances and contributes to local amenity and prosperity.
- *Managing Heritage, Issues in rail projects guidelines, December 2016*. This guide outlines best practices and principle for designing within heritage station precincts.

Additionally, policy documents that have guided the urban design and architectural design principals are:

- *Bridge Aesthetics: Design guidelines to improve the appearance of bridges in NSW (RMS, 2012)*. This RMS document outlines key opportunities that should explored during the design of pedestrian bridges including enhancing and creating views and design of safety screens.
- *Crime Prevention through Environmental Design (CPTED) (Queensland Government, 2007)*. This Queensland guideline outlines the concepts and principals of CPTED and how to design safer public spaces and transport infrastructure.
- *AS4282-1997 Control of the obtrusive effects of outdoor lighting*.
- *ISCA IS Technical Manual, v1.2, 2018*. This document provides guidance towards achieving Infrastructure Sustainability Rating through various systems including community, health, wellbeing, and safety, heritage, stakeholder participation, urban and landscape design, ecology & water management, and material selection.

#### 1.3.3 City of Sydney Council Plans and Initiatives:

- Sydney LEP 2012, [https://www.legislation.nsw.gov. au/#/view/EPI/2012/628/maps](https://www.legislation.nsw.gov.au/#/view/EPI/2012/628/maps)
- Sydney DCP 2012, [http://www.cityofsydney.nsw.gov. au/development/planning-controls/development-control-plans](http://www.cityofsydney.nsw.gov.au/development/planning-controls/development-control-plans)
- City of Sydney Public Domain Manual
- City of Sydney Inclusions (Disability) Action Plan 2017-2021
- City of Sydney Inclusive and Accessible Public Domain Policy and Guidelines
- Sydney Street Technical Specifications, Version 5, 2019.

#### 1.3.4 Historical (non-statutory documents):

Prior to the current project, a number of urban design and related documents were produced for Redfern Station and the surrounding areas. While not prescriptive, they provided a helpful layer of information for the urban design approach. Key documents reviewed were:

- Balarinji, Redfern Station - Gibbons Street Entrance Project, Aboriginal Art Development and Integration, 2018
- Urban Growth NSW, Central to Eveleigh Urban Transformation Strategy, November 2016
- URBIS, North Eveleigh Concept Plan, for Redfern-Waterloo Authority 2008
- Curio Projects, Heritage Interpretation Plan Redfern Train Station, Interim Final Report, November 2018
- Paul Davies Pty Ltd, Architects Heritage Consultants, Eveleigh Works Interpretation Plan, prepared for State Rail Authority NSW, November 2000.

## 1.4 Project Scope

The NSW Government is improving accessibility at Redfern Station as part of the Transport Access Program. The project aims to provide a station precinct 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 project scope includes the following works:

- a six metre wide concourse between Little Eveleigh Street and Marian Street
- new stair and lift access from the concourse to Platforms 1 to 10
- an upgraded station entrance at Marian Street including station services and customer amenities
- a new station entrance at Little Eveleigh Street including station services and customer amenities
- formalisation of a shared zone on Little Eveleigh Street, including:
  - » safety improvements to vehicle, cyclist and pedestrian interactions
  - » improvements to streetscape such as landscaping, lighting, drainage and pavements
  - » relocation of approximately 20 parking spaces (including 18 resident/ restricted parking spaces, one accessible parking space and one car share scheme parking space)
  - » utility adjustments
- upgrade of Marian Street/Cornwallis Street/Rosehill Street area
  - » extension of existing shared zone to include part of Rosehill Street
  - » safety improvements to vehicle, cyclist and pedestrian interactions including footpath widening
  - » improvements to streetscape such as lighting, drainage, landscaping and pavements as well as utility adjustments
  - » changes to street parking arrangements including removal of approximately 16 parking spaces (including relocation of one car share scheme parking space).

Other components of the Project include:

- relocation of the shuttle bus zone from Little Eveleigh Street to Lawson Street
- Kiss and Ride on Lawson Street, and associated footpath upgrade
- Kiss and Ride on Gibbons Street, and associated footpath upgrade
- footpath widening on Ivy Street
- relocation of a building on Platform 1 to accommodate the concourse
- repurposing, relocations and alterations to platform building features and other platform features, including privacy walls, platform seats and electrical equipment
- addition of platform canopies
- platform resurfacing on all platforms and associated drainage alterations
- installation of station operational components and infrastructure including:
  - » wayfinding and signage
  - » tactile ground surface indicators (TGSi)
  - » rubbish bins
  - » CCTV
  - » passenger information system (e.g. passenger information display, public address and hearing loops)
  - » emergency equipment (e.g. for fire and life safety)
- service relocations and upgrades including:
  - » relocation of overhead wiring structures
  - » installation of a new rail signal between Platforms 1 and 2.

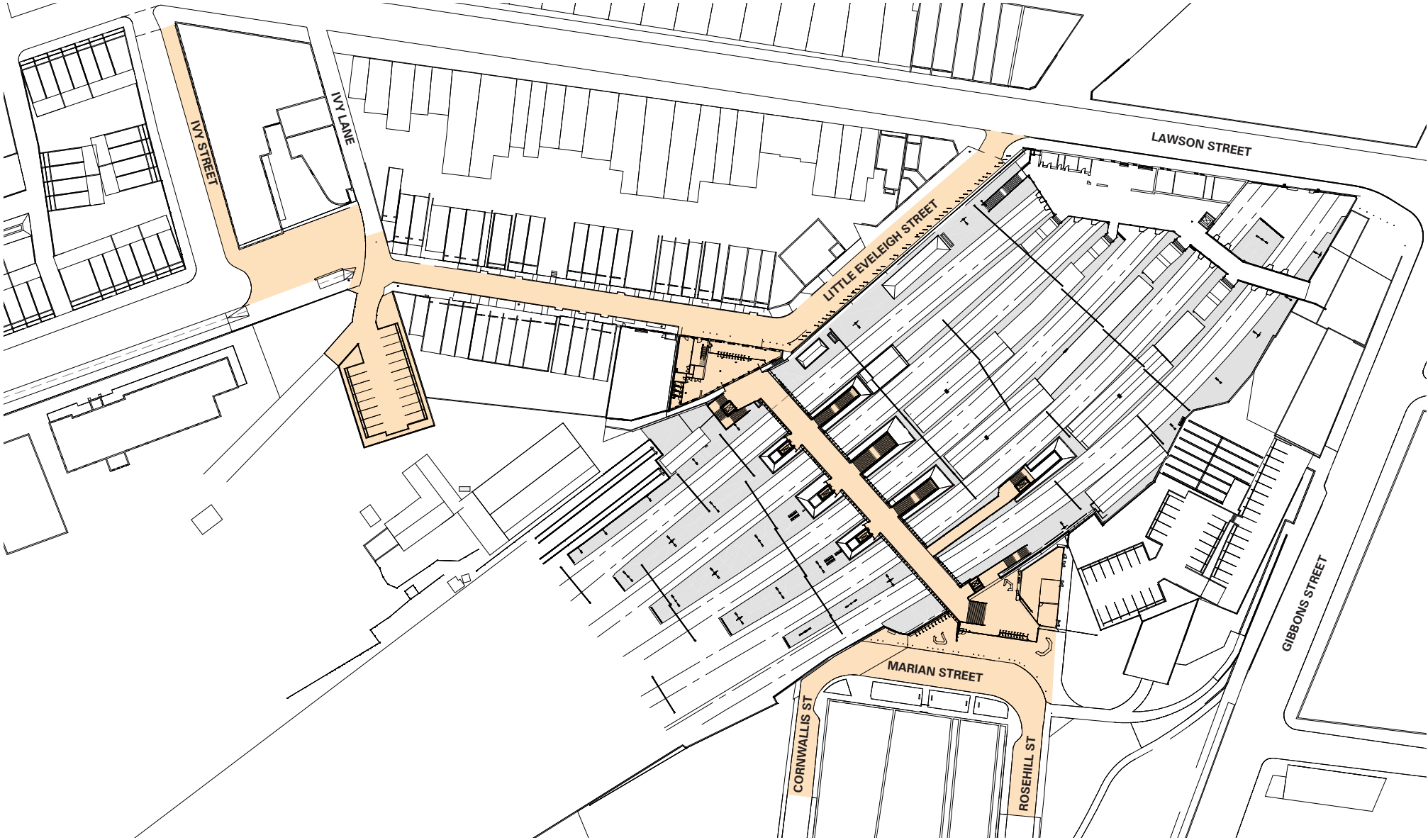


Figure 2 Scope of Works



1.5 Design Process and Review

The concept design development has been developed through an iterative and collaborative including an optioneering and review process. Consultation with City of Sydney has been key and informed the design. The report provides a description of the following including:

1 Precinct and Site Context Analysis and Familiarisation including:

- » Land Use and Built Form Character
- » Aboriginal Community Heritage
- » European Heritage
- » Access and Movement – cycle, bus, pedestrian
- » Views and Vistas
- » Existing Materials and Finishes.

2 Opportunities and Constraints – a summary of the key design criteria synthesised from the context analysis.

3 Design Optioneering - A separate report has been prepared by TfNSW that documents this process.

4 Multi-criteria Analysis to determine the preferred option. The Redfern Station Upgrade New Southern Concourse Consultation Report (November 2019 ) has been prepared by TfNSW that documents this process.

5 Design and Sustainability Review Panel

During design development, Redfern Station was presented to TfNSW’s Design Review Panel (DSRP) for independent design review. The panel is chaired by the NSW Government Architect (or representative) and convened by the TfNSW Precincts and Urban Design group. The panel also includes two independent qualified professionals with various expertise.

The design options and developing design have been presented to the DSRP on four occasions during the design process. Some of the major outcomes of these sessions include retention of the warehouse building at 125-127 Little Eveleigh Street as a concourse entry and review of facade options for the concourse enclosure. Review minutes are included in Appendix A.

The presentations dates were:

- » 21/09/18
- » 30/11/18
- » 03/05/19
- » 15/11/19.

6 Public Consultation

Engagement with the community has been ongoing for a number of years.

Recent Public Consultation has included:

- » Consultation on Little Eveleigh Street option (May and 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 Street 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)

Key issues arising from the consultation for urban design, were that the design is to provide a good level of urban design and visual amenity. Key considerations included wayfinding and signage, ensuring the design of the concourse is in keeping with the local character of the area, open and green spaces, in particular the need for more trees and landscaping in the area. Some additional amenity and design suggestions included:

- » weather protection
- » public toilets
- » children’s playground facilities
- » retaining 125-127 Little Eveleigh Street
- » additional bike storage
- » wayfinding, particularly to key local destinations.

7 Stakeholder Consultation

Engagement with stakeholders has also been ongoing for a number of years regarding potential opportunities to upgrade Redfern Station. The Project was announced in February 2019. In May 2019 consultation began with stakeholders and will continue during preparation of the EIS. Key stakeholders for the Project include (but are not necessarily limited to):

- State agencies (e.g. Sydney Trains, Department of Planning, Industry and Environment, Roads and Maritime Services (now part of Transport for NSW), the Office of Environment and Heritage (now the Environment, Energy and Safety Group (EES)), NSW Heritage (part of the Community Engagement Division of the Department of Premier and Cabinet), Environment Protection Authority, Department of Primary Industries Office of Water), NSW Treasury
- City of Sydney Council
- transport customers (existing and potential)
- public utilities, and business and industry groups near the Project
- Sydney Local Health District
- NSW Police
- The University of Sydney
- TAFE Eora
- Carriageworks
- Metropolitan Local Aboriginal Land Council
- Aboriginal and Torres Strait Islander community representatives
- local residents, businesses and property owners.



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# Section 2.0: Site Context Analysis

Refer Figure 4 to Figure 10.

The following diagrams and text document the existing context including:

- landuse
- urban character
- heritage
- pedestrian traffic
- transport access and movement
- existing materials and finishes of the built context.

## 2.1 Land Use and Built Form Character

Refer Figure 4.

Land use in the area primarily comprises low density residential, commercial / mixed-use and includes the Sydney Innovation Technology Park (SITP) and Carriageworks. The built form character of Redfern Station is defined by the heritage of its Colonial and Victorian architecture, of the station and surrounding suburbs.

The Conservation Areas (Refer Figure 6) surrounding the station is visually distinctive and the dominant character. New mixed-use developments have generally included the retention of older facades along street fronts where possible, with new construction done in a contemporary manner in contrast to the old. The neighbouring Conservation Areas between the station and the University of Sydney to the west are characterised by two storey brick terraces, three storey warehouse conversions, and heritage items related to the history of the railway yards.

There are new high-rise residential developments recently completed between Regent and Gibbons Streets with restaurants and shops activating the street. A new residential conversion of the TNT buildings between Lawson and Redfern Street was completed in 2019. A 24-storey student tower has been proposed for the former ‘Block’ site owned by the Aboriginal Housing Company, Pemulwuy Project.



Figure 3 Aerial view of Redfern Station northern concourse



Cultural Heritage

Redfern is a place important to the Aboriginal identity and belongs traditionally to the Cadigal of the Eora Nation. It is a neighbourhood that has historically been home to large aboriginal populations, who also moved to Sydney to work in the Eveleigh workshops.

Originally a working class suburb inhabited by railway and factory workers, rising housing prices and close proximity to the city, has led to gentrification of Redfern over the years. The surrounding suburbs played a large role in the social network of railway workers throughout history, represented in the areas clubs and pubs.

The main Redfern Village shops are located along Redfern Street from Regent Street to Chalmers Street. A secondary shopping strip runs south along Regent Street from Cleveland Street to Raglan Street/Henderson Road where it becomes Botany Road. Botany Road transitions to warehouse outlets south of Henderson Road. There are restaurants bars and café’s dotted around Redfern, Darlington, and Alexandria all within walking distance to the station. Carriageworks is 600 metres west of the station on Wilson Street.

Regional sporting facilities serviced by Redfern Station are Redfern Oval, which is 700 metres east on Redfern Street, Alexandria Park 850 metres south of the station on Wyndham Street, Erskinvile Oval approximately 1200 metres south on Mitchell Road, Prince Alfred Park 400 metres northeast along Regent Street and Victoria Park 800 metres to the northwest.

There are several educational facilities within walking distance to Redfern Station. The University of Sydney (USYD) is located to the north west, approximately an 800 metre walk to the station. Alexandria Park Community School is approximately 900 metres to the south west on Mitchell Road and Buckland Street. The National Centre of Indigenous Excellence is 400 metres to the south west.

There are no commuter carpark near the station. Carparking to the west within the North Eveleigh site is for TfNSW employees, and the carpark accessed from Marian Street is currently used by NSW Police.

The proposed new Waterloo Metro Station is located 600 metres south of Redfern Station on Botany Road which brings significant new development into the area.



View to 125-127 Little Eveleigh Street from Platform 2



Little Eveleigh Street



Little Eveleigh Street from Lawson Street



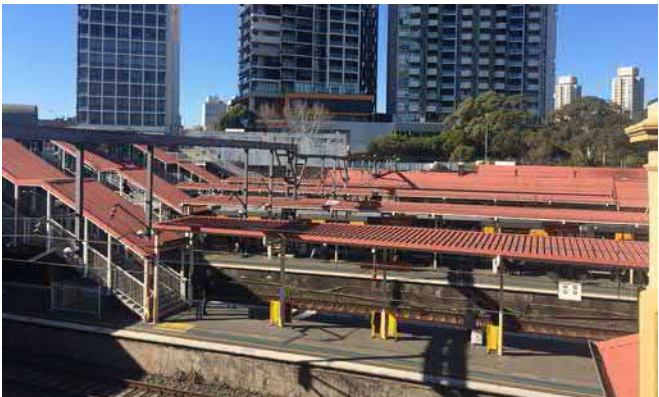
Marian Street – entry from the south



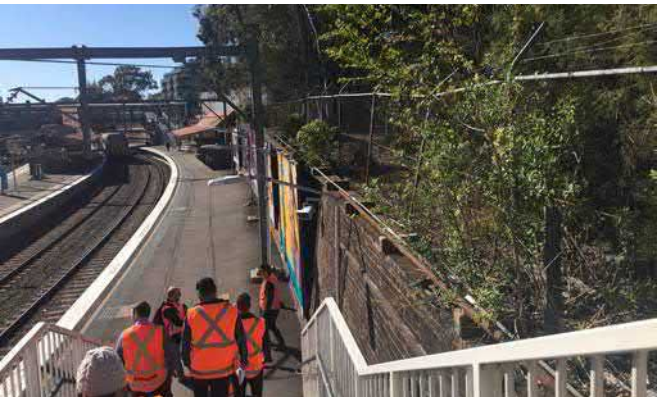
Marian Street West – view to the west



Gibbons Street Reserve looking south



View east from Little Eveleigh Street over platforms



Platform 10 Stair – looking north



Rail Corridor



View north from Platform 10 to Platform 1 heritage building



- Study Boundary
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial / Mixed use
- Light Industrial
- Industrial
- Community Facilities
- Public Open Space
- Private Open Space
- Rail Corridor
- T** Train Station(s)
- Walking Catchment

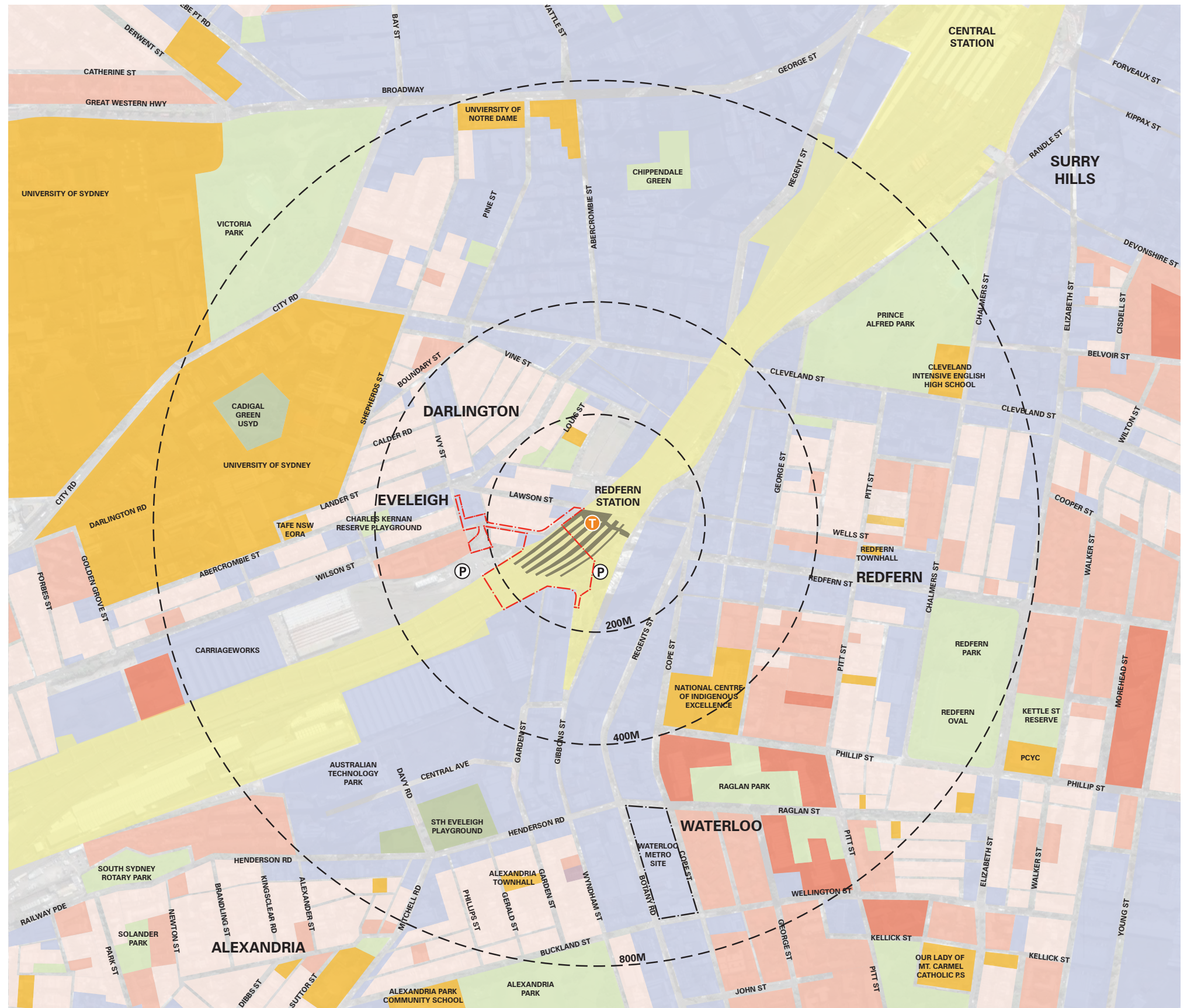


Figure 4 Redfern Station Land Use and Character Plan  
 Note: This plan is indicative only





## 2.2 Aboriginal Community Heritage

Refer Figure 5.

Redfern has been an important part of Aboriginal society throughout history. Prior to European arrival in Sydney, the area that is now Redfern would have been a popular foraging area for the Gadigal. Food would have been plentiful within the wetlands, freshwater creeks, bushlands, and sand dunes. 01 shows an example of rock fish traps in a river in Brewarrina as no photos exist from the Redfern area. Similar land management techniques would have been used in the creek and rivers around Sydney and Redfern. Major walking paths like the Wangal and Gadigal Muru’s can still be seen today in Sydney’s road network.

With the arrival of European settlers, local Aboriginal populations were decimated by introduced diseases and the aboriginal people were pushed out of many areas as land was taken over for grazing, railways, and urban settlements. Despite this, Aboriginal families and communities persisted within the Sydney area. The expansion of the railway network in NSW and beyond lead to the growth of local urban aboriginal communities as people left the restrictive life on government run reservations for freedom and employment in the city. The Eveleigh railway workshops provided key employment and the railway itself remained the link between city and country.

By the 1930’s Redfern had become a hub for urban and rural Aboriginal people as families settled in the area due to the local Aboriginal community, affordable housing, and employment opportunities. Eveleigh Railway Workshops was one of the largest aboriginal employers at one time and played an important role in the civil right movement that followed. An urban Aboriginal identity developed in Redfern as it was a place free from the oppression of the reserve system where creativity, diversity, and activism could grow.

*“Strengthened by extended kinship networks across New South Wales, the Aboriginal communities in the inner suburbs of Sydney became a hotbed of political activism, influenced by the exposure of many Aboriginal workers to the union movement through workplaces such as the Eveleigh Workshops.”* (Irish, Paul 2017, *Hidden in plain view: the aboriginal people of coastal Sydney*, Sydney, NSW. New South Publishing, p. 138. )

Important civil and union right movements and services grew including the Australian Aboriginal Progressive Association, Aborigines Welfare Board, Aboriginal Housing Company, Aboriginal Legal Services, and the Aboriginal Medical Service.

By the time the Eveleigh workshops had closed in the 1960’s, the Aboriginal population in Redfern was over 12,000. Besides the workshops, many locals (both men and women) were employed in the many other manufacturing and warehouse industries in the area and the population continued to grow after the 1967 Referendum.

Although Aboriginal populations have decreased significantly in Redfern since its height during the 1960’s (due both to loss of jobs and increasing housing prices), Redfern continues to be the cultural, arts, and social hub for Aboriginal communities within inner Sydney.



01. Aboriginal Fish Trap, Brewarrina NSW



02. Restored mural on Lawson Street overbridge Redfern Station Northern Concourse







03. Local Aboriginal people from Redfern were employed in the foundry, boiler room and workshops at Eveleigh Railway Yards (Noel Butlin Collection, Australian National University - hdl: 1885/203)



04. Boot Trade Union Hall in Redfern in 1922, National Library of Australia



- 1 Wangal Track or 'Muru' (Parramatta Road)
  - 2 Gadigal Muru (Botany Road)
  - 3 Blackwattle Creek (1854)
  - 4 Redfern Park (Boxleys Lagoon)
  - 5 Central Station
  - 6 TAFE NSW Eora
  - 7 Mudgin Gal Women's Centre Redfern
  - 8 The Settlement
  - 9 Redfern Community Centre
  - 10 Boot Trade Union Hall
  - 11 The Clifton Hotel
  - 12 Aboriginal Housing Co. Ltd.
  - 13 Metropolitan Local Aboriginal Land Council
  - 14 The Empress Hotel
  - 15 Wyanga Aboriginal Aged Care Program
  - 16 Aboriginal Legal Service (NSW / ACT)
  - 17 Koori Radio / Gadigal Information Service
  - 18 Aboriginal Dance Theatre Redfern
  - 19 Aboriginal Medical Service Co-operative Ltd
  - 20 National Centre of Indigenous Excellence
  - 21 Tribal Warrior
- 
-  Walking Catchment
  -  Train Station(s)
  -  Eveleigh Railway Workshops
  -  University of Sydney (Princess Highway to east)

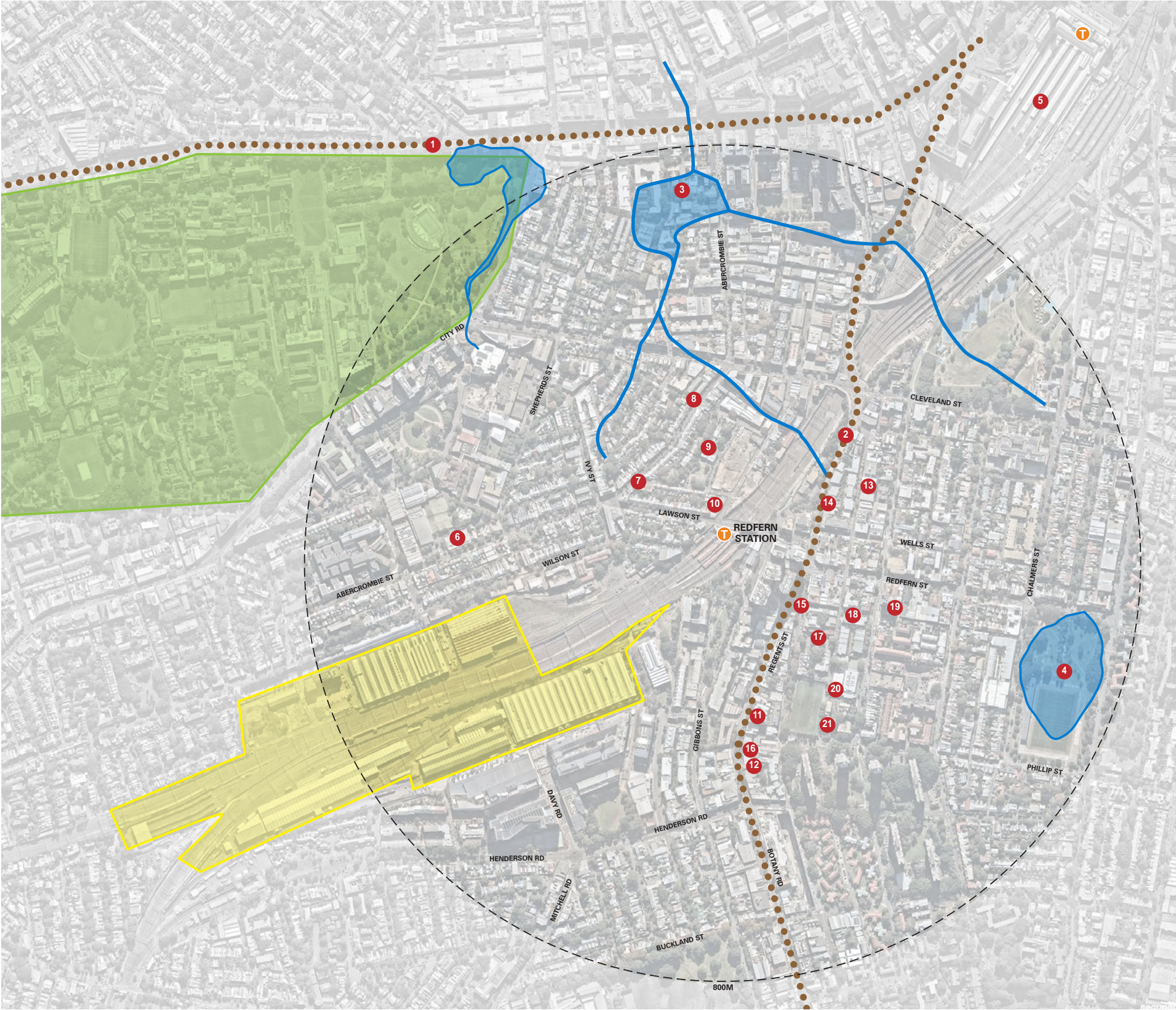


Figure 5 Key Aboriginal Historical and Cultural Locations





2.3 European Heritage

Refer Figure 6 and Figure 7.

In 1822, the land on which Redfern sits today was granted to James Chisholm and was used for farming. By the mid 1800's, Redfern had transformed into a residential and industrial/warehouse area.

Redfern was bisected by the Western rail line to Parramatta in 1855. The construction of Eveleigh Railway Workshops in 1875 brought increased people and development to the area. From 1908 till 1952 Eveleigh Workshops manufactured steam engines and serviced diesel and electric fleets from the 1970's until 1989, when the Eveleigh Railway Workshops were closed down.

The First Eveleigh Railway Station opened in 1878 and was later renamed Redfern Station. Construction of the current platforms occurred between 1886-1919 with the underground platforms 11 and 12 completed in 1979. A previous pedestrian concourse at the southern end was built in 1914 and demolished in 1996. In 2014 a lift was added to access Platform 6/7, and a new entryway at Gibbons Street was recently opened in 2019.

Redfern Railway Station is listed on the State Heritage Register (SHR) as Heritage Item No.01234. The station has several buildings at the entry and on platforms that are considered exceptional. The adjacent Eveleigh Railway Workshops, including machinery (SHR No.01140 and SHR No.01141) and the Chief Mechanical Engineers Office (SHR No.01139) are also listed on the SHR. These built heritage items are also identified on the Railcorp Section 170 Register, Sydney LEP Schedule 5 and SEPP (State and Regional Development) 2005 – Redfern Waterloo Authority Sites heritage map. Heritage Conservation areas surround the Redfern Station Precinct and preserve its low scale fine grain context.

The warehouse building at 125-127 Little Eveleigh Street was originally built between 1923-1925 for brush manufacturer, Alfred Wyld. The infill section was added at a later date and combined into one larger building. Since then, the building has been used for a variety of manufacturing businesses before being purchased in 2008 by Sydney Metropolitan Development Authority (now Infrastructure NSW) and used as rented office space since then.

- Study Boundary
- Walking Catchment
- Train Station(s)
- State Heritage Register Curtilage
- Heritage Conservation Area
- Heritage Item

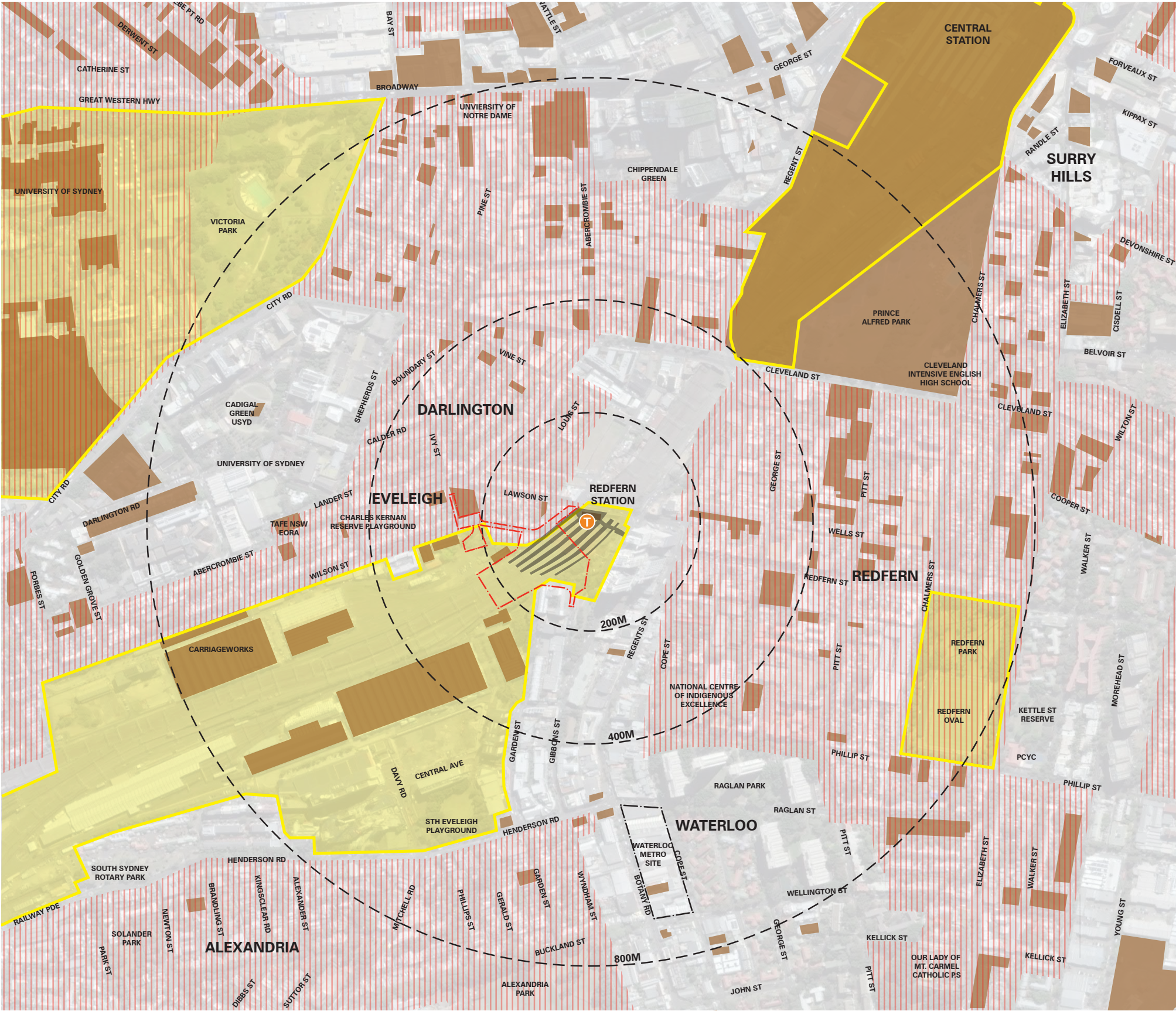
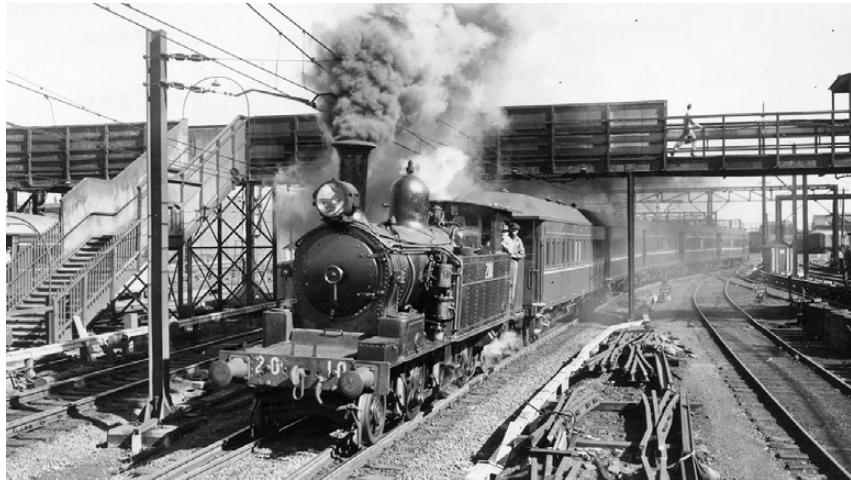


Figure 6 Heritage and Conservation

Note: This plan is indicative only





Former walkway and stair connection



Redfern Station - Lawson Street entry

- 1 Heritage Platform Buildings
  - 2 Redfern Station Booking Office
  - 3 Telecommunications Equipment Centre (1912)
  - 4 Chief Mechanical Engineer's Office
  - 5 Western awning
  - 6 Interlocking store
  - 7 Southern store
  - 8 Northwestern modern annex
  - 9 Toilet block (1912)
  - 10 Brick toilet block
  - 11 Northern store
  - 12 Eastern skillion
  - 13 Footbridge support (1914)
  - 14 Redfern Railway Station Group
  - 15 Chief Mechanical Engineer's Office Garden
  - 16 Platform 1 Retaining wall
- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>Exeptional (A)</li> <li>High (B)</li> <li>Moderate (C)</li> <li>Low</li> <li>Intrusive</li> <li>125-127 Little Eveleigh Street building</li> <li>Infill to 125-127 Little Eveleigh Street</li> </ul> | <ul style="list-style-type: none"> <li>Exeptional (A)</li> <li>High (B)</li> <li>Moderate (C)</li> <li>Low</li> <li>Intrusive</li> <li>125-127 Little Eveleigh Street building</li> <li>Infill to 125-127 Little Eveleigh Street</li> </ul> |
|---|---|



Figure 7 Redfern Station Heritage Significance  
Note: This plan is indicative only



2.4 Access and Movement

Refer Figure 8 and Figure 9.

The Redfern Station precinct is a key multi-modal local and intercity transit hub within Sydney. It serves six different suburban train lines in addition to the Blue Mountains, Central Coast and Newcastle services. It is the western most city fringe location to switch between regional train services and city services.

A cycle route is located along Wilson Street and Little Eveleigh Street, linking the University of Sydney. A cycleway currently being constructed by City of Sydney, down Wilson Street and Lawson Street will improve connection to the George Street cycleway, which links to the city and further south. Main pedestrian routes include Little Eveleigh Street and Lawson Street to and from the University of Sydney, south to Sydney Innovation Technology Park (SITP), and east down Redfern Street to the main restaurant and shopping hub. Future development to the south and north will further increase pedestrian traffic down Marian Street and north to Little Eveleigh Street. Special events at Carriageworks bring hundreds of people down Little Eveleigh Street and Wilson Street on weekends.

Key bus routes at Gibbons Street connect to the CBD with a number of additional bus routes down Regent Street. In addition, the local community bus and the University of Sydney bus both pick up and drop-off from the northern end of Little Eveleigh Street.

Gibbons Street is a main vehicular traffic and bus route to the city, with Regent Street/ Botany Road the main one-way route out of the city to the south.

- Study Boundary
- Cycle lanes and Cycleway
- Shared path
- Major Pedestrian routes (general)
- Major Pedestrian routes (special events)
- Walking Catchment
- Train Station(s)
- Bus routes and stops
- Bicycle Parking/Rack
- Schools
- Open Space
- Local Shops
- Road Hierarchy
- Motorway/Highway
- Arterial / Major Road

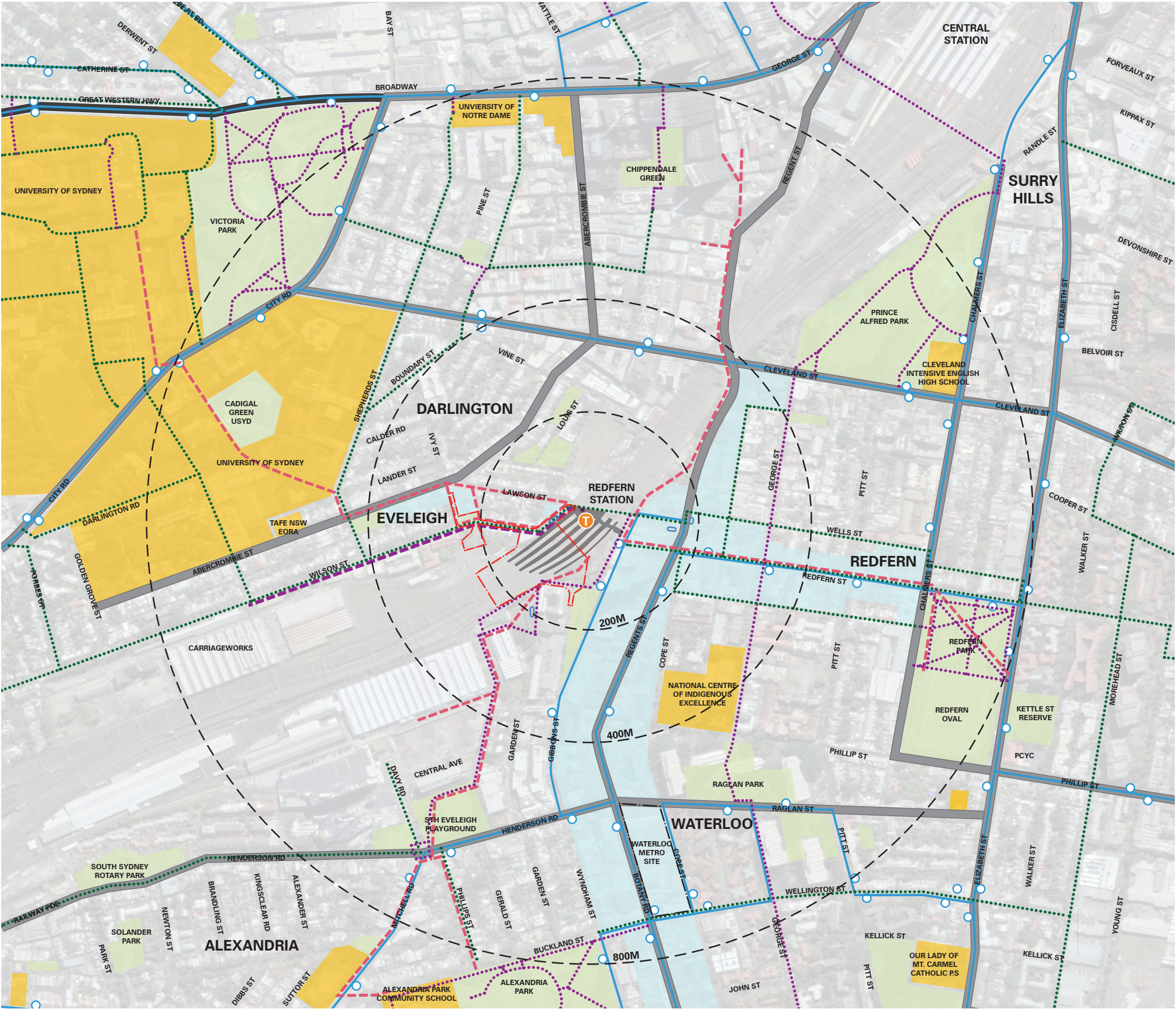


Figure 8 Redfern Station Precinct Access and Movement  
Note: This plan is indicative only
























-  Station
-  Station Entry
-  Views
-  Vistas
-  Bus Shelter
-  Bus Stop
-  University / community Bus Stop
-  Signalised intersection
-  Car entry / exit
-  Public Open Space
-  Bike Parking
-  Major Pedestrian Pathways
-  Cycleway Path
-  Existing shared way
-  Night Ride
-  Possible Kiss'n'Ride
-  Footpath
-  Fence
-  Trees



Figure 9 Redfern Station Existing Public Transport, Access and Movement Plan  
Note: This plan is indicative only



2.5 Public Open Spaces, Views and Vistas

Refer Figure 10.

The existing northern concourse at Redfern Station is located at the high point within the neighbourhood with expansive views to the city skyline to the north. The existing station is open below with views over the existing heritage platform buildings from the northern concourse, and across Marian Street and Eveleigh Street. Important vistas include down the rail corridor from the station to the Eveleigh Workshops, up Little Eveleigh Street, and from the top, western end of Marian Street to the lower, eastern end of Marian Street across Gibbons Street.

The northern side of the station around Little Eveleigh Street is characterised by street trees and small residential rear yards. There is a small, paved plaza at the end of Little Eveleigh Street and Wilson Street and a single lot garden park in the middle of Little Eveleigh Street. The greener southern end is characterized by public open space within the sloping Gibbons Street Reserve and the park adjacent to the residential building The Watertower leading towards SITP.



Figure 10 Redfern Station Existing Views and Vistas  
Note: This plan is indicative only





1. Vista from Northern Concourse



2. View to 125-127 Little Eveleigh Street



3. View across corridor from Little Eveleigh Street



4. View across corridor from Marian Street to 125-127 Little Eveleigh Street



2.6 Existing Materials and Finishes

The existing station and precinct has a variety of materials and finishes reflective of the era in which they were built. The Lawson Street Entry building is a listed heritage item comprising brick and sandstone detailing with terracotta roofs. Later additions to the rear of the building for the concourse comprise of corrugated iron and steel structures painted green with multiple closely spaced columns.

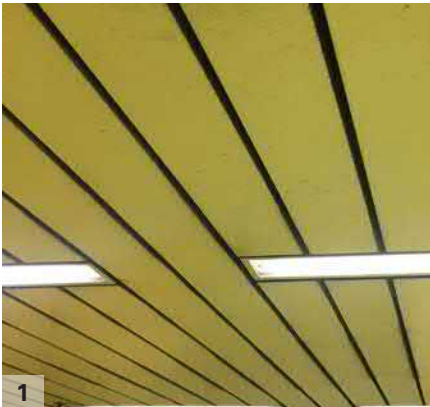
The oldest buildings at the station are the Platform 1 buildings with red metal roofs and rendered brickwork.

The North Eveleigh site, south west of Platform 1, contains some exceptional heritage items including a communications building, an amenities block, and two remnant heritage railway tracks. These heritage items form part of the overall North Eveleigh Railyards which include the Carriageworks.

The newer parts of the station, such as the Eastern Suburbs Rail Entry, have ceramic tile finishes and metal batten ceiling soffit linings.

Colours are generally warm and natural and include manor red, ochre orange, pale yellows and soft browns.

125-127 Little Eveleigh Street has a face brick finish.



Eastern Suburbs Rail ceiling



Eastern Suburbs Rail wall tiles



Tile pattern in Lawson Street entry



Platform 1 waiting area



Roof



Brick transition on Lawson Street



Brick detail at 125-127 Little Eveleigh Street



Brick detail at Platform 1 tunnel vents



Agapanthus planting on Platform 1



Brick wall detail on Gibbons Street



Lawson Street brick close-up



Lawson Street



Window at 125-127 Little Eveleigh Street



Little Eveleigh Street brick at carpark entry



New station entry facade at Gibbons Street



Key map



Lawson Street entry - sandstone and face brick



Brick privacy wall to platform toilets, timber valence and fascia



Heritage platform detail, rendered painted brick at Platform 1



Interior truss at 125-127 Little Eveleigh Street



# Section 3.0: Opportunities and Constraints

The following diagrams document the opportunities and constraints for Redfern Station and public domain within the current scope of the project.

## 3.1 Project Constraints

- 1

Narrow footpaths and vehicular/cyclist/pedestrian conflicts
- 2

Step from footpath to station entry
- 3

Underground tunnel
- 4

Tunnel vent stacks - Heritage
- 5

Narrow shared zone route and stair access entry point from Platform 10 to Sydney Innovation and Technology Precinct
- 6

Existing community and university bus pick-up / drop-off
- 7

Existing bus pick-up / drop-off
- 8

Bike parking at capacity
- 9

Existing contributory building within Conservation Area
- 10

Existing State Heritage items
- 11

Future redevelopment site - mixed use
- 12

Existing carpark and footpath to remain, until developed
- 13

Level difference between Rosehill Street and Gibbons Street
- 14

Existing residents car exit onto Marian Street
- 15

Limited space for station entry forecourt
- 16

Accessible parking spot on Little Eveleigh Street, and existing residential driveways

Rail Corridor

T

Station

Station Entry

Fence

Accessible parking

Car exit / entry

Potential redevelopment site

Public open space

Shared way

Major Pedestrian Pathways

Noise

Heavy Traffic Movement

Existing Trees

Bus Stop

University / community Bus Stop



Figure 11 Redfern Station Constraints Plan  
Note: This plan is indicative only



3.2 Project Opportunities

- 1 Heritage interpretation opportunity
- 2 Improve accessibility at Marian Street and Little Eveleigh Street through a new shared zone, cycleway and pedestrian
- 3 New station entries and an activated and enhanced public domain
- 4 New pedestrian concourse providing east-west corridor access
- 5 Expanded bike parking
- 6 New lifts and stair access to all platforms
- 7 Maximise street trees and tree canopy in the precinct, new landscaped edge treatment to shared zone
- 8 New resident parking, including new accessible car space
- 9 New Kiss'n'Ride in no standing zone, and re-located community bus zone
- 10 Activated and enhanced public domain along key pedestrian linkages

Rail Corridor

T

Station

→

Station entry

→

New station entry

#

Opportunity No.

—

Fence

→

Proposed Pedestrian Link

→

Proposed Pedestrian Upgrade

—

New Resident Parking

Public Open Space

→

Bike Parking

→

Bike Path

→

Major Pedestrian Links

●

Signalised intersection

○

Existing trees

—

Bus Shelter

○

Bus Stop

●

University / community Bus Stop



Figure 12 Redfern Station Opportunities Plan  
Note: This plan is indicative only



# Section 4.0: Urban Design Objectives and Principles

The following urban design objectives and principles for the Redfern Station Upgrade have been developed based on the NSW government’s ‘*Better Placed*’ guidelines and TfNSW’s policy document ‘*Around the Tracks – urban design for heavy and light rail*’.

<div>Objective 1BETTER FIT</div> <div><div>Principle</div><div><b>Integrate the project with the surrounding neighbourhood. Protect and enhance heritage features and significant trees.</b></div></div> <div><div>Project Outcomes</div><div><div><div>– Retain warehouse building at 125-127 Little Eveleigh Street as it is a contributory item in the surrounding conservation area is retained and re-used as a station entry</div><div>– Convert Little Eveleigh Street and Marian Street into shared zones to improve station accessibility</div><div>– Existing station is within a state heritage curtilage, buildings within station precinct to remain.</div></div></div></div>	<div>Objective 3BETTER PERFORMANCE</div> <div><div>Principle</div><div><b>Design a durable and sustainable station that will be resilient to changing climates.</b> <b>Integrate WSUD into public domain</b> <b>Achieve Infrastructure Sustainability Council of Australia (ISCA) rating of excellent.</b></div></div> <div><div>Project Outcomes</div><div><div><div>– Integration of Water Sensitive Urban Design including introducing raingardens in front of houses along Little Eveleigh Street</div><div>– Replacement of asphalt footpath with planting beds and new trees on Little Eveleigh Street and paving treatments.</div><div>– Materials chosen for concourse and stair is durable, provides protection to customers and allows natural air flow.</div><div>– Rainwater harvesting to be used for toilets, cleaning and irrigation.</div></div></div></div>	<div>Objective 5BETTER WORKING</div> <div><div>Principle</div><div><b>Provide a clear and easily navigable station that is designed for current and future growth of the neighbourhood and city</b></div></div> <div><div>Project Outcomes</div><div><div><div>– Station layout is simple, clear, and consistent for improved wayfinding</div><div>– Materials chosen on concourse allows view out to precinct area and to northern concourse.</div><div>– Glass viewing windows provide uninterrupted corridor views to existing heritage station, Sydney Innovation and Technology Precinct, North Eveleigh and platform buildings</div><div>– Concourse to have a straight alignment across the corridor, from the top of stair at Marian Street concourse there is a clear sightline to Little Eveleigh Street</div><div>– Integrate with adjacent development sites eg Pemulwuy Project.</div></div></div></div>
<div>Objective 2BETTER FOR COMMUNITY</div> <div><div>Principles</div><div><b>Provide connectivity and permeability across the rail corridor and into the station that is accessible to all users.</b> <b>Provide good urban design and visual amenity for the local community.</b> <b>Provide increased tree canopy to ameliorate urban heat island effect.</b> <b>Incorporate local input from aboriginal community in heritage interpretation and art opportunities.</b></div></div> <div><div>Project Outcomes</div><div><div><div>– Provide a fully accessible new concourse and pathways</div><div>– The alignment of the bridge and location of new station entries provide a direct cross corridor connection to both sides of Redfern</div><div>– Access to the platforms would be closed after hours. Concourse and station entrances are proposed to remain open, where possible. Consultation with key stakeholders is ongoing to confirm out-of-hours access arrangements</div><div>– Commission work by local artists</div><div>– Use the station to tell the story of local communities through multiple heritage interpretation opportunities.</div></div></div></div>	<div>Objective 4BETTER VALUE</div> <div><div>Principle</div><div><b>Improve public amenity and allow for future growth and activation of spaces</b></div></div> <div><div>Project Outcomes</div><div><div><div>– Provides new public space at Marian Street and safeguards the opportunity for future activation of the neighbouring development site as a mixed use building</div><div>– Allows for future connection to North Eveleigh</div><div>– Enhancement of Little Eveleigh Street provides improved amenity to both private residents and pedestrians/cyclists</div><div>– Safer wider pedestrian and cycle pathways at Marian Street and Little Eveleigh Street.</div></div></div></div>	<div>Objective 6BETTER FOR PEOPLE</div> <div><div>Principle</div><div><b>Maximise the amenity of the public domain and multi-modal transportation connections.</b></div></div> <div><div>Project Outcomes</div><div><div><div>– New public space at Marian Street and shared zone with integrated street furniture, landscape and paving improve amenity.</div><div>– New shared zone on Little Eveleigh Street including improved planting areas in front of houses, paving treatment along entire length of street, provides improved amenity</div><div>– Relocation of residential car parking spaces, new residential car park and additional bike hoops on Little Eveleigh Street</div><div>– Community bus stop on Lawson Street and kiss n ride on Lawson Street</div></div></div></div>
<div>Objective 7BETTER LOOK AND FEEL</div> <div><div>Principle</div><div><b>Design that is inviting, engaging, and visually attractive</b></div></div> <div><div>Project Outcomes</div><div><div><div>– Design that integrates views, vistas, and heritage interpretation to engage users</div><div>– Design that is visually interesting on its own while providing a backdrop to the existing station precinct to the north</div><div>– 125-127 Eveleigh Street adaptive re-use as a station entrance</div><div>– Upgrade of existing public domain areas.</div></div></div></div>		



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