



To whom it may concern:

Submission re design changes to Redfern Station

I urge NSW Department of Planning and Environment to **not approve the proposed design** in upgrading Redfern Station. Instead **alternative options** that alleviate most of the issues below should be revisited to ensure that the substantial costs expended by the NSW State will result in a positive and lasting legacy for the foreseeable future.

TfNSW “Preferred” Solution

This was based on survey information mainly gathered from commuters who were mostly university students, others travelling to work/school, corporate and government body representatives. Accordingly these statistics did not provide an appropriate balance to account for the broader local community and residents’ input (i.e. the community) who in a simple count were the minority.

We dispute these results as not at all validating the real community concerns.

Pedestrian Traffic Management

One of the stated aims of the new concourse is to reduce congestion on the station - this is welcomed. However the option proposed and touted as ‘preferred’ does address the safety concerns of reformed congestion resulting from the spilling out of thousands of commuters from the station into the very narrow and unsafe parts of Marian and Little Eveleigh streets.

The presented proposal in the (May 2020) *Redfern North Eveleigh Precinct Renewal – New Southern Concourse* visually depicts the east side of Marian street entrance to the station where the road is at least 3 lanes wide, where the projected pedestrian traffic is not currently high and unknown moving forward. However it does not visually depict the west side (cnr Cornwallis & Marian St) where there is projected to be up 20,000+ people per day in peak hour pedestrian traffic being funnelled through an approximately 5 metre wide (1 lane) road accessing the South Eveleigh business precinct (Australian Technology Park). The EIS does not include any feasible safety mitigation measures to account for congestion of people, vehicles, bicycles and service vehicles converging in this constricted location.

The safe and practical solution is to design the entrance to the lift concourse south of the Cornwallis/Marian Street corner so the 20,000 people exit directly into the South Eveleigh precinct. Both alternative community group designs (“H” design and Option 5) depicted in the TfNSW’s Scoping Report incorporating this solution were presented by the ReConnect Redfern action group but TfNSW has deemed this as not preferred on the basis of unsubstantiated objections.

Connectivity to Surrounding Area

TfNSW has deemed that a key benefit is *providing better connectivity with the surrounding areas including key destinations such as South Eveleigh (formerly known as Australian Technology Park), and education centres.*

This claim is counterfactual. Connectivity to North Eveleigh (e.g. Carriageworks, University, RPA, etc.) is not improved by the TfNSW's design solution. The existing train entrances/exits on Lawson street are a mere 50-60 metres from the proposed new entry on Little Eveleigh Street, and connectivity to South Eveleigh (ATP, CBA, etc.) is in fact further away than the current entrance/exit from Platform 10. Connecting Marian Street to Little Eveleigh Street via the newly proposed concourse bridge has no quantum benefits.

Both alternative community group designs ("H" design and Option 5) depicted in the TfNSW's Scoping Report clearly provided much improved and logical connectivity to all precincts - this was presented by the ReConnect Redfern action group but TfNSW has deemed this as not preferred on the basis of unsubstantiated objections.

Noise and disruption Impact on The Watertower residents (during construction)

There are no feasible mitigation measures in the EIS to counter the inevitable noise, disruption and traffic risk to residents during the planned construction phase of nearly 2 years. At a Watertower meeting held in June 2019 representatives from TfNSW suggested providing noise abatement barriers (walls) and double glazing.

Noise and Light Impact on The Watertower residents (ongoing)

TfNSW's Scoping Report (Section 7.3 Environmental Risk Analysis) indicates that the risk is very high (RED) in terms of operational noise impacts from upgraded station facilities and changes to pedestrian and traffic arrangements. There are no feasible mitigation measures to counter the ongoing noise (commuters, announcements, etc) and the EIS is silent on the issue of artificial light emanating from the proposed new station entrance impacting the Watertower apartments.

Privacy

There is no presented solution to counter the inevitable privacy issues emanating from the proposed new station entrance impacting the Watertower apartments, as it is apparent that the height of the public concourse is (while not depicted) is obviously high above ground level. (i.e. will commuters see into The Watertower apartment windows?). Again the EIS is silent on this matter.

Natural Light

The impact of the station entrance/bridge structure on the natural light and shadow lines for north facing Watertower apartments has not been made available to the public and is not addressed at all in the EIS.

Street Parking

16 street car parking spaces around The Watertower will be permanently removed. Other than finding parking elsewhere, there is no suggestion of any replacement parking spaces.

Yours faithfully

