

Redfern Station Upgrade – New Southern Concourse

Response to Submissions



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

Redfern Station Upgrade - New Southern Concourse

Response to Submissions Report

Client: Transport for NSW

ABN: 18 804 239 602

Prepared by

AECOM Australia Pty Ltd

Level 21, 420 George Street, Sydney NSW 2000, PO Box Q410, QVB Post Office NSW 1230, Australia
T +61 2 8934 0000 F +61 2 8934 0001 www.aecom.com
ABN 20 093 846 925

10-Sep-2020

Job No.: 60597833

AECOM in Australia and New Zealand is certified to ISO9001, ISO14001 AS/NZS4801 and OHSAS18001.

© AECOM Australia Pty Ltd (AECOM). All rights reserved.

AECOM has prepared this document for the sole use of the Client and for a specific purpose, each as expressly stated in the document. No other party should rely on this document without the prior written consent of AECOM. AECOM undertakes no duty, nor accepts any responsibility, to any third party who may rely upon or use this document. This document has been prepared based on the Client's description of its requirements and AECOM's experience, having regard to assumptions that AECOM can reasonably be expected to make in accordance with sound professional principles. AECOM may also have relied upon information provided by the Client and other third parties to prepare this document, some of which may not have been verified. Subject to the above conditions, this document may be transmitted, reproduced or disseminated only in its entirety.

Quality Information

Document Redfern Station Upgrade - New Southern Concourse

Ref 60597833

Date 10-Sep-2020

Proponent name Transport for NSW

Address Level 5, Tower A, Zenith Centre 821 Pacific Highway Chatswood NSW 2067

Prepared by Dylan Drysdale

Reviewed by Transport for NSW, Rachel O'Hara, Catherine Brady

Revision History


Rev	Revision Date	Details	Authorised	
			Name/Position	Signature
3	10-Sept-2020	Final for DPIE	Rachel O'Hara Principal Environmental Scientist (CEnvP)	

Table of Contents

Abbreviations	i
Definitions	ii
Executive Summary	iv
1. Introduction	1
1.1 Background	1
1.2 The assessment and approval process	1
1.3 Purpose and structure of the report	1
2. Overview of exhibited Project	3
2.1 Overview of the Project as described in the EIS	3
2.1.1 Location	3
2.1.2 Key features of the exhibited Project	4
2.1.3 Project objectives and aims	5
2.1.4 Construction	8
2.1.5 Operation	8
2.2 Key findings of the Environmental Impact Statement	11
2.2.1 Key impacts identified in the EIS	11
2.2.2 Sustainability initiatives	21
2.2.3 Conclusion of the EIS	22
3. Consultation	23
3.1 Overview	23
3.2 Pre-EIS exhibition	23
3.2.1 Community, business and residents	23
3.2.2 Non-government stakeholders	24
3.2.3 Government agency stakeholders	25
3.2.4 Aboriginal and Torres Strait Islander communities and stakeholders	25
3.3 Consultation during EIS exhibition	25
3.4 Consultation post EIS exhibition	26
3.4.1 Ongoing consultation	26
3.4.2 Co-design process	26
3.4.3 Aboriginal and Torres Strait Islander communities and stakeholder ongoing consultation	27
3.5 Consultation during construction	27
4. Project clarifications	29
4.1 Overview	29
4.1.1 Construction ancillary facilities	29
4.1.2 Hi-rail access	29
4.1.3 Platform 8/9 pier	30
4.1.4 Layout of the station entrances	30
4.1.5 Development Application for Cornwallis Street	30
4.1.6 SEARS issued for Regent Street	31
5. Overview of submissions	32
5.1 Submissions received	32
5.1.1 Community submissions	32
5.1.2 Submissions received from organisations/key stakeholders	33
5.1.3 Submissions received from government agencies	33
5.2 Analysis of submissions	33
5.2.1 Issue categorisation	33
5.2.2 Review of community submissions	33
5.2.3 Review of organisation, key stakeholder and government stakeholder submissions	34
5.3 Summary of issues raised	34
5.3.1 Key issues raised in community submissions	34
5.3.2 Key issues raised in organisation/key stakeholders submissions	34
5.3.3 Key issues raised in Government agency submissions	35
6. Response to community submissions	36

6.1	General	36
6.2	Strategic context and justification	36
6.3	Project development and design	37
6.3.1	Redfern Station Upgrade	37
6.3.2	Options considered	38
6.3.3	Design Suggestions	39
6.3.4	Construction	45
6.4	Community and stakeholder consultation	46
6.4.1	Adequacy of consultation	46
6.5	Landscape character and visual	47
6.5.1	Adequacy of assessment	47
6.5.2	Privacy and safety for residents	47
6.5.3	Lighting Impacts	48
6.5.4	Management and mitigation measures	49
6.6	Land use and property	53
6.7	Traffic, transport and access	53
6.7.1	Adequacy of assessment	53
6.7.2	Construction impacts	54
6.7.3	Operational impacts	55
6.7.4	Management and mitigation measures	59
6.8	Noise and vibration	61
6.8.1	Construction impacts	61
6.8.2	Operational impacts	61
6.8.3	Management and mitigation measures	62
6.9	Non-Aboriginal heritage	64
6.9.1	Adequacy of assessment	64
6.9.2	Operational impacts	64
6.10	Air quality	65
6.10.1	Construction impacts	65
6.10.2	Operational impacts	66
6.11	Other Issues	66
7.	Responses to organisation and key stakeholder submissions	67
7.1	Overview	67
7.2	Action for Public Transport (NSW) Inc.	67
7.3	REDWatch	68
7.4	The Greens	75
7.5	University of Sydney	83
7.6	WalkSydney	85
8.	Responses to Government agency submissions	89
8.1	Overview	89
8.2	City of Sydney (CoS Council)	89
8.3	Crown land	102
8.4	Department of Primary Industries - Agriculture	102
8.5	Environment Energy and Science Group (EES)	102
8.6	Environment Protection Authority (EPA)	104
8.7	Heritage NSW	107
8.8	South Sydney Police	112
9.	Environmental management and mitigation measures	115
9.1	Overview	115
9.2	CEMF	115
9.3	Revised performance outcomes	115
9.4	Revised list of management and mitigation measures	118
10.	Conclusion	139
10.1	Overview	139
10.2	Project clarifications	139
10.3	Response to issues raised	139
10.4	Next steps	140

Appendix A: Issue categories and where to find responses to issues raised in community submissions	A
Appendix B: Project Description as clarified in this Response to Submissions Report	B
Appendix C: CEMF	C
Appendix D: Draft Heritage Interpretation Strategy	D

List of Figures

Figure 2-1 Project overview and location	6
Figure 2-2 Project area and overview of key features	7
Figure 2-3 Ancillary facilities	10
Figure 6-1 Marian Street indicative shadow diagram (with the Project)	48
Figure 6-2 Little Eveleigh Street indicative shadow diagram (with the Project)	49

List of Tables

Table 2-1 Summary of key potential impacts of the exhibited Project	11
Table 5-1 Summary submissions received	32
Table 5-2 Location for community submissions	32
Table 6-1 Issues and responses regarding widening of Project features	39
Table 6-2 Proposed design changes suggested and responses	41
Table 6-3 Suggested urban design changes and responses	51
Table 6-4 Pedestrian and cycle connectivity issues and responses	55
Table 9-1 Compilation of environmental performance outcomes	115
Table 9-2 Updated management and mitigation measures	119

Abbreviations

Term	Meaning
ACHAR	Aboriginal Cultural Heritage Assessment Report
AEP	Annual Exceedance Probability
AHIMS	Aboriginal Heritage Information Management System
AQF	Australian Qualifications Framework
ARAG	Alexandria Residents' Action Group
ATAC	Accessible Transport Advisory Committee
CBD	Central Business District
CCTV	Closed Circuit TV
CEMF	Construction Environmental Management Framework
CEMP	Construction Environmental Management Plan
CLM Act	<i>Contaminated Land Management Act 1997 (NSW)</i>
CNVS	Construction Noise and Vibration Strategy
CPTED	Crime prevention through environmental design
CoS Council	City of Sydney Council
DA	Development application
dB	Decibel
DDA	<i>Disability Discrimination Act 1992 (Cwlth)</i>
DPC	Department of Premier and Cabinet
DPI Agriculture	Department of Primary Industries - Agriculture
DPIE	Department of Planning, Industry and Environment
DRP	Design Review Panel
DSAPT	<i>Disability Standards for Accessible Public Transport (2002)</i>
EES	Environment, Energy and Science Group
EIS	Environmental Impact Statement
EMF	Electro-magnetic fields
EPA	Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
ERW	Eveleigh Railway Workshops
FAQs	Frequently asked questions
HARD	Historical Archaeological Research Design
Heritage Act	<i>Heritage Act 1977 (NSW)</i>
HV	High Voltage
LEP	Local Environmental Plan

Term	Meaning
LGA	Local Government Area
LPCTCC	Local Pedestrian, Cycling and Traffic Calming Committee
MLALC	Metropolitan Local Aboriginal Land Council
NCIE	National Centre of Indigenous Excellence
NPfI	Noise Policy for Industry
NSW	New South Wales
NPW Act	<i>National Parks and Wildlife Act 1974</i> (NSW)
OEH	NSW Office of the Environment and Heritage
RailCorp	(former) Rail Corporation of NSW
RAP	Remediation Action Plan
Roads and Maritime	The former NSW Roads and Maritime Services (now Transport for NSW)
RWA	(former) Redfern Waterloo Authority
SEARs	Secretary's environmental assessment requirements
SEPP	State Environmental Planning Policy
SHR	State Heritage Register
SSI	State Significant Infrastructure
TAP	Transport Access Program
TfNSW	Transport for NSW
TPZs	Tree Protection Zones

Definitions

Term	Meaning
Concept design	Broadly refers to the process that the Construction Contractor undertakes (should the Project proceed) to refine the scoping design to a design suitable for detailed analysis.
Detailed design	Detailed design broadly refers to the process that the Construction Contractor undertakes (should the Project proceed) to refine the concept design to a design suitable for construction (subject to Transport for New South Wales acceptance).
Disability Standards for Accessible Public Transport	The Commonwealth <i>Disability Standards for Accessible Public Transport 2002</i> ("DSAPT") (as amended) are a set of legally enforceable standards, authorised under the Commonwealth <i>Disability Discrimination Act 1992</i> (DDA) for the purpose of removing discrimination 'as far as possible' against people with disabilities. The standards cover premises, infrastructure and conveyances, and apply to public transport operators and premises providers.
Interchange	Transport interchange refers to the area/s where passengers transit between vehicles or between transport modes. It includes the pedestrian pathways and cycle facilities in and around an interchange.
Opal card	The integrated ticketing smartcard introduced by Transport for New South Wales.

Term	Meaning
Out of hours works	Defined as works <i>outside</i> standard construction hours (i.e. outside of 7am to 6pm Monday to Friday, 8am to 1pm Saturday and no work on Sundays/public holidays).
Proponent	A person or body proposing to carry out an activity under Division 5.2 of the EP&A Act - in this instance, Transport for New South Wales.
Reasonable	Selecting reasonable measures from those that are feasible involves making a judgment to determine whether the overall benefits outweigh the overall adverse social, economic and environmental effects, including the cost of the measure.
Sensitive receivers	Persons, facilities, structures or organisms that are sensitive to potential noise, vibration, air and visual impacts, such as residents, schools, heritage structures and medical facilities.
Sydney Trains	From 1 July 2013, Sydney Trains replaced CityRail as the provider of metropolitan train services for Sydney.
The Project	The construction and operation of the Redfern Station Upgrade – New Southern Concourse.
Track possession	Track possession means the temporary closure of part of the railway network for a specified period of time for the purposes of carrying out repair, maintenance or upgrading work on or adjacent to the railway network, during which time no trains operate.
Urban design	The process and product of designing human settlements, and their supporting infrastructure, in urban and rural environments.

Executive Summary

Overview

Transport for NSW (TfNSW) is the lead agency for the integrated delivery of public transport services across all modes of transport in NSW and is responsible for the delivery of projects within the Transport Access Program (TAP). The TAP is a NSW Government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure across NSW.

TfNSW is the proponent for a proposal to construct and operate an upgrade of Redfern Station (Redfern Station Upgrade – New Southern Concourse) ('the Project') as part of the TAP.

The Project aims to address current demand for the Station, and significant forecast growth in the surrounding area associated with Tech Central (formerly called the Sydney Innovation and Technology Precinct) and subsequent increase in rail patronage. Access to the station platforms also does not currently comply with *Disability Standards for Accessible Public Transport 2002* (DSAPT) requirements, as only a single point of access (consisting of a stairway) is available to the majority of platforms. This restricts the availability of services for disabled customers and other people with mobility issues.

The Project would provide safe and equitable access to Platforms 1 to 10, Little Eveleigh Street and Marian Street, along with improved customer facilities, amenity and safety. The improvements would in turn assist in supporting the growth in public transport use and would provide an improved customer experience for existing and future users of Redfern Station. The Project would support better connections for the community including access to employment, education and businesses.

The Project

The Project involves construction of a new pedestrian concourse to the south of the existing Lawson Street concourse, extending between Little Eveleigh Street and Marian Street in the suburbs of Redfern and Eveleigh. The new concourse would provide both lift and stair access to Platforms 1-10. Additional project elements include:

- an upgraded station entrance at Marian Street, and a new station entrance at Little Eveleigh Street, both including station services and customer amenities
- formalisation of a shared zone on Little Eveleigh Street
- upgrade of the Marian Street/Cornwallis Street/Rosehill Street area
- relocation of the shuttle bus zone from Little Eveleigh Street to Lawson Street
- kiss and ride on Lawson Street and Gibbons Street, including associated footpath upgrades
- 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 platform resurfacing and associated drainage alterations and addition of platform canopies
- service relocations, including relocation of overhead wiring structures and installation of a new rail signal between Platforms 1 and 2.
- installation of station operational components and infrastructure including wayfinding and signage, tactile ground surface indicators (TGSI), rubbish bins, CCTV cameras, passenger information system (e.g. passenger information display, public address and hearing loops) and emergency equipment (e.g. for fire and life safety).

An Environmental Impact Statement was prepared to support TfNSW's application for approval of the Project, in accordance with the requirements of Division 5.2 of the *Environmental Planning and*

Assessment Act 1979 (EP&A Act). Further information on the Project is available in **Section 2** of this report.

Project objectives and benefits

The objectives of the Project include to:

- improve customer experience and accessibility
- reduce platform clearance times (i.e. the time required for passengers to leave a platform after alighting from a train)
- improve customer circulation and relieve congestion within Redfern Station
- cater for the forecast customer growth for Redfern Station up to 2036
- provide durable and sustainable infrastructure
- provide improved connectivity for pedestrians between the station and key destinations in the area
- support future plans for the area surrounding Redfern Station
- minimise disruption to customers, staff and neighbours throughout the planning and construction of the Project.

Redfern Station is currently the sixth busiest station in NSW with approximately 70,000 customers on an average weekday. It is at capacity and has deficiencies that restrict capacity to meet future demands and presents a risk to customer safety.

Additionally, the Project would provide safe and equitable access to Platforms 1 to 10, Little Eveleigh Street and Marian Street, along with generally improved customer facilities, amenity and safety. The improvements would assist in supporting the growth in public transport use and would provide an improved customer experience for existing and future users of Redfern Station. The Project would support better connections for the community including access to employment, education and businesses.

Consultation on the Environmental Impact Statement

The Environmental Impact Statement was placed on public exhibition by the Department of Planning, Industry and Environment for a period of four weeks, between 27 May 2020 and 24 June 2020.

During the exhibition period, interested stakeholders and members of the community were able to review the Environmental Impact Statement online, participate in online consultation and engagement activities, and make a written submission to the Department of Planning, Industry and Environment for consideration in its assessment of the project.

Consultation activities included a livestream event held by the project team on Wednesday 17 June 2020, during the public exhibition period. Other consultation activities included community group and stakeholder meetings, newsletters, project signage at each of the station entrances, a webpage update, newspaper advertisements and a social media post.

TfNSW has undertaken government agency consultation to date with the aim of ensuring that relevant agencies are involved in the strategic planning process and are consulted on planning approval requirements and the environmental assessment process.

Further information on consultation undertaken is provided in **Section 3** of this report.

Overview of submissions

The Department of Planning, Industry and Environment received 72 submissions during the exhibition period. Of these submissions, eight were from government agencies and five were from organisations/key stakeholders. The remaining 60 submissions were received from members of the local community. Key issues of concern to the local community included:

- Strategic context and justification
- Project development and design
- Consultation and engagement
- Landscape and visual character
- Land use and property
- Traffic, transport and access
- Noise and vibration
- heritage
- Air quality.

Key issues of concern to government agencies and organisations/key stakeholders included:

- Strategic context and justification
- Traffic, transport and access
- Consultation and engagement
- Project development and design
- Amenity impacts
- Listed heritage impacts
- Noise and vibration
- Biodiversity
- Waste and contamination
- Landscape and visual character
- Safety.

Further information on submissions, including issues raised are provided in **Section 5** through to **Section 8** of this report.

Response to submissions

Issues raised in submissions provided to the Department of Planning, Industry and Environment in response to the Environmental Impact Statement have been responded to in **Section 6** through to **Section 8** of this report.

Based on the submissions received on the Project, changes to the environmental management approach have been considered. The revised mitigation measures proposed for the Project are provided in **Section 9**.

Clarifications, including an explanation of the changes to the Project as a result of submissions received, and ongoing project development are provided in **Section 4** and a revised Project Description is provided in **Appendix B**.

Next steps

The Project, as outlined in the EIS, has been refined in response to consultation, submissions and further work conducted since the preparation of the EIS. The Department of Planning, Industry and Environment will, on behalf of the NSW Minister for Planning and Public Spaces, review the EIS and this Response to Submissions Report. Once this assessment has been completed, a draft Environmental Assessment Report will be prepared for the Planning Secretary of the Department of Planning, Industry and Environment, which may include recommended conditions of consent.

The assessment report will be provided to the NSW Minister for Planning and Public Spaces, who will then make a determination on the project. If the determination is to approve the project, it would include conditions of approval considered appropriate to mitigate impacts of the Project.

1. Introduction

1.1 Background

Transport for NSW (TfNSW) is the lead agency for the integrated delivery of public transport services across all modes of transport in NSW and is responsible for the delivery of projects within the Transport Access Program (TAP). The TAP is a NSW Government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure across NSW.

TfNSW is the proponent for a proposal to construct and operate an upgrade of Redfern Station (Redfern Station Upgrade – New Southern Concourse) ('the Project') as part of the TAP.

The Project involves the construction of a pedestrian concourse to the south of the existing Lawson Street concourse providing both lift and stair access to Platforms 1-10. The new pedestrian concourse would provide a new connection across the railway corridor, extending between Little Eveleigh Street and Marian Street in the suburbs of Redfern and Eveleigh and include associated interchange upgrades.

The Project aims to address current demand for the Station, and significant forecast growth in the surrounding area associated with Tech Central (formerly known as the Sydney Innovation and Technology Precinct) and subsequent increase in rail patronage. Redfern Station is currently the sixth busiest station in NSW with approximately 70,000 customers on an average weekday. It is at capacity and has deficiencies that restrict capacity to meet future demands and presents a risk to customer safety.

Access to the station platforms does not currently comply with *Disability Standards for Accessible Public Transport 2002* (DSAPT) requirements, as only a single point of access (consisting of a stairway) is available to the majority of platforms. Currently only Platforms 6 and 7 are accessible via a lift, greatly restricting the availability of services for disabled customers and other people with mobility issues.

The Project would provide safe and equitable access to Platforms 1 to 10, Little Eveleigh Street and Marian Street, along with improved customer facilities, amenity and safety. The improvements would in turn assist in supporting the growth in public transport use and would provide an improved customer experience for existing and future users of Redfern Station. The Project would support better connections for the community including access to employment, education and businesses.

1.2 The assessment and approval process

Approval of the Project is required by the Minister for Planning and Public Spaces under Division 5.2 of the *NSW Environmental Planning and Assessment Act 1979* (EP&A Act). An Environmental Impact Statement (EIS) was prepared to support TfNSW's application for approval of the project in accordance with the requirements of Division 5.2 of the EP&A Act.

An EIS for the Project was placed on public exhibition between 27 May 2020 and 24 June 2020. During this period, government agencies, interested stakeholders and the community were invited to make written submissions on the project to the Department of Planning, Industry and Environment (DPIE). The EIS was available to view and download from the DPIE Major Projects website. This Response to Submissions Report has been prepared to address community and agency submissions on the Project, which were received during the public exhibition period.

1.3 Purpose and structure of the report

This document comprises the Response to Submissions Report for the Project, which has been prepared in accordance with the requirements for State significant infrastructure (SSI) set out in the EP&A Act. Section 5.17(6) specifies that:

The Planning Secretary may require the proponent to submit to the Planning Secretary:

- a) a response to the issues raised in those submissions, and

- b) *a preferred infrastructure report that outlines any proposed changes to the State significant infrastructure to minimise its environmental impact or to deal with any other issue raised during the assessment of the application concerned.*

This Response to Submissions Report provides:

- an overview of the Project and the key findings of the EIS
- a summary of consultation activities undertaken prior to, and during the public exhibition of the EIS
- clarifications to the Project scope since the public exhibition of the EIS
- an overview of the issues raised in community and stakeholder submissions that were received during the EIS exhibition period, and TfNSW's response to these issues
- revised environmental management measures
- an updated Project description.

The structure of this Response to Submissions Report is as follows:

- Executive summary: Provides a summary of the information presented in this Response to Submissions Report.
- Section 1 – Introduction (this Section): Introduces the Response to Submissions Report
- Section 2 – Overview of exhibited Project: An overview of the key features of the exhibited Project and a summary of the key conclusions of the EIS
- Section 3 – Consultation: Provides an overview of consultation activities undertaken prior to, and during the public exhibition of the EIS.
- Section 4 – Project clarifications: Identifies general clarifications, changes arising from ongoing project development, and minor errors and discrepancies identified in the EIS for the Project. These errors or discrepancies have been identified through the submissions received or by the Project team.
- Section 5 – Overview of submissions: Provides an overview of the process that was used to analyse the issues raised in submissions, as well as an overview of the key issues raised by the community government agencies and other key stakeholders.
- Section 6 – Response to community submissions: Details the key issues raised in community submissions and responds to these issues
- Section 7 – Response to organisation/key stakeholder submissions: Provides responses to the issues raised in key stakeholder submissions.
- Section 8 – Response to government agency submissions: Provides responses to the issues raised in government agency submissions.
- Section 9 – Revised environmental management measures: Provides the revised set of environmental mitigation and management measures for the Project, which have been amended in response to the clarifications to the Project and issues raised in submissions received during the public exhibition period.
- Section 10 – Conclusion: Provides a synthesis of the Response to Submissions Report.
- Appendix A: Issue categories and where to find responses to issues raised in community submissions
- Appendix B: Project description as clarified in this Response to Submissions Report.
- Appendix C: Construction Environmental Management Framework.
- Appendix D: Draft Heritage Interpretation Strategy.

2. Overview of exhibited Project

2.1 Overview of the Project as described in the EIS

2.1.1 Location

The Project is located at Redfern Station, approximately 1.3 kilometres south of Central Station. Redfern Station is located within the suburbs of Redfern and Eveleigh in the City of Sydney Local Government Area (LGA). The station is served by all Sydney Trains lines with the exceptions of the Cumberland Line, Olympic Park Line, the airport branch of the Airport and South Line, and Metro services. Redfern Station contains 12 platforms, of which Platforms 1 to 10 are above ground platforms, and Platforms 11 and 12 are underground platforms (serving the Eastern Suburbs Railway).

The station is bounded by Lawson Street to the north, Little Eveleigh Street to the west, Gibbons Street to the east and Marian Street to the south. The railway corridor itself is located within a cutting with the surrounding areas to both the east and west being elevated above the station platforms. The majority of the Project area has been heavily modified by past and ongoing disturbances associated with urban development and the active rail corridor. These activities have resulted in the full removal of all remnant vegetation communities.

The Project area is surrounded by a mix of residential properties and commercial land uses. Surrounding land uses include:

- East – Redfern town centre
- South – South Eveleigh (formerly Australian Technology Park)
- West – Residential areas, Carriageworks, the University of Sydney and Royal Prince Alfred Hospital
- North – Residential areas and the Redfern Community Centre.

At present there are four entrances to Redfern Station:

- the Lawson Street overbridge located to the north of the station, which includes an entrance on Lawson Street, and the corner of Lawson Street and Little Eveleigh Street
- the Gibbons Street entrance, located to the south-east of the station, adjacent to the Gibbons Street/Redfern Street intersection
- the Marian Street entrance, located to the south of the station, which provides access directly to Platform 10.

Bus services surrounding Redfern Station include two bus stops (Stand A and Stand B) located along Gibbons Street, within walking distance to the station, a bus stop on Regent Street after Redfern Street (southbound) and designated shuttle bus zones on Little Eveleigh and Lawson Streets. No commuter parking facilities are available around Redfern Station. On-street parking is provided in surrounding streets, including Gibbons Street, Cornwallis Street, Marian Street, Lawson Street, Rosehill Street, and Little Eveleigh Street.

The Redfern area holds great significance for Aboriginal people and other communities who identify with the historical significance of the area as a focus for activism and civil and land rights for Aboriginal people. The Aboriginal heritage assessment undertaken for the Project showed that no existing Aboriginal heritage records are present within the Project area (noting that an existing record identified within the Project area was found unlikely to be of cultural origin).

Several non-Aboriginal heritage items are located within and surrounding the Project area including:

- Redfern Railway Station Group
- Eveleigh Railway Workshops
- Eveleigh Chief Mechanical Engineer's Office
- Darlington Heritage Conservation Area

- Golden Grove Heritage Conservation Area.

The Project would predominantly be located on land that forms part of the existing rail corridor and adjacent land owned by the NSW Government or City of Sydney Council. The design of the Project has avoided the need to permanently acquire private land and properties. Construction of the Project would require the temporary use of NSW Government and Council owned land.

The Project area is also situated over road reserves for the following roads:

- | | |
|---------------------|--------------------------|
| • Marian Street | • Lawson Street |
| • Railway Parade | • Little Eveleigh Street |
| • Cornwallis Street | • Ivy Lane |
| • Rosehill Street | • Ivy Street |
| • Gibbons Street | • Wilson Street. |

Construction ancillary facilities and associated access routes are described in **Section 2.1.4**. The above roads are classified as local roads with the exception of Gibbons Street which is classified as a State road.

2.1.2 Key features of the exhibited Project

The Project involves the construction of a pedestrian concourse to the south of the existing Lawson Street concourse providing both lift and stair access to Platforms 1-10. The new pedestrian concourse would provide a new connection across the railway corridor, extending between Little Eveleigh Street and Marian Street in the suburbs of Redfern and Eveleigh and include associated interchange upgrades.

The key features of the Project include:

- 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) to a new car park at the western end of Little Eveleigh Street
 - utility adjustments.
- upgrade of Marian Street/Cornwallis Street/Rosehill Street area
 - extension of existing shared zone including 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).
- operation of the Project.

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, doors, screens and roofing, 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 systems (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.

The Project's context and location is provided in **Figure 2-1**, and the Project area and an overview of the key features are shown in **Figure 2-2**.

2.1.3 Project objectives and aims

The objectives of the Project include:

- improve customer experience and accessibility
- reduce platform clearance times (i.e. the time required for passengers to leave a platform after alighting from a train)
- improve customer circulation and relieve congestion within Redfern Station
- cater for the forecast customer growth for Redfern Station up to 2036
- provide durable and sustainable infrastructure
- provide improved connectivity for pedestrians, including improved urban connectivity for South Eveleigh (formerly Australian Technology Park)
- support interfacing and upcoming works in the area surrounding Redfern Station
- minimise disruption to customers, staff and neighbours throughout the planning and construction of the Project.

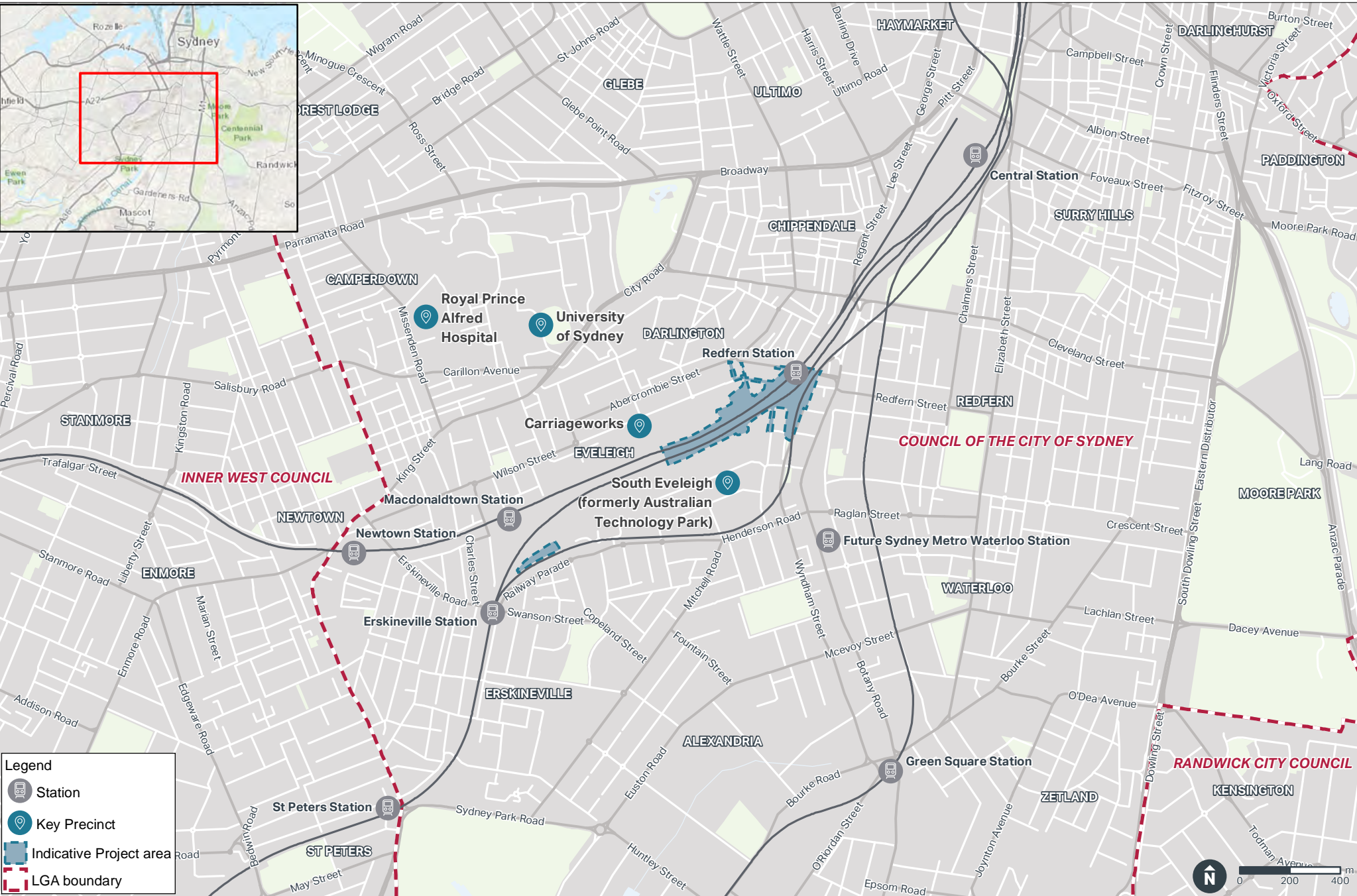


FIGURE 2-1: PROJECT OVERVIEW AND LOCATION

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community. Imagery © Nmap, 2019.

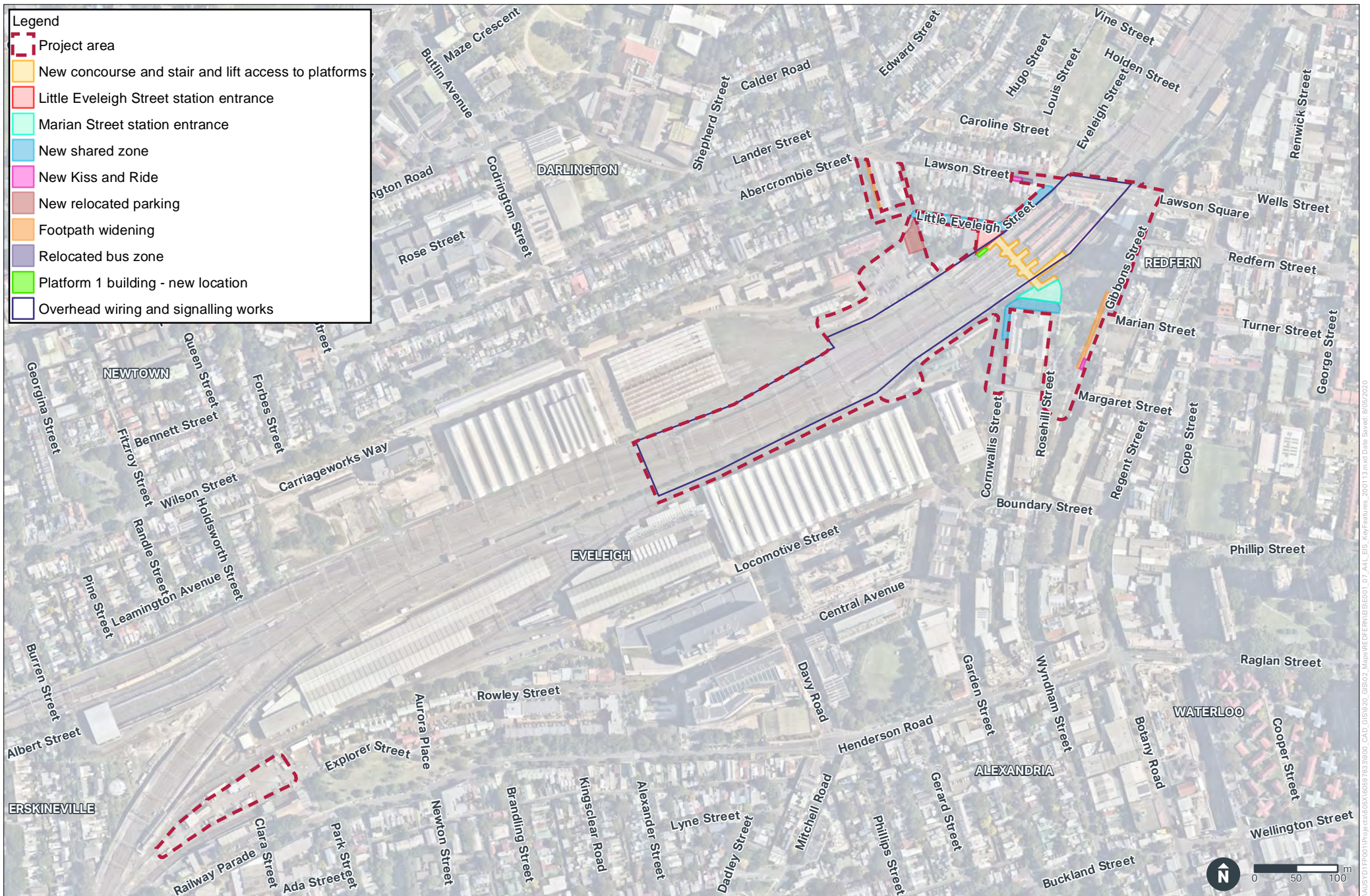


FIGURE 2-2: PROJECT AREA AND OVERVIEW OF KEY FEATURES
 Indicative and subject to detailed design.

2.1.4 Construction

Construction of the Project would commence once all necessary approvals (as relevant) are obtained (anticipated to be in late 2020/early 2021) and continue for around 18 months.

Construction of the Project would broadly involve the following key stages:

1. site establishment and enabling works
2. building modification works
3. overhead wiring relocations/adjustments
4. main construction works, including platform preparation works, installation of the concourse and station entrances
5. Little Eveleigh Street/Ivy Street, Marian Street/Cornwallis Street/Rosehill Street, Lawson Street and Gibbons Street road works.

Construction would be undertaken within standard construction hours (i.e. Monday to Friday 7:00 am to 6:00 pm; Saturday 8:00 am to 1:00 pm; with no work on Sundays or public holidays). Work outside of the above hours (including 24 hours per day in some cases) is also proposed in some instances for the safety of workers and to minimise disruptions to customers, pedestrians and motorists.

Some of the works would also need to be undertaken during rail possession periods (when trains are not running) to minimise disruption to rail operations and risk to rail worker safety. Examples of works that would be required in possessions and may occur inside or outside standard construction hours include overhead wiring works, provision of cabling for required services, concourse and lift installation and some work on platforms.

It is anticipated that the works would be undertaken over around 20 scheduled rail possession periods with continual work from Friday to Sunday night/Monday morning. Approximately two additional non-standard rail possession periods are proposed including a possession across the 2020-21 Christmas holiday period. There is also the potential for mid-week evening and night work to be required throughout various stages of the Project depending on the activity required.

Construction would include three construction ancillary facility areas, which are shown in **Figure 2-3**, along with the indicative access routes to the ancillary facilities.

Erection of site hoarding and fencing would be required to provide temporary enclosure of work sites and work areas to safely separate the public from the construction works and to facilitate the delivery of plant and materials.

2.1.5 Operation

Following construction of the Project, Redfern Station would continue to operate as a major transportation hub with trains arriving and departing throughout the day and night. Key operational components of the Project directly related to customer experience include the following elements:

- covered concourse
- six lifts and stairways providing access to Platforms 1-10
- family accessible toilet and public toilets
- passenger information systems
- kiss and ride space
- Opal card readers and top up machines
- bicycle parking spaces
- Little Eveleigh Street station entrance
- Marian Street station entrance
- formalisation of a shared zone along Little Eveleigh Street, and extension of the shared zone at Marian Street.

Once commissioned, the proposed services building at the Marian Street station entrance would become an integral part of the Station where most of the electrical, mechanical and communications, and wastewater management infrastructure would be controlled and managed. Periodic maintenance including inspections and repairs would take place inside and outside of the building to ensure continuous operation of the Station. The services building would also house cleaning and storage areas for station staff.

During operation, ongoing maintenance would be required for key operational components of the Station. This would be undertaken by Sydney Trains in line with standard maintenance policies. These standard policies would also include incident and emergency management procedures.

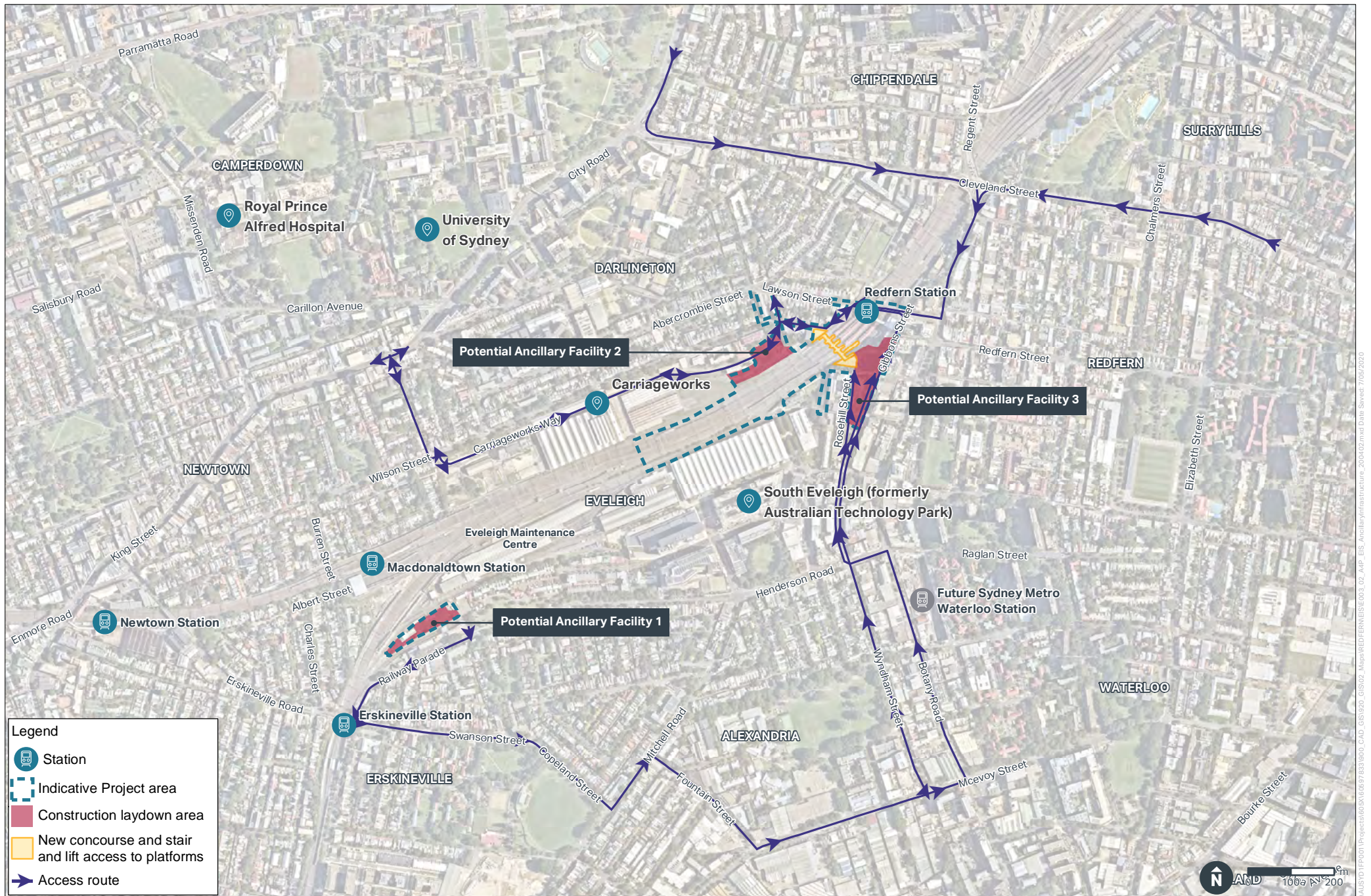


FIGURE 2-3: ANCILLARY FACILITIES

2.2 Key findings of the Environmental Impact Statement

2.2.1 Key impacts identified in the EIS

The key potential impacts identified in the EIS for the exhibited Project are summarised in **Table 2-1**. Further information on these impacts is provided in Chapters 8 to 23 of the EIS.

Table 2-1 Summary of key potential impacts of the exhibited Project

Key potential impacts of the exhibited Project	
Urban design	
Construction	<ul style="list-style-type: none"> Construction of the Project would require the temporary use of barriers, hoardings and fences which have the potential to impact upon urban design features such as existing vehicular, pedestrian and cyclist connectivity in the broader area. This could potentially increase the walking distances of customers while also potentially adding extra obstacles on already narrow footpaths.
Operation	<ul style="list-style-type: none"> Upon operation, the Project would improve the accessibility of the Station, and improve pedestrian and cyclist access around the Station. Trees removed during construction would be offset so that a net positive balance in tree planting is achieved. The Project provides clear wayfinding and shortest pedestrian distances between key destinations while using crime prevention through environmental design (CPTED) techniques in its design both within the concourse and externally of the Station. It would integrate views, vistas, and heritage interpretation to engage users. Positive public space outcomes would also be realised through the design of the shared zones on Marian Street and Little Eveleigh Street.
Landscape character and visual	
Construction	<ul style="list-style-type: none"> During the construction period, temporary visual impacts would be experienced at Redfern Station and its surrounds, mainly within the rail corridor, reducing in intensity with distance from the Station. Visible construction elements would include site sheds, site hoarding and fencing, parking areas, mobile construction equipment and lighting, equipment and plant. Construction activity would generate traffic, including heavy vehicles, which would utilise access routes to and from construction ancillary facilities. Vegetation removal would be required to facilitate construction work. Visual impacts during construction would be temporary (limited to the construction period) and mostly occur within the rail corridor.
Operation	<ul style="list-style-type: none"> The impact of the Project on landscape character would be largely positive. The Project elements are similar in character to the landscape character zones (LCZs) in which they lie (e.g. rail infrastructure built within a working rail corridor), and the architectural design of the Project would be highly refined. The proposed new/upgraded station entrances would be integrated into the surrounding setting with landscaping and would include the adaptive reuse of 125-127 Little Eveleigh Street, resulting in a development that is sympathetic to the surrounding landscape character. The two new station entries and road upgrades to the east and west of the rail corridor would bring additional pedestrian movement into residential streets, the design of the upgraded streets would include shared zones and substantial landscaping, resulting in a positive visual impact. The higher pedestrian numbers in Little Eveleigh Street and Marian Street would be mitigated by urban design and landscaping within these

Key potential impacts of the exhibited Project	
	<p>streetscapes, providing separation between residences and pedestrian movement at ground level, visually softening the hardscape within these road corridors, and improved visual amenity.</p> <ul style="list-style-type: none"> The pedestrian concourse and upgrades to station infrastructure would lie within the active rail corridor, and while these would be a substantial visual change, they would be of a high quality and therefore a positive addition to the otherwise utilitarian rail corridor.
Land use and property	
Construction	<ul style="list-style-type: none"> The impact on land use is generally considered minor as the operation of the rail corridor and Redfern Station would continue throughout construction works. The use of Gibbons Street Reserve as a construction ancillary facility would result in a temporary loss of passive recreational space. Other potential land use impacts during construction relate to possible disruptions to services, utilities and other transport assets/infrastructure.
Operation	<ul style="list-style-type: none"> There would be minimal direct impacts to land use. Gibbons Street Reserve would be restored as a passive recreational space following construction. Little Eveleigh Street would be reconfigured as a shared zone. The Marian Street shared zone would be extended and reconfigured, which would allow for shared use by pedestrians, cyclists and vehicles during operation. The Project would lead to improvements in accessibility to Redfern Station and better integration of the rail network with existing and improved pedestrian, cyclist and public transport networks. The Project would play a part in facilitating the future development envisaged by the broader urban renewal program.
Social	
Construction	<ul style="list-style-type: none"> The social impacts associated with construction include: <ul style="list-style-type: none"> amenity impacts particularly noise and vibration impacts on the heritage elements and buildings near and within Redfern Station property impacts associated with discontinuation of the lease at 125-127 Little Eveleigh Street impacts to access and connectivity. Some social impacts would be permanent such as the relocation of parking, the relocation of the Platform 1 Office Building, and changes to the building and use of 125-127 Little Eveleigh Street. Local residents, particularly those on Little Eveleigh Street and Marian Street would also experience changes to local amenity.
Operation	<ul style="list-style-type: none"> Potential social impacts include amenity impacts on local streets from increased pedestrian traffic due to the introduction of station entrances and shared zones, and parking relocation (including operation of a new car park on the western end of Little Eveleigh Street). These potential impacts have been a key consideration during design development, including designing the Project in accordance with the principles of CPTED. Redfern Station is located within an area containing significant social, health and education infrastructure and institutions. Some impacts to amenity, access and connectivity, social infrastructure and heritage and character would be beneficial. The Project, which includes the provision of an additional station entrance, an upgraded station entrance, shared zones and lifts to one of Sydney's

Key potential impacts of the exhibited Project	
	<p>busiest stations, would allow for greater accessibility and equal access to public transport, connectivity with the wider area and more easy access to these facilities.</p> <ul style="list-style-type: none"> • Changes would benefit the community, particularly those people who currently experience transport or mobility difficulties, non-drivers and people without access to private vehicles. • It would enhance access to, understanding and conservation of the fabric/values of the historical character of the area. • The new concourse would allow improved access to areas designated for urban renewal. • It would aim to enhance knowledge of Aboriginal cultural values of the area.
Traffic, transport and access	
Construction	<ul style="list-style-type: none"> • Potential impacts during construction would include the temporary relocation of bus stops, footpath diversions, alternative on-street parking and an increase in traffic volumes. • Alternative access arrangements and footpath diversions would be required for pedestrians/cyclists along Marian Street, Little Eveleigh Street, Ivy Street, Lawson Street and Gibbons Street. • Road works at Marian Street, Rosehill Street, Little Eveleigh Street, Gibbons Street and Lawson Street would result in a loss or relocation of on-street parking. However, there is existing on-street parking available in the surrounding area (within 400 metres of these streets). • A new 20-space car park at the western end of Little Eveleigh Street would be constructed prior to construction of the shared zone on Little Eveleigh Street. This would replace 18 residential on-street parking spaces, one disabled parking space and one car-share space that would be removed to accommodate the new shared zone along Little Eveleigh Street. • Changes to the transport network would also include temporary periodic closure of the railway, as although construction works within the railway would largely be undertaken during scheduled rail possessions, approximately two additional non-scheduled rail possessions would be required. High-rail access would be required during these possession periods. • Temporary bus services to replace trains would be provided during the rail possessions as a standard practice. • The expected peak volume of construction vehicles of 20 heavy vehicles and 40 light vehicles per day would create negligible traffic impacts on the key regional access routes, given that this traffic from the Project would result in a small percentage increase in traffic volumes for these key routes. • There are likely to be partial road closures at Little Eveleigh Street and Marian Street to construct the shared zones, however as these roads mainly provide local access (which would be maintained throughout the construction phase), it is not likely that network performance would deteriorate as a result of these closures.

Key potential impacts of the exhibited Project	
Operation	<ul style="list-style-type: none"> The new station entrance at Little Eveleigh Street, the upgrade of the station entrance at Marian Street and the establishment of new shared zones at these locations would enhance the customer experience, specifically for pedestrians and cyclists and encourage walking and cycling as an alternative mode of transport. The formalisation and provision of new kiss and ride facilities at Lawson Street and Gibbons Street and the relocation of the shuttle bus zone would optimise the Station's operation, through integrating multiple modes of transport, with footpath and pavement upgrades proposed linking these modes to the Station.
Noise and vibration	
Construction	<ul style="list-style-type: none"> The potential noise level would vary throughout the construction period, with as much of the Project construction as possible to be undertaken during standard construction hours, however some out of hours works would be required for the Project (to minimise disruptions to traffic, pedestrians, nearby residents and businesses, and also for constructability, safety, continuity of rail services reasons and/or to meet approval requirements (e.g. Road Occupancy Licence). The highest noise levels during construction are likely to be experienced by residents located on the western side of Redfern Station, including Little Eveleigh Street, Lawson Street and Wilson Street. Vibration would also be generated by the Project construction which has the potential to affect heritage-listed items within the Project area if these items fall within the minimum work distances identified for vibration intensive works. If these minimum working distances are complied with, no adverse impacts from vibration intensive works are likely in terms of human response or cosmetic damage. A construction noise and vibration management plan would be in place to minimise the construction noise and vibration, including specific mitigation measures for sensitive receivers closest to the works (e.g. scheduling construction works to minimise the noise impact on sensitive receivers).
Operation	<ul style="list-style-type: none"> The Project is not anticipated to generate significant additional vehicular traffic, and therefore negligible impacts to traffic noise around Redfern Station are expected. As a new car park is proposed at the end of Little Eveleigh Street, to offset parking loss on Little Eveleigh Street from the construction of the shared zone, most receivers on this street would experience a reduction in the current noise levels associated with parking cars. Noise from car parking activities during night-time may cause sleep disturbance for some residents on Little Eveleigh Street living in proximity to the new car park. The car park would be used infrequently during the night-time (as there are only 20 spaces), therefore it is unlikely that the acoustic environment would change significantly from the current frequency of cars parking along Little Eveleigh Street. The investigations undertaken to inform the design of the Project estimated that approximately 3,300 and 6,770 people would walk down Little Eveleigh Street and Marian Street respectively during a typical AM peak hour. Noise from additional pedestrians walking along Little Eveleigh Street and Marian Street would be noticeable. The noise generated by commuters would likely comprise footfall noise and conversations and would be considered typical for an urban area. The Project would investigate further opportunities to minimise noise impacts to residents through the ongoing design development of the Little Eveleigh Street and Marian Street shared zones.

Key potential impacts of the exhibited Project	
Non-Aboriginal heritage	
Construction	<ul style="list-style-type: none"> The Project would result in impacts to the aesthetic, historic, and rarity values of the Redfern Station Railway Group: <ul style="list-style-type: none"> A major adverse impact to the aesthetic significance of Redfern Station Railway Group is expected from the construction concourse, station entrance, stairs and lifts. Moderate adverse impacts to the aesthetic, historic, and rarity values of the Redfern Station Railway Group are expected from the relocation of the Platform 1 Office Building. The Project also has the potential to have a minor adverse impact on both the aesthetic and technical values of the Eveleigh Railway Workshops resulting from the construction of the concourse and Platform 1 Office Building relocation and proposed car park.
Operation	<ul style="list-style-type: none"> The Project would result in impacts to the aesthetic, historic, and rarity values of the Redfern Station Railway Group. The Project provides opportunities to celebrate the cultural and built history of the area by implementing heritage interpretation. The concourse would have a beneficial impact to the social value of Eveleigh Railway Workshops by reinstating former historic pedestrian routes and views. The relocation of the Platform 1 Office Building is necessary to construct the new concourse. Options for retention of the Platform 1 Office Building were considered and relocation was determined as the sole practical means of ensuring its survival, avoiding demolition. Additionally, relocation of the Platform 1 Office Building would enable retention of the bulk of the exterior of 125-127 Little Eveleigh Street, retaining the warehouse character of the building, which is significant to Little Eveleigh Street and the Darlington Heritage Conservation Area. The Project also has the potential to have a minor adverse impact on both the aesthetic and technical values of the Eveleigh Railway Workshops. Although the proposed concourse is outside the heritage boundary of Eveleigh Railway Workshops, a minor adverse impact to the industrial character and significant views has been identified. However, this industrial character is less relevant outside the Eveleigh Railway Workshops Precinct and significant views are already obscured by existing railway infrastructure. The Project would have a neutral impact to the Eveleigh Chief Mechanical Engineers Office and Golden Grove Heritage Conservation Area. The proposed works to 125-127 Little Eveleigh Street have the potential for a minor adverse impact on the Darlington Heritage Conservation Area. Impacts would be mitigated by conservation works to the building which would improve the building's presentation and have a positive impact on the aesthetic significance of the Conservation Area.
Aboriginal heritage	
Construction	<ul style="list-style-type: none"> A single Aboriginal site has been identified as being located within the Project area ('Wynyard St Midden' (AHIMS ID #45-6-2597)). The assessment has not identified evidence of the presence of this site, and past historical activities have resulted in bulk excavation of the area, resulting in this site likely being invalid. Consultation with Metropolitan Local Aboriginal Land Council (MLALC) and Department of Premier and Cabinet (DPC) would be required to amend the status of the site on the Aboriginal Heritage Information Management System (AHIMS) register.

Key potential impacts of the exhibited Project	
	<ul style="list-style-type: none"> No additional Aboriginal sites or areas of Aboriginal archaeological sensitivity are located within the Project area, therefore there would be no impacts to Aboriginal sites during construction.
Operation	<ul style="list-style-type: none"> As no valid Aboriginal sites or areas of sensitivity are located within the Project area, there would be no impacts to Aboriginal sites during operational activities. The Project provides opportunities to celebrate the cultural and built history of the area by implementing heritage interpretation.
Biodiversity	
Construction	<ul style="list-style-type: none"> Construction of the Project would require the removal and trimming of a portion of the vegetation within indicative areas of the Project area. This includes removal of two <i>Eucalyptus scoparia</i> individuals. Although listed as threatened species, both individuals are common planted street trees throughout Sydney and do not form part of any naturally occurring population or community. As such the Project would not result in a significant impact upon this species or their habitat such that they would be placed at risk of local extinction or other significant decline. Where possible trees would be retained and branches trimmed or temporarily tied back to facilitate construction activities.
Operation	<ul style="list-style-type: none"> There would be no residual or ongoing impacts to vegetation during operation given the current and proposed urban nature of the Project area. Revegetation and street planting would be undertaken along the Little Eveleigh Street shared zone and as part of the Marian Street/Cornwallis Street/Rosehill Street shared zone upgrade with plant species selected and located to comply with safety in design principles. Fauna species present within the Project area are likely to be habituated to urban areas, including areas with high noise, light and other human activity. The operation of the upgraded elements of the station would not substantially alter the general nature of the area in terms of flora and fauna habitat, and as such any ongoing impacts are considered to be negligible. Vegetation offsets for any trees removed and/or landscaping would be undertaken in accordance with the <i>Vegetation Offset Guide</i> (TfNSW, 2019a) (refer Section 16.4.2 of Chapter 16 (Biodiversity) of the EIS).
Soils, geology, groundwater and contamination	
Construction	<ul style="list-style-type: none"> Construction of the Project would temporarily expose the natural ground surface and sub-surface through activities such as the removal of vegetation, demolition of structures including overhead wiring structures, excavation for footpaths, structures and foundations. The temporary exposure of soil to water runoff and wind could result in increased soil erosion. The construction works may also require the stockpiling of soils and other materials, which if not managed correctly could also result in the erosion of soils (and other construction materials) by wind or surface water flows, or clean spoil being affected by contaminated material. Groundwater was not identified during the ground investigations undertaken, and as such it is not considered a key issue for construction of the Project. Whilst it is unlikely groundwater could be encountered during excavation works or could accumulate in open excavations, measures to manage the dewatering of excavations would be included in the Construction Environment Management Plan (CEMP). Several ground investigations across the Project area have identified relatively low levels of contamination in the soil and fill materials present. Identified potential contaminants of concern and associated risks include:

Key potential impacts of the exhibited Project	
	<ul style="list-style-type: none"> – mobilisation and migration of surface and subsurface contaminants (including lead paint and asbestos) via runoff and/or subsurface flow, impacting nearby soils (including clean spoil), surface water, and groundwater. – direct contact and/or inhalation by site workers, users, neighbours and visitors – impacts to surrounding environmental receivers (including surrounding ecosystems and flora and fauna, where present) <p>Risks to human health and ecological receivers would be minimised through effective management of soil and contaminated materials.</p> <ul style="list-style-type: none"> • Construction of the Project also has the potential to contaminate soils due to accidental spills and leaks of fuel, oils or other hazardous substances used for construction.
Operation	<ul style="list-style-type: none"> • The potential for contamination as a result of general maintenance activities is considered to be low, based on the number of vehicles and equipment which would likely be used during maintenance.
Flooding, hydrology and water quality	
Construction	<ul style="list-style-type: none"> • There is potential for inundation of the Project area in locations close to or within flood prone areas. According to the flood mapping, this includes areas within the railway corridor on the train tracks, and at the location of Ancillary Facility 1. Flooding within and around both of these areas could present a safety hazard to construction personnel, cause damage or loss of materials and equipment, and could potentially lead to materials being washed offsite and into waterways downstream, resulting in environmental impacts. No stockpiles would be located within Ancillary Facility 1. • There is no potential for regional flooding impacts within the remainder of the Project area according to the flood mapping. • Construction works required for the Project have the potential to impact local overland flow paths and existing minor drainage paths (including constructed drainage systems), by causing a minor redistribution of some stormwater flows. • Where sediments from construction areas enter receiving waterways, there is the potential to adversely impact water quality (e.g. by increasing turbidity, lowering dissolved oxygen levels, increasing nutrients and introducing pollutants).
Operation	<ul style="list-style-type: none"> • The Project would be located outside the one per cent AEP flood extent once constructed. • Operation of the Project has the potential to impact local flooding and drainage. Rainfall that would previously land on the rail tracks would now fall on the roof of the new concourse and be directed via a pipe network to kerb and gutter at Little Eveleigh Street. • Local flooding would be unlikely to impact on pedestrian access points. • The new platform and stair canopies introduced by the Project would also capture and distribute additional stormwater runoff to the track drainage system within the rail corridor. This is expected to be adequately managed by the track drainage system. • Where works are proposed to road surfaces (i.e. Marian Street/Cornwallis Street/Rosehill Street, Gibbons Street and Lawson Street) there would be a negligible change in stormwater runoff, as there would be minimal change to the imperviousness of the catchment and no change in contributing catchments. • The proposed carpark would also introduce a new impervious area, preventing stormwater runoff from infiltrating into the ground. Stormwater runoff from this area would have the potential to collect contaminants and

Key potential impacts of the exhibited Project	
	litter before it enters the drainage system and subsequent receiving waterways downstream. A stormwater treatment device would be designed and implemented to mitigate against increased pollutants from new impervious surfaces such as the carpark.
Air quality	
Construction	<ul style="list-style-type: none"> The excavation, handling and management of soils, and certain other construction materials (e.g. loose material) could potentially create dust and odour which in turn could adversely affect people and property in the local area. The use of construction plant, machinery and equipment would release exhaust emissions. Odours from paint and adhesive applications would be released during construction (e.g. during concourse and building fit out works), which may pose a hazard to construction workers and potentially adjacent sensitive receivers.
Operation	<ul style="list-style-type: none"> Impacts to air quality during the operation of the Project would be negligible to minor. The Project may contribute to a transport mode shift from private vehicles to public transport, which would reduce emissions in the long-term.
Hazards and risk	
Construction	<ul style="list-style-type: none"> The incorrect storage, handling and transport of dangerous goods and hazardous materials has the potential to impact the Project area, the surrounding community and environment if leaks, spills or other releases occur. The potential rupture of underground utilities during excavation or collision of plant and equipment with aboveground services could pose risks to public safety. Rupture or contact with services during works could also result in releases and/or short-term outages, as could relocation of utilities and services. Risks associated with these hazards would be minimised by carrying out utility checks (such as 'dial before you dig' searches and non-destructive digging), consulting with relevant utility providers and, if required, relocating and/or protecting utilities in and around the Project prior to construction. The Project requires the removal of structures at and around Redfern Station including the relocation of the building on Platform 1 and modification of 125-127 Little Eveleigh Street. Hazards associated with building demolition include: <ul style="list-style-type: none"> unplanned structure collapse falls from one level to another falling objects the location of above and underground services exposure to hazardous chemicals and materials (such as asbestos fibres, lead dust, and biological material) noise from plant used during demolition work proximity of the building or structure being demolished to other buildings or structures. Construction activities could result in impacts to the health and safety of site workers, users, visitors, and the local community if improperly managed.

Key potential impacts of the exhibited Project	
Operation	<ul style="list-style-type: none"> The volumes of hazardous materials and dangerous goods that would be used for maintenance activities during operation would be much smaller than the volumes required during construction. However, the incorrect storage and handling of dangerous goods and hazardous materials has the potential to impact the Project area, the surrounding community and environment if leaks, spills or other releases occur. The possibility of adverse health effects due to the electro-magnetic fields (EMF) associated with electrical equipment has been the subject of considerable worldwide research, however to date, the current evidence does not confirm the existence of any health consequences from exposure to low level EMF, and further research is required (WHO, 2020). The Project would be designed to comply with appropriate Australian and international standards, to minimise the risk associated with EMF exposure.
Waste and resources	
Construction	<ul style="list-style-type: none"> The main construction activities are anticipated to generate waste and potential NSW Environment Protection Authority (NSW EPA) Resource Recovery Orders that may be applicable and likely waste classifications. Where a NSW EPA Resource Recovery Order exists for a specific waste material, the opportunity to re-use the waste under that order should be considered prior to disposal. All waste generated would be regularly removed from site as required by licensed contractors, in order to avoid potential issues associated with odour generation, decreased visual amenity and creating environments that attract animals/pest species (e.g. rats and mice).
Operation	<ul style="list-style-type: none"> The volumes of wastes generated during operation would be managed alongside the existing waste streams from Redfern Station. Recyclables such as containers (plastics, glass, cans, etc), paper and cardboard would be collected by an authorised contractor for off-site recycling at a number of materials recovery facilities in Sydney.
Climate change and adaptation	
Operation	<ul style="list-style-type: none"> The Project would have potential risks related to climate change, including those associated with extreme rainfall, extreme heat, drought and severe storms as a result of climate change. Following implementation of proposed risk treatments, all risk ratings were reduced to low risk, except for the following two medium risks identified: <ul style="list-style-type: none"> Higher temperatures have the potential to compromise the integrity of external façades and buildings fixtures including handrails and roofing material leading to quicker deterioration and cracking. This increases maintenance costs for these assets. The proposed risk treatment is use of perforated aluminium for façade and selecting additional materials to be heat resistant; accounting for material movement and environmental conditions in material specifications during detailed design; and investigating opportunities during detailed design to include light coloured fixtures, and fitting them to reduce wear and tear over time. Severe wind and storms pose a human health risk to customers and staff who attempt to seek shelter and congregate on the bridge or platforms. This could give rise to congestion and customers jostling for space may hurt themselves or lose belongings in the process. The proposed risk treatment is to provide for shelter on platforms (where impacted), entry and exit points and the new concourse (including linking canopies to provide undercover space).

Key potential impacts of the exhibited Project

	<p>Other risks identified and assessed to be low following implementation of proposed risk treatments include:</p> <ul style="list-style-type: none"> – prolonged exposure to direct sunlight and high heat days have the potential to cause heat stress in customers and staff, resulting in risks to health. Heat stress in staff members may further lead to deficient performance and consequently, safety concerns. Extreme heat exacerbates dehydration, particularly in the young and elderly. – higher temperatures have the potential to elicit heat stress responses from vegetation. – rain and hail could cause slip and fall hazards on surfaces such as pathways, walkways, stairs, etc. causing health incidents to customers and staff. <ul style="list-style-type: none"> • Risk treatments proposed to address these risks include: <ul style="list-style-type: none"> – incorporation of roofing structures in the Project design to increase shading, including above the concourse and accessways (stairs/lifts); glazing of façades on structures and lift treatments to reduce radiation impacts; installation of mechanical thermostat for ventilation within lifts to achieve thermal comfort; opportunities to include water stations at Little Eveleigh Street and Marian Street (to be confirmed during design). – use of drought resistant and drought tolerant plant species for landscaping where appropriate. – maintenance and cleaning of stairs and surfaces following extreme events to minimise impacts from water accumulation causing slipping. – design of stair treads to ASA standards for safety during in extreme events. <p>A full list of risk treatments is provided in Chapter 22 (Sustainability and Climate Change) of the EIS.</p> <ul style="list-style-type: none"> • Periodic review of climate change risks would be undertaken during operations to ensure ongoing resilience to the impacts of climate change
--	--

Cumulative impacts

Construction	<ul style="list-style-type: none"> • Potential cumulative impacts include: <ul style="list-style-type: none"> – visual impacts can result from the presence of construction works, plant, and disturbance. – impacts to land use such as a reduction in available public space and on-street parking that is temporarily occupied for construction ancillary facilities and other construction work sites within the Project area. – impacts on the existing pedestrian, cycle, public transport and surrounding road networks could occur during construction of the Project due to increased construction traffic, presence of work sites within/adjacent to roads and loss of street parking during construction. – construction of the Project in combination with the construction of other project(s) could result in noise sensitive receiver/s experiencing higher noise levels than those predicted in Chapter 13 (Noise and Vibration) of the EIS. – there is the potential that concurrent construction activities may lead to cumulative social impacts on the local and regional community. These impacts may arise through direct amenity factors such as cumulative noise, air quality, traffic or visual impacts, or from cumulative changes to business operations (e.g. visibility, passing trade, access) or community connectivity (e.g. accessibility of social infrastructure). – It is also recognised that these collective changes may affect less tangible social factors such as levels of stress and anxiety, the community's sense of place, cultural identity or community cohesiveness.
--------------	--

Key potential impacts of the exhibited Project	
	<ul style="list-style-type: none"> – construction fatigue can be experienced by local receivers where construction impacts overlap or where people move between areas. Construction fatigue impacts are likely to relate to issues such as noise, traffic and visual impact, with the potential for follow on impacts to community identity or community cohesiveness. Community connectivity is not expected to be substantially affected. – TfNSW would seek to undertake coordination with other nearby projects to understand their construction schedules and avoid construction fatigue where possible. – It is recognised that the relatively large number of nearby projects has the potential to result in consultation fatigue for local residents. This has been managed in this Project through judicious timing and design of consultation activities, with a view to balancing the desire to obtain community feedback on the Project with potentially ‘overloading’ consultees.
Operation	<ul style="list-style-type: none"> • The cumulative benefit of the Project with other projects during operation is anticipated to result in a net benefit for the community. Considered together with these other projects, the Project would provide: <ul style="list-style-type: none"> – improved accessibility and safety at Redfern Station and connectivity with the public transport network overall – improved access to employment areas and housing in the surrounding area – a potential increase in economic activity, businesses and employment opportunities, particularly around Redfern Station.

2.2.2 Sustainability initiatives

In the EIS, Section 22.2.3 of Chapter 22 (Sustainability and Climate Change) describes a number of sustainability initiatives, designed to deliver improved sustainability outcomes during the design, construction and operation of the Project. These opportunities were developed in alignment with the sustainability guidelines and the target for the Project from the Infrastructure Sustainability Council of Australia (ISCA) Infrastructure Sustainability (IS) Rating Tool, as well as in response to sustainability risks identified. Sustainability risks were identified in the areas of management systems, procurement and purchasing, climate change adaptation, energy and carbon, water, materials, discharges to air, land and water, waste, ecology, community health, wellbeing and safety, heritage, and stakeholder participation. Sustainability initiatives included the following:

- developing a Sustainability Management Plan (SMP) which would:
 - identify knowledge sharing opportunities
 - identify targets to reduce air, land and water impacts (including water reduction targets) for the Project
 - identify waste reduction targets for the Project, including soil reuse
 - identify measures to support community health, wellbeing and safety throughout the Project, such as providing information at community events, supporting local enterprise, and integration of shading
 - identify material lifecycle impact reduction targets for the Project.
- integrate sustainability into procurement and purchasing practices, such as sustainability supply chain training and identification of sustainability objectives with suppliers
- maximise the use non-potable water during construction
- selection of materials would be informed by ‘whole of life’ costing methodologies during design and construction of the Project, and material re-use would be maximised.

2.2.3 Conclusion of the EIS

The Project has been developed with the objective of minimising potential impacts on the local and regional environment and community. The design and construction methodology would continue to be developed with this overriding objective in mind and would continue to consider the input of stakeholders and the local community. The Project's environmental performance would be demonstrated by implementing the Construction Environmental Management Framework (CEMF), CEMP (and its' sub-plans) and Construction Noise and Vibration Strategy (CNVS). These plans would be designed to comply with relevant legislation and conditions of approval. They would include a range of environmental mitigation measures developed following the environmental assessment documented in the EIS.

With the implementation of the proposed management and mitigation measures, the potential environmental impacts of the Project are considered manageable. The Project was therefore considered justified and should proceed.

3. Consultation

3.1 Overview

This section summarises the stakeholder and community consultation activities that Transport has undertaken prior to, and during, the exhibition of the EIS for the Project.

3.2 Pre-EIS exhibition

Consultation and engagement activities pre-EIS exhibition involved the community, business and residents, non-government stakeholders, government agency stakeholders and Aboriginal and Torres Strait Islander communities and stakeholders.

3.2.1 Community, business and residents

Concept design consultation

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. On 27 February 2019, the NSW Government announced that Redfern Station would have an accessibility upgrade as part of the TAP. This announcement included a new pedestrian concourse at the southern end of the station that would provide easy access to Platforms 1 to 10 with six new stairs and lifts along with better connectivity with the surrounding areas including key destinations such as South Eveleigh (formerly the Australian Technology Park), Carriageworks, as well as health and education centres.

Following the 27 February 2019 announcement of the Project, consultation began with the local community and stakeholders. Consultation activities were undertaken with the local community across two consultation periods (May to June 2019, and July to August 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 developed and presented to the community for consideration in July and August 2019. Feedback from the community, stakeholder groups, and station customers has assisted in progressing to a preferred option.

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

- community group and stakeholder meetings
- doorknocking 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 on Little Eveleigh Street
- distribution of around 15,900 newsletters to businesses and residents within one kilometre of Redfern Station, south of Cleveland Street
- distribution of around 8,000 newsletters to customers at the station during peak periods periodically throughout the consultation period and ahead of community information sessions
- webpage¹ with Project information including Frequently Asked Questions (FAQs), newsletter and link to online survey (now closed)²
- 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:

¹ <https://www.transport.nsw.gov.au/projects/current-projects/redfern-station-upgrade-new-southern-concourse>

² <https://yoursay.transport.nsw.gov.au/RedfernNSC>

- 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
- posters at the station advising where to view the concept designs and how to provide feedback.

Consultation activities undertaken in the July–August 2019 consultation period included:

- stakeholder forum on 4 July to introduce the four design options and encourage discussion between stakeholders on the comparative benefits and challenges of each
- door knock of 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 one kilometre of Redfern Station, south of Cleveland Street, and 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
- webpage with project information including FAQs, newsletter, stakeholder forum presentation and link to an online survey regarding the options
- community Infoline number and email address
- posters at the station advising where to view the concept designs and how to provide feedback.

A second stakeholder forum was held on 4 November 2019, to discuss the results of the July–August 2019 consultation period and how they had shaped the preferred design of a modified Option 1. As an outcome of the discussions held in this forum, TfNSW committed to undertaking a co-design process with local residents on the streetscapes of Marian and Little Eveleigh Streets.

Residents of Little Eveleigh Street were door knocked on 5 November 2019 to provide an update of the Project, with a letter and offer of individual meetings. Around 19,800 newsletters with a project update were also distributed to businesses and residents within one kilometre of the station.

3.2.2 Non-government stakeholders

Meetings have been held with non-government stakeholders, including community representative groups, local businesses, employer and educational organisations, and local organisations. These included:

- University of Sydney
- Carriageworks
- Mirvac Group
- Commonwealth Bank of Australia
- REDWatch
- Reconnect Redfern
- Lift Redfern

³ 1800 684 490

⁴ projects@transport.nsw.gov.au

- The Big Issue
- Blind Citizens Australia.

The Project team presented the four options to the Accessible Transport Advisory Committee (ATAC) which included representatives from a number of different disability support organisations, as well as the City of Sydney's Inclusion Advisory Panel, on Wednesday 31 July 2019. TfNSW also met with ATAC on 25 November 2019 to discuss the feedback received during the July-August 2019 consultation period and the preferred option.

3.2.3 Government agency stakeholders

TfNSW has undertaken government agency consultation to date with the aim of ensuring that relevant agencies are involved in the strategic planning process and are consulted on planning approval requirements and the environmental assessment process.

Meetings undertaken to date have included:

- NSW Heritage
- DPIE
- Environment, Energy and Science Group
- Sydney Local Health District and RPA
- TAFE Eora
- NSW Police
- City of Sydney Council (CoS Council).

Several agencies were also involved in the Secretary's environmental assessment requirements (SEARs) application process, to inform the SEARs issued for the Project.

3.2.4 Aboriginal and Torres Strait Islander communities and stakeholders

Redfern Station is within close proximity and has important ties to the local Redfern Aboriginal community. The station has historically served as an important transport connector between this local community and Aboriginal people from other areas of NSW. Dedicated engagement with the local Aboriginal and Torres Strait Islander community has been undertaken for the Project. Meetings have been held with Aboriginal and Torres Strait Islander stakeholder organisations, including:

- Metropolitan Local Aboriginal Land Council (MLALC)
- TAFE Eora
- National Centre of Indigenous Excellence (NCIE)
- Indigenous Chamber of Commerce.

Representatives from local Aboriginal organisations and community groups were also invited to a targeted Aboriginal Engagement Forum on 5 June 2019, in addition to the two stakeholder forums.

Consultation with the local Aboriginal and Torres Strait Islander community will continue throughout the ongoing development of the Project, and there will be further opportunities for stakeholders to provide feedback on the Project as the design evolves.

3.3 Consultation during EIS exhibition

From 27 May 2020 to 24 June 2020, EIS was placed on public exhibition on the DPIE website. Consultation activities undertaken during the public exhibition period of the EIS included:

- Community group and stakeholder meetings
- Distribution of more than 18,000 newsletters to businesses and residents within a 1km radius of Redfern Station south of Cleveland Street and including Chippendale

- Email campaign to 308 stakeholders that were registered on the Redfern Station Upgrade – New Southern Concourse mailing list
- Placement of project signage at each of the station entrances and on Little Eveleigh Street
- Webpage update with project information including, the newsletter, poster and Frequently Asked Questions (FAQs)
- Newspaper advertisements in the Daily Telegraph and Sydney Morning Herald (placed by DPIE), and Koori Mail
- Social media post with a reach of over 32,800 people
- Community Infoline number and email address.

On Wednesday 17 June 2020, during the public exhibition period, a livestream event was also held by the Project team. Approximately 86 people participated in the livestream event, and participants were able to ask questions in the live chat forum, which were then answered accordingly by the Project team. The livestream event was recorded, and the questions and answers subsequently transcribed, which are available on TfNSW's current projects website (Available at: <https://www.transport.nsw.gov.au/projects/current-projects/redfern-station-upgrade-new-southern-concourse>). In addition to the 86 people who viewed the livestream during the event, the livestream recording had been viewed more than 600 times by the end of the EIS public display period on 24 June 2020.

3.4 Consultation post EIS exhibition

Engagement activities were undertaken after the conclusion of the EIS public exhibition period to inform stakeholders and the community of the next steps. These activities included community and stakeholder meetings, webpage update and update to the FAQs, and the Community Infoline number and email address.

A co-design process was also commenced with residents of Little Eveleigh Street and Marian Street in August 2020, to involve them in the design of the streetscapes. The key aim of this process is to provide residents with the opportunity to collaborate with the project team and other key stakeholders to inform the design of the streetscapes. These engagement activities are described further below.

3.4.1 Ongoing consultation

As part of the consultation process, the community and community groups were also asked how they would like to be consulted during the next stages of the Project. The majority of these responses suggested that newsletter and email updates, followed by other online channels are the primary methods that the general community wish to be used for consultation. Community groups also requested opportunities for community input into the design process through forums such as workshops.

Community and stakeholder consultation will continue throughout the ongoing development of the Project, and there will be further opportunities for the community and stakeholders to provide feedback on the Project as the design evolves.

3.4.2 Co-design process

A co-design process for the streetscapes commenced on 5 August 2020 with an independently-facilitated online workshop (in accordance with the current COVID-19 social distancing requirements) attended by residents of Little Eveleigh Street and Marian Street. Further workshops will be undertaken, concluding in September 2020.

Co-design processes involve the community in the iterative development of solutions. This is driven by the underlying principle to engagement with the community in the development and delivery of products or services to achieve better (and shared responsibility for) outcomes.

The key aim of this process is to provide residents of Little Eveleigh Street and Marian Street the opportunity to collaborate with the Project team and other key stakeholders, such as the City of Sydney in the design for these streetscapes. The co-design would focus on key areas of influence for the Redfern Station design which includes landscape, lighting and streetscape.

The process aims to:

- understand the values and concerns of residents
- understand what residents view as an opportunity for these streetscapes
- provide residents with opportunities to access key Project specialists and better understand the process and constraints of design.
- establish a shared agreement and understanding of desired outcomes and the Project opportunities
- maximise the opportunity of common ground
- create an environment that encourages buy-in and ownership through co-design for the community

The workshop approach is outlined below:

1. Setting the scene: Establish the working group and desired outcomes.
2. How the area will work: Explore in detail key design aspects about how the area will function.
3. How the area will look: Focus on how the area will look and feel.
4. Refinement and agree: Finalise design outcomes.

3.4.3 Aboriginal and Torres Strait Islander communities and stakeholder ongoing consultation

Ongoing engagement with local Aboriginal and Torres Strait Islander communities is planned throughout the life of the Project, with the aim of ensuring community needs and concerns are addressed, and to identify opportunities to celebrate the Aboriginal culture of Redfern. The engagement would include:

- online engagement, including surveys to understand the cultural values for the area, areas of cultural and social significance as well as memories and aspirations for the area. This information would be used to identify key themes and locations, as well as opportunities to integrate Aboriginal cultural values into the Project design.
- meetings to discuss design development and heritage interpretation opportunities
- implementation of a Social Workforce Procurement and Aboriginal Participation Plan that provides commitments to deliver social outcomes and opportunities for employment of Aboriginal and Torres Strait Islander people throughout the life of the Project.

Aboriginal heritage and culture has, and will continue to be considered and incorporated into the detailed design of the Project.

3.5 Consultation during construction

Should the Project be approved, the Construction Contractor would consult with the community and stakeholders during construction. A *Community Liaison Management Plan (CLMP)* would be developed for engagement during the construction of the Project, in line with Section 4 of the CEMF in Appendix C of this report. This plan would be a working document that would be updated periodically to reflect any changes in the community, environment, or feedback received and includes:

- identification of potential construction impacts and mitigation measures
- details of stakeholders who may be impacted and details of how they will be consulted
- ongoing communication and consultation with stakeholders, local councils and other government agencies
- provision of regular updates to the nearby community
- development and implementation of a community complaints and response management system

- the mechanisms and tools that will be used to inform and consult the community such as notifications, phone calls, meetings, emails, posters/signage, online surveys, social media and doorknocks
- details on how members of the community can contact the Project team
- Project website that would have up to date information available
- opportunities for community and stakeholder participation.

4. Project clarifications

4.1 Overview

Since the exhibition of the EIS it has been identified that some components of the Project require clarification. The purpose of this section is to:

- provide further details on some of the information presented in the EIS (e.g. where further design development has meant it is now available) including information related to the potential impacts of the Project
- outline minor refinements to Project features where it results in no change to the assessments undertaken in the EIS.

The following clarifications are provided in this section:

- clarification on the use of the construction ancillary facilities
- additional details regarding the proposed hi-rail access
- removal of the Platform 8/9 pier
- additional details on the layout of the station entrances
- Development Application (DA) for new development on Cornwallis Street
- SEARS issued for Regent Street.

These clarifications do not result in an increase in adverse impacts of the Project, and in some instances reduce the potential adverse impacts of the Project.

Where required, these clarifications have been reflected in the updated Project Description for the Project, as presented in Appendix B.

4.1.1 Construction ancillary facilities

The EIS referred to the use of three construction ancillary facilities during construction of the Project (refer to **Figure 2-3**).

These ancillary facilities were all proposed for use as laydown areas and accessed by both light and heavy vehicles. The EIS also noted that ancillary facility 3 (refer to **Figure 2-3**) would be utilised as a site office compound for the Project.

As a result of design development and a better understanding of the logistics and spatial requirements, ancillary facility 2 is now proposed to also be utilised as a site office compound for the Project. The location provides better access, more space and a more suitable site office location.

As described in the EIS, construction traffic would generally not exceed 20 heavy vehicle movements per day at peak construction periods, with the most movements anticipated during the modification of 125-127 Little Eveleigh Street and during roadworks on Little Eveleigh Street and Marian Street. Additionally, up to 40 light vehicle movements per day are anticipated (not including worker transport to and from site). On average, approximately three heavy vehicle movements and 20 light vehicles movements can be expected on a typical day. The use of ancillary facility 2 as a site office compound would not result in a change of the number of vehicles accessing this ancillary facility, compared to what was outlined in the EIS.

Further, the noise assumptions in the EIS would not change for ancillary facility 2.

4.1.2 Hi-rail access

As described in the EIS, the Project would utilise existing hi-rail access points on the Sydney Trains network during possession periods, including those in the Project area.

Based on further design development, it has now been confirmed that the Sydney Trains hi-rail access point in Macdonaldtown would be utilised. This high-rail access point is adjacent to Macdonaldtown Station and across the rail tracks from ancillary facility 1. It is regularly utilised by Sydney Trains.

The use of this hi-rail access point would not result in additional traffic generated compared to that outlined in the EIS (see **Section 4.1.2.**), and would make use of existing access routes frequented by Sydney Trains. Further, the noise assumptions as outlined in Technical report 4 – Noise and Vibration of the EIS remain valid, due to the proximity of the high rail access to ancillary facility 1.

4.1.3 Platform 8/9 pier

The design of the Project as presented in the EIS included a supporting pier on platform 8/9 for the concourse. Further design development has meant that this support pier is no longer required resulting in fewer physical impacts to Platform 8/9.

4.1.4 Layout of the station entrances

Design of the Marian Street entrance has undergone further development, including:

- the stairs would be straightened to align with the direction of the footbridge
- the ticket gates would be moved further towards Marian Street
- the entrance canopy would be extended to cover the ticket gates
- installation of a family accessible toilet adjacent to the concourse.

Design of the Little Eveleigh Street station entrance has undergone further development, including:

- installation of an ambulant toilet, rather than a standard toilet
- space for the provision of a retail lift, rather than installation of a lift. This change will not affect accessibility of the Little Eveleigh Street station entrance.

These design developments would not result in a change to the impacts presented in the EIS.

4.1.5 Development Application for Cornwallis Street

Chapter 23 (Cumulative impacts) of the EIS outlined the projects that have the potential to result in a cumulative impact with the Project.

Since the preparation of the EIS, an additional development application (DA) (DA/2018/1058) has been approved which has the potential to result in a cumulative impact with the Project. This DA involves the demolition of an existing building, excavation and construction of a six storey boarding house comprising 62 boarding rooms, two basement levels containing 26 car parking spaces, a rooftop communal terrace, and tree removal, at 15-29 Cornwallis Street Redfern, (Lots 4 and 5 in DP 18034). The potential construction start date and program is not yet known. Potential construction and operational cumulative impacts include:

- construction noise impacts
- construction traffic impacts
- operational traffic impacts.

In relation to construction noise impacts, assuming the noisiest construction stages for work at 15-29 Cornwallis Street Redfern were to coincide with construction of the Project, the greatest increase in noise levels would be a maximum of 3 dB(A) on the levels presented in the Technical report 4 – Noise and Vibration of the EIS, where the Project would be the dominant source of construction noise.

The Statement of Environmental Effects submitted as part of the DA for 15-29 Cornwallis Street Redfern notes that bulk deliveries would primarily be carried by small and medium rigid vehicles between the work and construction zones, with the latter to be established along the frontage of Cope Street. Due to the size of the development and the location of the construction zones, should construction activities for both projects occur simultaneously, it is expected that construction traffic noise impacts would be minor.

In regard to potential construction and operational traffic impacts, additional cumulative impacts are considered unlikely as the traffic generated by both projects is minor.

As outlined in Mitigation Measure C11 (refer to **Section 9.4**), consultation would be undertaken with other proponents, where relevant, to manage cumulative impacts on sensitive receivers where construction programs overlap.

4.1.6 SEARS issued for Regent Street

Since the preparation of the EIS, SEARS have been issued for proposed redevelopment of The Regent Hotel at 56-58 Regent Street, Redfern (Lot 1, DP 658995). The proposed redevelopment would include demolition of the existing building, excavation and construction of a 21 storey hotel, including two basement levels. The Hotel is proposed to comprise three to four bars, a gaming room, bottle shop, 112 hotel suites, two residences, and a rooftop terrace.

As the proposed redevelopment has not yet been assessed, it is too early to determine potential cumulative impacts should construction of both projects proceed at the same time. In such a case as this proposed redevelopment become approved prior to construction of the Project, potential cumulative impacts would be considered as outlined in Mitigation Measure C11 (refer to **Section 9.4**).

5. Overview of submissions

5.1 Submissions received

The Project EIS public exhibition period of four weeks commenced on 27 May 2020 and ended on 24 June 2020. Submissions in response to the project were accepted by DPIE through electronic online submission or post and uploaded onto the DPIE website.

A total of 72 submissions were received from 72 respondents in response to the EIS and registered by DPIE. Of these:

- Nine were in support
- 27 objected to the Project
- 34 classified their submission as a comment
- Two submissions did not indicate support or objection and did not provide a comment on the Project.

Each submission received by DPIE was assigned a unique submission number and forwarded to TfNSW for review and consideration. The number of submissions by type of respondent is provided in **Table 5-1**.

The author of each submission was provided with a unique submission number when the submission was entered into the electronic online submission or via an email when the submission was received by DPIE.

Table 5-1 Summary submissions received

Submitter type	Number of submissions received
Community members	60
Organisations/key stakeholders	5
Government agencies	7
Total submissions	72

5.1.1 Community submissions

A summary of the suburbs from which the 60 submissions originated is in **Table 5-2**.

Table 5-2 Location for community submissions

Location	Number of submissions from that location
Redfern	31
Darlington	6
Alexandria	5
Annandale, Baulkham Hills, Dulwich Hill, Earlwood, Eastlakes, Enmore, Forest Lodge, Glenning Valley, Hornsby, Maroubra, Newtown, Oatlands, Petersham, Potts Point, Pyrmont, Rushcutters Bay, Surry Hills, Zetland	1 from each location (18)
Total submissions	60

5.1.2 Submissions received from organisations/key stakeholders

Five submissions were received from organisations/key stakeholders. Submissions raised a range of issues relevant to their respective areas of interest and responsibility. Submissions were received from the following organisations and key stakeholders:

- Action for Public Transport (NSW) Inc.
- REDWatch
- The Greens
- University of Sydney
- WalkSydney.

5.1.3 Submissions received from government agencies

Submissions from government agencies (including local council) also raised a range of issues relevant to their respective areas of interest and responsibility, and provided a number of recommendations, including recommendations for suggested conditions of approval for the project. Submissions were received from the following agencies:

- City of Sydney
- Crown Land
- Department of Primary Industries - Agriculture
- Environment, Energy and Science Group (EES)
- EPA
- Heritage NSW
- NSW Police (South Sydney Police Area Command).

5.2 Analysis of submissions

5.2.1 Issue categorisation

Analysis of submissions involved identifying issues raised by respondents and coding these into issue categories (e.g. noise) and sub-categories (e.g. construction noise). These issue and sub-issue categories are provided in **Appendix A**. The issues were then summarised in **Section 6**.

5.2.2 Review of community submissions

Each community submission was analysed to determine issues raised, and then summarised and grouped according to key issue and sub-issue categories. Responses to the issues raised are provided in **Section 6** of this report. Where relevant, input to the responses was sought from the technical specialists who assisted with preparation of the EIS.

Each issue identified in **Section 6** is presented as a summary of the issues raised by individual submissions. This means that, while the exact wording of a particular submission may not be present in the summary of the issue, the intent of each individual issue raised has been captured. A response has been provided to each issue summary.

Appendix A identifies the issues and sub-issues raised by individual community submissions, according to the respondent number, and provides a reference to where a response to the issue and sub-issue is provided in **Section 6** of this report. Where a respondent has raised multiple points relating to a single issue, each of these instances has been counted. This means that the same respondent may be counted multiple times where multiple points are made in relation to a single issue. This approach can be seen in more detail in the table provided in **Appendix A**, and shown in **Section 6**.

5.2.3 Review of organisation, key stakeholder and government stakeholder submissions

Each organisation, key stakeholder and government stakeholder submission was reviewed, and the issues raised were responded to in **Section 7** (response to organisations/key stakeholder submissions) and **Section 8** (response to Government agencies) of this report.

5.3 Summary of issues raised

5.3.1 Key issues raised in community submissions

A total of 60 submissions were received from the community with the matters raised regarding the following:

- **Strategic context and justification:** Respondents suggesting the Project scope should be broadened, that the Project represents only a short term solution (until 2036), and that the Project is not consistent with strategic planning documents, such as the Greater Sydney Commission's *Greater Sydney Region Plan: A Metropolis of Three Cities – Connecting people*. Respondents also sought clarification on the plans for the broader Redfern and North Eveleigh precinct, some of which noting that these plans would have a bearing on their opinion of the Project.
- **Project development and design:** Including concerns about the options assessment process, including the consideration of community-presented options by TfNSW. Respondents also provided suggestions for design changes or features, and urban design suggestions.
- **Consultation and engagement:** Including concerns that an inadequate amount of consultation has been completed, or that consultation with the community did not provide an accurate representation of community concerns. Respondents also suggested TfNSW should partner with the community to develop the design.
- **Landscape and visual character:** Including concerns about the visual assessment, and privacy, safety, and lighting impacts for residents adjacent to Redfern Station. Respondents also suggested alternative/additional mitigation measures to abate such impacts.
- **Land use and property:** Including concerns that the Project would change the residential nature of surrounding streets and affect property values. Some respondents also called for Little Eveleigh Street to be rezoned to allow for mixed use.
- **Traffic, transport and access:** Including concerns about the traffic, transport and access assessment and questions relating to the additional connectivity for pedestrians and cyclists. Respondents also raised issues relating to traffic and safety impacts during construction and operation, and concerns relating to parking, drop-off and bus stop locations.
- **Noise and vibration:** Including concerns about noise and vibration impacts to local residents, and suggestions and concerns about proposed mitigation measures to counter these impacts.
- **Listed heritage items:** Including concerns about the methodology used in the non-Aboriginal heritage assessment, and concern that the proposed design is not sympathetic to the heritage values of Redfern Station.
- **Air quality:** Including concerns about air quality impacts during construction and operation of the project. Some respondents expressed concern about the proposed mitigation measures, with others proposing alternatives.

5.3.2 Key issues raised in organisation/key stakeholders submissions

A total of five submissions were received from organisations. Key issues raised included:

- **Strategic context and justification:** Respondents raised concern that the Project does not adequately address the connectivity issues around Redfern Station, with respondents concerned that the Project represents only a short term solution (until 2036), and as such, the Project scope should be broadened. Respondents also raised concerns that the Project is not consistent with strategic planning documents, such as the NSW government design policy document *Better Placed*, and the *Greater Sydney Commission's Greater Sydney Region Plan: A Metropolis of Three Cities – Connecting people*.

- **Traffic, transport and access:** Most organisations called for barrier-free access across the concourse. Organisations also raised concerns about the traffic, transport and access assessment and questioned whether the Project would deliver additional connectivity for pedestrians and cyclists, with some submissions offering suggestions on how this could be achieved. Issues relating to traffic and safety impacts during construction and operation were also raised with respondents expressing concerns relating to the proposed shared zones, parking, accessibility upgrades to platforms 11 and 12, drop-off and bus stop locations.
- **Consultation and engagement:** Including concerns that an inadequate amount of consultation has been completed. Respondents also suggested TfNSW should partner with the local community, including specifically the local Aboriginal community, to develop the design.
- **Project development and design:** Including concern about the options assessment process. Respondents also provided suggestions for design changes, and urban design suggestions.
- **Amenity impacts:** Issues raised focussed particularly on amenity impacts for residents of Little Eveleigh Street and residents of the 'Watertower' residential building.
- **Listed heritage items:** Including calls for the project design to recognise and celebrate Aboriginal culture, as well as offering training and employment opportunities.

5.3.3 Key issues raised in Government agency submissions

A total of eight submissions were received from government agencies. Key issues raised included:

- **Traffic, Transport and access:** Including advice on the appropriate approvals process to follow for conversion of Little Eveleigh Street to a shared zone. Some agencies supported calls for ungated and unrestricted access across the concourse, while others supported gated and timed access arrangements. Concerns were also raised regarding changes to the provision of parking and drop-off locations.
- **Listed heritage impacts:** Including concerns about the adequacy of the heritage assessment. Respondents also raised concerns about visual impacts, and made recommendations to minimise the Project's impact on the heritage significance of Redfern Station collection of railway buildings.
- **Noise and Vibration:** Including recommendations for the selection of mechanical plant and equipment during construction and providing recommendations regarding mitigation measures.
- **Project development and design:** Including suggestions for design changes, and consideration of urban design matters. Requests were also made for technical drawings.
- **Biodiversity:** Including suggestions for enhancing the habitat of local biodiversity and species of local conservation significance through associated landscaping.
- **Waste and contamination:** Including suggestions for further contamination assessments to be carried out, and remediation plans and waste management plans to be prepared. Agency submissions also provided recommendations for conditions of approval pertaining to contamination and remediation.
- **Landscape and visual character:** Including calls for the extent of works to facilitate a broader landscape overview, and recommendations to retain as many trees as possible, providing a significant contribution to canopy cover.
- **Consultation and engagement:** Including recommendations for a suitable communications strategy to be implemented during construction to mitigate impacts associated with construction. Agencies also requested specific consultation activities pertaining to their associated area of expertise.
- **Safety:** Recommendations to improve safety of the station platforms, the new southern concourse and surrounding streets, including the proposed shared zones.

6. Response to community submissions

This section provides responses to issues raised in the submissions received from the community. The process for responding to community submissions is provided in **Section 5** of this report. Unless otherwise noted, all mitigation measures referenced in this section refer to the revised mitigation measures provided in **Section 9** of this report.

Appendix A provides a table that identifies the issues and sub-issues raised in the community submissions, and the corresponding responder that raised each issue/sub-issue (identified by responder number). A reference to the relevant section of this report where each issue/sub-issue is responded to is also provided.

The number of respondents against each issue has been provided in the following section. Where a respondent has raised multiple points relating to a single sub-issue, each of these instances has been counted. This means that the same respondent may be counted multiple times where multiple points are made in relation to a single sub-issue. This approach can be seen in more detail in the table provided in **Appendix A**.

6.1 General

Issue – general support

One respondent (refer **Appendix A**) expressed general support for the Project with no other comment or specific issue raised.

6.2 Strategic context and justification

Issue – justification for the Project

Four respondents (refer **Appendix A**) expressed concern with the justification for the Project as presented. Respondents generally agreed Redfern Station upgrade is required, however suggested that the whole precinct should be developed rather than the scope limited in the proposal (i.e. a masterplan should be developed for the area).

Response

Redfern Station does not currently meet key requirements of the *Disability Standards for Accessible Public Transport 2002* (DSAPT). Existing platforms are accessed by a single stairway at the northern end of the platforms (with the exception of Platforms 6/7 which are serviced by an existing lift, and Platforms 11/12 which are serviced by escalators). The stairways do not provide an accessible path of travel for several groups of people including those with a disability, limited mobility, parents/carers with prams or customers with luggage.

In addition providing much needed accessibility upgrades, the Project aims to address current demand for the Station, and significant forecast growth in the surrounding area associated with the Tech Central and subsequent increase in rail patronage. Redfern Station is already at capacity and has deficiencies that restrict capacity to meet future demands and present a risk to customer safety.

The NSW Government also currently working on a vision for the Redfern North Eveleigh Precinct, 10 hectares of Government-owned land along the rail line south of Redfern Station. The new southern concourse at Redfern Station would 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. This area will be a key part of Tech Central, providing opportunities and facilities for the local community and promoting economic growth for the entire state.

Over the coming months, TfNSW will be engaging with local stakeholders and community on a vision for the Redfern North Eveleigh Precinct, and how they would like to be involved in its renewal.

Issue – the Project does not address all the needs of the area

Three respondents (refer **Appendix A**) expressed concern that the Project does not address future rail, business and community access requirements to, and within, the station, including providing provision for any future development in the area, and representing only a short term solution (until 2036).

Response

The Project has been designed to account for the capacity needs and significant predicted future growth in the area surrounding Redfern Station. The increase in patronage has been modelled based on the large-scale urban renewal and commercial developments planned for the surrounding area. This includes The Pemulwuy Project and projects associated with the Redfern and North Eveleigh Precinct, and Tech Central.

Without the Project, this increase would place additional pressures on Redfern Station. The Project would:

- cater for growth in commuter use at Redfern Station for both transfers between services and as a destination station
- improve customer experience and accessibility by providing lift access to Platforms 1-10
- be designed in a manner that is flexible, so as to be integrated with any future precinct upgrades
- provide additional access to Redfern Station Platforms 1 to 10.

2036 is the year currently used for strategic planning and demand forecasting across government due to available census data and population projections. While the design is based on capacity for 2036 it will provide sufficient capacity for many years past this date.

Issue – consistency with the region plans

One respondent (refer **Appendix A**) expressed concern that development on Little Eveleigh Street is not consistent with the Greater Sydney Commission's *Greater Sydney Region Plan: A Metropolis of Three Cities – Connecting people*.

Response

The strategic context of the Project and how it addresses these strategic plans is described in Chapter 2 (Location and strategic context) of the EIS.

As described in Section 2.3.2 of Chapter 2 (Location and strategic context) of the EIS, the *Greater Sydney Region Plan: A Metropolis of Three Cities – Connecting people* identifies that the provision of adequate infrastructure to support population growth is essential to creating strong communities. Of the 40 objectives set out in the Plan, objectives 1 to 4 are relevant to the Project, as follows:

- infrastructure supports the three cities
- infrastructure aligns with forecast growth – growth infrastructure compact
- infrastructure adapts to meet future needs
- infrastructure use is optimised.

Through its location at one of Sydney's key stations, the Project would help achieve the objectives of the *Greater Sydney Region Plan: A Metropolis of Three Cities – Connecting people* by supporting the concept of a '30-minute city' (whereby people can reach their nearest metropolitan and strategic centres within 30 minutes). The Project, including the development of the station entrance and shared zone at Little Eveleigh Street, would also promote north-south and east-west connections, and would assist in providing for a forecast increase in patronage of Redfern Station (associated with growth in the Redfern and North Eveleigh Precinct and the wider Tech Central). It would also maximise the utility of existing infrastructure, thereby further supporting the objectives of this plan.

6.3 Project development and design

6.3.1 Redfern Station Upgrade

Issue - futureproofing

One respondent (refer **Appendix A**) asked whether the concourse would be "future proofed" for development, especially at Platforms 1 and 2 (as there are currently four tracks that converge into two).

Response

As outlined in Chapter 5 (Project description) of the EIS, the concourse and station entrances have been designed to enable future development. This 'future' proofing' remains a consideration through the design process. The concourse has been designed to accommodate forecast pedestrian numbers in pedestrian modelling undertaken for the Project, and has also been guided by engineering requirements and physical constraints of the Redfern Station site (e.g. inside a cutting, bounded by local streets and residential properties).

6.3.2 Options considered

Issue - concerns with the options assessment process

A total of 22 respondents (refer **Appendix A**) expressed concern with the options assessment and asserted that justification for the preferred option was not accurate. Specifically, respondents were concerned that:

- Option 1 did not adequately meet the objective of Secretary Environmental Assessment Requirement 6 - Place and Urban Design, including contributing to the accessibility and connectivity of communities (one respondent).
- Alternative options, including Option 5 and Option 6 (also known as the 'H Design') were preferred as they would have resulted in improved connectivity outcomes, and would allow for future expansion (20 respondents).
- The preferred option does not alleviate connectivity issues in the area, and that alternative options should be considered to allow NSW Government funds to result in a positive legacy in the area (17 respondents).

Response

TfNSW examined a number of options during the development of the Project including the community group options, and after reviewing these options, as well as taking feedback from the community into consideration, Option 1 was chosen as the preferred option. The Project development and alternatives considered are addressed in Chapter 4 (Project development and alternatives) of the EIS. Option 1 was selected as the preferred option for the Project for the following reasons:

- it was the preferred option of respondents during the consultation periods in May and June 2019 and in July and August 2019
- it has the shortest and most direct journey from station platforms to nearby streets
- the straight walkway design with clear wayfinding makes it easy for customers to navigate, particularly customers with accessibility needs
- customers perceived that this option provides comparatively better personal safety
- the design can be future-proofed to integrate with potential developments in the future, including provision for connecting to future development envisaged within the surrounding precincts
- it provides separation of lifts, stairs and ticket gates on the concourse which reduces congestion and improves safety.

SEAR 6 – Place and Urban Design is addressed in Chapter 8 (Urban design) of the EIS (refer Table 8-1 for where each specific SEAR is addressed). Chapter 8 (Urban design) of the EIS was based on the Redfern Station Upgrade - New Southern Concourse Urban Design and Public Domain Plan, which was provided as Appendix C in the EIS. The Project would contribute to accessibility, amenity and safety through:

- the alignment of the bridge and location of new station entries, which would provide a direct cross corridor connection between Little Eveleigh Street and Marian Street
- clear sightlines across the new concourse, from the top of stair at the Marian Street entrance to Little Eveleigh Street, due to the straight alignment across the corridor
- the simple, clear, and consistent Project layout

- improved cyclist amenities, including new bike hoops on the north end of Little Eveleigh Street, with new landscaped areas to provide a visual and physical buffer to residences, and new bike hoops adjacent to the Marian Street entrance
- restricted traffic speeds, improving safety for cyclists and pedestrians, due to the shared zones on Little Eveleigh Street and Marian Street.

The community group options, including Option 5, as presented by Reconnect Redfern community group were reviewed by TfNSW and were discussed in Section 4.3.3 of Chapter 4 (Project development and alternatives) of the EIS. While Option 5 presented some advantages, there were other connectivity constraints and disadvantages to this option, including visual impacts to residents of the nearby Watertower residential building (due to the concourse shape wrapping the corner-line of the building, effectively creating a wall to the rail corridor and the adjacent Watertower residential building), and the bulk of the larger concourse and bridge structure creating a comparatively greater visual impact. The bulk of this option would also create a visual impact to the heritage significance of the station.

There were also challenges to constructability, such as limited space available to place larger cranes that would be required to lift the extended concourse spans. Additionally, the provision of a cycleway ramp between the concourse and the pathway connection to Wilson Street would require construction of a very large ramp structure to achieve compliant gradients. This 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 Marian Street side. This cycleway configuration would be complex, and the changing gradients and additional ramps would be unsuitable for those with accessibility needs. More complex wayfinding with an increased number of decision points could also lead to pedestrian-cyclist conflict.

Option 6 (the 'H-Design') was also reviewed by TfNSW. While this option presented some advantages, there were other constraints and disadvantages. The challenges for this option include increased customer journey distance between the platforms and surrounding streets which could impact ease of access for customers with limited mobility or other accessibility requirements. Similarly, this option would result in an increased distance to bus connections on Gibbons Street, and increased distance for connection to Platforms 11 and 12. Other issues noted were construction complexity and time required, 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; and the bulk of the larger concourse would create a significantly greater visual impact to station heritage.

TfNSW is continuing to consult with the community throughout detailed design, including in regard to landscape, lighting and streetscape design through a co-design process (refer **Section 3.4** of this report).

6.3.3 Design Suggestions

Issue and response – widening design elements

Seven respondents (refer **Appendix A**) suggested specific features of the Project be widened. Details of these proposed design amendments, and TfNSW's response is provided in **Table 6-1** below.

Table 6-1 Issues and responses regarding widening of Project features

Issue: Project feature proposed to be widened	Number of respondents	Response
The shared zone on Little Eveleigh Street (to safely support both pedestrian and bicycle activity)	One respondent	The proposed layout of the Little Eveleigh Street shared zone has specifically been designed to maximise available street space. The layout of these shared zones will be designed in accordance with TfNSW's Technical Direction <i>TTD 2016/001 Design and implementation of shared zones including provision for parking</i> , which provides guidelines for the design and implementation of shared zones, to respond to pedestrian modelling undertaken for the Project, and to provide a

Issue: Project feature proposed to be widened	Number of respondents	Response
		landscape buffer between public spaces and private residences.
Platforms should be a minimum of 20 metres wide (to allow for future patronage growth)	One respondent	Redfern Station is physically constrained by several features as it is situated inside a cutting and is also bounded by local streets and residential properties. This area also falls into the Darlington Heritage Conservation area. These constraints mean there is very limited opportunity to widen the platforms. The new concourse would facilitate faster platform clearance, which would in turn, improve the safety of the station and allow for future patronage growth.
Stairs and lifts within the station (to accommodate prams, shopping trolleys and bicycles)	Two respondents	The proposed stairs and lifts will be as wide as possible, considering the width of the platforms. Project features have been designed primarily for accessibility (e.g. providing adequate space for people with prams, mobility issues, etc. to move along the platform), and to meet the DDA requirements.
The path at the station entrance (closing the left turn lane from Gibbons Street to Lawson Street)	One respondent	Removing the left turn lane from Gibbons Street to Lawson Street to facilitate footpath widening on Lawson Street is outside of the scope of the Project.
The concourse	Four respondents	The proposed six metre-wide concourse has been designed to cater for forecast patronage demand up to 2036. The concourse design took into consideration pedestrian modelling, accessibility needs, constructability, and reduce potential visual impacts. The new concourse has also been designed to minimise visual impacts on the heritage values of the station, be easily maintainable and to provide views to heritage precincts north and south of the concourse. Increasing the width of the concourse is not considered necessary to accommodate forecast demand, and would create a greater visual impact (including to station heritage values), and would increase constructability challenges.
The pedestrian paths on Lawson Street and Gibbons Street	One respondent	The Project includes footpath upgrades on Gibbons Street and Lawson Street, associated with the provision of kiss and ride facilities in both of these locations. Opportunities to widen the footpaths at Lawson Street and Gibbons Street are constrained by the limited available space adjacent to each road.

Issue and response – dedicated cycleways

A total of 13 respondents (refer **Appendix A**) suggested the Project include provision of a dedicated cycleway or lane in various locations, including:

- on Little Eveleigh Street, separating the pedestrian and bicycle shared use zone (ideally with traffic divider or at minimum painted lanes) (five respondents)

- over the rail alignment (either through a barrier-free concourse or as a separate dedicated cycleway bridge) (seven respondents)
- along Lawson Street, Abercrombie Street, Ivy Street or Shepherd Street to join in with the Wilson Street Cycleway (one respondent)
- through a two-way north-south separated path along Wyndham Street/Gibbons Street/Regent Street/Botany Road corridor from Green Square Station to Waterloo Station to Central Station and connecting to Redfern Station (one respondent).

One respondent also raised concerns that the Project doesn't connect to Sydney's cycling network.

Response

The shared zones are designed to be a safe zone for all modes of transport, with a speed limit of 10 kilometres per hour. A shared zone was chosen as the preferred option for Little Eveleigh Street due to space constraints, and the need to accommodate different modes safely.

TfNSW investigated providing a cycleway through the new southern concourse. This has been deemed unfeasible due to space and safety constraints, including the requirement to provide platform accesses from both sides of the concourse. Notwithstanding, cyclists would be able to use the new concourse but will need to dismount to do so.

The NSW Government is working with CoS Council to deliver cycle route upgrades to Lawson Street, a separated cycleway between Eveleigh Street and Regent Street, and integrating with the regional bike network (which is planned to be completed in 2020). More information can be found at: <https://www.cityofsydney.nsw.gov.au/vision/better-infrastructure/streets-and-public-places/current-works/lawson-street-improvements>.

TfNSW will continue to work with CoS Council and the community to look at opportunities to connect the Project with current and future cycle paths. As outlined in the EIS, it is also noted that the Project includes the provision of approximately 20 new bicycle parking spaces at Marian Street, and approximately 60 new bicycle parking spaces at Little Eveleigh Street, as part of the new shared zones and station entrances.

Issue and response – design changes

A total of 37 respondents (refer **Appendix A**) suggested general changes to the Project design. Details of the proposed design amendments, and TfNSW's response is provided in **Table 6-2** below.

Table 6-2 Proposed design changes suggested and responses

Issue: Suggested design changes	Number of respondents	Response
Installation of accessible features for the disabled and the elderly (including walkable surfaces that are favourable to people with impairments)	Three respondents	<p>The Project is a part of the Transport Access Program (TAP). One of the main aims of the TAP is to provide stations that are accessible to people who have disabilities, are less mobile, parents/carers with prams and customers with luggage (refer Section 1.2 of Chapter 1 (Introduction) of the EIS). The Project has subsequently been designed to improve accessibility at Redfern Station, with a key objective of the Project being to improve customer experience and accessibility.</p> <p>Chapter 5 (Project description) of the EIS describes the features of the Project, which have been designed to provide safe and equitable access to Platforms 1 to 10 and Little Eveleigh Street and Marian Street, along with generally improving customer facilities, amenity and safety. These include the use of tactile ground surface indicators (TGSIs), wayfinding</p>

Issue: Suggested design changes	Number of respondents	Response
		and signage, passenger information system (e.g. passenger information display, public address and hearing loops) and emergency equipment (e.g. for fire and life safety).
A ramp should be provided at the Marian Street entrance to the concourse, as stairs and lifts would reduce the amenity of the concourse and would create an unsafe bottleneck	One respondent	<p>TfNSW explored the option of providing a ramp to the concourse at Marian Street. Due to space constraints, the ramp configuration would be complex, and the changing gradients and additional ramps would be unsuitable for those with accessibility needs. The introduction of a ramp would also introduce more complex wayfinding with an increased number of decision points, as well as additional visual impacts.</p> <p>The proposed stairs and lifts will be as wide as is possible, considering the width of the platforms. Project features have been designed primarily for accessibility (e.g. providing adequate space for people with prams, mobility issues, etc. to move along the platform), and to meet the DDA requirements.</p>
Removal of tree at 122 Little Eveleigh Street to improve surface drainage and accessibility	One respondent	Decisions regarding tree removal would be made in consultation between TfNSW and CoS Council during detailed design. This engagement will include discussions on of tree removal and pruning, landscaping and vegetation offsetting required, with the aim of achieving the best possible outcomes in terms of biodiversity and street tree values. The co-design process to be undertaken with local residents would also include discussions on landscaping along Little Eveleigh Street (refer Section 3.4.2 for further information on the co-design process).
Provision of directional tactile tiles to connect between concourse entrance and top of stairs	One respondent	Directional tactile tiles are proposed at both entrances to connect to stairs and handrails, and at the base of stairs to connect to the platform safety zone TGSI's.
Provision of an improved /retained pedestrian crossing on Little Eveleigh Street directly to the south of Lawson Street	One respondent	<p>As part of the Project, the length of Little Eveleigh Street, (including up to the intersection with Lawson Street), would be converted into a shared zone. The threshold of the intersection of Lawson Street and Little Eveleigh Street would be raised, to indicate the shared zone conditions.</p> <p>Pedestrians would be given right of way in the shared zone, negating the need to provide a dedicated pedestrian crossing at this location. This shared zone would be clearly sign-posted, and would include reduced traffic speeds and improved pedestrian safety along with enhanced walkability.</p>

Issue: Suggested design changes	Number of respondents	Response
Installation of a bicycle ramp on the Marian Street side of the concourse, using the car park on Marian Street to achieve the appropriate grade	One respondent	TfNSW examined a number of design features during the feasibility stage and development of the Project, including provision for a cycle ramp connection to the concourse. This was not feasible, as the ramp configuration would be complex, and the changing gradients and additional ramps required would be unsuitable for those with accessibility needs. The Project includes accessibility features, such as the provision of lifts. Cyclists would be able to cross the concourse but would need to dismount to do so.
Locating the eastern entrance to the concourse on the southern side of the Cornwallis Street and Marian Street corner (so commuters exit directly into the South Eveleigh precinct)	19 respondents	TfNSW examined a number of design features and community submitted designs during the feasibility stage and development of the Project. This included considering the feasibility of including an entry/exit point on the southern side of the corner of Cornwallis Street and Marian Street. The reasons for not proceeding with this entry/exit location option was because the visual impacts to residents of the nearby Watertower residential building would be substantial, and construction would be more complex. As the concourse would be shaped in a manner that wraps the corner-line of the building, it would effectively create a wall between the rail corridor and the Watertower residential building. This concourse structure and bridge structure would be bulkier in scale and would create a comparatively greater visual impact than the preferred option chosen for the Project. In addition, locating the entrance to the concourse on the southern side of the Cornwallis Street and Marian Street corner would increase the travel distance between Redfern Station, the town centre and bus stops.
Locating the western entrance to the concourse on the southern side of Little Eveleigh Street, connecting with Wilson Street	Two respondents	<p>In July and August 2019, the community was presented with four different design options, three of which proposed a connection to Wilson Street (Options 2, 3 and 4) (see the Consultation Report in Appendix B of the EIS).</p> <p>Feedback received on these options identified the Option 1 (the design presented in the EIS) as the preferred option.</p> <p>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 for less mobile customers. There were also concerns regarding personal safety and crime prevention in the area of the ground level pathway due to restricted lines of sight.</p>

Issue: Suggested design changes	Number of respondents	Response
		<p>Community feedback regarding Option 3 included concerns 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 proposed aerial walkway.</p> <p>While Option 4 would have provided a more direct connection to South Eveleigh, it also required 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.</p> <p>Additionally, Options 2, 3 and 4 provided a comparatively lengthier and indirect route to North Eveleigh. As such, locating the western entrance to the concourse on Little Eveleigh Street, was identified as the preferred option.</p>
Provision of a new "kiss-and-ride" for commuters coming from the west (i.e. accessing the concourse from Little Eveleigh Street)	Two respondents	The Project includes a new kiss and ride on Lawson Street (near Little Eveleigh Street), which could be used by commuters coming from the west of the station. Footpath upgrades are also proposed as part of the kiss and ride facilities to ensure equitable access from the kiss and ride locations to the station.
Provision of suitable bicycle access, secure bicycle parking including sheds and racks (for at least 100 bicycles on each side of the new concourse)	Six respondents	TfNSW considered the use of bike sheds in the design of the Project, however there is insufficient space to accommodate bike sheds, while also maximising the number of spaces available for bicycle parking. The Project would provide approximately an additional 80 bicycle racks, with 60 bicycle parking spaces at the Little Eveleigh Street entrance and approximately 20 bicycle parking spaces at the Marian Street entrance.
Private dock-less bike hire should be banned, as they create a safety hazard for riders and pedestrians	One respondent	The permissibility of dock-less bike hire is outside of the remit of TfNSW.
Reconfiguration of the platform 10 staircase on the southern concourse to be u-turning starting from the southern side of the pedestrian bridge	One respondent	<p>The stairs have been designed to enable accessible and safe access to the station platforms, and to provide for the predicted growth in patronage and visitor numbers to the area. This design would enable more efficient ingress and egress to and from each platform, improving customer safety.</p> <p>A u-turning staircase on platform 10 would not meet the above design requirements, as the width of the platforms would require the staircase to be too narrow.</p>

Issue: Suggested design changes	Number of respondents	Response
Signposting pedestrian routes, cycling routes and speed limits (and include these in published maps)	One respondent	The Project includes installation of wayfinding and signage for pedestrian routes, cycling routes and speed limits. Wayfinding and signage would be erected according to legal and safety requirements (where applicable), and otherwise TfNSW/Sydney Trains requirements for train stations. Wayfinding and signage would be included in published material as appropriate to the nature of the publication.
Installation of a pedestrian corridor underneath platform 10, connected by a lift, to enable an accessible connection between the new southern concourse and Platforms 11 and 12	One respondent	TfNSW is investigating options for development of 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 include safety upgrades (including emergency exit/s), and would provide improved connections to the bus interchange on Gibbons Street. TfNSW would consult with community, stakeholders and station users on proposals for improved access to Platforms 11 and 12.
Providing accessibility upgrades for Platforms 11 and 12, including a connection between the new concourse and Platforms 11 and 12	Four respondents	
Installation of an emergency exit for platform 11 and 12	One respondent	

6.3.4 Construction

Issue – construction timeframe is too long

Two respondents (refer **Appendix A**) expressed concern that the proposed timeframe for construction was too long.

Response

The indicative construction timeframe for the Project is based on the likely amount of time required to carry out the construction methodology proposed (refer Chapter 5 (Project description) of the EIS). The construction methodology presented in the EIS is indicative, and would continue to be refined as the design process continues. Construction of the Project needs to balance impacts to local residents and impacts to rail services during construction. Varying construction work hours and periods of work are proposed, and would require the use of rail possession periods (when trains are not running) to minimise disruption to rail operations and risk to rail worker safety. A final construction methodology and program would be developed by the Construction Contractor, and communicated to the community and other stakeholders throughout construction.

Major projects in and around the rail corridor like station upgrades are complex and require careful planning. Preparation work needs to be completed before the new lifts and stairs can be installed. This includes service relocation, excavation, piling and platform work, and installing new electrical services underneath the tracks.

For the safety of the community and workers, and minimise disruptions to train services, many of the construction activities for the Project are required to be completed during scheduled trackwork weekends when trains are not running. This means station upgrades generally take longer to build than other construction projects outside the rail corridor.

6.4 Community and stakeholder consultation

6.4.1 Adequacy of consultation

Issue – inadequate consultation

Three respondents (refer **Appendix A**) expressed concern that an inadequate amount of consultation has been completed, suggesting TfNSW should partner with the community to develop the design.

Response

Early consultation was undertaken for the Project and is ongoing in 2020 with the public display of the EIS and consultation on the design. The activities undertaken are described in Chapter 6 (Stakeholder and community engagement) of the EIS (and is also described in **Section 3** of this report). TfNSW carried out various consultation activities prior to and during public display of the EIS. Consultation and engagement activities carried out prior to EIS exhibition involved the community, station customers, businesses and residents, non-government stakeholders, government agency stakeholders and Aboriginal and Torres Strait Islander communities and stakeholders. These activities included community drop-in sessions, doorknocking, distribution of newsletters within one kilometre of the station south of Cleveland Street, as well as to customers using and passing by the station, placement of Project signage surrounding Redfern Station, and community group, resident and stakeholder meetings, among other activities.

During EIS exhibition, consultation activities included:

- stakeholder meetings
- the distribution of more than 18,000 newsletters to local residents and businesses
- a social media post with a reach of more than 32,000 views
- a livestream Q&A event with 86 viewers/participants at the time of the event. Following the livestream Q&A event, the recording received over 600 views.

A co-design process with local residents commenced in August 2020, as part of the next stage of the design process for the new streetscape and public domain around Little Eveleigh Street and Marian Street. This is described further in **Section 3.4** of this report. Ongoing engagement with local Aboriginal and Torres Strait Islander communities is planned throughout the life of the Project, to ensure that community needs and concerns are addressed as well as reflected in the Project design. (refer to mitigation measure SE6 in **Section 9.4**).

Issue – consultation to date inaccurately represents community concerns

A total of 23 respondents (refer **Appendix A**) expressed concerns that consultation with the community did not provide an accurate representation of community concerns, because:

- the survey of the community focused on students travelling to school or workers travelling to corporate and government organisations and not on potential impacts to the broader community or local residents. Residents and commuters were not given equal value on their preference of design and earlier options (19 respondents).
- Feedback provided by community members during the consultation periods has not been taken into account (11 respondents).

Response

As Redfern Station is a major piece of infrastructure used by approximately 70,000 customers per day, it is important that TfNSW hear from the wide range of stakeholders with an interest in the Project. Extensive community and stakeholder consultation was undertaken to inform the Project's design. This included online surveys which were widely publicised and attracted over 400 responses. While this consultation identified a clear overall preference for the chosen design, the outcome of the process was not intended to be a direct reflection of the number of responses received which supported a specific option, but rather a merit-based consideration. As a result of the consultation process, the Project team is aware of the concerns of local residents and will continue to work with residents throughout the design phase to address and minimise impacts, including through the co-design process (described further in **Section 3.4.2**).

For more information, refer to Chapter 6 (Stakeholder and community engagement), and the Consultation Report in Appendix B of the EIS.

6.5 Landscape character and visual

6.5.1 Adequacy of assessment

Issue – visualisation does not accurately reflect projected commuter volumes

A total of 16 respondents (refer **Appendix A**) expressed concerns that the visualisations in the landscape and visual assessment inaccurately represent the large volumes of commuters projected to use the concourse (especially at the Marian Street entrance). The visualisations underestimate the number of commuters and the proportion of cyclists to pedestrians.

Response

The photomontages provided in the EIS are indicative, and are intended to provide a representation of the Project infrastructure during operation only, rather than to present a depiction of the highest likely pedestrian density. The pedestrian density at each concourse entrance would vary throughout the day.

The actual pedestrian numbers used in the EIS assessments are based on pedestrian forecasts and pedestrian modelling. The Project has been designed to account for the predicted patronage forecasts and will continue to consider future patronage demands during detailed design.

6.5.2 Privacy and safety for residents

Issue – privacy and safety concerns

Four respondents (refer **Appendix A**) expressed concerns with privacy and safety (including an increased incidence of crime associated with additional commuters) for residents adjacent to the Project, including at the Watertower residential apartment, and on Little Eveleigh Street, during both construction and operation of the Project.

Response

The Project has been designed to account for the capacity needs and predicted future growth in the area surrounding Redfern Station. The increase in patronage has been modelled based on the urban renewal and commercial developments planned for the surrounding area.

The Project has been designed to take these matters into account. During construction, construction work areas and ancillary facilities will be fenced and secured after hours, and CCTV cameras and hoardings will also be used. Appropriate temporary signage and wayfinding will be erected to direct vehicles, pedestrians and bicycles around construction work sites for safety.

TfNSW is continuing to consult with the community throughout detailed design, including in regard to landscaping and streetscape design through a co-design process (refer **Section 3.4** of this report for further information).

During operation, opaque screening will be provided on the Marian Street end of the concourse, where unobstructed views would otherwise be possible into residential premises. CCTV cameras will be provided immediately in the vicinity of the entrances to capture the ticketing gates and to cover the entranceways. These cameras will by extension capture some of the streets in the new shared zones (however this would be incidental and not directed towards residences).

To further assist with privacy, mitigation measure LV8, as detailed in **Section 9**, states that in terms of street tree plantings as part of the Project, tall shrub plantings would be considered along the rail corridor boundary at Marian Street to assist in preserving privacy of residents within the Watertower residential building.

Mitigation measures were also proposed in Chapter 11 (Social) of the EIS (refer also to **Section 9** of this report), which include investigating further opportunities during detailed design to encourage social interaction and reduce opportunistic crime, and discourage antisocial behaviour, particularly at Little Eveleigh Street, in accordance with the CPTED principles and in consultation with NSW Police and CoS Council. A review of the operation of the shared zone would be carried out in consultation with

residents and relevant stakeholders, including consideration of any additional mitigation that may be required upon opening.

6.5.3 Lighting Impacts

Issue – light and shadowing impacts

A total of 22 respondents (refer **Appendix A**) expressed concerns relating to lighting impacts, including:

- the loss of natural light caused by the shadow cast by the new concourse impacting residents adjacent to the Project, including at the Watertower residential building, and on Little Eveleigh Street (17 respondents)
- the impact of light pollution from Redfern station and associated station infrastructure, including the proposed car park at the end of Little Eveleigh Street on surrounding residents (seven respondents).

Response

Shadow diagrams have been prepared for the Project, which provide the results of modelled shadows caused by new infrastructure from the Project. These show that the Project has very little shadow impact on surrounding structures.

Figure 6-1 shows the Marian Street entrance canopy adjacent to the Watertower residential building at 9AM in Winter (when the shadows would be longest).

Figure 6-2 shows the proposed concourse providing limited shading to the rear of properties on Little Eveleigh Street. There are no new features which would cast new or larger shadows onto the street itself or surrounding property frontages.



Figure 6-1 Marian Street indicative shadow diagram (with the Project)

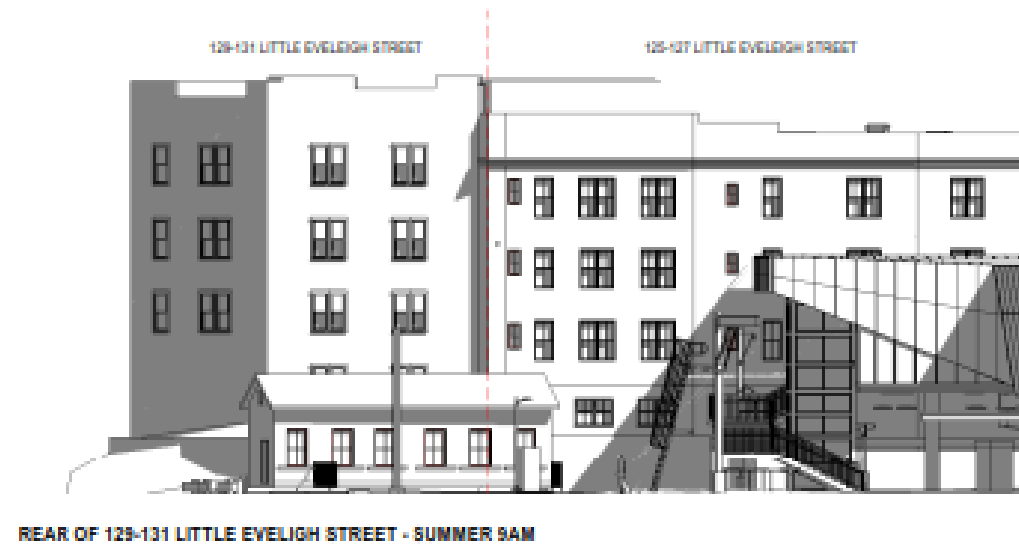


Figure 6-2 Little Eveleigh Street indicative shadow diagram (with the Project)

The lighting design for the Project within Little Eveleigh Street and the Project as a whole will be positioned and detailed to eliminate unwanted light spill as much as possible, while still providing the necessary levels of lighting required to navigate the area and provide for a safe environment at night. **Section 9** includes mitigation measures for managing lighting impacts. During construction, mitigation measure LV2 requires that cut-off or directed lighting be provided within construction areas, with lighting location and direction considered to ensure glare and light spill is minimised. Mitigation measure LV9 requires lighting for operation of the Project to be designed to minimise upward spread of light, and to minimise light spill and glare. Lighting and potential lighting impacts will also be the subject of the co-design process (refer to **Section 3.4.2**).

6.5.4 Management and mitigation measures

Issue – no lighting mitigation available

Seven respondents (refer **Appendix A**) expressed concern that there is no feasible mitigation for lighting impacts to residents adjacent to the Project, including those residing at the Watertower residential building, and on Little Eveleigh Street. Concerns were also raised about lighting impacts associated with the entrance to the TfNSW car park. Submissions also requested the following measures:

- lighting to be faced downward to the street away from residences, while still being used to maintain safety
- lighting to be considerate of surrounding residences including colour, temperature, brightness, direction.

Response

The design of the lighting within Little Eveleigh Street and the Project as a whole will be positioned and detailed to eliminate unwanted light spill as much as possible while still providing the necessary levels of lighting required to navigate the area safely at night. The design standard AS4282:2019 *Control of the obtrusive effects of outdoor lighting* would also be applied. TfNSW would seek to address the concerns of residents in the co-design process. Refer to **Section 6.5.3** above for the ongoing process for designing to avoid and mitigate potential lighting impacts.

Issue – planting and landscaping

Five respondents (refer **Appendix A**) expressed concerns and raised suggestions for proposed mitigations relating to planting and landscaping. These included:

- landscaping should be directed to ensure pedestrian flow avoids the front of residences (five respondents)
- concern that landscaping will not be implemented due to lack of funding in later stages of the Project (one respondent).

Response

The details of the landscaping and streetscape for the Project are subject to detailed design, however **Section 9** describes several mitigation measures which will be implemented with regard to landscaping and streetscapes. Streetscapes would be designed with consideration to privacy of surrounding residences.

As part of the Project, TfNSW is inviting local residents to be part of a co-design process for the new streetscape and public domain around Little Eveleigh Street and Marian Street. The co-design would focus on key areas of influence for the Redfern Station concept design which includes landscape, lighting and streetscape. This is described further in **Section 3.4**. Landscaping is part of the commitment of the Project and adequate funds will be available to undertake this work.

Issue – mitigating privacy of residents

A total of 17 respondents (refer **Appendix A**) expressed concern that there are no feasible mitigation measures to ameliorate privacy impacts to residents adjacent to the new concourse, including those residing at the Watertower residential building, and on Little Eveleigh Street. Concerns were also raised about mitigating privacy impacts associated with the entrance to the proposed car park. Submissions also requested the following measures:

- design measures to provide privacy (as the new station entrance would be level with the residents) (17 respondents)
- direct CCTV away from residences (if it is provided) (one respondent).

Response

TfNSW notes the privacy concerns raised. Non-transparent screening will be provided on the Marian Street concourse end of the entrance structure where unobstructed views would otherwise be possible into residential premises. CCTV cameras will also be provided immediately in the vicinity of entrances to capture the ticketing gates and to cover the entranceways. These cameras will by extension capture some of Little Eveleigh Street, however this will be an incidental capture some of the street and cameras will not be directed towards residences.

Further mitigation measures have also been proposed in **Section 9** of this report, which include investigating further opportunities during detailed design to encourage social interaction and reduce opportunistic crime, and discourage antisocial behaviour, particularly at Little Eveleigh Street, in accordance with the CPTED principles and in consultation with NSW Police and CoS Council. Operation of the shared zones would also be reviewed in consultation with residents and relevant stakeholders, including consideration of any additional mitigation that may be required upon opening.

Issue – urban design suggestions

Seven respondents (refer **Appendix A**) made several suggestions in regard to urban design for the Project. Details of the suggestions made and TfNSW's responses are provided in **Table 6-3** below.

Table 6-3 Suggested urban design changes and responses

Issue: Urban design suggestions	Number of respondents	Response
Incorporate an Aboriginal theme into the Project and to involve Aboriginal culture	Two respondents	<p>TfNSW acknowledges the need to protect and promote heritage and local culture and as such, Aboriginal heritage and culture has been considered, and will continue to be considered and incorporated into the detailed design of the Project.</p> <p>TfNSW is committed to engaging with Aboriginal stakeholders to inform detailed design of the new concourse. Due to COVID-19 restrictions, online tools will be used to help the Project team gain a better understanding of local community values, areas of cultural/social significance and memories. This will support identification of opportunities to incorporate cultural elements or heritage interpretation into the design. Following review of this feedback, local Aboriginal stakeholders will be invited to take part in meetings to discuss issues including final form/content and commissioning.</p> <p>TfNSW will continue to engage with local Aboriginal and Torres Strait Islander communities throughout the delivery phase of the Project, both to minimise impacts related to construction as well as to identify opportunities for community members and businesses.</p> <p>Section 9 includes mitigation measure SE6 which details the required engagement with the local Aboriginal community. Additionally, a draft Heritage Interpretation Strategy has been prepared, and is provided in Appendix D of this report.</p>
Install weather protection over the concourse and platforms	One respondent	The concourse would be covered, and where possible, stairs and lifts would also have canopy coverage. The provision of weather protection (canopies) on the platforms is not proposed as part of the Project.
Install digital reader-boards at station entries and on the concourse (to avoid non-emergency related announcements)	One respondent	<p>New or relocated wayfinding signage and customer infrastructure including passenger information systems (e.g. passenger information display, public address and hearing loops) would be included on platforms and platform access points, reflecting the revised operational layout of the station.</p> <p>Speakers would also be installed in the concourse and within the new station entrances. These speakers would be used for train delay or special event announcements only.</p>
Incorporate a design to limit noise zones for noise created from the station public address (PA) system (to ensure that noise impacts are restricted to the	One respondent	New PA system speakers would be installed at the southern ends of the platforms for regular announcements. Speakers would also be installed in the concourse and within the new station entrances. As noted above, these

Issue: Urban design suggestions	Number of respondents	Response
station area not impact local residents)		speakers would be used for train delay or special event announcements only. A PA system has not yet been selected, therefore operational noise levels cannot be predicted definitively at this stage of the design. However, given the nature of these systems and mitigation measures successfully applied to other projects, it is expected that potential impacts can be readily mitigated during the detailed design stage, and noise levels would be designed so as to not be intrusive for nearby residential receivers. Note that Section 9 of this report includes mitigation measure N12, which requires that the PA system selection is reviewed during detailed design to ensure that compliance is achieved with the applicable operational noise criteria (detailed in Section 13.2.5 of Chapter 13 (Noise and vibration) of the EIS).
No advertisement billboards should be added to the precinct.	One respondent	As per the performance outcomes detailed in Section 9 of this report, structures such as billboards or advertising on the concourse that would diminish the transparency of the structure and disrupt views would be avoided on the new concourse.
Provide public seating every 200 metres from the exit of the station (to assist commuters having trouble with mobility)	One respondent	This is noted by TfNSW. Note that as part of the Project, TfNSW is inviting local residents to be part of the next stage of the design process for the new streetscape and public domain around Little Eveleigh Street and Marian Street through a co-design process. This is explained further in Section 3.4 of this report.
Public seating should not be installed in front of residences, as this would encourage loitering.	One respondent	
Install a pedestrian signal at Gibbons Street and Marian Street (so people can walk to Regent Street/Botany Road).	One respondent	This intersection is outside the scope of the Project, however TfNSW is actively exploring opportunities to connect Redfern Station to major community centres.

Issue – urban design

One respondent (refer to **Appendix A**) raised concerns about the urban design guidelines referenced for the development of the Little Eveleigh Street Shared Zone.

Response

The new shared zones proposed as part of the Project at Little Eveleigh Street and Marian Street will be subject to approval by the TfNSW Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC). The new shared zones would include new pavement, lighting, signage and drainage upgrades, which are being designed in accordance with the *Public Domain Manual* and the *City of Sydney Technical Specifications*, where applicable.

Additionally, the shared zone would be designed in accordance with TfNSW (former Roads and Maritime) shared zone requirements/guidelines, including *TTD 2016/001*. TfNSW will also be undertaking consultation with CoS Council's Traffic Committee on safety matters. Detailed design will be subject to co-design involvement from the community and stakeholders (refer to **Section 3.4**).

6.6 Land use and property

Issue – change in land use

Two respondents (refer **Appendix A**) expressed concerns the Project would encourage more commuters, changing the residential nature of Little Eveleigh Street and hence reduce land value for home owners.

Response

As discussed in Section 2.4 of Chapter 2 (Location and Strategic Context) of the EIS, patronage at Redfern Station is set to increase due to the large scale urban renewal and commercial developments in the surrounding area. Additional station entrances, lifts and stairs are required to enable accessible and safe access to the station platforms and to provide for the predicted growth in patronage and visitor numbers to the area.

Future movements in the value of a property are difficult to forecast as they are subject to numerous variables, including specific attributes of the property, location of the property, capital investments, demand and supply factors and other changes in the wider property market.

Issue – Gibbons Street Reserve

Two respondents (refer **Appendix A**) expressed concerns about the future of Gibbon Street Reserve, questioning whether it would be returned to its previous state with no loss of open space.

Response

A portion of Gibbons Street Reserve is proposed to be temporarily used as a construction ancillary facility. This area would be restored as a passive recreational area following construction in consultation with City of Sydney Council.

Issue – Rezoning

One respondent requested that the terraces on Little Eveleigh Street are rezoned to allow for mixed use.

Response

Land zoning decisions, including changes to the Local Environmental Plan to enable mixed use developments are outside of the project scope.

6.7 Traffic, transport and access

6.7.1 Adequacy of assessment

Issue – impacts of the shared zone underestimated

Five respondents (refer **Appendix A**) expressed concerns with the traffic, transport and access assessment, including:

- future pedestrian traffic movement being misunderstood or underestimated (especially as counts were taken during the COVID pandemic) (four respondents)
- an additional traffic and parking assessment is required to assess impacts of the shared zone on Little Eveleigh Street, and to understand the impact of relocating the shuttle bus stop (one respondent).

Response

A traffic, transport and access study was prepared to support the EIS, which was provided as Technical report 3 – Traffic transport and access in the EIS. Chapter 12 (Traffic, transport and access) of the EIS provided a summary of this assessment.

As outlined in Section 12.4.2 of Chapter 12 (Traffic, transport and access) of the EIS, pedestrian traffic movement was based on pedestrian forecasts, which estimated that approximately 100,000 pedestrians would use the new concourse each day by 2036, including exit/entry, transfers and cross corridor usage. Forecasted patronage for Redfern Station in 2024 determined that a total of 31,480

individuals are expected to enter, transfer and exit during peak hours of 8am to 9am and 5pm to 6pm. Accommodating the predicted pedestrian numbers has been a key consideration in the design on the Project, which is being designed to provide adequate capacity for the pedestrian volumes indicated. The pedestrian counts used to inform the 2024 and 2036 pedestrian forecasts were collected prior to the COVID-19 pandemic.

Impacts to street parking:

- the relocation of about 20 parking spaces (including 18 resident/restricted parking spaces, one accessible parking space and one car share scheme parking space) to a new car park at the western end of Little Eveleigh Street would be replaced 'like for like'. The relocation of existing on-street parking spaces along Little Eveleigh Street would require the users of these on-street spaces to walk longer distances to the new car park in some cases. However as the replacement parking is like for like, the impact is expected to be minor.

Impacts to traffic

- operation of the Project is not anticipated to generate significant traffic volumes, and therefore traffic flows around Redfern Station are not expected to be impacted. A reduction in the speed limit to 10 kilometres per hour within the shared zone areas is not anticipated to affect the traffic flow characteristics of the area, which already experience slow operating speeds.

The speed reduction would provide a safer environment for pedestrians using the area.

The traffic, transport and access assessment found that in regard to relocating the shuttle bus stop from Little Eveleigh Street to Lawson Street, a more direct route for shuttle buses would be provided by using the relocated bus zone on Lawson Street. The relocation of this bus zone would not significantly increase pedestrian walking distance (due to its proposed proximity to the existing bus zone), and there would be a reduced turnaround time for buses (when compared to pulling into Little Eveleigh Street at the current bus zone).

6.7.2 Construction impacts

Issue – availability of roads during construction

Three respondents expressed concerns with traffic and access during construction. This included:

- questioning whether roads would be open to traffic during construction, and if local roads (such as Little Eveleigh Street) would be accessible for residents and construction vehicles, including those being used for other construction projects being delivered at the same time as the station upgrade (two respondents)
- what roads would be used by construction vehicles? (one respondent).

Response

The traffic, transport and access assessment undertaken for the Project is provided in Technical Report 3 of the EIS, and summarised in Chapter 12 (Traffic, transport and access) of the EIS (with construction impacts addressed in Section 12.4.1). The Project is expected to cause temporary disruptions to the existing pedestrian, cycle, public transport and road networks during construction.

Local roads would be accessible for residents during construction, with residential access being maintained throughout construction. However pedestrian and cycle access to Redfern Station is likely to be restricted at times on Little Eveleigh Street and Marian Street during the construction of the new shared zones. During this time access to the station would continue to be provided via the station entrances from Gibbons Street and Lawson Street. **Section 9** of this report contains mitigation measure T4, which requires that appropriate signage and line marking would be provided to guide pedestrians and cyclists past construction sites and on the surrounding network to allow access to be maintained. Appropriate access measures would further be developed to guide customers with access requirements for disability, including wheelchair users and people with a visual impairment (e.g. temporary ramps for temporary level changes where necessary, braille signs if required).

In regard to traffic impacts, the expected peak volume of construction vehicles (i.e. 20 heavy vehicles and 40 light vehicles per day) would create negligible traffic impacts on the key local and regional access routes, given that this traffic from the Project would result in a small percentage increase in

traffic volumes for these key routes. Furthermore, where practicable, these movements would be scheduled outside of the AM and PM weekday peak periods to further mitigate the impacts. Heavy vehicles would generally follow established heavy vehicle routes (approved by TfNSW) to access the ancillary facilities, and only use local roads where required to complete the trip. These routes are shown on Figure 3 of this report. Construction traffic would also largely be generated outside of the network peak periods and distributed throughout the working day.

The proposed works along Little Eveleigh Street and the Marian Street/Cornwallis Street/Rosehill Street loop would likely require partial road closures and diversions during specific phases of construction to complete the works. Drivers accessing these streets are likely to be doing so for local property access, which would be maintained during construction of the Project. Network performance as a result of any diversions and road closures is not expected to deteriorate significantly due to the low number of construction vehicle volumes expected.

All vehicle movements associated with the Project would be scheduled to arrive and depart to a fixed operating schedule to avoid impacts to the road network. This may include queueing/possible reverse manoeuvres at the ancillary areas and work sites and the stacking of heavy vehicles awaiting delivery slots etc.

Mitigation measures have been proposed in the EIS to address the potential impacts identified, including carrying out community consultation and issuing notifications in advance for any proposed road and pedestrian network changes through appropriate channels and forms of communication. Traffic, transport and access impacts would be managed through the preparation of a Construction Environmental Management Plan.

Refer to Technical report 3 – Traffic transport and access and Chapter 12 (Traffic, transport and access) of the EIS for more information.

6.7.3 Operational impacts

Issue – Pedestrian and cycle connectivity

A total of 28 respondents (refer Appendix A) expressed concern that the Project does not provide additional pedestrian and cycling connectivity, which is required to meet future demand. Details of the concerns, queries and suggestions made and TfNSW's responses are provided in **Table 6-4** below.

Table 6-4 Pedestrian and cycle connectivity issues and responses

Issue: pedestrian and cycling connectivity	Number of respondents	Response
The new concourse connection at Marian Street is further from South Eveleigh than the current entrance/exit at Platform 10.	15 respondents	<p>The Project has been designed to improve the customer experience overall within the Redfern Station precinct, primarily by improving accessibility of the station and surrounds for all transport users.</p> <p>The new concourse and station entrance proposed at Marian Street will be key features in improving accessibility and connectivity, however may result in a slightly longer distance to travel to Platform 10 compared to the current Marian Street entrance/exit (depending on direction of approach and if the stairs are used).</p>

Issue: pedestrian and cycling connectivity	Number of respondents	Response
The concourse should be open, with no ticket barriers. This would allow pedestrian and cycle connectivity over the rail alignment. Some respondents called for access through the concourse to be available 24/7.	12 respondents	TfNSW are looking at options for providing barrier-free access across the concourse, though this has to be balanced against the need to protect revenue (minimise fare evasion) and ensure safety and security for customers and staff. It is noted that 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. Cyclists would also be able to dismount and walk their bikes across the new concourse. Bike parking would also be provided at both concourse entrances.
The connection from local bus stops to the station should be improved, especially if the existing 301-3 bus will continue along Gibbons Street.	Two respondents	<p>In regard to pedestrian and cycling connectivity of Gibbons Street and Regent Street, the existing Gibbons Street/Marian Street cycle path would not be adversely affected. This cycle path would be enhanced by the expanded share zone along Marian Street.</p> <p>Access to bus services on Gibbons Street would also be enhanced by the Project, with shorter walking distances between the platforms and the bus stops, via the new concourse and the entrance at Marian Street.</p>
Query raised on whether there would be a change to the pedestrian and cycling connectivity of Gibbons Street and Regent Street to access the bus stop on Regent Street.	Two respondents	<p>A new kiss and ride on Gibbons Street would be accompanied by an associated footpath upgrade, however there would be no change to connectivity beyond Gibbons Street out to Regent Street (as this is outside the scope of the Project). The NSW Government is working with CoS 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 (refer to https://www.cityofsydney.nsw.gov.au/vision/better-infrastructure/streets-and-public-places/current-works/lawson-street-improvements).</p> <p>TfNSW will continue to work with CoS Council and the community to look at opportunities to connect the Project with current and future cycle paths.</p>

Issue – Broader pedestrian and cycle connectivity

A total of 24 respondents (refer Appendix A) expressed concern that the Project provides no broader pedestrian and cycling connectivity, especially between South Eveleigh and Alexandria, North Eveleigh, Darlingtown, the University of Sydney, the Eastern Suburbs, Sydney City and the Inner West.

Response

As outlined in the Chapter 2 (Location and strategic context) of the EIS (and also the Consultation Report provided in Appendix B of the EIS), the benefits of the Project would include better connectivity with the surrounding areas, including key destinations such as South Eveleigh (formerly Australian Technology Park), Carriageworks, education and health centres. In addition to this, the new shared

zones on Little Eveleigh Street and Marian Street would facilitate the connection of the new concourse to key destinations. The proposed pedestrian concourse would provide cross corridor connectivity, enabling safe and easy access between major destination precincts on either side of the railway.

Broader upgrades to the pedestrian and cycle network outside of the Project area are outside the scope of the Project, however the NSW Government is working on several opportunities in this area. The NSW Government is working with CoS 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 (refer to <https://www.cityofsydney.nsw.gov.au/vision/better-infrastructure/streets-and-public-places/current-works/lawson-street-improvements>).

TfNSW will continue to work with CoS Council, the community and other stakeholders to look at opportunities to connect the Project with current and future cycle paths and pedestrian networks.

Issue – Drop-offs

Two respondents (refer **Appendix A**) expressed concerns with the locations for "drop offs" including:

- concerns that there is inadequate provision for "drop off" locations for those that are disabled or elderly
- there is no kiss and ride zone for commuters coming from the west.

Response

A new kiss and ride on Lawson Street (near Little Eveleigh Street) is proposed as part of the Project, which would allow commuters coming from the west of the station to be safely dropped off. Footpath upgrades are also proposed as part of the kiss and ride facilities to ensure equitable access from the kiss and ride locations to the station.

Issue – Bus stop relocation

One respondent (refer **Appendix A**) raised concern that the relocated bus stop at the corner of Lawson Street would:

- increase the congestion in the narrow street
- potentially gridlock the street which is used as an emergency corridor over the rail line
- disturb the natural traffic flow of the narrow street.

Response

The Project involves relocating the existing bus zone on Little Eveleigh Street to a new location at the eastern end of Lawson Street, near Little Eveleigh Street. The traffic, transport and access assessment provided in Chapter 12 (Traffic, transport and access) of the EIS found that this relocation would provide a more direct route for buses, and there would be a reduced turnaround time for buses (when compared to pulling into Little Eveleigh Street at the current bus zone). Approximately three parking spaces would be removed to accommodate the relocated bus zone, and minimise impacts to through traffic along Lawson Street. Note that during operations, the Project is not anticipated to significantly generate any additional vehicular traffic, and therefore negligible impacts to traffic flows around Redfern Station are expected.

Issue – Pedestrian and cyclist safety

A total of 35 respondents (refer **Appendix A**) expressed concern for the safety of pedestrians and cyclists as a result of commuters from the station exiting into the narrow sections of Marian Street, Little Eveleigh Street and Lawson Street; this would be exacerbated by the close proximity to cyclists and live traffic. Similarly, concern was raised for the safety of pedestrians and cyclists as there would be a shared path, rather than separated pathways for pedestrians and cyclists.

Response

The concerns about safety are noted by TfNSW. Shared zones are established road types that place a priority on pedestrian safety over the movement of vehicles. They reflect local needs in areas with high levels of pedestrian activity, and are present in many locations across the Greater Sydney road network. The new shared zones proposed at Marian Street and Little Eveleigh Street are designed to

be a safe zone for all modes of transport. Pedestrians would have right of way, and the speed limit would change from 40 km/h on Little Eveleigh Street to 10 km/h for all vehicles.

Chapter 12 (Traffic, transport and access) of the EIS notes that there would be potentially higher cyclist/pedestrian interactions on Marian Street and Little Eveleigh Street, due to the higher pedestrian volumes associated with the new station entrance, and similarly along Little Eveleigh Street from the increased pedestrian volumes associated with the new station entrance and shared zone.

However, signage would be in place to inform users of the change in traffic conditions. In shared zones drivers must give way to people walking. Speed humps may be installed at the entrance to the area to improve the safety of the shared zone as it would help identify the street as a pedestrian area. The shared zones are required in order to improve connectivity and address increased foot traffic between Redfern Station and key surrounding precincts. The shared zones would provide an increased accessible space, transforming these areas into a pedestrian focussed public domain. The street would be more 'active' with improved lighting and upgraded wayfinding and an increase in pedestrian activity.

The formalised kiss and ride and associated footpath upgrades proposed on Lawson Street and Gibbons Street would improve safety for passengers alighting vehicles to access the station. However this would increase walking distances to the train station.

Mitigation measures aimed at increasing safety have also been proposed in **Section 9** of this report, including investigating further opportunities during detailed design to encourage social interaction and reduce opportunistic crime and discourage antisocial behaviour, particularly in the stations entrances and shared zones, in accordance with the principles of CPTED and in consultation with NSW Police and CoS Council. Further, the design of the shared zone would be subject to the co-design process as outlined in **Section 3.4** of this report.

Issue – Permanent parking

A total of 25 respondents (refer **Appendix A**) expressed concerns or raised questions regarding permanent parking including:

- replacement of the 16 spaces to be removed in front of the Watertower residential building (18 respondents)
- whether the new car park proposed off Little Eveleigh Street would be resident parking only, 1 hour restricted parking, and if disabled parking would be available; and request for residential parking to be gated (four respondents)
- whether the proposed car park on Little Eveleigh Street would be directly accessible from Wilson Street, adjacent to Ivy Street (one respondent)
- whether accessible parking will be provided on Wilson Street (one respondent)
- whether any new public parking spaces have electric vehicle charging space facilities (one respondent)
- whether secure parking for Sydney Train employees, behind Platform 1 would be retained or would be relocated within the Sydney Trains yard (with the latter allowing for parking for residents) (one respondent)
- concern that available parking would be used by the Redfern Police Station and hence be unavailable for the community (one respondent).

Response

The parking spaces on Marian Street are being removed to enable the extension of the existing shared zone and reduce vehicle movements for pedestrian safety. These spaces are not proposed to be relocated. However it is noted that there is alternative street parking available nearby (although a designated car-share parking space would be relocated to Rosehill Street).

The new carpark proposed at the western end of Little Eveleigh Street would include 18 restricted parking spaces (i.e. one hour restricted(resident permits excepted)), an accessible parking space and a car share scheme parking space. These parking spaces would be replaced like for like (i.e. they are

the same type as those being removed from Little Eveleigh Street). Access to this car park would be via Little Eveleigh Street only (no access from Wilson Street) and this replacement car park would be operational prior to works on the shared zone.

There are no proposed changes to the parking arrangements on Wilson Street as this is outside of the Project Area.

At this time, TfNSW are not proposing to provide any parking spaces with electric vehicle charging facilities.

There are no proposed changes to the staff parking for Sydney Train employees near Wilson Street (behind Platform 1) during construction.

TfNSW cannot comment on use of public parking spaces by Redfern Police Station, however will note this in consultation with them.

6.7.4 Management and mitigation measures

Issue – Construction traffic mitigation

One respondent (refer **Appendix A**) expressed concern that there is no feasible mitigation for traffic impacts to residents adjacent to the Project, including those residing at the Watertower residential building, and on Little Eveleigh Street, during construction. Concerns were raised about impacts to property access during construction.

Response

Section 12.4.1. of Chapter 12 (Traffic, transport and access) of the EIS outlined that the Project would only generate a marginal number of additional traffic movements (about 20 heavy vehicle movements and up to 40 light vehicle movements per day) during peak construction periods. Traffic volume increases of this nature would create negligible traffic impacts on the key local (and regional) access routes.

During construction, the proposed works along Little Eveleigh Street and the Marian Street/Cornwallis Street/Rosehill Street loop would likely require partial road closures and diversions. Drivers accessing these streets are likely to be doing so for local property access, which would be maintained through the construction of the Project (access to the new carpark on Little Eveleigh Street would be available for the majority of the time. Mitigation measure T2 (refer **Section 9** of this report) requires that the new carpark is constructed prior to the removal of the existing parking along Little Eveleigh Street, to accommodate parking spaces displaced and to facilitate construction activities.

The impacts to travel time of these drivers are not expected to be significant as these roads generally provide local access rather than a key through route for general traffic, and there is a diversion route along Lawson Street for through traffic in this location. Furthermore, road network performance as a result of any diversions and road closures is not expected to deteriorate due to the low number of construction vehicle volumes expected, and also as road closures and construction vehicle movements in general would be planned to occur outside of peak hours where possible.

A construction traffic management plan would be prepared during detailed design in coordination with the Construction Contractor in consultation with CoS Council and road authorities. All vehicle movements associated with the Project would be scheduled to arrive and depart to a fixed operating schedule to avoid impacts to the road network, including vehicles accessing the existing TfNSW carpark.

As outlined in mitigation measure T4 (refer to **Section 9** of this report), appropriate signage and line marking would be provided to guide pedestrians and cyclists past construction sites and on the surrounding network to allow access to be maintained. This would include residents adjacent to the Project.

Issue – Operational traffic mitigation

A total of 21 respondents (refer **Appendix A**) expressed concern that there is no feasible mitigation for traffic impacts to residents adjacent to the Project, including those residing at the Watertower residential building, and on Little Eveleigh Street, during operation of the Project. Concerns were also

raised about traffic impacts associated with the shared zone, and access to the proposed car park. Submissions also raised the following:

- for residents in shared zones to be allowed continued access to roads adjacent to their property for deliveries, removalists, etc. (two respondents)
- 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, with bicycles and motor vehicles unlikely to comply with speed zone requirements (17 respondents)
- Little Eveleigh Street should be limited to residents and utility vehicles only (through bollards or number plate recognition cameras, with fines to those vehicles that have not been approved to access the area) (one respondent)
- replacement parking should be provided for the 16 street car parking spaces that are proposed to be removed on Marian Street as a result of the Project or increase parking for future demand (16 respondents).

Response

During operation of the Project, the new shared zones at Little Eveleigh Street and Marian Street/Cornwallis Street/Rosehill Street would maintain the existing property access arrangements, including access to off-street vehicle parking (relocated) and space for waste collection and deliveries.

Section 12.4.2 of Chapter 12 (Traffic, transport and access) of the EIS found that operation of the Project is not anticipated to generate significant traffic volumes, and therefore traffic flows around Redfern Station are not expected to be impacted. A reduction in the speed limit to 10km/h within the shared zone areas is not anticipated to affect the traffic flow characteristics of the area, which already experience slow operating speeds. The entrance to the new carpark would be from the shared zone and would be designed to handle the volume of traffic expected in the carpark (relative to the number of parking spaces to be provided). As the replacement parking in this new carpark would be 'like for like', there is not expected to be a significant change to parking activity in this area or subsequent impacts to the road network performance.

Traffic calming measures (e.g. speed humps) may be installed at the entrance to the area to improve the safety of the shared zone as it would help identify the street as a pedestrian-prioritised area. The shared zone is designed to be a safe zone for all modes of transport and pedestrians would have right of way, with a speed limit of 10km/h and signage would be in place to inform users of the change in traffic conditions. There are no further proposed restrictions to vehicular use of Little Eveleigh Street, as it is a public road. The shared zone would be designed in line with the TfNSW requirements, and in consultation with the community through the co-design process (refer to **Section 3.4**)

The parking spaces on Marian Street are being removed to enable the extension of the existing shared zone and reduce vehicle movements for pedestrian safety. These spaces are not proposed to be relocated, although it is noted that there is alternative street parking available nearby (although a designated car-share parking space would be relocated to Rosehill Street). Section 12.4.2 of Chapter 12 (Traffic, transport and access) of the EIS notes that the loss of time-restricted and resident parking spaces would put additional pressure on the surrounding car parking supply, and inconvenience local residents who may need to park further away from their residence. However, this would not likely have an impact on parking amenity as these are likely to be occupied by commuter or all-day parking given their proximity to the station.

As outlined in mitigation measure T10 (refer to **Section 9** of this report), TfNSW would carry out pre-parking surveys and post-parking surveys and provide the data to CoS Council. The surveys are to demonstrate that pressures on parking within the Project area and surrounds are managed in accordance with predicted future supply and demand.

Proposed amendments to streets and roads under the jurisdiction of the local council will be undertaken with approval (where required) by the Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC). The LPCTCC involves CoS Council representatives but is a separate decision-making body to Council. TfNSW will continue to consult with CoS Council through the detailed design process.

6.8 Noise and vibration

6.8.1 Construction impacts

Issue – construction noise impacts

Four respondents (refer **Appendix A**) expressed concern about noise and vibration impacts to local residents, including those residing in the Watertower residential building and on Little Eveleigh Street during construction of the Project. Submissions expressing concern about the mitigation of these impacts are discussed in **Section 6.8.3**.

Response

The predicted construction noise levels exceed the construction NMLs during all construction stages with varying levels of exceedances. Notwithstanding the implementation of noise mitigation measures, noise exceedances are generally unavoidable given the proposed works and proximity to receivers. The greatest overall impacts during most work packages would be experienced by residents in NCA 2 (western side of the Project) as predicted exceedances would occur during several stages of work (due to the proximity and duration of the works). Noise criteria exceedances are also expected at NCA 4 (eastern side of the Project), across several stages of works, particularly road works, for the same reasons.

Implementation of mitigation measures outlined in **Section 9** of this report, would minimise and manage noise impacts on noise sensitive receivers where possible. Mitigation measures have been recommended in accordance with TfNSW's *Construction Noise and Vibration Strategy*.

Regarding vibration impacts during construction to nearby residents, minimum working distances to nearby structures have been recommended for nominated plant. If the minimum working distances are maintained, then no adverse impact from the vibration intensive works are likely in terms of human response or cosmetic damage. Should works be required within the minimum working distances, the recommended additional mitigation measures would be implemented as outlined in **Section 9** of this report.

Specific vibration mitigation measures would need to be determined in collaboration with the Construction Contractor during the detailed design stage when a more concise construction program is developed.

6.8.2 Operational impacts

Issue – operational noise impacts

Six respondents (refer **Appendix A**) expressed concern about noise impacts on local residents, including those residing in the Watertower residential building and on Little Eveleigh Street during operation of the Project. Specifically submissions related to these impacts not being able to be mitigated.

Response

Operational noise from car park activities, mechanical plant, public address systems and Opal card readers have been modelled and assessed. The assessment demonstrated that predicted noise levels from the car park were expected to be generally compliant with the *Noise Policy for Industry* criteria, however some exceedances may occur at the closest receivers, and some mitigation would be required. Operational noise emissions from mechanical plant and the public address system would be considered during the detailed design phase in order to comply with operational noise criteria as per the *Noise Policy for Industry*.

Noise from commuters using the new station entrances and surrounding shared zones is unlikely to be considered 'offensive' however it would be noticeable to the closest residential receivers. As outlined in **Section 9**, Mitigation N14 commits to:

The Project would investigate further opportunities to minimise noise impacts to residents through the ongoing design development of the shared zones at Little Eveleigh Street and Marian Street, and implement reasonable and feasible mitigation measures identified.

6.8.3 Management and mitigation measures

Issue – no feasible construction impact mitigation

A total of 19 respondents (refer **Appendix A**) expressed concern that there is no feasible mitigation for noise and vibration impacts to residents adjacent to the Project, including those residing at the Watertower residential building, and on Little Eveleigh Street, particularly during construction of the Project. Concerns were also raised about noise and vibration impacts associated with the entrance to the TfNSW car park. Submissions also requested the following measures:

- minimise construction noise (17 respondents)
- noise monitoring to be installed in at least two locations (one respondent)
- a person (not recorded message) would be available for residents to call all day and at night (two respondents)
- a vibration assessment be completed on nearby properties prior to construction, and any damage resulting from vibration to be made good (one respondent)
- alternative accommodation, as appropriate (one respondent).

Response

A Construction Noise and Vibration Management Plan (CNVMP) would be in place to minimise construction noise and vibration, including specific mitigation measures for sensitive receivers closest to the works (e.g. scheduling construction works to minimise the noise impact on sensitive receivers, use of noise barriers/hoardings, including along key locations on Little Eveleigh Street and Marian Street). The implemented measures would be selected by the Construction Contractor and be largely dependent on the construction strategy and work undertaken. Specific noise management and mitigation measures would be detailed in the CNVMP.

As outlined in mitigation measure N9 in **Section 9** of this report, a noise and vibration monitoring program would be carried out for the duration of works in accordance with the CNVS, CNVMP and any approval conditions. Monitoring of noise would be undertaken at appropriate intervals and in response to complaints during construction. In addition, vibration intensive work would not proceed within the site specific minimum working distances unless a permanent vibration monitoring system is installed approximately one metre from the building footprint, to warn operators (e.g. via flashing light, audible alarm, SMS) when vibration levels are approaching the peak particle velocity objective.

Mitigation measure N3 in **Section 9**, outlines that all nearby residents and sensitive receivers affected by noise levels from the Project which are expected to exceed the noise management levels would be informed prior to work, with the highest consideration given to those that are predicted to be most affected as a result of the works. Community consultation regarding construction noise and vibration would be detailed in a Community Liaison Plan for the construction of the Project and would include a 24 hour hotline and complaints management process.

Where vibration intensive works are required within the minimum working distances, mitigation measures to control excessive vibration would be implemented, as outlined in Section 13.5.3 of Chapter 13 (Noise and vibration) of the EIS, and **Section 9** of this report. Specific vibration mitigation measures would be determined during detailed design. This would include as a minimum, building condition surveys and vibration monitoring during construction which would be documented within the CNVMP. If the construction methodology changes during detailed design, then a reassessment of the minimum working distances would be required.

In accordance with the CNVS, alternative accommodation would be assessed and determined on a case-by-case basis. Alternative accommodation options for a period may be provided for residents living in close proximity to construction works that are likely to incur unreasonably high impacts, i.e. if residents were affected by sound levels at more than 30 dB(A) during the following non-standard working hours:

- Weekday (10:00 pm–7:00 am)
- Saturday (10:00 pm–8:00 am)

- Sunday/Public Holiday (6:00 pm–7:00 am).

Issue - no feasible operational impact mitigation

A total of 20 respondents (refer **Appendix A**) expressed concern that there is no feasible mitigation for noise and vibration impacts to residents adjacent to the Project, including those residing at the Watertower residential building, and on Little Eveleigh Street, during operation of the Project. Submissions also requested measures to address the following:

- noise from commuters and announcements (16 respondents)
- no seating to be installed in front of residences (to discourage gathering outside residences) (two respondents)
- noise and vibration impacts associated with the entrance to the TfNSW car park (one respondent)
- to mitigate and protect against constant noise pollution due to the proximity of the station entrance to some residents (two respondents)
- measures be implemented to counter the noise associated with the new bus stop on Lawson Street (vehicle and passengers) (one respondent).

Response

New PA system speakers would be installed at the southern ends of the platforms for regular announcements. Speakers would also be installed in the concourse and within the new station entrances. These speakers would be used for train delay or special event announcements only.

A PA system has not yet been selected, therefore operational noise levels cannot be predicted definitively at this stage of the design. However given the nature of these systems and mitigation measures successfully applied to other projects, it is expected that potential impacts can be readily mitigated during the detailed design stage, and noise levels would be designed so as to not be intrusive for nearby residential receivers. Note that **Section 9** of this report includes mitigation measure N12, which requires that the PA system selection is reviewed during detailed design to ensure that compliance is achieved with the applicable operational noise criteria (detailed in refer to **Section 9** of this report).

In regard to seating, TfNSW is inviting local residents to be part of the next stage of the design process for the new streetscape and public domain around Little Eveleigh Street and Marian Street through a co-design process. This is explained further in Section 3.4 of this report. Seating will be a point for discussion through this co-design process.

An assessment of carpark noise during operation of the Project is presented in Section 13.4.2 of Chapter 13 (Noise and vibration) of the EIS. Noise emissions from the carpark would include engines starting/accelerating, and car doors/boots closing. The assessment found that operational noise levels are likely to comply with the relevant criteria at all receivers during the daytime, however there may be small, temporary exceedances during the night-time period at the closest residential receiver. For most receivers along Little Eveleigh Street, the use of the new car park would reduce current parking noise levels, which currently extend along the street.

A sleep disturbance assessment of carpark noise was also undertaken which showed some exceedances of relevant criteria at the nearest sensitive receivers; however due to the nature of the noise sources the noise is likely to be of short duration (i.e. not continuous). Overall however, it was found that the acoustic environment is unlikely to significantly change as a result of the new car park, when the current frequency of cars parking in the existing street parking along Little Eveleigh Street is considered. Notwithstanding, and noting the exceedances predicted, a new solid fence would be constructed between the boundary of the car park and 155 and 157 Little Eveleigh Street as part of the Project, which would reduce noise levels by around 5dB(A). Depending on the specific acoustic performance of the proposed fence, further mitigations measures may be considered also.

In regard to the relocated bus stop on Lawson Street, this would be utilised by shuttle buses, not large commuter buses. The noise from the use of this bus stop is not anticipated to be noisier than Lawson Street.

As outlined in mitigation measure SE10 (**Section 9** of this report), upon opening of the Project, TfNSW would undertake a review of the operation of the shared zones, in consultation with residents and relevant stakeholders, including consideration of any additional mitigation that is required to be implemented.

6.9 Non-Aboriginal heritage

6.9.1 Adequacy of assessment

Issue – impact on heritage

One respondent (refer **Appendix A**) expressed concerns about the Non-Aboriginal heritage assessment, including concerns that the proposed upgrades would be a significant change to the heritage of the station and surrounding neighbourhood.

Response

Impacts to the heritage significance of the Redfern Railway Station Group, the Eveleigh Railway Workshops and the Eveleigh Chief and Mechanical Engineers Office, as well as impacts to conservation areas and other local heritage items within the City of Sydney LGA were assessed by heritage specialists in accordance with the following guideline documents:

- New South Wales (NSW) Heritage Division documents *Assessing Heritage Significance* (NSW Heritage Office, 2001)
- *Statements of Heritage Impact* (NSW Heritage Office & Department of Urban Affairs and Planning, 2002)
- *The Burra Charter, The Australian International Council on Monuments and Sites (ICOMOS) Charter for Places of Cultural Significance 2013* (ICOMOS (Australia), 2013).

The assessment concluded that construction of the concourse and station entrances is expected to result in a major adverse impact to the aesthetic significance of Redfern Station Railway Group. Additionally, relocating the Platform 1 Office Building, is expected to result in moderate adverse impacts to the historic, aesthetic and rarity values Redfern Station Railway.

However, the concourse would have a beneficial impact to the historic and social value of Eveleigh Railway Workshops by reinstating former historic pedestrian routes.

The Project is the result of extensive optioneering, continued consultation with industry professionals, the community and independently reviewed by the TfNSW Design Review Panel. The site has complex issues including heritage constraints and urban design challenges, as well as physical limitations which include existing underground tunnels. The Project goes beyond the standard scope of a TAP project by not only responding to accessibility issues, but also addressing future pedestrian traffic requirements from adjacent developments, providing cross corridor connections to access major hubs and celebrating the cultural and built history of the area by implementing heritage interpretation. In aiming to balance these issues, impacts to heritage items are inevitable.

6.9.2 Operational impacts

Issue – design is not sympathetic to heritage

Two respondents (refer **Appendix A**) expressed concerns with impacts to non-Aboriginal heritage including the design not being sympathetic to the heritage value of Redfern Station and the surrounding precinct. Respondents were concerned about impacts to heritage, including:

- Redfern Station's heritage, including its buildings changing due to the Project
- existing heritage being compromised through the addition of new high-rise apartments and the transformation of Little Eveleigh Street into a shared used zone, which would change the nature of the street from residential to commercial due to the potential increase of more commuters.

Response

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 would reinstate important links to the former Eveleigh Railway Workshops referencing lost physical and visual connections.

The Project 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.

TfNSW is also integrating the former warehouse building at 125-127 Little Eveleigh Street as the new station entrance. TfNSW will continue to explore opportunities to enhance the local community's enjoyment and appreciation of the station's history. A draft Heritage Interpretation Strategy has been prepared for the Project, see **Appendix D**. This plan will be subject to consultation with Heritage NSW and the Aboriginal Community.

TfNSW acknowledges the predicted increase in people using the Little Eveleigh Street station entrance. As described in Section 2.4 of Chapter 2 (Location and strategic context) of the EIS, the patronage of Redfern Station is set to increase due to the large scale urban renewal and commercial developments in the surrounding area. A key reason the Project is needed is to enable safe access to the station platforms, and provide for the predicted growth in patronage and visitor numbers to the area.

Planning decisions, including changes to the Local Environmental Plan to enable commercial developments and the provision of high-rise apartments are outside the scope of this Project.

6.10 Air quality

6.10.1 Construction impacts

Issue – air quality impacts on residences

Three respondents (refer **Appendix A**) expressed concern that there is no feasible mitigation for air quality impacts to residents adjacent to the project, including those residing at the Watertower residential building, and on Little Eveleigh Street. Concerns were also raised about air quality impacts associated with the entrance to the Transport for NSW car park.

Submissions requested the following measures:

- work vehicles to be prohibited from idling outside residence for extended periods of time (one respondent)
- diesel generators to be located away from properties (one respondent)
- in the case of excessive dust, the front of properties should be cleaned periodically (one respondent).

Response

During construction, plant, machinery and vehicles would be turned off while not in use, where it is safe to do so. Additionally, the layout and placement of plant (including diesel generators) within the construction site would be finalised with consideration for minimising air quality impacts to nearby receivers.

The CEMP would detail measures to manage dust emissions. These would include measures such as the use of on-site vehicle speed limits, minimising the distance between material stockpiles and their final location, and re-using water to spray open areas during conditions conducive to dust generation, among other measures.

See **Section 9** for the mitigation measures proposed to minimise air quality impacts during construction of the Project. The nature of the construction work required for the Project, in addition to the implementation of appropriate mitigation measures, would not generate significant dust so as to require the periodic cleaning of nearby properties.

6.10.2 Operational impacts

Issue – bus stop relocation

A respondent (refer **Appendix A**) expressed concern that the relocated bus stop on Lawson Street would create diesel fumes, impacting on adjacent residents.

Response

As concluded in Chapter 19 (Air quality) of the EIS, overall impacts to air quality during operation of the Project would be negligible to minor, as no changes to existing land uses are proposed.

As the Project would improve the customer experience by providing improved access to station facilities and increased capacity of the Station, the Project may contribute to a transport mode shift from private vehicles to public transport, which would reduce emissions in the long-term.

Buses would not be idling for extended periods at relocated bus stop. Although the Project would not alter traffic composition overtime, this is not anticipated to affect air quality in the area.

6.11 Other Issues

Issue – NBN upgrade

Two respondents (refer **Appendix A**) expressed preference for the NBN upgrade to be undertaken alongside the proposed trenching for this project.

Response

It is TfNSW's understanding that NBN is already available in Redfern (source: <https://www.telstra.com.au/internet/nbn/nbn-rollout>). In addition, TfNSW would not be able to carry out the works at the same time as the installation of NBN, as the Project does not include trenching along roadways (which would be required for installation of the NBN).

7. Responses to organisation and key stakeholder submissions

This section provides responses to issues raised in submissions from organisations and key stakeholders for the Project. Unless otherwise noted, all mitigation measures referenced in this section refer to the revised mitigation measures provided in **Section 9** of this report.

7.1 Overview

Submissions were received from the following organisations and key stakeholders:

- Action for Public Transport (NSW) Inc.
- REDWatch
- The Greens
- University of Sydney
- WalkSydney.

The approach to processing and responding to submissions (including key stakeholder submissions) is described in **Section 5** of this report. The submissions from the organisations and key stakeholders have been included verbatim, where there is an issue to be responded to. In some instances the issues have been summarised/reordered for ease of reading. The full submissions can be accessed on DPIE's Major Projects website.

7.2 Action for Public Transport (NSW) Inc.

Action for Public Transport (NSW) Inc noted its support for the Project, registering a number of conditions on this support.

Issue – concourse access and connection

It is highly desirable that the public be able to use the new concourse to cross the railway tracks between Little Eveleigh Street and Marian Street without having to use an Opal card or other form of ticket to access the concourse.

Response

The option of barrier-free access across the concourse continues to be considered and would be determined during detailed design. Consideration of this option needs to balance revenue protection (i.e. minimising fare evasion), safety and security for customers and staff, and community needs and desire for direct access. If barriers are installed, pedestrians who want 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.

Fixed Location Readers (i.e. Opal card readers) at the top or the bottom of the stairs to the platforms create both congestion, queuing and safety issues, particularly during peak hours. The narrowness of some of the platforms means this solution is not suitable for Redfern Station.

Issue – visibility from concourse

It is essential that persons on the new concourse, intending to catch a train to the city, be able to visually monitor the approach of all trains from the west, so that they can move to the appropriate platform for the first-arriving train.

Response

Detailed design would consider the use of electronic messaging to indicate which platform departs for the city.

Note that materials and finishes for the concourse were selected with consideration of providing views of the approach of trains, as well as minimising visual impacts to the heritage values of the precinct, maintaining privacy for nearby residential properties, and providing views of the heritage precinct surrounding of the concourse. The level of transparency of the concourse would be achieved through the use of glazed and perforated metal panels as well as ensuring the bulk and scale of the concourse

is designed to be kept to a minimum. The transparency of materials on the concourse would allow for customers to visually monitor their surroundings.

Issue – interchange connection

To minimise travel times for persons interchanging between bus and rail, a footpath, preferably with all-weather protection, should be provided directly between the Gibbons Street bus stop and the Marian Street entrance to the concourse.

Response

A footpath with weather protection does not form part of the scope of the Project. TfNSW 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 accessible. The development would also provide improved connections to the bus interchange on Gibbons Street, and this could include weather protection subject to further design and consultation.

7.3 REDWatch

REDWatch noted their objection for the Project in its current form. The submission went onto note REDWatch's concern as follows.

Issue – option selection

REDWatch wishes to object to this proposal in its current form. REDWatch has campaigned for many years for lifts at Redfern station and for improved connectivity across the rail corridor. You can find historical proposals and studies for the upgrade of Redfern Station on the Redfern Station tab at www.redwatch.org.au. The current proposal does not adequately address the connectivity issues around Redfern Station and for this reason; REDWatch is of the view that the current proposal is not adequate.

REDWatch is of the view that TfNSW did not adequately assess the community proposals and that it used a consultation process that did not equitably include community alternatives to justify Option 1 as the preferred option. The consultation included only the four proposals put together by TfNSW and did not put the community options to people involved in providing feedback. This was a result of the community options being presented to TfNSW at the beginning of their consultation.

On 6th August 2019, REDWatch and Reconnect Redfern presented a community option for a southern concourse at Redfern Station to TfNSW. This was followed by a discussion of the issues between REDWatch, Reconnect Redfern, local residents from Little Eveleigh Street and The Watertower, Councillor Philip Thalys and TfNSW staff. You can see the PDF of the presentation on the REDWatch website. These notes are to add some of the presentation details not taken up in the slides.

Following the presentation of the four options by TfNSW at the Redfern Community Centre, REDWatch met and decided that the best way forward might be to try to formulate a community option that addressed the concerns of REDWatch and the residents from both sides of the railway line who had come together under the banner of Reconnect Redfern. REDWatch Co-ord member Damien Minton undertook to lead the project and did much of the work but was overseas at the time of the presentation, so REDWatch spokesperson Geoff Turnbull was asked by Reconnect Redfern to do the presentation.

The material in the presentation reflected a number of meetings by both REDWatch and Reconnect Redfern and numerous conversations with local residents and key institutions.

Response

The community group options, including Option 5 as presented by Reconnect Redfern, has been reviewed by TfNSW and discussed in Section 4.3.3 of Chapter 4 (Project development and alternatives) of the EIS. While it presents some advantages, there are other constraints and disadvantages to this option. These include visual impacts to residents of the nearby Watertower residential building (due to the concourse shape wrapping the corner-line of the building, effectively creating a wall to the rail corridor and the adjacent Watertower residential building), and the bulk of the larger concourse and bridge structure creating a comparatively greater visual impact. The bulk of this

option would also create a visual impact to the heritage significance of the station. There were also challenges to constructability, such as limited space available to place larger cranes that would be required to lift the extended concourse spans. Additionally, this option would result in more complex way-finding with an increased number of decision points when travelling through the concourse, making it difficult for less mobile customers. For more information, refer to Chapter 6 (Stakeholder and community engagement) and the Consultation Report in Appendix B of the EIS.

TfNSW has examined a number of options during the development of the Project, and after reviewing these options, as well as taking feedback from the community into consideration, Option 1 was chosen as the preferred option. Refer to Chapter 4 (Project development and alternatives) of the EIS for further information.

Issue – community priorities

The groups decided on five key (community) priorities:

1. *support the improvement of Redfern Station accessibility including to platforms 11 and 12 and to a bus rail interchange*
2. *improve pedestrian rail commuter flow, reduce congestion and improve safety to all platforms including to platforms 11 and 12*
3. *enhancing public pedestrian and bicycle connectivity to key local destinations was a key concern. This aspect was considered inadequate in the TfNSW proposals. The TfNSW Future Transport Strategy 2056 says, “The Strategy and Plans also focus on the role of transport in delivering movement and place outcomes that support the character of the place and the communities we want in the future.” Movement and Place are considered a key aspect of future transport planning, and the NSW Government Architect (sic) is currently developing guidelines. Currently it is the community view that key Movement and Place considerations are not adequately dealt with in the TfNSW options. Key public pedestrian and bicycle connectivity needs to link:*
 - *Australian Technology Park (South Eveleigh)*
 - *Redfern business district and transport hubs*
 - *Proposed North Eveleigh technology and innovation centre*
 - *Carriageworks*
 - *Sydney University*

This point was also brought up later in the REDWatch submission, noting: “Connectivity across the railway line was a key aspect of the RWA (Redfern Waterloo Authority) and community considerations”.

4. *protect and promote heritage and local culture*
5. *retain local residential amenity.*

Response

Response to Priorities 1 and 2:

With regard to achieving accessibility for Platforms 11 and 12 (for the Eastern Suburbs Railway line), TfNSW 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 all of Redfern Station accessible. The development would also provide improved connections to the bus interchange on Gibbons Street. TfNSW would consult with community, stakeholders and station users on proposals for improved access to Platforms 11 and 12.

As part of the Project, existing services, including new or relocated wayfinding signage and customer infrastructure would be relocated in and around platforms to improve commuter flow, reduce congestion and improve safety. These features would include seating, rubbish bins, lighting, CCTV, passenger information systems, emergency equipment (for fire and life safety) and tactile ground surface indicators (TGSIs). The design will incorporate sound and feasible Crime Prevention Through Environmental Design (CPTED) principles, balancing factors such as maintainability, heritage impact,

privacy of neighbours, aesthetics and accessibility. The new concourse would also provide an additional entry/exit point from each above ground-level platform, allowing rail customers to spread more evenly across the platforms, resulting in reduced crowding and facilitating reduced platform clearance times.

Response to Priority 3:

The Project would support the objectives of the *Future Transport Strategy 2056* by improving accessibility at a key station in Sydney and planning for all customers in the context of significant forecast growth in the area surrounding Redfern Station. By improving the accessibility of the Station and catering for the increased demand in customers, the Project aims to better serve the forecast increase in patronage on public transport. As outlined in the Consultation Report (Appendix B of the EIS), the benefits of the Project would include better connectivity with the surrounding areas, including key destinations such as Tech Central (including South Eveleigh), Carriageworks, education and health centres, by providing additional corridor connection points, and reducing walking distances for many customers.

Further, the station entrances (Marian Street and Little Eveleigh Street) have been designed to create a sense of place. The *Redfern Station Upgrade - New Southern Concourse Urban Design and Public Domain Plan* (UDPDP) (Appendix C of the EIS) outlines how these station entrances would be designed to create a sense of place, and encourage movement between the station and other local centres. The urban design objectives and principles in the UDPDP have been developed based on the NSW Government's design policy document *Better Placed*⁵, and TfNSW's policy document *Around the Tracks – urban design for heavy and light rail*.

The Project would improve the customer experience overall within the Redfern Station precinct, primarily by improving accessibility of the station and surrounds. TfNSW notes the importance of connectivity across the railway line and is looking at options for providing barrier-free access across the concourse, though this has to be balanced against the need to protect revenue (minimise fare evasion), safety and security for customers and staff. Note that if barriers are installed, pedestrians who want 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.

Response to Priority 4:

TfNSW acknowledges the importance to protect and promote heritage and local culture. Heritage (Aboriginal and Non-Aboriginal) has been and will continue to be considered during design development. A draft Heritage Interpretation Strategy has been prepared for the Project and is included in **Appendix D** of this report. As outlined in mitigation measure NAH2 (refer to **Section 9** of this report), a Heritage Architect will be engaged to provide ongoing heritage and conservation advice throughout detailed design and construction and any subsequent relevant design modifications.

Response to Priority 5:

The mitigation measures included in **Section 9** address the potential amenity impacts during operation (relating to traffic, transport and access, noise, visual amenity and heritage). Further, TfNSW is engaging with local residents through a co-design process, to determine further refinements that can be adopted to manage potential amenity impacts as a result of the Project (refer to **Section 3.4**).

Issue – accessibility in and around Redfern Station

REDWatch identified a number of issues that need to be addressed by the Project:

1. *connectivity between North and South Eveleigh*
2. *accessibility to platforms 1 to 10*
3. *accessibility to platforms 11 and 12 and to a bus train interchange*
4. *impact on Little Eveleigh Street. This includes:*
 - *discharge of commuters directly on to a residential street within a few metres of front doors*

⁵ Government Architect NSW, 2017. *Better Placed – An Integrated Design Policy of the Built Environment of New South Wales*

- *interaction with the major two-way bike way that will see increasing use*
- *Little Eveleigh Street is the main access point for East North Eveleigh and future construction*
- *without parking, delivery and trades people would be impacted*
- *it is the access for Foundry residents to their off-street parking*
- *a raised walkway to the rear of residences on the southern side of the street would impact those residents*

5. *Impact on Marian Street. This includes:*

- *no footpath on Marian Street for pedestrians*
- *pedestrian interaction with Watertower parking*
- *kiss and drops activity and other traffic conflicting with pedestrian movements*

The point was made that residents of Little Eveleigh and Marian Streets had a strong reaction to the visuals from the TfNSW options that showed only a few people in the proposed treatments rather than peak hour representation required by transport studies. The point was made that traffic, pedestrian studies use peak time movement assessments, and that TfNSW needs to do similar analyses and model how the proposed treatments would work with the interactions between bidirectional flows and interactions with cars and bikes. Reference was made to the experience of residents trying to move towards the station in the morning in Lawson Street against a tide of students walking, skateboarding and bike riding to Sydney University.

Response

The following response is provided to each of the points above:

1. The Project would include better connectivity with surrounding areas, including key destinations such as Tech Central (including South Eveleigh), Carriageworks, and local education and health centres. This would be achieved by improving the accessibility of the Station, providing additional corridor connection points, and reducing walking distances between the platforms and surrounding destinations for many customers.
2. The Project would enable access to Redfern Station and platforms from both Little Eveleigh Street and Marian Street through the inclusion of lifts to Platforms 1-10.
3. TfNSW 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 all of Redfern Station accessible. The development would also provide improved connections to the bus interchange on Gibbons Street. TfNSW would consult with community, stakeholders and station users on proposals for improved access to Platforms 11 and 12.
4. Section 11.4 in Chapter 11 (Social) of the EIS provides an assessment of amenity impacts from the Project. It found that noise from commuters walking along Little Eveleigh Street would be noticeable, and may cause stress and anxiety for some residents, particularly at night. However, the noise and vibration assessment in the EIS found that this noise would not be considered to have characteristics that would typically irritate such as low frequency or tonal components (refer Section 13.4.2 of Chapter 13 (Noise and vibration) of the EIS)). The mitigation measures included in **Section 9** aim to address the potential amenity impacts during operation (relating to traffic, transport and access, noise, visual amenity and heritage). Further, as committed to in mitigation measure SE10, upon opening of the Project, TfNSW would undertake a review of the operation of the shared zones, in consultation with residents and relevant stakeholders, including consideration of any additional mitigation that is required to be implemented.

The proposed shared zone on Little Eveleigh Street would not have a marked cycle lane within the shared zone, however the shared zone is designed to be a safe zone for all modes of transport and pedestrians would have right of way, with a speed limit of 10km/h. A raised surface would also be installed at the entrance to the shared zone area to improve the safety of the

shared zone as it would identify the street as a pedestrian area. Signage would also be in place to inform users of the change in traffic conditions.

In regard to Little Eveleigh Street being the access point for other future construction/development in the area, it will be responsibility of developers to determine the suitability of particular construction routes for construction vehicles, and identify alternatives if the identified routes are not suitable. However, the construction of the shared zone as part of the Project would not preclude use by construction vehicles for other projects in the area.

Formalisation of the shared zone would require the relocation of 20 parking spaces (including 18 resident/restricted parking spaces, one accessible parking space and one car share scheme parking space) to a new car park at the western end of Little Eveleigh Street. These parking spaces would be replaced 'like for like' (i.e. they would be the same time limited parking spaces(resident permit excepted)). Visitor permits are available from CoS Council for delivery and trades people to access these parking spaces.

Note that residents of Little Eveleigh Street would be invited to participate in a co-design process (refer to **Section 3.4**) for the new shared zone. The key aim of this process would be to provide residents of Little Eveleigh Street and Marian Street opportunity to collaborate with the Project team and other key stakeholders such as the City of Sydney in the design for these streetscapes, including provision to safely accommodate emergency vehicles, trades people and delivery and garbage trucks.

Construction of the shared zone would not preclude the use of this route for access by residents of The Foundry building.

A raised walkway to the rear of residents on Little Eveleigh Street is not proposed.

5. The proposed shared zone on Marian Street would not have a marked cycle lane within the shared zone, however the shared zone is designed to be a safe zone for all modes of transport. In shared zones, pedestrians have right of way and all vehicles must adhere to a speed limit of 10 km/h. A raised surface would be installed at the entrance to the shared zone to identify the street as a pedestrian area. Signage would also be in place to inform users of the change in traffic conditions. The implementation of the shared zones would be the subject of ongoing consultation with the relevant road authorities, and would also be subject to policing (and potentially speed tracking by Variable Messaging Signs (VMS)).

Accommodating the predicted pedestrian numbers has been a key consideration in the design of the Project. As described in Section 12.4.2 of Chapter 12 (Traffic, transport and access) of the EIS, approximately 3,300 and 6,770 pedestrians are anticipated to utilise Little Eveleigh Street and Marian Street respectively during a typical AM peak hour. The Project has been designed to account for the predicted patronage forecasts (detailed design would also continue to consider future patronage demands).

Issue – community options

REDWatch outlined the options considered for the Project, including the community options previously put forward to TfNSW for consideration. It notes:

The community options were presented as the Journey that people had gone on to develop the proposed option.

Journey – “H” Design – *This was an early option from The Watertower. It was in line with the RWA proposal for a bridge between North and South Eveleigh that linked to a southern concourse. It puts the concourse where it needs to be for the platform constraints and the non-paid North South connection where it needs to be and links them. Transport has argued that this is three bridges and it is only building one bridge as part of an access upgrade. There is a lot of support for this option. With TfNSW ruling out this option, the community then set about developing a hybrid bridge model that tries to make a single bridge fulfil both purposes. This is a difficult task as the concourse stairs need to be as close as possible to the platform buildings while the North South connection ideally needs to be as direct as possible. Whatever option emerged from this compromise it had to sacrifice some of the desirable features of the “three bridge option”.*

Journey - Hybrid Option 2 + 4 (modified) – This was an option after the four TfNSW options were released. Again it came from The Watertower and is a marrying of Options 2 and 4. The aim was to make a viable option 4 given that TfNSW had not succeeded. TfNSW also sees this as a two bridge option although it is doubtful it involves less construction than its own option 4.

Journey - (Cracknell & Lonergan Architects v1) – This option was produced by Cracknell & Lonergan Architects in response to a brief prepared by Damien Minton after discussions with REDWatch and Reconnect Redfern. It captures the essence of the 2 & 4 hybrid in a more ascetically pleasing form, but it did not address how to connect to Wilson Street.

Journey - (Cracknell & Lonergan Architects v2) – This option was a response to a Reconnect Redfern meeting asking why can't we go through the heritage building and adaptively reuse it. This was seen as an acceptable alternative to a flyover option that was higher than people's back fences. While Cracknell & Lonergan drew this as going through the building lengthways this was not necessarily the intention of the meeting.

It was felt by REDWatch and Reconnect Redfern that this proposal was close enough for a concept drawing for presentation as the community option 5. It shows how to combine both a pedestrian and bicycle cross-railway bridge with a paid concourse. It is not an ideal outcome, but it fits with TfNSW's stated aim of having only one bridge. It meets the concerns raised by REDWatch and Reconnect Redfern.

Rather than work with the community to try and arrive at a workable solution TfNSW has pressed ahead with its Option, REDWatch is hence of the view that TfNSW did not adequately assess the community proposals presented.

Response

Option 5 (Journey - (Cracknell & Lonergan Architects v2)) as presented by the Reconnect Redfern community group has been reviewed by TfNSW. While it presents some advantages, there are other constraints and disadvantages to this option. These include visual impacts to residents of the nearby Watertower residential building (due to the concourse shape wrapping the corner-line of the building, effectively creating a wall to the rail corridor and the adjacent Watertower residential building), and the bulk of the larger concourse and bridge structure creating a comparatively greater visual impact. The bulk of this option would also create a visual impact to the heritage significance of the station. There were also challenges to constructability, such as limited space available to place larger cranes that would be required to lift the extended concourse spans. Additionally, this option would result in more complex way-finding with an increased number of decision points when travelling through the concourse, making it difficult for less mobile customers. For more information, refer to Chapter 6 (Stakeholder and community engagement) and the Consultation Report in Appendix B of the EIS.

TfNSW has examined a number of options during the development of the Project, and after reviewing these options, as well as taking feedback from the community into consideration, Option 1 was chosen as the preferred option. Refer to Chapter 4 (Project development and alternatives) of the EIS for further information.

Issue – shared zones on Little Eveleigh/Marian Streets

The proposal as exhibited does not deal with the pedestrian issues along Little Eveleigh Street or in Marian Street. The design of how these shared areas will work has been left for a later design consultation to try to address the pedestrian, bike, motor vehicle and noise issues that concern residents in both the access streets. As a result, the key impact on local residents has not been adequately addressed by the proposal and it should be required to do this assessment and re-exhibit.

Response

The Project has been designed with the potential impacts at Little Eveleigh Street (as well as Marian Street) as a key consideration. In the EIS, Section 11.4 of Chapter 11 (Social) provides an assessment of amenity impacts from the Project, as designed, and Section 12.4 of Chapter 12 (Traffic, transport and access) provides an assessment of pedestrian impacts during construction and operation.

As outlined in the response above, mitigation measures provided in **Section 9** of this report have been included to address the potential amenity impacts during operation (in the relevant assessment chapters of the EIS relating to traffic, transport and access, noise, visual amenity and heritage).

To further refine, and work to minimise impacts further that what is outlined in the EIS, a co-design process is ongoing (refer to **Section 3.4**). The key aim of this process would be to provide residents of Little Eveleigh Street and Marian Street opportunity to collaborate with the Project team and other key stakeholders such as the City of Sydney in the design for these streetscapes.

Furthermore, any amendment to streets and roads under the jurisdiction of the local council will be presented, assessed and determined by the Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC). The LPCTCC involves CoS Council representatives but is a separate decision-making body to Council. It is also the intention of the Project to continue to consult with CoS Council through the design process.

Issue – concourse access and connection

REDWatch raised a number of separate points about the cross-corridor access:

- *The current proposal is to gate the concourse and not allow free movement across the concourse. Many stations include both a ticketed and public concourse across the railway line. This proposal does not. REDWatch is of the view that this is a key need for our community. There is significant bike and pedestrian desire line between Darlington (Sydney University and Carriageworks) and South Eveleigh and buses. This desire line will increase with the opening of Waterloo Metro station when students on the Bankstown line are likely to need to move from Waterloo to get to Sydney University.*
- *REDWatch is of the view that should the southern concourse be approved, it should only be on the condition it be barrier free so bikes and pedestrian can easily move from one side to the other.*
- *If TfNSW will not provide a non-ticketed concourse as part of this bridge then REDWatch is of the view that tap on and tap off should be as travellers leave the southern concourse to access a platform to travel and definitely not at either exit from the concourse.*
- *TfNSW has argued that as a busy station there are revenue protection issues that need to be addressed. While we appreciate this concern, revenue protection should not be at the expense of the many young people and people with complex issues within our community who are likely to move across the concourse as a short cut without using the station's train system. These people will bear the cost of TfNSW not delivering a paid and unpaid concourse.*
- *In the absence of any undertaking for an open access crossing parallel with the southern concourse, we have to proceed on the basis that the southern concourse exhibited might be the only way across the railway line. If that is the case then the current concourse proposal needs to deliver on movement and place outcomes needed for Redfern Station and those who live around the station.*
- *If TfNSW will not provide a non-ticketed concourse as part of this bridge then REDWatch is of the view that tap on and tap off should be as travellers leave the southern concourse to access a platform to travel and definitely not at either exit from the concourse.*

Response

TfNSW notes the concerns regarding cross-corridor access, and is looking at options for providing barrier-free access across the concourse, though this has to be balanced against the need to protect revenue (minimise fare evasion), safety and security for customers and staff. It is noted that if barriers are installed, pedestrians who want 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.

Existing access across the railway line is available at Lawson Street. The NSW Government is working with CoS 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 is planned to be completed in 2020. More information can be found at <https://www.cityofsydney.nsw.gov.au/vision/better-infrastructure/streets-and-public-places/current-works/lawson-street-improvements>.

Fixed Location Readers (i.e. Opal card readers) at the top or the bottom of the stairs to the platforms create both congestion, queuing and safety issues, particularly during peak hours. The narrowness of some of the platforms means this solution is not suitable for Redfern Station.

Issue – cycle connectivity

Little Eveleigh Street is a major bike path but there are many difficulties to move from the Lawson Street bridge past the station exit down Gibbons Street towards Alexandria. In REDWatch's view there will be a growing need for bikes to move along this desire line.

Response

The NSW Government is working with CoS Council to deliver cycle route upgrades to Lawson Street, including a separated cycleway between Eveleigh Street and Regent Street, integrating with the regional bike network which is planned to be completed in 2020. More information can be found at visiting <https://www.cityofsydney.nsw.gov.au/vision/better-infrastructure/streets-and-public-places/current-works/lawson-street-improvements>.

TfNSW will continue to work with CoS Council and the community to look at opportunities to connect the Project with current and future cycle paths.

Issue – accessibility upgrades at platforms 11 and 12

In opposing the current proposal REDWatch wishes to note that we have, on a number of occasions, asked TfNSW for a movement strategy / permeability plan that would show the concourse in the context of the broader re-development precinct of North Eveleigh and above platforms 11 and 12, as both will add substantially to the numbers around the station.

Response

Over the coming months, TfNSW will be engaging with local stakeholders and community on a vision for the Redfern North Eveleigh Precinct and how they would like to be involved in its renewal. This process will consider connectivity to and within the site and the surrounding area.

TfNSW 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. TfNSW would consult with community, stakeholders and station users on proposals for improved access to Platforms 11 and 12.

7.4 The Greens

The Greens noted support for the accessibility upgrade at Redfern Station, however it also noted a number of concerns about the Project as proposed.

Issue – accessibility upgrades at platforms 11 and 12

The Greens submission raises concern regarding the Project not providing access to platforms 11 and 12:

- *It is unacceptable that this accessibility upgrade won't result in full accessibility to all platforms at Redfern Station - and we urge this to be rectified as a priority.*
- *The provision of accessibility to the underground Platforms 11 and 12 is crucial. It is noted that TfNSW has publicly stated that it is aware that station users require lift access to these platforms and that 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.*
- *It is logical that lift access to these platforms should have been part of this Project both in terms of efficiency, impact on residents and construction costs. Commuters and local rail users deserve to be able to use every platform at Redfern Station and any delays in works to make all platforms accessible is unacceptable.*

Response

TfNSW 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. TfNSW would consult

with community, stakeholders and station users on proposals for improved access to Platforms 11 and 12.

Issue – cycle connectivity and pedestrian safety

It is also concerning that the proposal for the upgrade will have significant and ongoing negative impacts on local residents and cyclists as well as putting the safety of many thousands of commuters at risk. These concerns need to be prioritised and addressed.

...Little Eveleigh Street forms a vital part of the City of Sydney's Wilson Street Cycleway which is a dedicated cycleway which runs from Wilson Street directly into Little Eveleigh Street and provides connectivity between Newtown, Darlington, Erskineville and the city and Eastern suburbs. It is unacceptable to remove the separated cycleway at Little Eveleigh Street and absorb it into a shared zone which will result in serious safety issues for both cyclists and pedestrians.

Response

The NSW Government is working with CoS Council to deliver cycle route upgrades to Lawson Street, including a separated cycleway between Eveleigh Street and Regent Street, integrating with the regional bike network which is planned for completion in 2020. More information can be found by visiting <https://www.cityofsydney.nsw.gov.au/vision/better-infrastructure/streets-and-public-places/current-works/lawson-street-improvements>.

TfNSW will continue to work with CoS Council and the community to look at opportunities to connect the Project with current and future cycle paths.

As outlined in Section 8.4 of Chapter 8 (Urban design) of the EIS, the Project would maximise the amenity of the public domain and multi-modal transportation connections through the development of a new public space at Marian Street and Marian Street shared zones. The proposed entry plaza at Marian Street would provide an inviting new station entry, with improved amenity, seating and shading, which would enliven the space, enabling activation and improved safety and security.

Positive public space outcomes would also be realised through a new shared zone on Little Eveleigh Street including improved planting areas in front of houses paving treatments along the entire length of the street and lighting upgrades providing improved amenity, safety and security.

The Project would enable access to the above ground areas of the station with lift access provided to and from Platforms 1-10. Unisex ambulant toilets and a family accessible toilet would be provided in the re-purposed 125-127 Little Eveleigh Street building. A family accessible toilet would also be provided at the Marian Street entrance. The proposed concourse landings at platform level would extend to the existing station platform buildings and provide additional covered and shaded area on the station platforms.

The short, straight alignment of the Project also allows for clear sightlines that support better perceptions of safety. CPTED techniques have also been incorporated into the design both within the concourse and externally of the Station.

The Project has considered the safety of residents, cyclists and commuters through the implementation of mitigation measures during construction (see **Section 9** of this report). These include use of appropriate signage and line marking to guide pedestrians and cyclists past construction sites in order to maintain access. Appropriate access measures would further be developed to guide customers with access requirements for disability, including wheelchair users and people with a visual impairment. The shared zones are designed to be a safe zone for all modes of transport and during operation pedestrians would have right of way, with a speed limit of 10km/h and signage installed to inform users of the change in traffic conditions. Traffic calming measures (e.g. speed humps) may be installed at the entrances to the shared zones to improve the safety of the area, as it would help identify the street as a pedestrian-prioritised area.

During operation, the Project is expected to improve the customer experience overall within the Redfern Station precinct, primarily by improving accessibility of the station and surrounds.

Issue – concourse access and connectivity

...we urge the proponents to consider the need for improved access and connectivity throughout this growing and significant urban precinct. As the proposal currently stands, the opportunity to make these

improvements are limited. This precinct houses large commercial, educational and cultural institutions and a dense residential population and as such the proposed new southern railway concourse should offer easy connectivity to all these institutions and residential areas without the imposition of any gates at either end of the concourse.

...the design does not effectively contribute to the accessibility and connectivity of communities due to its location and design. It doesn't offer cross corridor pedestrian and cyclist access because of the imposition of gates at each entrance and the location of the entrances into constrained residential streets which will be shared traffic zones.

Response

The primary need for the Project is to improve accessibility at the station and to accommodate the forecast growth in commuters and people in the area (refer Section 1.3 of Chapter 1 (Introduction) of the EIS). The scope of the Project was developed to meet the objectives described in Section 1.4 of Chapter 1 (Introduction) of the EIS. The new station entrances proposed as part of the Project at Little Eveleigh Street and Marian Street are being designed with a focus on accessibility, movement efficiency and safety.

TfNSW is looking at options for providing barrier-free access across the concourse, though this has to be balanced against the need to protect revenue (minimise fare evasion), safety and security for customers and staff. Note that if barriers are installed, pedestrians who want 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. Cyclists would also be able to dismount and walk their bikes across the new concourse. Bike parking would be provided at both concourse entrances.

Issue – adherence to design guidelines

The SEARS cite the NSW government design policy document Better Placed as one of the preferred design guidelines which includes the use of Design Review panels to offer independent, impartial and expert advice. While the proponent states in Chapter 8 at 8.4.4 that an independent TfNSW design panel was consulted four times between September 2018 and December 2019, there is no indication in the EIS that this process was undertaken in relation to the specific options released in July and August 2019 but rather infers that this panel was only presented with the older original concept design which in fact became Option 1 and the basis of this proposal.

The EIS does not indicate that the proponent (TfNSW) used the NSW State Government Design Review Panel which was explicitly set up to 'deliver the principles and aims of Better Placed and to provide a consistent, state-wide approach to reviewing the design quality of State Significant projects.' Given that this project is a State Significant project, we maintain that all the design options should have been assessed by this panel. We also think that any reports on the project by the TfNSW design panel should have been included in the EIS.

Response

TfNSW's Design Review Panel has the acceptance of Government Architect NSW as an equivalent design review process to the NSW State Design Review Panel process. Following discussions with the Government Architect NSW it has been agreed that the Design Review Panel can work in lieu of the NSW State Design Review Panel process that is a requirement of the DPIE and the Government Architect NSW for large projects in NSW. The Design Review Panel members are on the Government Architect NSW State Design Review Panel's member list or work with the Government Architect NSW. It is chaired by a nominee of the NSW Government Architect from the Government Architects office. The panel members have fields of expertise that cover architecture, urban design, landscape architecture and heritage. The panel also has expertise and in-depth knowledge of the heritage of transport projects and working within the constraints of rail and transport environments.

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. Within TfNSW an extensive optioneering process took place on a number of bridge alignments, bridge spans and bridge widths, each option underwent a multi criteria analysis with subject matter experts, to result in preferred options. In July and August 2019, the community were presented with four different options, including the original concept (Option 1). Responses were received across two engagement periods from a range of stakeholders, both prior to and subsequent to presentation of the design options. Stakeholders included station customers,

community members and community groups, residents, landowners, local organisations and CoS Council. Two alternative designs were also submitted by a local community group. 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.

All options that met the project objectives of improved accessibility and precinct connectivity were presented to the Design Review Panel. Presentations to the panel occurred frequently during the design development process in the period from September 2018 to November 2019, and ranged from schematic design responses for providing equitable access to all above ground platforms, entry design, public domain development, options for the southern concourse to connect to Wilson Street/Ivy Lane, realignment of the southern concourse to connect to Little Eveleigh Street and retention of existing buildings to ensure the character, scale, heritage and context of the streetscapes is maintained. On the fourth occasion, the project was presented to TfNSW's Design Review Panel to assess the expression of the southern concourse façade treatments and its relationship to the heritage precinct.

During the design development of the Redfern Station Upgrade, the design and delivery team engaged with the suite of Government Architect NSW Design Guidelines documents to inform and guide the design direction of the accessibility upgrade of Redfern Station. An assessment of the project against these design guidelines is incorporated in the Redfern Station – New Southern Concourse Urban Design and Public Domain Plan which was included as Appendix C to the EIS. TfNSW's Precincts and Urban Design Team has also developed a suite of Urban Design Guideline to inform and shape all transport projects.

Issue – amenity and privacy for residents of Little Eveleigh Street

...This proposal will result in a significant loss of amenity and privacy for these residents including noise, light and security impacts 24/7. Little Eveleigh Street is a narrow residential street and is unsuitable as a major thoroughfare accommodating many thousands of commuters who use and will use this large and expanding metropolitan railway station.

...The creation of a shared zone in Little Eveleigh Street as a solution to the increased foot and cycle traffic is unacceptable because this street is unable to safely accommodate the increasing number of commuters and cyclists for this large educational, commercial and cultural precinct. No amount of landscaping, signage or street lighting will make this site safe or practical as a shared zone. Vehicles including trucks up to 6.6 metres, will use this street along with cyclists, pedestrians and residents. It is an unworkable solution.

Response

The Project has been designed with the potential impacts at Little Eveleigh Street (as well as Marian Street) as a key consideration. In addition to the upgrade of Little Eveleigh Street to a shared zone as part of the Project, mitigation measures have been included in the relevant assessment chapters of the EIS to address the potential amenity impacts during operation (relating to traffic, transport and access, noise, visual amenity and heritage) (see **Section 9** for mitigation measures).

Mitigation measures specific to ongoing design considerations also include:

- the Project would include design features to reduce opportunistic crime and discourage antisocial behaviour, particularly at Little Eveleigh Street, in accordance with the principles of CPTED and in consultation with NSW Police and the CoS Council
- co-design of the Little Eveleigh Street and Marian Street streetscapes is currently being undertaken for the Project. The key aim of this process is to provide residents of Little Eveleigh Street and Marian Street opportunity to collaborate with the Project team and other key stakeholders such as the City of Sydney in the design for these streetscapes, and adopt the outcomes of this co-design process.

Accommodating the predicted pedestrian numbers has been a key consideration in the design on the Project. As outlined in Section 12.4.2 of Chapter 12 (Traffic, transport and access) of the EIS, approximately 3,300 pedestrians are anticipated to utilise Little Eveleigh Street during a typical AM peak hour. The Project has been designed to account for the predicted patronage forecasts (detailed design would also continue to consider future patronage demands). The shared zone is designed to

be a safe zone for all modes of transport and pedestrians would have right of way. The proposed shared zone on Little Eveleigh Street would have a reduced speed limit (10 kilometres per hour as per the existing shared zone) and other design features required of shared zones (e.g. brick pavement that differs from typical road pavement, speed bumps, adequate signage). The shared zone would be designed in accordance with TfNSW (former Roads and Maritime) shared zone requirements/guidelines (*TTD 2016/001 Design and implementation of shared zones including provision for parking*). TfNSW will also be undertaking consultation with CoS Council's Traffic Committee on safety matters. Detailed design will also be subject to co-design involvement from the community and stakeholders (refer to **Section 3.4**).

Issue – safety for pedestrians and residents on Marian Street

Some 10,000 new workers will be located at the Australian Technology Park and these people will use the new concourse entry and exit at Marian Street. There are already significant numbers of vehicles using this shared zone area as it is the only access point to large residential buildings (including the Watertower) at this location. Expanding this constrained area cannot safely accommodate the proposed mix of commuters, cyclists and vehicles.

Response

As discussed in Section 2.4 of Chapter 2 (Location and strategic context) of the EIS, patronage at Redfern Station is set to increase due to the large-scale urban renewal and commercial developments in the surrounding area. Additional station entrances, lifts and stairs are required to enable accessible and safe access to the station platforms and to provide for the predicted growth in patronage and visitor numbers to the area. The proposed pedestrian concourse would also provide cross corridor connectivity, enabling safe and easy access between major destination precincts on either side of the railway.

Chapter 12 (Traffic, transport and access) of the EIS provides an assessment of the Project's impact on pedestrians, cyclists and vehicles. The assessment found that there would be improved customer experience in the new shared zone areas, including improved paths, reduced traffic speeds and improved pedestrian safety along with enhanced walkability. The assessment also found that there would be several benefits provided to users of the shared zones, and that the shared zone at Marian Street would be designed to provide adequate capacity for the volume of pedestrians expected to utilise Marian Street. The shared zone is designed to be a safe zone for all modes of transport and pedestrians would have right of way.

Further to the assessment in the EIS, a road safety audit is currently being undertaken. The proposed extension to the existing shared zone at Marian Street would have a reduced speed limit (10 kilometres per hour as per the existing shared zone) and other design features required of shared zones (e.g. brick pavement that differs from typical road pavement, speed bumps, adequate signage). The shared zone would be designed in accordance with TfNSW (former Roads and Maritime) shared zone requirements/guidelines (*TTD 2016/001 Design and implementation of shared zones including provision for parking*). TfNSW will also be undertaking consultation with CoS Council's Traffic Committee on safety matters. Detailed design will also be subject to co-design involvement from the community and stakeholders (refer to **Section 3.4**).

Issue – parking relocation

The loss of some 20 parking spots including an accessibility parking spot and a car share parking spot in Little Eveleigh Street as well as the destruction of some 18 street trees. The location of the proposed car park is in the North Eveleigh Precinct and the proposal makes clear that there is no guarantee that this car park will remain available to residents in perpetuity which means that all the residents in Little Eveleigh Street including those requiring special disability parking will potentially lose access to any parking near their homes. This will occur on Marian Street as well with the removal of 16 parking spaces with no provision for alternate parking.

Response

The car parking spaces along Little Eveleigh Street would be relocated to the proposed new car park off Little Eveleigh Street, which would be located on land owned by the NSW Government. The provision of this new car park would result in no net loss of car spaces from those being removed from Little Eveleigh Street and the parking spaces would also be replaced 'like for like' (i.e. time limited

(resident permits excepted)). Planning for urban renewal of the Redfern North Eveleigh Precinct is underway. In the EIS, Section 12.4.1 of Chapter 12 (Traffic, transport and access) notes that in the event that the car park would be affected by the Redfern North Eveleigh Precinct planning, any proposed reconfiguration or relocation of the offset parking arrangements would be undertaken in consultation with relevant stakeholders, and in a manner which ensures that the principle of offset parking is provided in perpetuity, and remains within reasonable walking distance of Little Eveleigh Street.

All trees proposed to be removed would be offset by replacement tree planting in accordance with the *Vegetation Offset Guide* (TfNSW, 2019a) (refer Section 16.4.2 of Chapter 16 (Biodiversity) of the EIS). Through replacement tree planting as per the *Vegetation Offset Guide*, there would be no overall net loss of trees as a result of the Project. Further, the offsets required under the *Vegetation Offset Guide* would result in an overall increase in the total number of trees as a result of the Project (refer Section 16.4.2 of Chapter 16 (Biodiversity) of the EIS for the offset ratios required).

Section 12.4.2 of Chapter 12 (Traffic, transport and access) of the EIS found that the loss of parking spaces along Marian Street areas would put additional pressure on the surrounding car parking supply, and inconvenience local residents who may need to park further away from their residence. However, this is not expected to impact on parking amenity as the parking to be removed is likely to have been occupied by commuter or all-day parking, given proximity to the station. The removal of parking would give rise to several benefits from the resulting shared zone. Additionally, there is existing on-street parking available within 400 metres of these lost parking spaces, primarily along Rosehill Street and Cornwallis Street (outside of the Project area), Gibbons Street, Regent Street, Garden Street and Boundary Street.

Issue – concourse access and connectivity

The current proposal includes gates at either entrance to the proposed Southern Concourse which will greatly diminish the connectivity of this significant urban precinct. This precinct includes the following areas: - the Australian Technology Park (South Eveleigh), Redfern business district and transport hubs, the proposed North Eveleigh technology and innovation hub, Carriageworks and the University of Sydney.

As already noted above, the SEARS indicate that the construction of this major infrastructure should include a requirement that it facilitates easy connectivity between both sides of the station to enhance connectivity throughout the precinct for residents, workers, students, and visitors who are either pedestrians or cyclists.

Additionally, the new Waterloo Metro station will bring a new cohort of students who will use this bridge to get from the Metro to Sydney University. This added group will intensify the congestion at either entrance of the proposed concourse location whereas other options offer far more effective and safe connectivity.

Response

TfNSW are looking at options for providing barrier-free access across the concourse, though this has to be balanced against the need to protect revenue (minimise fare evasion), safety and security for customers and staff. It is noted that if barriers are installed, pedestrians who want 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. Pedestrian modelling undertaken as part of the design of the Project accounts for future growth in and around the Redfern Eveleigh precinct, including the uplift in pedestrian movements from the Waterloo Metro Station.

Issue – cycle connectivity

A design which supports a bike connection between North and South Eveleigh would mean that cyclists could connect from the Wilson Street Cycleway to Alexandria and key cycleways from there eastward and northwards which would relieve congestion on Lawson Street.

Response

Cyclists would be able to dismount and walk their bikes across the new concourse. Bike parking would be provided at both concourse entrances.

The NSW Government is working with CoS 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 is planned to be completed in 2020. More information can be found at <https://www.cityofsydney.nsw.gov.au/vision/better-infrastructure/streets-and-public-places/current-works/lawson-street-improvements>

TfNSW will continue to work with CoS Council and the community to look at opportunities to connect the Project with current and future cycle paths.

Issue – community consultation

The decision to proceed with this option was taken with reference to a Community Survey which was undertaken as an in-house survey of a small number of residents and commuters. A significant number of residents did not support this option however their responses were given equal weight to mainly student commuters who transit the area. Giving equal weight to commuters who were not properly appraised of the impact that this option would have on the long term amenity of those living in both Little Eveleigh and Marian Streets or the significant increase in commuter usage, is unacceptable. We think this survey should have been undertaken by an independent body and that directly impacted resident's responses should have been given more weight than random commuters.

Response

As Redfern Station is a major piece of infrastructure used by approximately 70,000 customers per day, it is important that TfNSW hear from the wide range of stakeholders with an interest in the Project. There were a number of factors considered when designing the Project. These included maximising customer benefit, engineering constraints, providing connection to key destinations, and minimising visual and environmental impacts, wherever possible. Extensive community and stakeholder consultation was also undertaken to inform the Project's design. This included online surveys which were widely publicised and attracted over 400 responses. While this consultation process identified a clear overall preference for the chosen design, it was not a vote and issues raised were considered on their merits. As a result of the consultation process, the Project is aware of the concerns of local residents and will continue to work with residents throughout the design phase to address them, including through the co-design process (refer **Section 3.4**).

For more information, refer to Chapter 6 (Stakeholder and community engagement) and the Consultation Report in Appendix B of the EIS.

Issue – community consultation

We also would request that any consultation that occurs in future specifically engages with the Metropolitan Aboriginal Land Council, local community organisations and groups connected with Aboriginal communities, young people, public housing tenants and students, as well as residents and cyclist, pedestrian and accessibility organisations and experts.

Response

As noted in Chapter 6 (Stakeholder and community engagement) of the EIS, community and stakeholder consultation will continue throughout the development of the Project, including as the design evolves. Detailed design consultation has already begun with local residents to co-design the shared zone street scapes of Marian and Little Eveleigh Streets (see **Section 3.4.2** of this report). This consultation includes the opportunity for local residents to identify additional design ideas.

Consultation has also begun with the Aboriginal community, including stakeholders such as the Metropolitan Local Aboriginal Land Council (see **Section 3.4.3** of this report). This engagement will build upon the early consultation with these groups that had been undertaken on the concept design in 2019. The consultation will include discussion on employment and training opportunities.

Issue – community options

The community action groups' alternate Option 5 was the result of consultation with a large range of affected residents, stakeholders and local institutions. It was designed by urban architects and offered sensible solutions to most of the key concerns with the TfNSW options.

By moving the proposed concourse further south it could feed directly into the South Eveleigh area and the ATP site as well as into Wilson Street which is well suited to accommodate large numbers of students, commuters and cyclists, unlike Little Eveleigh and Marian Streets.

Various other more suitable solutions are possible but have not been properly examined by TfNSW which appears to have designed this project with scant regard for the potential this project has to solve a number of significant urban requirements at this site while providing accessibility to the station.

We believe that there is significant desire on behalf of the major stakeholders to find a more appropriate solution. This is an opportunity to design and build infrastructure that both provides crucial accessibility to Redfern Station while also connecting the precinct in a holistic manner which will function to solve long term urban planning requirements.

Response

The community group options, including Option 5 as presented by Reconnect Redfern, has been reviewed by TfNSW and discussed in Section 4.3.3 of Chapter 4 (Project development and alternatives) of the EIS. While it presents some advantages, there are other constraints and disadvantages to this option. These include visual impacts to residents of the nearby Watertower residential building (due to the concourse shape wrapping the corner-line of the building, effectively creating a wall to the rail corridor and the adjacent Watertower residential building), and the bulk of the larger concourse and bridge structure creating a comparatively greater visual impact. The bulk of this option would also creating a visual impact to the heritage significance of the station. There were also challenges to constructability, such as limited space available to place larger cranes that would be required to lift the extended concourse spans. Additionally, this option would result in more complex way-finding with an increased number of decision points when travelling through the concourse, making it difficult for less mobile customers. For more information, refer to Chapter 6 (Stakeholder and community engagement) and the Consultation Report in Appendix B of the EIS.

TfNSW has examined a number of options during the development of the Project, and after reviewing these options, as well as taking feedback from the community into consideration, Option 1 was chosen as the preferred option. Refer to Chapter 4 (Project development and alternatives) of the EIS for further information.

The NSW Government is currently working on a vision for the Redfern North Eveleigh Precinct, which includes 10 hectares of Government-owned land along the rail line south of Redfern Station. This area will be a key part of Tech Central, providing opportunities and facilities for the local community and promoting economic growth for the entire state. The Project would improve accessibility to public transport and help people move around the growing area. The new infrastructure under the Project would help unlock the potential of the Redfern North Eveleigh Precinct. Over the coming months, TfNSW will be engaging with local stakeholders and community on a vision for the Redfern North Eveleigh Precinct, and how they would like to be involved in its renewal.

Issue – Aboriginal inclusion

Given the significance of Redfern as a site of significance and struggle for Aboriginal people, it is crucial that this process is done in a way that recognises that Redfern Station is on Gadigal Land. We believe that any active co-design process must include Aboriginal representatives and Aboriginal-led organisations.

We note that the EIS makes reference to requests by Aboriginal stakeholder organisations that the design incorporate reference to Aboriginal culture as well as offering training and employment opportunities. We are strongly supportive of these requests and request that they are made mandatory with any project approval.

Response

TfNSW is committed to engaging with Aboriginal stakeholders to inform detailed design of the new concourse (refer **Section 3.4.3**). Due to COVID-19 restrictions, online tools will be used to help the Project team gain a better understanding of local community values, areas of cultural/social significance and memories. This will support identification of opportunities to incorporate cultural elements or heritage interpretation into the design. Local Aboriginal stakeholders will be invited to take part in meetings to discuss issues including final form/ content and commissioning.

TfNSW will continue to engage with local Aboriginal and Torres Strait Islander communities throughout the delivery phase of the Project, both to minimise impacts related to construction as well as to identify opportunities for community members and businesses.

Issue – consultation and co-design

We strongly support the full accessibility upgrade of Redfern Station - for all platforms - and believe that with genuine consultation, co-design and a prioritisation on accessibility and connectivity, an amended concourse project will finally deliver on the much needed improvements for local residents, train users and those working in this area. It is crucial that this is done well - and that attention is paid to getting it right for everyone.

Response

As part of the upgrade, TfNSW has invited local residents to be part of the next stage of the design process for the new streetscape and public domain around Little Eveleigh and Marian Streets through a co-design process which includes a series of workshops delivered online or in person. Refer to **Section 3.4** for more information on the co-design process.

7.5 University of Sydney

University of Sydney expressed objection to the Project, and outlined that it had previously provided TfNSW with correspondence regarding its concerns with the Project. The submission listed these concerns, and how the Project does not address them. This section outlines these concerns and TfNSW's responses.

Issue – Little Eveleigh Street capacity

No additional information has been provided on traffic and parking studies, pedestrian interface and safety to enable evaluation of the capacity of Little Eveleigh St to accommodate the pedestrian, services and residential access requirements as a shared way.

... Given that there remains substantial work to be done to confirm that Little Eveleigh Street can accommodate the shared way functions proposed, we cannot support the proposed Southern Concourse bridge in its current form and are therefore lodging this response as an objection.

Response

Accommodating the predicted pedestrian numbers has been a key consideration in the design of the Project. As described in Section 12.4.2 of Chapter 12 (Traffic, transport and access), of the EIS, approximately 3,300 and 6,770 pedestrians are anticipated to utilise Little Eveleigh Street and Marian Street respectively during a typical AM peak hour. The Project has been designed to account for the predicted patronage forecasts (detailed design would also continue to consider future patronage demands).

The shared zone is designed to be a safe zone for all modes of transport and pedestrians would have right of way.

Further to the assessment in the EIS, a road safety audit is currently being undertaken. The proposed extension to the existing shared zone at Marian Street would have a reduced speed limit (10 kilometres per hour as per the existing shared zone) and other design features required of shared zones (e.g. brick pavement that differs from typical road pavement, speed bumps, adequate signage). The shared zone would be designed in accordance with TfNSW (former Roads and Maritime) shared zone requirements/guidelines (*TTD 2016/001 Design and implementation of shared zones including provision for parking*). TfNSW will also be undertaking consultation with CoS Council's Traffic Committee in regards to safety. Note that detailed design is also subject to co-design involvement from the community and stakeholders (refer to **Section 3.4**).

Issue – Little Eveleigh Street parking changes

University of Sydney advised that as per concerns raised in their previous submission, support for Option 1 was contingent “on the outcome of required traffic and parking studies and certainty on coordinated delivery with construction of the bridge,” including “Provision of alternative resident parking relocated from Little Eveleigh St to TfNSW land adjacent to the Chief Mechanical Engineer's Building (possible future relocation to accommodate North Eveleigh redevelopment plans.)”

Response

The proposed car park off Little Eveleigh Street would be located on land owned by the NSW Government. Planning for urban renewal of the Redfern North Eveleigh Precinct is underway. Section 12.4.1 of Chapter 12 (Traffic, transport and access) of the EIS notes that in the event that the car park would be affected by the Redfern North Eveleigh Precinct planning, any proposed reconfiguration or relocation of the offset parking arrangements would be undertaken in consultation with relevant stakeholders, and in a manner which ensures that the principle of offset parking is provided in perpetuity, and remains within reasonable walking distance of Little Eveleigh Street.

Issue – consultation and co-design

University of Sydney advised that as per concerns raised in their previous submission, support for Option 1 was contingent *“on the outcome of required traffic and parking studies and certainty on coordinated delivery with construction of the bridge”*, including that *“TfNSW has made a commitment to a co-design process with residents of Little Eveleigh St (two remote sessions and a face-to-face session, if possible, including an offer for the University to participate) which will be held following closure of the EIS consultation period on 24 June”*.

Response

TfNSW has invited local residents and key stakeholders to be part of the next stage of the design process for the new streetscape and public domain around Little Eveleigh and Marian Streets through a co-design process which includes a series of workshops delivered online or in person. Co-design is an ongoing process and The University of Sydney has been invited to participate in the workshops. Refer to **Section 3.4** for more information on the co-design process.

Issue – concourse access and connectivity

The bridge, as currently designed, is to be gated at each end, meaning the people crossing from one precinct to the other and not using the station will have to go through gates and a ticketing process. The bridge gates will be closed when the station is closed (anticipated to be between 1.45 and 3.45 am. We seek open access to the bridge for pedestrians, as a key facilitator of connection and collaboration between the University, Cicada and South Eveleigh and the future Waterloo Metro station.

... Given that there remains substantial work to be done... and that the bridge is a gated bridge, we cannot support the proposed Southern Concourse bridge in its current form and are therefore lodging this response as an objection.

Response

TfNSW is looking at options for providing barrier-free access across the concourse, though this has to be balanced against the need to protect revenue (minimise fare evasion), safety and security for customers and staff. Note that if barriers are installed, pedestrians who want 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.

The hours of operation will be determined in consultation with Sydney Trains to balance both the community needs and the safety, security and maintenance of the station.

Issue – shuttle bus stop relocation

Relocation of shuttle bus pickup/setdown area to Lawson Street...No design detail provided at this stage...For future discussion with the University's operations team.

Response

The details of the relocation of the shuttle bus area to Lawson Street is subject to detailed design, which is currently being undertaken. TfNSW will continue to consult with The University of Sydney on this matter.

Issue – pedestrian priority and connectivity

We note that the Camperdown Ultimo Collaboration Area Alliance is currently working with TfNSW on the Integrated Place Based Transport Strategy for the Camperdown Ultimo precinct. Arup has been

appointed to develop the strategy. A key part of the project brief is the delivery of a pedestrian priority and connectivity plan for the precinct. Interventions, such as the proposed bridge to deliver pedestrian connectivity, and the potential treatment of Little Eveleigh Street, should be informed by the objectives of the Integrated Transport Strategy project team.

Response

As noted, TfNSW is working with the Camperdown Ultimo Collaboration Area Alliance on this matter, and will work towards meeting the objectives of the Integrated Place Based Transport Strategy project team.

7.6 WalkSydney

WalkSydney provided the following comments on the Project.

Issue – design amendment suggestions

We are encouraged to see any improvements in this area, as almost any crossing is better than no crossing, and additional entrances help increase accessibility to public transport and thus ridership, but we hope that the improvements can be as valuable as possible for as long as possible, so the community can maximise the value for the expenditures involved. We believe the following principles should guide the design of the bridge:

Connect Directly: The new bridge should connect South Eveleigh and Alexandria with North Eveleigh, Darlington, and the University of Sydney with a minimum of circuitry. This will help maximize access for the community. It should serve not only users of Redfern station, but also pedestrians crossing the barrier created by the railway tracks. This ensures convenient walking access between north and South Eveleigh with the southern footing located at Cornwallis/Margaret Street.

Bicycle Solution: A distinct solution should also be provided for bicyclists crossing the tracks, and additional pedestrian and bicycle crossings to the west are needed.

No Payment Gates: The bridge should not be controlled by payment gates, pedestrians crossing the tracks should not need an Opal or equivalent to cross the bridge. Many crossings throughout the Sydney Trains system are open to the public, and we do not see why the residents and workers of Alexandria and Darlington should be discriminated against. Payment pillars, rather than gates, are even now used at Redfern at the current Australia Technology Park (South Eveleigh) entrance and the northwest entrance on Lawson Street. The use of the “criminals” bogeyman (that criminals will be able to use the bridge) by TfNSW staff (presenting to Alexandria Residents (ARAG) August 14, 2019), presumably quoting police, is especially problematic and an attempt to breed fear in the community. Rest assured that criminals can get smartcards too, even if they steal them.

Response

TfNSW is looking at options for providing barrier-free access across the concourse, though this needs to be balanced against the need to protect revenue (minimise fare evasion), safety and security for customers and staff. Note that the introduction of payment points in conjunction with other security features such as CCTV cameras at the station entrances would improve security at the station. Note also that if barriers are installed, pedestrians who want 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.

Cyclists would be able to use the new concourse but will need to dismount to do so. It is noted also that there is an existing bike path across the tracks along Lawson Street.

Issue – design amendment suggestions

Wide Platform: The platform should be at least 20 metres wide to accommodate future population growth and transit patronage.

Response

Redfern Station is physically constrained by several features as it is situated inside a cutting and is also bounded by local streets and residential properties. This area also falls into the Darlington Heritage Conservation area. These constraints mean there is very limited opportunity to widen the

platforms. The new concourse would enable a more even distribution of passengers on the platforms, and would enable faster platform clearance times, which would in turn, improve the safety of the station and allow for future patronage growth.

The proposed six metre wide concourse would cater for patronage demand up to 2036. The concourse was designed with consideration of pedestrian modelling, accessibility needs, constructability, potential visual impacts, and potential impacts to the heritage significance of the station. Increasing the width of the concourse would create a significantly greater visual impact to station heritage and would introduce constructability challenges. The new concourse has been designed to reduce visual impacts on the heritage values of the station, be easily maintainable and to provide views to heritage precincts north and south of the concourse.

Issue – design amendment suggestions

Wide Stairs and Lifts: The new connection should include wide direct staircases to the platforms and ground level as needed, and large lifts for prams, shopping carts, bicycles.

Response

The width of the proposed stairs and lifts to the platforms will be as wide as is possible (considering the width of the platforms). Project features have been designed primarily for accessibility (e.g. providing adequate space for people with prams, mobility issues, etc. to move along the platform), and to meet the relevant requirements of the *Disability Discrimination Act 1992 (DDA)*.

Issue – urban design suggestions

Weather Protection: The new connection should have weather protection, particularly on the staircases.

Response

The concourse would be covered, and where possible, stairs and lifts would also include canopy coverage.

Issue – pedestrian accessibility

Pedestrian Signals: A pedestrian signal should be installed at Gibbons Street and Marian Street so people can walk to Regent Street/Botany Road, the Indigenous Excellence Centre, new development in Redfern and Waterloo, and other activities of importance.

Response

Broader upgrades to the pedestrian and cycle network outside of the Project area are outside the scope of the Project, however TfNSW is actively exploring opportunities to connect Redfern Station to major community centres.

Issue – pedestrian accessibility

Wider Footpaths at Station Entrances: The left turn lane from Gibbons to Lawson is barely used and yet people pour out of the station and wait at the traffic lights. The left turn lane needs to be closed and the footpath widened. If counts were done at almost any time of day of cars turning left and people waiting at the lights, the need for footpath space would win by far.

Response

Broader upgrades to the road network outside of the Project area are outside the scope of the Project, however TfNSW and the NSW Government are actively exploring opportunities to improve conditions in the area and connect Redfern Station to major community centres. This feedback will also be forwarded to the relevant team within TfNSW for consideration.

Issue – safer cycle access

Safe Bicycle Access: A two-way north-south separated and protected bicycle facility should be provided in the Wyndham Street/Gibbons Street/Regent Street/Botany Road corridor from Green Square Station to Waterloo Station to Central Station, which connects to Redfern Station.

Response

This is beyond the scope of the Project. However TfNSW notes that the NSW Government is working with CoS Council to deliver cycle route upgrades to Lawson Street, including a separated cycleway between Eveleigh Street and Regent Street, integrating with the regional bike network which is planned to be completed in 2020. More information can be found at visiting <https://www.cityofsydney.nsw.gov.au/vision/better-infrastructure/streets-and-public-places/current-works/lawson-street-improvements>.

TfNSW will continue to work with CoS Council and the community to look at opportunities to connect the Project with current and future cycle paths.

Issue – cross corridor connectivity

Align entrances and exits with actual pedestrian demands. We are disappointed with the so-called "Gibbons Street entrance" which does not actually enter on Gibbons Street, and increases the exiting time for pedestrians traveling to Redfern, and would not want to see a repeat of that mistake. Care should be taken to minimise the travel time for pedestrians. Accessibility increases non-linearly with reach. A 1 minute (out of 30) increase in travel time is 6.5% fewer jobs reachable in 30 minutes, in direct contravention of the 2056 plan that clearly endorses "30-minute cities".

Response

The new station entrances proposed as part of the Project at Little Eveleigh Street and Marian Street are being designed in conjunction with the positioning and design of the proposed concourse, with a focus on accessibility, pedestrian travel times, movement efficiency, and safety, and will exit directly onto Marian Street and Little Eveleigh Street.

To clarify, the name "Gibbons Street entrance" aligns with the station entrance which previously faced Gibbons Street, and to distinguish the Gibbons Street entrance from the Lawson Street entrance. The Gibbons Street entrance was upgraded to provide for increased passenger flow, train information and station aesthetics in what was a largely outdated part of Redfern Station. It also encourages active transport to and from the station through the installation of a bike shed.

Issue – relocated bus stops

Relocated bus stops: We believe the bus stops should be relocated to better connect to the station entrance, rather than worsen connection, as has been recently done on Gibbons Street.

Response

As detailed in mitigation measure T1, (refer **Section 9** of this report), the relocation of bus stops would be carried out by TfNSW in consultation with the City of Sydney Council, Royal Prince Alfred Hospital, bus operators and other relevant authorities. Wayfinding and customer information would be provided to notify customers of relocated bus stops.

TfNSW 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 all of Redfern Station accessible. The development would also provide improved connections to the bus interchange on Gibbons Street.

Issue – transparency on future development

More honest communication about future development: In justifying their design, Transport for NSW staff indicated (ARAG meeting, Aug 14, 2019) that a high-rise building would be constructed in the triangle between platforms 10 and 11. While we don't oppose development, and if it occurs, adjacent to public transport is an excellent location, we believe that such forward looking information should be included on public planning documents, at least in indicative terms, because such changes affect the optimal design, and clearly that community of relatively informed people was not aware of this development.

Response

TfNSW is investigating options for developing the land to the east of Redfern Station, above the underground T4 Eastern Suburbs and Illawarra Line, and will update the community as these plans develop. These plans are currently in the early phases of development and based on the existing land zoning for the area.

8. Responses to Government agency submissions

This section provides responses to issues raised in submissions from government agencies. Unless otherwise noted, all mitigation measures referenced in this section refer to the revised mitigation measures provided in **Section 9** of this report.

8.1 Overview

Submissions were received from the following government agencies:

- CoS Council
- Crown Land
- Department of Primary Industries - Agriculture
- EES
- EPA
- Heritage NSW
- South Sydney Police.

The approach to processing and responding to submissions (including government agency submissions) is described in **Section 5** of this report. The submissions from government agencies have been included verbatim, where there is an issue to be responded to. In some instances the issues have been summarised/reordered for ease of reading. The full submissions can be accessed on DPIE's Major Projects website.

8.2 City of Sydney (CoS Council)

CoS Council, at the start of its submission, outlined a number of positives and noted its support for the Project, in principle. CoS Council also provided a number of areas for consideration. These are outlined and responded to in this section.

Issue – design

It is difficult to provide any constructive advice regarding the design of the building without a set of detailed drawings. Overall, the City is generally supportive of the design direction. More information is required to describe the interfaces with the public domain, particularly at the Marian Street end of the concourse, where no elevations are provided. A subsequent meeting between City staff and the project's architects would also assist in the review of the design documents.

Response

TfNSW is currently working through detailed design, which will result in detailed design drawings (including elevations) for the Project. TfNSW will continue to consult and share information with CoS Council.

Issue – design: paving

Overall, the City raises no objections to the landscape works and agrees that the quality upgrade to Little Eveleigh Street will be beneficial. It is unfortunate that the extent of works does not facilitate a broader landscape overview. At the Marian Street entrance this becomes apparent in the coming together of incongruous paving materials between Cornwallis Street and Marian Street. An upgrade to the Cornwallis Street paving would enable the pedestrian environment to read as one, however, this is beyond the designated site boundary so will remain as is. This is a sub-optimal outcome from an aesthetic, urban design and wayfinding perspective.

Response

This comment is acknowledged. The primary need for the Project is to improve accessibility at the station and to accommodate the forecast growth in commuters and people in the area (refer Section 1.3 of Chapter 1 (Introduction) of the EIS). The scope of the Project was developed to meet the objectives described in Section 1.4 of Chapter 1 (Introduction) of the EIS. Interfaces with other

infrastructure is being considered during detailed design, however works extending to Cornwallis Street are not required as part of the station entrance upgrades and are therefore outside the Project area and out of scope.

Issue – tree removal and offset vegetation

It is noted in Section 7.2 of Appendix C in the submitted EIS that mitigation for tree loss is covered by the use of offsets where other documents in the EIS refer to no net tree loss. It is also noted that an Arboricultural Preliminary Report or Arboricultural Impact Assessment has not been submitted for review.

The City acknowledges the need for the pruning or removal of vegetation to facilitate construction, however, it is recommended that the Project provide a necessary and significant contribution to canopy cover (which is Sustainable Sydney 2030 target and a Premier's Priority). Although the use of offsets might be appropriate in other state-significant developments, a baseline of no net tree loss should be established here as State-owned sites contribute to canopy and microclimate within the City. Further, the removal of trees with a Medium-High Retention Value Rating is not supported by the City.

The removal of street trees and other vegetation would be offset in accordance with 'Transport for New South Wales Vegetarian Offsets Guide 2019b, or current equivalent'. The EIS further provides an offset ratio for tree removal based on the size of trees Diameter at Breast Height (DBH). This ratio however, does not state the size, species or location of the replacement tree plantings.

The City recommends all replacement tree planting provide a minimum of 60% canopy coverage on the surrounding streets or monetary compensation to the value/significance of the removed trees which would fund the City establishing similar trees in the public domain surrounding the Redfern Station precinct. This is to be negotiated with Council during the detailed design stage.

.... The protection and retention of all existing street trees and medium to high valued trees is a priority for the City. Trees are long term assets that the community highly values. The proposed upgrading of Redfern Station, a new southern concourse and potential ancillary facilities in the vicinity of trees including street trees has a high potential to impact their health and structure. The City of Sydney Street Tree Master Plan includes general street tree protection measures and conditions that must be followed. See Section 8 of the document linked here:

http://www.cityofsydney.nsw.gov.au/data/assets/pdf_file/0010/130240/STMP2011_150501-PartD.PDF

Existing street trees and medium to high valued trees must be considered during the development of detailed designs for these works. In accordance with AS4970-2009 Protection of Trees on Development Sites, a Project Arborist must be engaged to assist with tree management advice during the various stages of the design and construction process. The Project Arborist should be qualified in arboriculture to Australian Qualifications Framework (AQF) level 5 or above and have at least 5 years demonstrated experience in managing trees within complex development sites.

Advice must be sought from a Project Arborist (AQF Level 5 Arborist) regarding the likely impacts to the trees and how best to manage and minimise these impacts when working within structural root zones or tree protection zones. Prior to construction works commencing, the Project Arborist is to provide tree protection measures relevant to the specific works and site conditions. The measures must be documented on relevant plans and form part of the site induction for construction works. Ongoing site supervision and advice shall be provided by the project arborist to ensure the any impacts to tree health and structure are minimised.

Response

The Project would require the removal of some trees as identified in Chapter 16 (Biodiversity) of the EIS. All trees proposed to be removed would be offset by replacement tree planting in accordance with the *Vegetation Offset Guide* (TfNSW, 2019a) (refer Section 16.4.2 of Chapter 16 (Biodiversity) of the EIS). Note that the reference to 'no net loss of trees' in the EIS refers to the overall number of trees that would result from the Project (i.e. through replacement planting of trees under the *Vegetation Offset Guide* there would be no overall net loss of trees as a result of the Project). Further, the offsets required under the *Vegetation Offset Guide* would result in an overall increase in the total number of trees as a result of the Project (refer Section 16.4.2 of Chapter 16 (Biodiversity) of the EIS for the

offset ratios required). This guide relies on several factors for determining an appropriate offset, including the tree size (measured as diameter at breast height (DBH)).

An arborist would be engaged during detailed design to establish Tree Protection Zones (TPZs) under AS 4970-2009 *Protection of Trees on Development Sites* and for any pruning or other tree protection measures required during construction (to assess the potential for tree survival). Protection measures described in Section 8 of Part D Technical Guidelines of the *City of Sydney Street Tree Master Plan 2011* (City of Sydney, 2011) would also be implemented for street trees within the Project area.

TfNSW acknowledges the importance of street trees. TfNSW would inform CoS Council of the final number of trees to be removed and consult with Council during detailed design in regards to vegetation offsetting (including identifying locations for replacement tree planting), with the aim of achieving the best possible outcomes in terms of biodiversity values and street tree values. In this respect, the following mitigation measure is also proposed in addition to those included in the EIS: *TfNSW will consult with CoS Council in regard to offsets and other landscaping within the Project area.*

Issue – tree removal and offset vegetation

Although there is limited space for additional trees within this project, further tree planting could be accommodated (and is encouraged) within the carpark off Ivy Lane/Little Eveleigh Street. This would reduce the temperature of the car park surface as well as that of parked cars and contribute to canopy cover. As a guide, it is recommended that all surface car parks provide one tree per four parking bays in addition to perimeter planting.

Response

The provision of street trees will be considered further by TfNSW during detailed design (and/or construction) where they have not already been identified for removal, or they require trimming. All trees to be removed would be subject to offsetting under the TfNSW *Vegetation Offset Guide* (TfNSW, 2019). TfNSW would consult with CoS Council regarding vegetation offsetting. However, it is also noted that the non-Aboriginal heritage assessment (refer Technical report 5 – Non-Aboriginal heritage of the EIS) recommended that planting/landscaping at the proposed new carpark area is limited, to retain the existing industrial character of the rail yard (refer mitigation measure NAH9 in **Section 9** of this report).

Issue – shared zone on Little Eveleigh Street

*The proposal involves the establishment of a shared zone in Little Eveleigh Street which is currently a one-way street from Lawson Street to Wilson Street. Any proposed shared zone needs the approval of the Roads and Maritime Service through the Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC). A shared zone would require significant changes to the public domain including pavement finish, lighting and drainage which would need to comply with both the *Public Domain Manual* and the *City of Sydney Technical Specifications* as well as being subject to a separate approval under Section 138 of the *Roads Act 1993*.*

Response

The new shared zones proposed as part of the Project at Little Eveleigh Street and Marian Street will be subject to approval by the TfNSW LPCTCC. The new shared zones would include new pavement, lighting, signage and drainage upgrades, which are being designed with consideration of the *Public Domain Manual* and the *City of Sydney Technical Specifications* (where applicable). It is noted that as TfNSW is a public authority, approval under section 138 of the *Roads Act 1993* is not required in relation to works on Little Eveleigh Street and Marian Street by virtue of clause 5(1) of Schedule 2 of the *Roads Act 1993*.

Issue – non-Aboriginal heritage on Marian/Cornwallis Street

*The proposal involves the construction of a new station entrance at the Marian and Cornwallis Street intersection. This location recently received significant pedestrian connectivity works involving pavement reconstruction and realignment of pedestrian paths. It also involved the establishment of an extended shared zone from Gibbons street along Marian Street and Cornwallis Street. During these works an old road pavement deemed to be a relic under section 146 of the *Heritage Act 1977* was uncovered, marked and covered for heritage purposes. Chapter 14 of the EIS addresses non-Aboriginal heritage impacts and although this area of Gibbons Street, Marian and Cornwallis Streets*

falls within the identified Project area, the issue of this buried road pavement appears not to be addressed. As it was identified as part of previous approved public domain upgrade works it is appropriate that it is identified for future consideration in any application for future public domain works.

Response

The buried road pavement referred to was described in Section 6.4 of Technical report 5 – Non-Aboriginal heritage of the EIS, and identified as a ‘work’ under the *Heritage Act 1977*. As described in the technical report, excavation and/or removal permits are therefore not required, however, if these remains are uncovered during the construction phase, these surfaces should be recorded prior to removal.

Issue – community consultation during construction

The majority of adverse social impacts will be evident during the construction phase and therefore ongoing communication with local residents, businesses, workers, the Aboriginal and Torres Strait Islander population and students will be key to limiting these potential impacts. It is recommended that the communication of information during temporary shut-down and construction periods is accessible and available in a variety of formats to ensure people with disability and those with access requirements are able to understand when and where construction is taking place and how this may impact their journey. This communication should include a contact number so that people with disability are able to directly contact someone at TfNSW should they need any further information.

Response

Ongoing consultation and communication proposed for the Project (including during construction) includes:

- Development and implementation of a CLMP, in line with Section 4 of the Construction Environmental Management Framework (CEMF) in Appendix C of this report. This plan would be a working document that would be updated periodically to reflect any changes in the community, environment, or feedback received. The plan would include:
 - identification of potential construction impacts and mitigation measures
 - details of stakeholders who may be impacted and details of how they will be consulted
 - details of ongoing communication and consultation with stakeholders, local councils and other government agencies
 - provision of regular updates to the nearby community
 - development and implementation of a community complaints and response management system
 - the mechanisms and tools that will be used to inform and consult with the community, such as notifications (e.g. in regard to planned noisy works), phone calls, meetings, emails, posters/signage, online surveys, social media and doorknocks
 - details on how members of the community can contact the project team
 - Project website that would have up to date information available.

Mitigation measures have also been included in the EIS, which aim to ensure adequate communication with the community and stakeholders is undertaken during construction, including mitigation measures SE1, SE5 and SE6 (refer to **Section 9** of this report).

Issue – wayfinding during construction

It is recommended that temporary wayfinding signage during construction and permanent signage be developed to ensure access to the site and navigation around the broader area is maintained as best as possible. It's important that adequate signage is installed during temporary road closures/diversions to ensure that people with disability or those with limited mobility are informed of alternative, step-free routes. Signage should be easy to read, help people to orient themselves, direct people to the accessible, step-free path of travel and indicate (in metres) the travel distance.

Response

As per mitigation measure T4 (see **Section 9**), appropriate signage and line marking would be provided to guide pedestrians and cyclists past construction sites and on the surrounding network to allow maintained access. Appropriate access measures would be further developed to guide customers with special access requirements, including wheelchair users and people with a visual impairment.

Where an impact is expected during construction, relevant communication such as signage, notifications or traffic control will be implemented to allow the community to safely navigate past any obstacles or keep them informed of alternate routes.

Issue – accessibility during construction

To assist people with disability to navigate the station during construction it is advisable that TfNSW consider placement of staff attendants. Staff should have necessary accessibility training to ensure that they are able to assist people with disability. It would also be beneficial to have staff located near the new entrances after the construction period to assist people to navigate and orient themselves within the new space.

Response

TfNSW would provide adequate staffing to assist customers, including those with accessibility requirements, to orientate themselves during construction, or to find the new entrances once operational.

Where an impact is expected during construction, relevant consultation or communications such as signage, notifications or traffic control will be implemented to allow the community to safely navigate access changes or inform them of alternative routes.

Issue – accessibility during construction: informal drop offs

The EIS also notes that the informal drop-off points at Marian Street and Little Eveleigh Street, which have continued to receive increased usage by people accessing the station, will be impacted during construction. It's important that information regarding this impact is communicated and that alternative sites (where possible) are signposted to allow for this informal drop-off during the construction period. This is particularly important given the loss of parking spots during the construction phase.

Response

Informal drop-off points would remain available on Marian Street and Little Eveleigh Street during construction, where possible. **Section 9** of this report contains mitigation measures to address this impact, which would be incorporated into the Construction Traffic Management Sub-Plan, including the following:

- Mitigation measure T4, which requires that appropriate signage and line marking be provided to guide pedestrians and cyclists past construction sites and on the surrounding network to allow access to be maintained. Appropriate access measures would further be developed to guide customers with access requirements for disability, including wheelchair users and people with a visual impairment.
- Mitigation measure T5, which requires that notifications are issued in advance of any proposed road and pedestrian network.

Issue – improvements to pedestrian and rail customer facilities

The proposed improvements are supported by the City, and it is recommended that they are carried out in accordance with City Standards and the Street Design Code. It is recommended that the proponent consult with the City's Public Domain Unit during the detailed design stage of the public domain improvements to achieve the requirements.

Response

TfNSW would continue to consult with CoS Council during the detailed design stage, and will undertake consultation with the Public Domain Unit accordingly.

Issue – concourse access and connection

As mentioned above, the primary aim for the new concourse is to provide equitable access to platforms 1-10. This is also an opportunity to provide a much-needed cross corridor connection to both sides of Redfern. The City recommends part of the concourse is barrier-free to provide access across the rail lines for all pedestrians and cyclists. The six metre wide walkway has been designed with the primary function in mind. The City would support any opportunities to further explore providing a wider crossing to ensure there is space for those wanting to cross the corridor on foot or with a bicycle.

The proposal suggests that access to the platforms would be limited to paying customers and platforms would be closed after hours. Concourse and station entrances however, are proposed to remain open, where possible. An un-restricted access to the concourse and use of this facility as a through-station link over the platforms between Little Eveleigh Street and would see a wider benefit to the community. The City recommends equitable access across the site is provided for people who do not have an Opal card or credit card to tap on and off at each end of the concourse.

Response

The option of barrier-free access across the concourse will continue to be considered and determined during detailed design. Consideration of this option needs to balance revenue protection (i.e. minimising fare evasion), safety and security for customers and staff, and community needs, equitable access and desire for direct cross corridor access. If barriers are installed, pedestrians or cyclists who want 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.

The proposed six metre-wide concourse has been designed to cater for forecast patronage demand up to 2036. The concourse design took into consideration pedestrian modelling, accessibility needs, constructability, and reduce potential visual impacts. The new concourse has also been designed to minimise visual impacts on the heritage values of the station, be easily maintainable and to provide views to heritage precincts north and south of the concourse. Increasing the width of the concourse is not considered necessary to accommodate forecast demand, and would create a greater visual impact (including to station heritage values), and would increase constructability challenges.

Additionally, the hours of operation for the new concourse will be determined in consultation with Sydney Trains, to balance both the community needs and the safety, security and maintenance of the station.

Issue – Little Eveleigh Street shared zone

The introduction of a shared zone along Little Eveleigh Street will enhance pedestrian and cyclist experience. It is noted that the existing dedicated cycling path has proposed to be removed as part of formalising the shared zone. The City welcomes discussions to modify the existing street conditions through separate consultation and referral to the LPCTCC for endorsement. Additional reports, information or design changes may be required by City or the LPCTCC. The cost of any changes and associated documentation are to be undertaken by the applicant. The plan is to be approved as part of the Public Domain Plan and prior to commencement of any public domain work.

Response

The new shared zones proposed as part of the Project at Little Eveleigh Street and Marian Street will be subject to approval by the TfNSW LPCTCC.

TfNSW will continue to consult with CoS Council, including on the Urban Design and Public Domain Plan

Issue – Little Eveleigh Street shared zone: loading arrangements

Formal loading arrangements are to be provided within the new formalised shared zone areas to provide appropriate servicing to adjacent properties including deliveries, general servicing (e.g. plumbing/electrical) and tenant/resident move-in move-out. This needs to be considered as part of the co-design process.

Response

The shared zone would be designed in accordance with TfNSW (former Roads and Maritime) shared zone requirements/guidelines, including *TTD 2016/001 Design and implementation of shared zones including provision for parking*, which requires provision of access to safely accommodate emergency vehicles, delivery and garbage trucks. TfNSW will also be undertaking consultation with CoS Council's Traffic Committee on safety matters. Detailed design is subject to co-design involvement from the community and stakeholders (refer to **Section 3.4**).

Issue – Little Eveleigh Street shared zone

The EIS also notes that a review of the operation of shared zones would be conducted upon opening of the station upgrade with residents and stakeholders. ATAC (transport panel) and City Inclusion (Disability) Panel members are requested to be invited to this testing experience. If this is not possible, it is recommended that people with varying disabilities are invited to the testing experience.

Response

During development of the concept design, TfNSW undertook consultation with a wide range of stakeholders including ATAC and the Inclusion (Disability) Advisory Panel. Following on from this, TfNSW is currently undertaking inclusive consultation and customer research on the design of the shared zones, and will continue to consult with CoS Council throughout detailed design. As per mitigation measure SE10 (refer **Section 9**), a post-opening review of the operation of the shared zones will be carried out. ATAC and Inclusion (Disability) Advisory Panel members will be invited to provide feedback during this review. To clarify, TfNSW does not intend to 'test' the shared zones with different user groups as such (because upon commencement of operation it as there would be limited opportunity to make large changes to the design if they were needed); rather a review of their operation would be undertaken, with scope for consideration of additional mitigation as per mitigation measure SE10.

Issue – impact on cycling

The proposed change to the cyclists and cycle routes around Redfern Station are supported. As raised above, the removal of existing dedicated contra lane for cyclists needs to be reviewed under a separate application. The shared zone is designed to be a safe zone for all modes of transport, with a speed limit of 10km/h. The provision of additional bike parking facilities is expected to attract additional bicycle users to the area. Overall, the improvements are supported as they improve pedestrian and bicycle connection to Redfern Station and the surrounding active transport network.

Response

TfNSW would continue to consult with CoS Council on this matter. The new shared zones proposed as part of the Project at Little Eveleigh Street and Marian Street will be subject to approval by the TfNSW LPCTCC, including consultation on the removal of the existing dedicated contra lane for cyclists.

Issue – on street parking changes

The proposal will permanently remove 22 on-street parking spaces and relocate 21 (including two car share parking bays) car parking spaces. Redfern Station is in a dense urban area and the loss of those parking spaces has been minimised. The loss of an on-street parking space however, may pose some extra pressure on surrounding parking supply.

An additional six parking spaces will be lost due to providing two kiss and ride locations and a bus zone at Gibbons Street and Lawson Street. The proposed kiss and ride locations will provide an overall improved point-to-point connectivity for the people who choose this option. Moreover, it is expected that the kiss and ride zones as designed will remove unsafe and illegal drop off and pick up of customers at the stations.

Response

The Project involves the relocation of approximately 20 on-street parking spaces (including 18 resident/restricted parking spaces, one accessible parking space and one car share scheme parking space) from Little Eveleigh Street to the proposed nearby car park off Little Eveleigh Street. The parking spaces are being replaced 'like for like', and there would result in no overall loss of parking

spaces on Little Eveleigh Street. As such, additional pressure on surrounding parking supply in this location is not anticipated. The loss of parking spaces to accommodate the Marian Street shared zone has been minimised as much as possible however would put additional pressure on the surrounding parking supply (refer Chapter 12 (Traffic, transport and access) of the EIS).

TfNSW notes the feedback on the kiss and ride zones. TfNSW will continue to consult with CoS Council during detailed design of the Project.

Issue – impact during construction

Appropriate diversions and closures are to be maintained to ensure the safety and pedestrian, bicycle, and vehicle traffic flow during construction. The City recommends a Construction Traffic and Pedestrian Management Plan is prepared and approved prior to the commencement of any works.

Response

As described in Chapter 12 (Traffic, transport and access) of the EIS, a Construction Traffic Management Sub-Plan would be prepared prior to construction, which would address access/pedestrian movements around the construction areas. This Sub-Plan would include the relevant mitigation measures as provided in **Section 9**. It is noted that mitigation measure T4 outlines that appropriate signage and line marking would be provided to guide pedestrians and cyclists past construction sites and on the surrounding network, allowing maintained access. In order to manage vehicle traffic flow during construction, particularly traffic impacts during the peak periods, construction vehicle movements would be scheduled outside the peak hours. Where possible, group deliveries would be restricted, as provided in mitigation measure T8.

Furthermore, as addressed in mitigation measure T3, Road Safety Audits would be carried out to address vehicular access and egress, and pedestrian, cyclist and public transport safety. Road Occupancy Licenses (or equivalent) for temporary road/lane closures would be obtained where required. The audit locations would be outlined in the Construction Traffic Management Sub-Plan.

Issue – non-Aboriginal heritage

The proposal is supported, however more detailed technical drawings and further information and clarification are required to properly assess the impacts on surrounding heritage fabric and streetscapes. The City recommends the adoption of all formal recommendations contained in Technical Report 5 – Non-Aboriginal Heritage.

Response

TfNSW is currently working on the detailed design and will continue to consult with CoS Council during this stage.

TfNSW would adopt the formal recommendations contained in Technical Report 5 – Non-Aboriginal Heritage of the EIS, as reflected in the mitigation measures in **Section 9**.

Issue – relocation of the Platform 1 office building

Chapter 14 of the submitted EIS concludes that the relocation of Platform 1 Office Building has a negative impact on the station's intact collection of railway buildings, which has been identified as a rare element. These adverse effects are mitigated by relocating the building within the same visual context on Platform 1. The relocation will not be reversible, and the building will never be located back on its original location due to the proposed lift and staircase. This is supported in principle, conditional on the following:

- *A thorough archival recording of the building in its existing location is to be undertaken including any measured drawings deemed necessary by the heritage consultant involved in the Project, to capture the contextual relationship of the building within the group of station buildings.*
- *Detailed technical drawings rather than diagrammatic drawings will be required in the form of plans, sections and elevations showing physical intervention and impact on the existing fabric of the building due to installing and uninstalling the support structure. The drawings should also include a site plan showing these extent of the existing platform, all existing built and landscape features located within the context of the buildings, like trees and brick vents.*

- *The heritage report must include an assessment and documentation of the interior and exterior of the building before any work takes place.*
- *A building condition report is to be prepared and a building survey should be undertaken before and after the proposed relocating to compare, identify and remedy any physical damage during the move.*
- *A heritage interpretation strategy should be prepared to mark and interpret the original location of the building.*
- *Any proposed works should be undertaken with utmost care to protect other existing original /historic fabric from accidental damage, like the brick vents located close to the work site.*
- *All recommendations made in the heritage report for the building should be adopted including finding an adaptive reuse for the building and establishing the garden that used to surround the building historically.*
- *The relocation works must be closely supervised by a heritage consultant and a strategy established for steps to take to remedy any damage in lines with the heritage advice.*

Response

This has been noted, and is covered by mitigation measures NAH1 to NAH17 (refer **Section 9**).

Issue – 125-127 Little Eveleigh Street contributory building

The proposed retention and reuse of the contributory building [125-127 Little Eveleigh Street, Redfern] is welcomed and supported in principle. Detailed demolition plans, sections and elevations should also be provided. It is unclear how the proposed roof of the bridge interacts with the contributory building as it appears to be at the same level as some of the existing windows.

Response

The detailed demolition plan and the interface of the concourse roof with the contributory building are under development. TfNSW will continue to consult with CoS Council during detailed design as the details become available, and will provide these plans when they are available.

Issue – 125-127 Little Eveleigh Street contributory building

The structural integrity of the building is a concern considering that the proposal involves demolishing all internal floors, beams and columns. A structural adequacy and methodology should be provided to ensure the external fabric remains intact while internal floors, beams and columns are demolished. As recommended by the heritage report, the architect should explore any potential to retain some original structure internally which includes timber floors, timber joists and columns. Retention of the original internal structure could potentially be considered as mitigation against the adverse visual and physical effects of the proposed concourse on the building and its context. As the interior of this building will be publicly accessible, having original structure there would enrich and enhance the user experience of the space.

Response

TfNSW is currently working on the detailed design and will continue to consult and share this information with CoS Council.

As detailed in mitigation measure NAH8 (refer **Section 9**), the warehouse character of 125-127 Little Eveleigh Street would be retained, in part by retention of external building elements, including masonry walls, parapet line of the roof, fenestration, patina (including painted signs) of the brickwork (including remnant painted signs), and retention or reinstatement of internal building elements, including original timber columns, original exposed timber framing to floors and ceilings (subject to detailed structural review).

Issue – 125-127 Little Eveleigh Street contributory building

The proposed continuation of external paving inside the building is not considered appropriate for the character of the building. The internal floor finish should be differentiated from the outside and be

sympathetic to the industrial character of the warehouse. Further, it is recommended that the exposed brick surface not be painted and the patina of age of the building should be maintained and enhanced.

Response

The proposed effect of using external paving is that the outside area is drawn into the concourse area on entry, and vice versa upon exit from the concourse. The proposed use of this effect aims to make the limited area within 125-127 Little Eveleigh Street appear more open and spacious. This would also enable safe and seamless movement between the interior of the station and the street. This is subject to detailed design.

In terms of painting the structure, the intent was to reinstate the white banding pattern that was originally on the structure during its industrial use. The patina of the remaining brickwork would be retained.

Issue – 125-127 Little Eveleigh Street contributory building

Additionally, any new windows are recommended to be timber double hung with glazing bars to match the existing windows and a roof plan should be provided for roof drainage details. Further details should also be provided for the entry roof canopy design and its fixing into the contributory building.

Response

Any new or reinstated windows would reuse those that are removed from elsewhere in the fabric of the existing structure, and as such will be in keeping with the style and character of the current windows. The detailed design process will further develop and refine the other aspects of the structure including the drainage plans, and the design and connections of the canopy design which will be as sympathetic as is practical to the retained fabric of the structure.

Issue – 125-127 Little Eveleigh Street contributory building

The City recommends that all recommendations made in the heritage report for this building submitted with the EIS be adopted including “Recommendation 10 – 125-127 Little Eveleigh Street” as provided in Section 12.3.9 of the Technical Report 5 for Non-Aboriginal Heritage.

Response

TfNSW can confirm that all of the recommendations made in the heritage report will be implemented (refer **Section 9**).

Issue – Marian Street entry

The bulk and scale of the new Marian Street entry building and the use of perforated screening along the concourse is generally acceptable but a finalised material and finishes schedule is recommended to be provided to ensure the perforated screen cladding is as visually permeable as possible.

Response

TfNSW are currently working on the detailed design, including finalising the materials and finishes schedule, and will continue to consult with CoS Council throughout this process.

Issue – Street upgrade works

The City recommends the following for street upgrade works:

- *Any original sandstone kerbing and guttering encountered during the street works should be maintained.*
- *Any new landscaping within the street works should be in keeping with the significant of the heritage conservations areas.*
- *Works within close proximity of any local LEP heritage items should provide for protection against accidental damage.*

Response

The details of the streetscape and landscaping are subject to detailed design, however note that several mitigation measures as provided in **Section 9**, which would be implemented in regards to

finishes, landscaping and protecting and minimising impacts to heritage. TfNSW will continue to consult with CoS Council during detailed design.

Issue – Little Eveleigh Street car park

The City raises no objection with the provision of a new carpark to provide parking spaces that will be lost from Little Eveleigh Street as a result of the public domain upgrades. This site however, is assessed to contain relics of local significance and an archaeological investigation and assessment is recommended to be undertaken.

Response

The area of the proposed car park off Little Eveleigh Street has been addressed in the Technical report 5 – Non-Aboriginal heritage of the EIS, as part of the Eveleigh Railway Workshops curtilage, and although found to be of little significance, mitigation measures have been proposed to address potential impacts. In particular, mitigation measure NAH14 (refer **Section 9**) requires potential archaeology on identified sites to be protected and managed. Investigation and assessment works for Little Eveleigh Street car park site would involve:

- archaeological test excavation and salvage on the proposed car park off Little Eveleigh Street, prior to the commencement of bulk excavation works. A Historical Archaeological Research Design would be prepared in accordance with the relevant Heritage, DPC guidelines.
- archaeological monitoring for excavation works in the area of the proposed new car park on Little Eveleigh Street. The methodology for undertaking this archaeological monitoring would be included in the Historical Archaeological Research Design.
- stop-work procedures would be implemented should unexpected finds be uncovered in accordance with TfNSW's Unexpected Heritage Finds Guidelines.

Issue – public art

The submitted EIS states that the proposal will include a number of artworks by both Indigenous and non-Indigenous artists and refers to a Draft Heritage Study by Tonkin Zulhaika Greer, which “highlights the way the Project will engage with local artists and the Aboriginal community”. The study has not been submitted with the EIS and as such, the City cannot provide detailed comments on the consultation and commissioning process of artists. Any future submission of additional information should include a copy of this study. The City is supportive of the provision of public art within the Project and encourages the installation of public artworks by various artists where appropriate. It is recommended that a Public Art Strategy (or Preliminary Public Art Plan) be prepared in accordance with the City's Public Art Policy and Guidelines for Public Art in Private Development and submitted to the City for further review.

Response

Incorporating heritage-related artworks was an opportunity identified by TfNSW during development of the Project design, and was included in the Urban Design and Public Domain Plan, as included in Appendix C of the EIS. Further, a draft Heritage Interpretation Strategy is provided as **Appendix D** of this report. TfNSW does not deem it necessary to prepare a Public Art Strategy (or Preliminary Public Art Plan) in accordance with the CoS Council's *Public Art Policy and Guidelines for Public Art in Private Development*, as the Project is not a private development.

Continued consultation with CoS Council would be carried out with regard to the provision of public art as project design continues, and specifically on the draft Heritage Interpretation Strategy (refer to mitigation measure C2 in **Section 9** of this report).

Issue - biodiversity

The Project has an opportunity to enhance the local biodiversity and species of local conservation significance through associated landscaping. As the rail corridor falls on the City's identified potential habitat linkages (in accordance with the City's Urban Ecology Strategic Action Plan), there is an opportunity to consider how these sites can contribute to broader objectives of improving connectivity and local biodiversity. This Project also has the potential to support the City's Aboriginal and Torres Strait Islander Panel request to seek opportunities to increase and improve native plantings across the City.

The EIS correctly identifies that all vegetation currently present in and around the Project area comprises planted and regenerated native and exotic species occurring on highly modified soils and landforms. However, the chapter does not identify opportunities to enhance the area for species of local conservation significance as identified in the City's Urban Ecology Strategic Action Plan. The recommendations below offer to contribute to this objective.

The following sites are nominated for landscaping under these works in Chapter 9 of the EIS: Little Eveleigh St (West), Little Eveleigh St (East), Lawson St and Gibbons St. Further in Table 9 – 10, it is identified "tall shrub plantings would be considered along the rail corridor boundary at Marian Street to assist in preserving privacy of residents within the Watertower residential building."

As identified Chapter 16.6 of the EIS, it is recognised that trees would "provide a limited degree of habitat connectivity with other surrounding urban vegetation, the works proposed could contribute to increasing this value." The Project should recognise the value of other vegetation in addition to trees in contributing to connectivity.

Further, the specific species type and location of vegetation offsets are recommended to be confirmed during detailed design, with consideration to creating habitat connectivity where possible. It is recommended that all landscaping plans and technical specifications include design outcomes that contribute to habitat and biodiversity enhancements by choosing a diverse selection of locally native and appropriate species. It is recommended that detailed landscape plans and specifications be submitted and reviewed by the City prior to the commencement of work.

Response

Vegetation offsets and/or landscaping would be undertaken in accordance with the *Vegetation Offset Guide* (TfNSW, 2019). As per the *Vegetation Offset Guide*, all trees cleared would be offset with replacement tree planting. The specific species type and location of vegetation offsets would be confirmed during detailed design, with consideration for creating habitat connectivity where possible. A co-design process with the local community is being undertaken in regard to the streetscape as described in **Section 9**, and consultation would also be undertaken with CoS Council in regard to development of the detailed design of landscaping and vegetation offsets.

TfNSW are currently working on the detailed design and will continue to consult and share information, including landscape plans and specifications with CoS Council.

Issue – land contamination

Appendix G (Geotechnical and Contamination Investigation Reports) of the submitted EIS makes reference to a Contamination Investigation Report, prepared by Jacobs (dated 5 February 2018, Document no. IA 157700-RP-GI-0025 1 02). The report confirms the results for a preliminary (stage 1) contamination assessment which revealed contaminants (heavy metals and benzo(a)pyrene) exceeding ecological assessment criteria however significant contamination which would constrain the development (railway) was not identified. The consultant has acknowledged that the assessment was preliminary in nature and that there are potential areas of contamination across the site.

In view of above, it is recommended that a Detailed Environmental Site Investigation (DESI) is to be carried out by a suitably qualified and competent environmental consultant and submitted to the Consent Authority for further review in accordance with the NSW Government Office of Environment and Heritage, Guidelines for Consultants Reporting on Contaminated Sites, Contaminated Land Management Act 1997 and SEPP 55 Remediation of Land" confirming that the site is suitable (or will be suitable, after remediation) for the proposed use.

Response

Section 17.3.6 of Chapter 17 (Soils, geology, groundwater and contamination) of the EIS states that the results of the *Contamination Investigation Report* (Jacobs, 2018a) did not identify significant contamination (to the limit of the investigation) that would constrain development consistent with the current use of the site (i.e. railway setting – commercial/industrial land use).

Section 9 includes mitigation measure SC2, which requires a detailed contamination assessment to be undertaken within the Project area prior to construction commencing, to confirm whether additional contamination risks are present and to develop site and/or location specific management responses if necessary. The measure also requires that where remediation options are required, they would be

identified and selected using a sustainability hierarchy. TfNSW would therefore be confirming the suitability of the site prior to construction commencing. It is noted that if the Project is approved, TfNSW would be undertaking the Project in accordance with any conditions attached to the Project approval by the DPIE.

It should be noted that potential contamination aspects would also be actively managed through the following means:

- The contractor has engaged qualified and experienced professionals, including within the domain of contaminated land management to assist and provide advice as required. This includes site presence, surveillance and analysis, documentation and technical advice. Any required further investigations will be based on the advice provided.
- Planned excavation zones have been identified and communicated to qualified and experienced professionals to assist in the above process.
- A Hazardous Materials Management Plan would be prepared and implemented for the Project.

Issue – land contamination

Where the DESI states that the site requires remediation, a Remediation Action Plan (RAP) is to be prepared by a suitably qualified and competent environmental consultant in accordance with the NSW Government Office of Environment and Heritage, Guidelines for Consultants Reporting on Contaminated Sites and the Contaminated Land Management Act 1997 and submitted to the Consent Authority for approval.

It is recommended that the DESI/s and any RAPs prepared, be peer reviewed by a NSW EPA Accredited Site Auditor and include a section B Site Audit Statement from the Site Auditor certifying that the RAP/s are practical, and the site will be suitable after remediation for the proposed use/s.

Response

TfNSW will determine the requirement for a RAP during detailed design, and will comply with the applicable regulatory requirements in relation to remediation.

Issue – waste and resources

The proposal must clearly demonstrate a commitment to the NSW EPA 2014-2021 WARR Strategy targets. The submitted EIS lacks detail to adequately consider waste management plans. It is recommended that a waste management plan be prepared and include the following:

- *detail in the demolition and construction waste management plans – material storage areas for reusable materials and recyclables during demolition and construction; vehicle access to material storage areas; estimation of quantities and types of materials to be reused, recycled or left over for removal from the site.*
- *detail in the operational stage waste management plan – plans and drawings of the proposed development that show location and space allocated to the waste and recycling storage area(s).*
- *nomination of the waste collection point(s) for the site.*
- *identification of the path of access to be used by collection vehicles.*
- *details of the ongoing management of the storage and collection of waste, including responsibility for cleaning, transfer of bins between storage areas and collection points, maintenance of signage and security of storage areas.*

The waste management plan must also comply with the storage, waste and recycling collection, and general conditions detailed below:

a) Storage: Commercial waste and recycling receptacles and any bulky waste must be stored on the property at all times and must not be placed on kerbside for collection.

b) Waste and Recycling Collection: Commercial waste service collection services and waste storage arrangements must be conducted in accordance with the City's Waste Policy – Local Approvals Policy for Managing Waste in Public Places (2017).

Response

As per mitigation measure WM1 (refer **Section 9**), a waste management plan will be prepared and implemented as part of the Project, and will contain measures in line with the *NSW WARR Strategy 2014-21* (EPA, 2014).

Issue – land use and property

It is noted the existing warehouse building at 125-127 Little Eveleigh Street currently contains a non-for-profit social enterprise tenant. The tenant will be required to vacate to facilitate the construction works and it is unclear what the proposed future use of the remaining floor space within the building will be. The proponent states that 60% of the building will be used for station operation purposes once construction is completed. The City recommends that any residual floor space within the building is used for the same or a similar social/not-for-profit enterprise if possible.

Response

The relocation of the existing tenant at 125-127 Little Eveleigh Street (currently leased from the NSW Government) is described in Chapter 11 (Social) of the EIS. Section 11.4 notes that the NSW Government is working with the leaseholder to minimise impacts to the organisation and its employees, which includes providing assistance with the relocation to alternative suitable accommodation. The repurposing of the remainder of the building at 125-127 Little Eveleigh Street does not form part of the Project. However, the Project will explore the potential uses of the residual floor spaces with due consideration of social/not for profit enterprises.

Issue – land use and property

Any additional response to submissions should include technical drawings of the proposed concourse design, materials and finishes, detailed architectural drawings of all works to the warehouse building at 125-127 Little Eveleigh Street and other detailed drawings of all public domain works.

Response

The detailed design of the concourse and the 125-127 Little Eveleigh Street building are under development, and designs will be shared with CoS Council once they become available.

8.3 Crown land

Issue – N/A

Crown Lands has no comments for this proposal as no Crown land is affected.

Response

This has been noted.

8.4 Department of Primary Industries - Agriculture

Issue – N/A

DPI Agriculture has no comments to make on this proposal.

Response

This has been noted.

8.5 Environment Energy and Science Group (EES)

Feedback provided by EES focussed primarily on issues related to Aboriginal cultural heritage, and flooding. A summary of the comments received, and responses, are provided in the following section.

Issue – Aboriginal cultural heritage

An Aboriginal Cultural Heritage Assessment Report (ACHAR) has not been submitted as part of the exhibition. EES recommends that an ACHAR be prepared as per the SEARs.

Response

The assessment methodology was undertaken in accordance with the SEARs for the Project and is provided in Technical report 6 – Aboriginal heritage of the EIS, with a number of performance outcomes and mitigation measures identified.

The methodology adopted for the Aboriginal assessment was developed in accordance with the requirements of the NSW Office of Environment and Heritage's (OEH) (now Heritage NSW, Department of Premier and Cabinet) (DPC) Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW (DECCW, 2010c). The assessment methodology included:

- a review of the landscape context of the Project area and surrounds
- a review of existing Aboriginal Heritage Information Management System (AHIMS) data for land within the Project area, obtained from Heritage NSW, DPC (formerly OEH) on 14 October 2019 (AHIMS search #456278)
- a search of other relevant lists and registers, including State, National and World Heritage lists and any relevant LEPs
- a review of the findings of past Aboriginal archaeological investigations within the local area
- a visual inspection of the Project area on 7 October 2019 by AECOM Senior Heritage Specialist Luke Wolfe
- preparation of a report with management advice for any identified/potential Aboriginal heritage constraints (refer Technical report 6 – Aboriginal heritage).

A single Aboriginal site has been identified as being located within the Project area. The assessment has not identified evidence of the presence of this site, and past historical activities have resulted in bulk excavation of the area, resulting in this site likely being invalid. Consultation with MLALC and DPC would be required to amend the status of the site on the AHIMS register. No additional Aboriginal sites or areas of Aboriginal archaeological sensitivity are located within the Project area, therefore there would be no impacts to Aboriginal sites during construction.

An ACHAR was not prepared based on the site inspection, the scope of the Project (being largely an elevated concourse over an active rail corridor) and the assessment findings.

Potential Aboriginal cultural and social impacts of the Project were assessed in Chapter 11 of the EIS.

Further, TfNSW has an ongoing commitment to consulting with the Aboriginal community, as outlined in revised mitigation measure SE6 (refer **Section 9**).

Engagement with the local Aboriginal community is ongoing and would continue throughout the Project. An Aboriginal consultation program would be undertaken during the detailed design of the Project. Key focus areas for Aboriginal engagement are described in **Section 3.4** and include:

- online engagement, including surveys to understand the cultural values for the area, areas of cultural and social significance as well as memories and aspirations for the area. This information would be used to identify key themes and locations, as well as opportunities to integrate Aboriginal cultural values into the Project design
- meetings to discuss design development and heritage interpretation opportunities
- employment and training opportunities.

Issue – hydrology, flooding and water quality

The Hydrology, Flooding and Water Quality Report appears not to follow accepted floodplain risk management practice in undertaking a flood impact risk assessment. It is considered inadequate, as:

- *The assessment does not address existing flood behaviour for the full range of flooding. This should be clearly presented in the report and based on City of Sydney existing flood studies i.e. (Blackwattle-Bay and Alexandra Canal) which show the site impacted by frequent flooding up to the PMF.*

- *The assessment does not address developed case scenario flood behaviour for the full range of flood events. This is an essential requirement in order to assess the impacts of the development on flooding and on adjacent areas and the impact of flooding on the project and identify management measures to mitigate these impacts including emergency response measures for rarer flood events.*
- *There are inconsistencies between Section 3.2.1, 1.1.1 and 4.2.1.*

Response

Technical report 7 – Hydrology, flooding and water quality addressed the relevant SEARs for the Project.

The 1% AEP and 5% AEP events were selected for the flood assessment to show the following:

- 1% AEP – to present the potential flood planning level and regional flood assessment with and without the Project
- 5% AEP – to present the potential impacts of the Project as a result of construction/temporary works and the potential operational local drainage impacts.

These assessments showed that the Project area is only impacted during construction by these AEP flood levels, and that the operational area would not be impacted. As the Project introduces some limited impervious surfaces (concourse and carpark), there would be some changes to local flooding and drainage, which would be addressed by upgrades to the local drainage systems as part of the Project and the mitigation measures proposed.

As part of the assessment undertaken in Technical report 7 - Flooding hydrology and water quality, WMAwater, 2015⁶ and WMAwater⁷, 2018 were reviewed. These studies showed that the PMF flood extent is mainly contained within the rail corridor. As the Project is largely a concourse, quantitatively assessing further flood events (i.e. the PMF) was not considered warranted. Further, the SEARs did not specify flood events to be assessed.

Within Technical report 7 – Flooding, hydrology and water quality, section 3.2.1 provides the existing regional flooding environment, section 4.1.1 discusses the potential regional flooding impacts during construction (related to the construction footprint), and section 4.2.1 during operation (related to the operational footprint). Note that in regards to localised ponding along the tracks, the flood depths (and related figures) presented in section 3.2.1 are correct (i.e. up to 0.2 metres between Platforms 1 and 2 and depths of up to 0.3 metres between Platforms 3 and 4).

Issue – biodiversity assessment

A Biodiversity Development Assessment Report Waiver was approved on 19 November 2019.

Response

This has been noted.

8.6 Environment Protection Authority (EPA)

Feedback provided by NSW EPA followed its review of relevant sections of the EIS, including Technical report 4 - Noise and Vibration and Appendix G – Geotechnical and Contamination Investigation Results of the EIS. Advice provided by EPA is outlined and responded to in the following section.

Issue – noise impacts

In addition to the general mitigation and management measures outlined in Table 28 of the technical report, where exceedances are identified the technical report requires that the additional mitigation in Table 29 is also considered and implemented as appropriate. It is recommended that any project approval reference the general mitigation and require consideration of the additional mitigation and applied in accordance with the procedures set out in CNVS.

⁶ WMAwater, 2015, Blackwattle Bay Flood Study

⁷ WMAwater, 2018, Alexandra Canal Flood Study Model Update

Furthermore, it is recommended that community engagement is undertaken to inform noise-sensitive receivers about the work, when it will take place, and for how long. Engagement is particularly important for the NCA1 location if the adjacent auxiliary facility is to be installed. The community that resides within NCA1 should be told as soon as possible if the auxiliary facility will be required. The advice in CNVS on community engagement strategies should be implemented as appropriate.

Response

TfNSW notes the recommendation for proposed mitigation measures to be included within Project approval. TfNSW would implement these mitigation measures, as required by the Project approval, as well as the procedures set out in the CNVS.

As per mitigation measure N1 (refer to **Section 9**), a Construction Noise and Vibration Management Sub-Plan (CNVMP) would be prepared, and would include all feasible and reasonable safeguards to manage noise emissions from the Project. As a minimum, this plan would include the following measures to mitigate impacts to nearby residents:

- identification of nearby residences and other sensitive land uses
- works scheduling to minimise the noise impact on sensitive receivers, with consideration given to cumulative noise impacts (and provision for re-assessment of noise and vibration impacts if required due to changes to work stages or other surrounding projects)
- a complaints handling process
- overview of community consultation required for identified noise intensive works, including that notifications would be provided for works at least seven days in advance.

Note that community consultation required for identified noise intensive works would not be included in the CNVMP (as described in mitigation measure N1 in the EIS), but rather in the Community Liaison Management Plan (CLMP). Mitigation measure N1 has been updated to reflect this (refer **Section 9.4**).

Issue – operational noise impacts

Regarding operational noise impacts, the technical report notes that due to the early stage of design, mechanical plant and equipment has not yet been selected for the Project and therefore cannot be assessed. The EPA advises that all mechanical plant and equipment selections, as well as noise emission from other parts of the development, should comply with the Project Noise Trigger Levels derived in accordance within the Noise Policy for Industry (EPA, 2017) (NPfI) set out in Table 15 of the technical report.

Response

Mitigation measure N11 (refer to **Section 9**) states that mechanical plant selections would be reviewed during the detailed design phase to ensure compliance with the operational noise criteria detailed in the EIS (Technical report 4 – Noise and vibration) is achieved. Mechanical plant and equipment will be selected to meet the environmental noise emission criteria presented in Table 15 of Technical report 4 – Noise and vibration of the EIS, which align with *Noise Policy for Industry (EPA, 2017) (NPfI)*.

Issue – soils and contamination

The EPA reviewed the Contamination Investigation Report, dated 05.02.18, prepared by Jacobs (within Appendix G – Geotechnical and Contamination Investigation Reports). Selected heavy metals and benzo(a)pyrene were detected in a few site samples exceeding ecological investigation levels or ecological screening levels but not health investigation levels. The results of the ground investigations did not identify contamination which would constrain the current and proposed use of the Project area for railway station use. The report further stated that given the age of the structures, it is likely that contaminated material, including lead paint and asbestos, could be present.

EPA recommends the following conditions of approval:

1. *The proponent must prepare a Soils and Water Management Sub-Plan when developing the CEMP.*

2. *Prior to commencing construction, the proponent must undertake a hazardous materials survey. If hazardous materials were found, the proponent also must prepare a management plan to address this.*
3. *Prior to commencing construction, prepare Unexpected Finds Protocol, Asbestos Management Plan and Acid Sulfate Management Plan.*
4. *Prior to commencing construction, the proponent must conduct a Detailed Site Investigation to determine the full nature and extent of the contamination at the project area. The detailed site investigation/s must be undertaken, and the subsequent report(s), must be prepared in accordance with relevant guidelines made or approved by the EPA under section 105 of the Contaminated Land Management Act 1997. The reports must be prepared, or reviewed and approved, by consultants certified under either the Environment Institute of Australia and New Zealand's Certified Environmental Practitioner (Site Contamination) scheme (CEnvP(SC)) or the Soil Science Australia Certified Professional Soil Scientist Contaminated Site Assessment and Management (CPSS CSAM) scheme.*
5. *If unexpected contamination is found and remediation is required based on guidelines made or approved under s105 of the CLM Act, the proponent must prepare a Remediation Action Plan (RAP) following results of further detailed site investigations. This Remediation Action Plan must be reviewed by a NSW EPA accredited Site Auditor and certified appropriate to make the project area suitable for the proposed use. The approved Remediation Action Plan must be implemented throughout duration of project work.*
6. *If remediation has been undertaken as part of the CEMP or a RAP, the proponent must submit a Validation Report for the development prior to commencement of operation. The Validation Report must:*
 - a. *be prepared, or reviewed and approved, by consultants certified under either the Environment Institute of Australia and New Zealand's Certified Environmental Practitioner (Site Contamination) scheme (CEnvP(SC)) or the Soil Science Australia Certified Professional Soil Scientist Contaminated Site Assessment and Management (CPSS CSAM) scheme.*
 - b. *be prepared in accordance with the relevant guidelines made or approved by the EPA under section 105 of the Contaminated Land Management Act 1997.*
 - c. *include, but not be limited to:*
 - i. *comment on the extent and nature of the remediation undertaken;*
 - ii. *if material is to remain in-situ and capped, describe the location, nature and extent of any remaining contamination on site as well as any ongoing management requirements;*
 - iii. *sampling and analysis plan and sampling methodology undertaken as part of the remediation;*
 - iv. *if treated material is to remain on the subject site, results of sampling of treated material, compared with the treatment criteria in the RAP;*
 - v. *results of any validation sampling, compared to relevant guidelines/criteria; and*
 - vi. *comment on the suitability of the area for the intended land use*
 - d. *be submitted to the Planning Secretary for review one month after the completion of remediation works*
7. *If remediation has been undertaken as part of the CEMP or a RAP, then prior to commencement of operation, the proponent must obtain confirmation from the Certifying Authority in writing that the requirements of condition 6 have been met. If remediation is not required, then the requirements in Condition 6 do not apply.*
8. *If, based on further site investigations, it is determined that ongoing on-site management of soil or groundwater contamination is required, then the following requirements will apply:*
 - a. *the proponent must engage a NSW EPA-accredited Site Auditor to provide increased certainty to the Department on the appropriateness of the site for the proposed use. The proponent must obtain from a NSW EPA-accredited Site Auditor a Section A2 Site Audit Statement accompanied by an Environmental Management Plan prepared by a certified consultant, and submit it to the Planning Secretary and relevant Council for information no later than one month before the commencement of operation.*

- b. *the development must not be used for the purpose approved under the terms of this consent until a Site Audit Statement determines the land is suitable for that purpose and any conditions on the Site Audit Statement have been complied with.*

Response

As noted, the results of the ground investigations did not identify contamination which would constrain the current and proposed use of the Project area for railway station use. Equally, as no human health criteria were exceeded, it was determined unlikely that the presence of potentially contaminated material, including lead paint and asbestos, would result in adverse impacts to on-site workers.

Risks to human health and ecological receivers would be minimised through effective management of soil and contaminated materials.

TfNSW committed to a suite of mitigation measures in the EIS, as replicated in **Section 9**, which cover the intent of the measures outlined by the EPA in their submission. These include preparation of Soils and Water Management Plan as part of the CEMP, carrying out a detailed contamination assessment within the Project area, and if required, preparing a remediation action plan and engaging a NSW EPA accredited site auditor to audit the works.

Issue – proposed mitigations for contamination impacts

The processes outlined in State Environmental Planning Policy 55 - Remediation of Land (SEPP55) be followed in order to assess the suitability of the land and any remediation required in relation to the proposed use.

The proponent must ensure the proposed development does not result in a change of risk in relation to any pre-existing contamination on the site so as to result in significant contamination [note that this would render the proponent the 'person responsible' for the contamination under section 6(2) of Contaminated Land Management Act (CLM Act)].

The EPA should be notified under section 60 of the CLM Act for any contamination identified which meets the triggers in the Guidelines for the Duty to Report Contamination
www.epa.nsw.gov.au/resources/clm/150164-report-land-contamination-guidelines.pdf

The EPA recommends use of "certified consultants". Please note that the EPA's Contaminated Land Consultant Certification Policy (<https://www.epa.nsw.gov.au/-/media/epa/corporatesite/resources/clm/18520-contaminated-land-consultant-certificationpolicy.pdf?la=en&hash=D56233C4833022719BCE0F40F870C19DC273A1F7>) supports the development and implementation of nationally consistent certification schemes in Australia, and encourages the use of certified consultants by the community and industry. Note that the EPA requires all reports submitted to the EPA to comply with the requirements of the CLM Act to be prepared, or reviewed and approved, by a certified consultant.

Response

As recommended by the Contamination Investigation Report (Jacobs, 2018a), further site investigations would be completed prior to the Project construction works, to confirm the risks present and to develop site specific management responses.

Mitigation measures SC5 and SC7, as included in **Section 9** of this report, detail requirements for compliance with SEPP55 (and engaging a suitably qualified and experienced contamination advisor to audit the works where required) and compliance with section 60 of the CLM Act.

8.7 Heritage NSW

Heritage NSW, in its submission, noted its involvement in various discussions with TfNSW throughout the planning and options phases for the Redfern Station Upgrade – New Southern Concourse. Feedback provided by Heritage NSW is provided and responded to in the following section.

Issue – historical significance of the area

Redfern Railway Station was constructed in 1884 to serve the adjacent Eveleigh Railway Workshops (ERW), as well as the inner-city residential and industrial suburb of Redfern. Therefore there is a

strong historical and visual connection between Redfern Railway Station and the ERW that should be maintained.

The construction of the proposed new southern concourse will, by nature, create a significant impact on the historical and visual views between the two SHR sites. This includes both within the station group, and principle view lines to the ERW site (including masking the distinctive roof of the Locomotive Workshops building). It will also impact views from the southern rail corridor to the full extent of the Redfern Railway site and the exceptionally significant Overhead Booking Office building on Lawson Street.

Response

The strong historical and visual connections between Redfern Railway Station and the ERW have been identified in Technical report 5 – Non-Aboriginal heritage. The report found that the Project would have a minor adverse impact on both the aesthetic and technical significance of the Eveleigh Railway Workshops. It also found that the overall Project works would have a major adverse impact on the aesthetic significance of the Redfern Station Railway Group, as a result of altering the setting of the station (by visually connecting to the road network, inhibiting some of the views of the Eveleigh Railway Workshops, and adding an additional element to the southern end of the station).

The Project would, however, provide references to historic views lost when the former footbridge was demolished, by creating new vantage points that provide extensive high-level views to the station, the rail corridor and Eveleigh Railway Workshops.

In general terms, the report concluded that the Project would retain the key elements that contribute to Redfern Station's historical significance, respecting the station's role as a major suburban station that served ERW and the surrounding suburbs.

During detailed design, heritage opportunities would be explored, as detailed in mitigation measure NAH1 (refer to **Section 9**).

Issue – visual impacts

It is noted that the proposed concourse (including lifts and stairs) would be positioned directly over existing platforms on the southern end of the station, with the new stair landings terminating near existing platform buildings. Whilst Heritage NSW understands that TfNSW has identified this placement to minimise the structure's dominance on the sensitive platform areas, it will again diminish the open spatial characteristic of the southern end of the station and the setting of the platform buildings. The new concourse will be a dominant visual feature in the landscape, in particular against the singular level platform buildings.

Response

The proposed concourse, platform canopies, stairs and lifts, have been sited at the southern end of the Redfern Station and away from significant historic structures, allowing for the majority of heritage elements at the Station to be retained. The proposed concourse would, however, result in indirect impacts on the aesthetic values of the station.

Mitigation measure NAH1, included in **Section 9**, details the following measures relevant to mitigating and minimising visual impacts of the Project:

- installing roof canopies only where necessary and detailing these to be of a slim profile.
- incorporating clear glazing on the concourse as much as possible; including the proposed framed views across the rail corridors. The size of these clear glazed elements should be as large as possible.
- incorporating clear glazed elements into the proposed lifts and ensuring the required structures for lifts and glazing are consolidated to achieve minimal bulk and maximum transparency.
- reducing the bulk and scale of the proposed concourse:
 - detail design should aim for steel framing and supports to be as slim as possible.

- the height of the concourse should be analysed during detailed design to ensure that overall structural and architectural elements are kept to a minimum profile to achieve an overall reduced height.

Issue – urban design suggestions

Whilst acknowledging that multiple options for the location and alignment of the new concourse were explored and that efforts have been made to moderate the heritage impacts of the proposal, further design development is required to reduce the bulk and scale of the proposal. Recommended changes include:

- *Reducing the height of the structure to lessen its visual dominance in the landscape*
- *Simplify the structural framing for the concourse and support structure (and minimised where possible) to reduce its visual dominance*
- *Modify the mesh screening to maximise the level of transparency and light weight character of the structure*
- *Increase the glazed viewing panels on the concourse to enhance views to the full extent of the ERW site*
- *Align the architectural language to increase commonality with the recently constructed Gibbons Street entrance.*

Heritage NSW welcomes ongoing consultation through detailed design development.

Response

The recommendations made by Heritage NSW are noted. These recommendations have been, and continue to be, considered as part of the detailed design development. TfNSW will continue to refine the design and consult with Heritage NSW on these matters.

Issue – proposed mitigation measures

The proposed platform canopies, stairs and lifts connected to the new concourse will also have adverse impacts to the aesthetic significance of the site. This includes impacts to the spatial characteristics of the platform buildings, which were historically meant to be the physical and central focal points on the island platforms. Design mitigation could include minimising structural framing of the lift shafts, exploring alternate materials for stair screening, installing canopies only where necessary, etc.

Response

The current canopy coverage is a negotiated outcome balancing the heritage significance of the site against ongoing and future customer amenity. The proposed coverage allows for expected patronage increase and seeks to minimise heritage impacts by being of a slim profile where possible. Material selection will be refined through detailed design with a view to arriving at a recessive and minimal material palette. The structural framing of the lift shafts will be designed to be as minimal as possible within engineering requirements.

These design parameters are further imbedded in mitigation measure NAH1, provided in **Section 9**.

Issue – visual impacts at platforms 8/9

The proposed elevated walkway to platform 8/9 adds further bulk and scale to the new concourse. Further, the proximity of the walkway to the platform building will dominate the highly significant platform building. The complexity in providing access to this platform is acknowledged. However, further design development is required to better integrate the new access within the existing setting.

Response

Through further design development, as outlined in **Section 4.1** of this report, TfNSW has been able to remove the platform 8/9 pier. While this decreases the impacts on this platform, TfNSW agrees that the design outcome on this platform is not ideal, especially from a heritage perspective. However, this change is required to provide an accessible access point to platform 8/9 due to the narrow width of the

platform at the southern end. Detailed design will continue to investigate design development options to minimise heritage impacts.

Issue – urban design suggestions

It is also noted that there is an inconsistency in sizing of the stairs and awnings on each of the platforms. It is unclear why a consistent size has not been adopted. Consideration should be given to providing a uniform scale to these new elements.

Response

The sizes of stairs to each platform have been developed based on a number of key factors, including the need to maximise the design to cater for the forecast increased patronage at the station. The other key design consideration is the varying widths of the platforms. The different widths of the platforms is due to the expansion of the station over a number of years, adding platforms from west to east, and reflecting the different platform design requirements of the time. To minimise these variations in the stair design, other elements, such as the overall height of the stairs has been made consistent.

Issue - 125-127 Little Eveleigh Street

The retention and adaptive reuse of the warehouse building at 125-127 Little Eveleigh Street as a new station entrance is strongly supported. This will assist in retaining the character of the surrounding streetscape. However, further detail is required to better understand what fabric will be retained and how the new concourse will connect with the existing building. In addition, further detail is required to understand the proposed internal works to the building to ensure adverse impacts to fabric and spatial arrangements are minimised.

Response

As outlined in mitigation measure NAH2 (provided in **Section 9**), a Heritage Architect will be engaged to provide ongoing heritage and conservation advice throughout detailed design and construction and any subsequent relevant design modifications. This will facilitate retention of fabrics, where possible, within the design and capability needs for the new station entrance. Further consultation will be undertaken with CoS Council, as required, and detailed drawings will be provided when they are available.

Issue – Platform 1 Office Building

The construction of the new concourse will have a major impact on the Platform 1 Office Building. This building is part of a collection of 19th and early 20th century railway buildings. The proposal to relocate the building 14 metres south of its current position will disconnect it from the group of buildings along platform 1. It is acknowledged that the impacts are somewhat minimised by retaining the building on the same platform. However, it is unclear if options were explored to retain the building in its current position and incorporate it into the design of the new concourse.

Response

Options were explored during Project development, and are discussed in Section 4.3 of Chapter 4 (Project development and alternatives) of the EIS. The aim was to retain the Platform 1 Office Building in its existing location and install the concourse between Platform 1 Office Building and the Platform 1 Store building. These options were not explored further for the following reasons as outlined in Section 7.2 of Technical report 5 – Non-Aboriginal heritage of the EIS:

- there is insufficient room at the intersection of the Platform 1 Office Building and the concourse for construction machinery to operate
- there is insufficient room within 125-127 Little Eveleigh Street, particularly on the southern façade of the building, to allow for structural elements to be constructed at the intersection of the concourse and building
- there is insufficient room to install the required stair and lift to Platform 1. This is also demonstrated in the 3D modelling in Appendix D of Technical report 5 – Non-Aboriginal heritage
- there is inadequate width to transition from the concourse to the entrance at Little Eveleigh Street

- introducing a new element between the two buildings would create separation and isolation of the Platform 1 Office Building from the other heritage buildings on Platform 1.

The retention of the Platform 1 Office building in its current location would have restricted potential future use of the building, as the new concourse infrastructure would block the existing entrances to the building. As such, new entrances would be required, further impacting on the building. Relocation will allow for the building to be used, and no changes to the building layout would be required.

Issue – Platform 1 Office Building

It is also unclear how its original position as well as the contemporary history (relocation) will be communicated, particularly because the building will be separated from the group by the insertion of the stair/lift for the new concourse. Further detail should be provided to demonstrate that the historic interpretation of the collection of early buildings on Platform 1 can still be understood including the visual connection of Platform 1 Office Building to the group.

Response

The intent of the building relocation is to maintain the buildings relationship with the track alignment and Eveleigh sidings. This has been considered in the placement and orientation of the building as part of the works. A Heritage Interpretation Strategy is provided in **Appendix D** of this report, which includes consideration of this building.

Issue – safeguarding of the Platform 1 Office Building

Whilst a methodology for the building's relocation has been provided, further details are required to better understand how significant elements will be safeguarded and retained.

Response

A detailed methodology was provided as Appendix I in the Technical report 5 – Non-Aboriginal heritage of the EIS. Further details regarding bracing and/or other stabilisation requirements for the building will be developed during the detailed design process for the Project. Any stabilisation works would be undertaken in consultation with the Project Heritage Architect and documented accordingly.

Issue – impacts to Platform 10

The proposed works also include the demolition of the top of the retaining wall on Platform 10, which is identified as being of high heritage significance. This will have adverse impacts to significant fabric. It is unclear what extent of retaining wall will be demolished and if fabric will be retained. Further detail is requested to better understand the impacts.

Response

TfNSW will seek to minimise impacts to the retaining wall throughout the detailed design process, and determine a plan for the end use of the fabric in line with applicable Sydney Trains requirements. Once the level of impact, if any, has been determined, a plan showing this impact will be prepared and would be provided to Heritage NSW for discussion.

Issue – mitigation measures

We note that the mitigation measures proposed include developing an interpretation strategy for the site. We support the development of this strategy and emphasise that interpretation should be an integral part of the overall design, particularly to mitigate the significant heritage impacts on the site. This includes integrating interpretation into the construction and finishes rather than interpretation being developed at the finalisation of the project. The interpretation detailed design must include the public domain and signage and provide a diverse and comprehensive range of elements across the site. This should be developed in consultation with Heritage NSW.

Response

TfNSW 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 reference important links to the former Eveleigh Railway Workshops, re-establishing lost physical and visual connections.

Adequate public domain works have been incorporated as part of the Project. The Urban Design and Public Domain Plan for the Project will be updated by the contractor for endorsement by TfNSW, prior to finalisation of the detailed design. Further, a draft Heritage Interpretation Strategy is provided in **Appendix D** of this report. TfNSW will continue to refine the design and consult with Heritage NSW on these matters (refer to mitigation measure C2 in **Section 9** of this report).

Issue – heritage interpretation strategy

In addition, the interpretation strategy should be integrated with the interpretation strategy that has been developed for the ERW site at South Eveleigh.

Response

This has been considered in development of the draft Heritage Interpretation Strategy (refer to **Appendix D**).

Issue – cumulative heritage impacts

The cumulative impact of change, development density, erosion of the legibility of the landmark heritage buildings and cultural landscape, must be integral considerations in all design and planning decisions on this site. Therefore, we request that detailed design development be undertaken in consultation with Heritage NSW.

Response

TfNSW will continue to engage with Heritage NSW throughout development of the Project.

Issue – archaeological potential of the Redfern Station Precinct

The EIS documents also assessed the archaeological potential of the Redfern Station Precinct and surrounding areas. There is limited archaeological potential that may exist within the Redfern railway site. We concur that historical archaeological deposits are not expected associated with the post 1850s terrace houses that were present before the construction and expansion of the railway station. There are some remnants of a prior over-bridge built in 1914 and there may be former building footings in the area proposed for the relocation of the Platform 1 office building. There is a small section of land that is currently a car park near the Marian Street Entrance where there is a high potential for historical archaeological remains there, likely to relate to the former terrace houses present on the site in 1855 and later houses built in the 1880s. It is considered that the historical archaeological impacts of the project can be addressed by recording and salvage which are noted as Mitigation measure NAH14 and could be managed under Conditions if the project is approved.

Response

A Historical Archaeological Research Design (HARD) would be prepared in accordance with the relevant Heritage, DPC guidelines, as outlined in mitigation measure NAH14 (refer **Section 9**).

Issue – consultation with CoS Council

As the site contains a local heritage item, and other local items are in the vicinity, advice should be sought from the relevant local council.

Response

Consultation with CoS Council would continue to be carried out during detailed design.

8.8 South Sydney Police

In its submission, South Sydney Police provided background on the key issues currently being faced, and provided recommendations for design of the Project. These recommendations are detailed and responded to in the section below.

Issue – design recommendations for the concourse

Being a busy pedestrian thoroughfare and a connecting hub, and with peak hour times being the busier times, it is likely for the crime categories (i.e. drug detections, goods in custody, property crime, malicious damage incidences, assaults domestic violence and non domestic violence, robberies,

stealing's, sexual assaults and anti-social behaviour) to continue. Recommendations for the southern bridge over concourse:

- *Bridge should be operational daily between hours of 5am – 11pm. A member of RailCorp or Security to be manning bridge during operational hours.*
- *Bridge to be made of transparent material to allow complete visibility from inside out and outside in at all times.*
- *Bridge to be closed between 11pm – 5am daily.*
- *CCTV to be installed, positioned and operational at different points covering whole internal walkway of bridge 24/7.*
- *CCTV to be installed, positioned and operational at both entry/exit points (tap on/off areas).*
- *Adequate lighting to be installed, and all of internal bridge and Marian Street / Little Eveleigh Street points to be well lit during hours of darkness*
- *CCTV to be positioned in Marian and Little Eveleigh Streets covering shared zones.*
- *For local residents crossing bridge only, tap on / off system should be utilised at Marian Street and Little Eveleigh street entries. Opal cards should be issued to local residents with nil money value for this purpose during opening hours.*
- *Commuters using train services and platforms to exit onto southern bridge or gain entry onto platforms from southern bridge, are to tap on / off at Marian Street / Little Eveleigh Street entry/exit points.*

Response

This has been noted. The hours of operation of the concourse will be determined in consultation with Sydney Trains to balance both the community needs and the safety and security of the station. The concourse will remain open and operational between the first and last train of each day (which would be before 5am and after 11pm).

The design will incorporate sound and feasible CPTED principles. Design will also balance other factors such as maintenance, heritage impact, privacy of neighbours, aesthetics and accessibility. CCTV and monitoring devices would be included in the Project and will be designed in accordance with a security risk assessment.

Revenue protection (barrier-free access) will be assessed and determined as part of the Project. Assessment will take into consideration safety and security, balanced with community needs and desire for direct access.

Additionally, treatments or communication strategies would be considered to convey to customers and community the ability to tap on and off without charge. Mitigation measure SE7 has been amended to reflect this (refer **Section 9**).

Issue – design recommendations for the shared zones

Recommendations for the shared zones:

- *Education program explaining to the Community how to use shared zones. Examples: TV commercials, signage posted around the area of interest, billboards at railway platforms, presentation to University Students (Police can assist), user pays Police education pedestrians / bicycle riders.*
- *Clear divider should be installed dividing riders' path from walkway. Divider e.g. planter boxes, small bollards, lead lights in ground.*
- *Posted speed limit signage to be clearly displayed along bike path.*
- *Posted speed limit signage plus 'Keep a look out for riders' signs to be posted throughout shared zone for pedestrians, garbage trucks, residents, delivery trucks etc.*

Response

The Project proposes the use of design techniques, such as using different pavers and layouts to assist pedestrians, cyclists and motorists to make correct use of the shared zone more intuitive. Wayfinding, including permanent and temporary signage, user-pay police patrols, notifications and other techniques would also be investigated as the project progresses.

The shared zones would be signposted accordingly, to account for pedestrians, bicycles and vehicles using the shared zone, and would have a 10km/hour speed limit in accordance with the legal requirements for shared zones.

Issue – design recommendations for the platforms

Recommendations for the platforms:

- *CCTV to be installed, positioned and operational on all platforms covering all areas of platforms.*
- *Adequate lighting to be installed lighting up all platforms.*
- *Clear signage posted on platforms, directing people to exit locations on northern/southern bridges / warning CCTV is in operation, platforms manned by security / rail staff / Police.*
- *Clear signage stating times southern bridge will be open / closed.*
- *Security to man platforms from during peak hour times and from 8pm until trains stop, then early morning when trains start moving again.*

Response

As part of the Project, existing services would be relocated in and around platforms. New or relocated wayfinding signage and customer infrastructure including seating, rubbish bins, lighting, CCTV, passenger information systems, emergency equipment (for fire and life safety), and tactile ground surface indicators (TGSI) would be included on platforms and platform access points, reflecting the revised operational layout of the station.

The design will incorporate sound and feasible CPTED principles, balancing factors such as maintenance, heritage impact, privacy of neighbours, aesthetics and accessibility. Directional and statutory wayfinding will be installed as part of the Project.

Staffing of the new concourse will be determined by Sydney Trains with advice from its security risk assessment.

9. Environmental management and mitigation measures

9.1 Overview

The environmental management approach is outlined in Chapter 25 (Synthesis of the Environmental Impact Statement) of the EIS. Based on the submissions received on the Project, some changes to the environmental management approach have been considered and revised.

9.2 CEMF

The CEMF is the primary document that will drive the environmental management approach during construction. The CEMF provides a whole-of-construction life-cycle approach to construction environmental management and includes a range of commitments including the preparation of specific environmental management plans and sub-plans.

Based on further construction planning, discussions with key stakeholders and submissions, the CEMF has been updated to include an out of hours work protocol, information on the Environmental Monitoring Assurance Program (EMAP), an approval method for additional environmental assessment documentation, and provisions for review and revision of the CEMF. The revised CEMF is provided in **Appendix C** of this report.

9.3 Revised performance outcomes

The SEARs identify a number of desired performance outcomes for the Project (refer Appendix A of the EIS). These desired performance outcomes outline the broader objectives to be achieved during design, construction, and operation. Based on the outcomes of the environmental impact assessment, and having regard to the performance outcomes nominated in the SEARs, Project specific performance outcomes have also been developed.

As a result of discussions with key stakeholders and submissions, some amendments have been made to the performance outcomes. **Table 9-1** provides the revised consolidated performance outcomes. This table supersedes the performance outcomes presented in the Environmental Impact Statement. New performance outcomes or additions to existing mitigation measures are shown in **bold text**, with deletions shown with a ~~strike through~~.

Table 9-1 Compilation of environmental performance outcomes

Environmental aspect	Project specific environmental performance outcomes
Urban design	<ul style="list-style-type: none"> minimal impacts to existing structures during construction An accessible, legible and safe public domain during construction an accessible, legible and safe public domain during operation a public domain that is accessible, legible and safe during operation public domain finishes reference the City of Sydney Public Domain Manual selection of materials selected that are durable and easy to maintain during operation clear pedestrian circulation space is maintained inside and outside the station, is and at station entries and adjoining streets during operation landscaping with street trees selected for canopy and shade.

Environmental aspect	Project specific environmental performance outcomes
Landscape and visual	<ul style="list-style-type: none"> • construction sites and compounds are planned and managed to minimise adverse visual effects • the obtrusive effects of lighting are minimised during construction • the obtrusive effects of lighting are minimised during operation • materials and finishes for the concourse are selected with consideration of minimising visual impacts • additional tree removal and trimming of vegetation is avoided where possible to minimise changes in landscape character • there is a net increase in trees within the vicinity of the Project area to minimise adverse landscape impacts • community artwork investigated and is included as appropriate • graffiti avoidance measures are incorporated into the design.
Land use and property	<ul style="list-style-type: none"> • effective construction design and planning is implemented to minimise residual land to allow integration with adjoining land uses and provide accessibility to properties and community facilities • consultation with individual property owners/managers is carried out to identify individual concerns and develop and document strategies to be implemented to address these concerns.
Social	<ul style="list-style-type: none"> • adverse social and economic impacts are minimised through ongoing consultation with individual property owners and the community to document, address and develop strategies to address community concerns. • Project design, heritage interpretation and public art has implemented incorporated consideration of Aboriginal cultural values, areas of significance, aspirations and opportunities of the area stories and memories.
Traffic, transport and access	<ul style="list-style-type: none"> • safe and efficient access routes are provided for pedestrians, cyclists and road users, including buses, during construction • maintain access for all customers to Redfern Station, while the station is operational is maintained • access to residences and commercial properties is maintained • access for emergency vehicles, waste management services and deliveries is maintained • the local community, relevant authorities and other proponents undertaking concurrent work close to the Project are consulted to minimise disruptions to road, active transport and public transport users • the local community and relevant authorities are consulted notified regarding upcoming Project construction activities to minimise disruptions to road, active transport and public transport users • the Project provides convenient, safe and direct access for customers to the station during operation.
Noise and vibration	<ul style="list-style-type: none"> • construction airborne and ground-borne noise and vibration is effectively managed to minimise adverse impacts on acoustic amenity • construction vibration is effectively managed to minimise adverse impacts on the structural integrity of buildings and items • increases in noise emissions and vibration during operation of the Project affecting nearby properties and other sensitive receivers are effectively managed to protect the amenity and well-being of the community • appropriate mitigation measures outlined in the TfNSW CNVS are identified and implemented to minimise noise and vibration impacts

Environmental aspect	Project specific environmental performance outcomes
	<ul style="list-style-type: none"> specific notifications to the community are issued no later than seven days prior to construction works.
Non-Aboriginal heritage	<ul style="list-style-type: none"> the Project has considered the following heritage opportunities: <ul style="list-style-type: none"> transparency of the concourse is maximised the bulk and scale of the concourse is minimised the reflectivity of proposed materials of the concourse is minimised separation between heritage fabric and new elements is incorporated bulk and scale of platform canopies are minimised structures such as billboards or advertising on the concourse that would diminish the transparency of the structure and disrupt views are avoided. heritage items are sensitively protected and managed during the construction of the Project heritage elements are protected as far as practicable including: <ul style="list-style-type: none"> careful relocation of the Platform 1 Office Building and sensitive work to existing buildings on Platforms 4/5, 6/7 and 8/9 the warehouse character of 125-127 Little Eveleigh Street is retained. the industrial character of the Eveleigh Railway workshops is respected the existing SHR curtilage of the Eveleigh Chief Mechanical Engineer's Office is retained. materiality of new elements at the Marian Street entry is in keeping with the public domain design movable heritage items are identified, conserved and protected during construction heritage fabric is conserved through the reuse of salvageable heritage fabric where possible a historical record of areas modified by the Project is maintained for future reference through archival recording heritage interpretation is undertaken that communicates the heritage value of the site to visitors potential archaeology within the Project area is protected or appropriately managed heritage inventories are updated to reflect the Project design to ensure that records of heritage items are maintained avoidance of structures such as billboards or advertising on the concourse that would diminish the transparency of the structure and disrupt views.
Aboriginal heritage	<ul style="list-style-type: none"> no impacts to Aboriginal sites, objects and places identified in the assessment during construction if an unexpected find is encountered during construction, relevant procedures under TfNSW's Unexpected Heritage Finds Guideline (Transport for NSW, 2019e) are followed.
Biodiversity	<ul style="list-style-type: none"> impacts are avoided to flora and fauna not already identified in this EIS flora and fauna habitat is retained/impacts avoided, or enhanced where possible impacts to threatened ecological communities or endangered species are offset in accordance with the requirements of the TfNSW Vegetation Offset Guide (TfNSW, 2019b)

Environmental aspect	Project specific environmental performance outcomes
	<ul style="list-style-type: none"> weeds and plant pathogens are managed in accordance with TfNSW's Weed Management and Disposal Guideline (TfNSW, 2019f) and the Biosecurity Act 2015.
Soils, geology, groundwater and contamination	<ul style="list-style-type: none"> risks to human health and ecological receivers are minimised through effective management of soil and contaminated materials.
Flooding, hydrology and water quality	<ul style="list-style-type: none"> stormwater drainage within the Project area is maintained during construction so as not to cause localised flooding or drainage issues as a result of Project works adverse impacts to stormwater quality during construction are avoided adverse impacts to stormwater quality during operation are avoided adverse impacts to local drainage during operation are avoided.
Air quality	<ul style="list-style-type: none"> during construction, dust is managed to minimise the release beyond the site boundaries so that dust complaints are avoided during construction, tracking or spilling of soil/spoil from the Project onto offsite areas is minimised, and offsite road surfaces are cleaned at the end of each day so that they are free of visible, loose soil/spoil material (which may be washed away in runoff or otherwise cause complaints) dust impacts from soil waste stockpiles are prevented by removing these stockpiles as soon as practicable by an appropriately licenced contractor.
Hazards and risk	<ul style="list-style-type: none"> during construction and operation, dangerous goods in the Project area are stored at least the minimum storage distance from sensitive receivers as defined by Applying SEPP 33.
Waste and resources	<ul style="list-style-type: none"> waste from construction and operation of the Project is classified in accordance with the Waste Classification Guidelines (NSW EPA, 2014a) waste types once classified are reviewed against appropriate guidelines to manage waste appropriately at least 80 percent (by volume) of non-contaminated spoil excavated during construction would be is diverted from landfill, either by re-using suitable material on site or identifying other sites/re-purposing facilities where suitable material may be re-used contaminated and asbestos contaminated wastes are safely disposed of in accordance with their relevant waste classification.
Sustainability and climate change	<ul style="list-style-type: none"> the Project reduces the NSW Government's operating costs and ensures the effective and efficient use of resources conservation of natural resources is maximised the Project is designed, constructed and operated to be resilient to the future impacts of climate change.
Cumulative impacts	<ul style="list-style-type: none"> the Project is coordinated with other projects being constructed in the area to minimise cumulative impacts.

9.4 Revised list of management and mitigation measures

Chapter 25 (Synthesis of the Environmental Impact Statement) of the EIS identified the environmental management measures that would be adopted to mitigate and manage the potential impacts of the Project

Changes to these measures, as outlined in **Section 9**, were made to:

- include new management measures based on submissions received on the EIS

- refine management measures to be consistent with the proposed project refinements/clarifications.

Table 9-2 provides the revised consolidated environmental management measures. This table supersedes the management measures presented in the EIS. New management measures or additions to existing management measures are shown in **bold text**, with deletions shown with a ~~strikethrough~~.

Table 9-2 Updated management and mitigation measures

ID	Management and mitigation measures	Applicable location (s)
<u>Consultation</u>		
C1	Co-design of the Little Eveleigh Street and Marian Street streetscapes would be undertaken for the Project. The key aim of this process would be to provide residents of Little Eveleigh Street and Marian Street opportunity to collaborate with the Project team and other key stakeholders such as the City of Sydney in the design for these streetscapes, and to adopt the outcomes of this co-design process.	-
C2	Consultation would be undertaken with City of Sydney Council, local Aboriginal community, and Heritage NSW, on the draft Heritage Interpretation Strategy (Appendix D)	-
<u>Urban design</u>		
<u>Construction</u>		
UD1	TfNSW would engage an appropriately qualified arborist(s) to minimise the removal of trees and ensure retained trees are managed in accordance with AS4970-2009. Planting would be undertaken in accordance with TfNSW vegetation offset policy. Tree retention and planting would continue to be a key priority in informing design decisions throughout detailed design.	Project area
UD2	TfNSW would consult with CoS Council in regard to tree offsets, and other landscaping within the Project area.	Project area
<u>Operation</u>		
UD3	A maintenance plan would be prepared in consultation with City of Sydney and TfNSW outlining the maintenance responsibilities of each entity with a particular focus on the transition areas between the public domain and the Station.	Project area
<u>Landscape and visual</u>		
<u>Construction</u>		
LV1	Provide well-presented and maintained construction hoarding and site fencing with shade cloth (or similar material) (where necessary) to minimise visual impacts on key viewpoints during construction. The construction ancillary facilities would be designed to limit or deter graffiti. Hoardings, site and acoustic fencing would be removed following construction completion.	Project area
LV2	Provide cut-off or directed lighting within the construction areas, with lighting location and direction considered to ensure glare and light spill is minimised.	Project area
LV3	Construction personnel to keep the construction areas clean and tidy, including refuse placed in appropriate waste bins.	Project area
LV4	Implement measures to minimise tracking of dirt and mud into public roads and other public spaces.	Project area

ID	Management and mitigation measures	Applicable location (s)
LV5	Limit disturbance of vegetation to the minimum amount necessary to construct the Project, particularly within the streetscapes affected by the Project.	Project area
LV6	Consider Implement measures to limit or deter graffiti within ancillary facilities.	Ancillary facilities
Operation		
LV7	Community artwork opportunities would be investigated installed undertaken , in keeping with the installation of existing cultural artwork in Redfern surrounding the station.	Pedestrian concourse
LV8	Street trees would be planted on Little Eveleigh Street and Marian Street at the new station entrances. Tall shrub plantings would also be considered installed along the rail corridor boundary at Marian Street to assist in preserving privacy of residents within the Watertower residential building.	Little Eveleigh Street and Marian Street
LV9	Lighting would be designed to minimise upward spread of light, and to minimise light spill and glare.	Project area
LV10	Proposed structures/fencing would be designed to limit or deter graffiti.	Project area
LV11	The ongoing maintenance and repair of the concourse and station entrances would be in accordance with Sydney Trains maintenance requirements.	Project area
Land use and property		
Construction		
LP1	Temporary use areas, including public open space at the Gibbons Street Reserve, would be restored to their pre-existing condition (as a minimum) as soon as practicable following completion of construction. This would be undertaken in consultation with City of Sydney Council and/or the landowner.	Project area
Social		
Construction		
SE1	Implementation of The Project's Community Liaison Management Plan would be implemented and include including engagement with residents on both Little Eveleigh Street and Marian Street, City of Sydney Council, NSW Police and other stakeholders.	Study area
SE2	Construction ancillary facilities within private and public reserves and parks would be planned to minimise impacts on existing recreational and sporting infrastructure, with construction laydown areas located in areas of open space, where possible. Establishment and use of the laydown areas would consider public safety and maintaining safe access to recreational areas. Private and public reserves and parks proposed for the construction laydown areas would be returned to their original or improved condition following construction (or as otherwise agreed with the relevant authority). Public access to areas of reserves and parks not utilised for construction laydown areas would be maintained throughout construction.	Ancillary facilities
SE3	TfNSW would investigate opportunities to source construction workers from the local community.	Study area
SE4	Access to properties including businesses would be maintained throughout the Project. Temporary measures such as traffic control would need to be implemented to enable this to occur.	Study area

ID	Management and mitigation measures	Applicable location (s)
SE5	<p>Construction activities undertaken in proximity to businesses would maintain visibility of business frontage, associated signage and access points, where possible. Temporary signage would be provided in the vicinity of a business if construction works obstruct views to the business.</p> <p>Business impacts resulting from changes to amenity or access would be managed in line with mitigation measures identified for other relevant environmental issues.</p>	Study area
SE6	<p>Engagement with the local Aboriginal community is ongoing and would continue throughout the Project. An Aboriginal consultation program would be undertaken during the detailed design of the Project. Key focus areas for Aboriginal engagement on this Project include:</p> <ul style="list-style-type: none"> • Project design, heritage interpretation and/or community art opportunities • employment and procurement opportunities. • online engagement, including surveys to understand the cultural values for the area, areas of cultural and social significance as well as memories and aspirations for the area. This information would be used to identify key themes and locations, as well as opportunities to integrate Aboriginal cultural values into the Project design • meetings to discuss design development and heritage interpretation opportunities • employment and training opportunities. 	Study area
Operation		
SE7	<p>During detailed design, the Project would investigate opportunities to encourage the community to use the concourse as a connectivity link. This may include elements such as, TfNSW would include wayfinding signage to assist customers in identifying exits that help them get to their destination efficiently, and signage to inform users that an Opal card or contactless payments (e.g. American Express, Mastercard or Visa debit or credit card) is required to access the concourse. TfNSW would advise customers however, that once tapped off on the other side, charges would be reversed (i.e. no charge).</p> <p>TfNSW would implement treatments or communication strategies to convey to customers and community the ability to tap on and off without charge. A customer education campaign would be enacted to inform the community of the process and encourage use of the concourse.</p>	Little Eveleigh Street and Marian Street entrances
SE8	<p>During detailed design, the Project would investigate opportunities to augment the community's sense of place and connection to the community's history through by including elements associated with heritage interpretation works such as installing historical plaques/signage and public art as part of the design of the pedestrian concourse.</p>	All
SE9	<p>The Project would include design features to investigate further opportunities during detailed design to encourage social interaction, and reduce opportunistic crime and discourage antisocial behaviour, particularly at Little Eveleigh Street, in accordance with the principles of CPTED and in consultation with NSW Police and the City of Sydney.</p>	All, in particular at Little Eveleigh Street

ID	Management and mitigation measures	Applicable location (s)
SE10	Upon opening of the Project, TfNSW would undertake a review of the operation of the shared zones, in consultation with residents and relevant stakeholders, including consideration of any additional mitigation that is required to be implemented. that may be required.	Little Eveleigh Street and Marian Street
Traffic, transport and access		
Construction		
T1	Relocation of bus stops would be carried out by TfNSW in consultation with the City of Sydney, Royal Prince Alfred Hospital, bus operators and other relevant authorities. Wayfinding and customer information would be provided to notify customers of relocated bus stops.	Little Eveleigh Street and Lawson Street
T2	The new offset parking facilities on Little Eveleigh Street would be constructed prior to the removal of parking, to accommodate parking spaces displaced to facilitate construction activities.	Little Eveleigh Street
T3	Road Safety Audits would be carried out to address vehicular access and egress, and pedestrian, cyclist and public transport safety. Road Occupancy Licenses (or equivalent) for temporary road/lane closures would be obtained where required. The audit location would be outlined in the Construction Traffic Management Sub-Plan.	The Project area
T4	Appropriate signage and line marking would be provided to guide pedestrians and cyclists past construction sites and on the surrounding network to allow access to be maintained. Appropriate access measures Access would further be developed to include guidance for customers with access requirements for disability, including wheelchair users and people with a visual impairment.	The Project area
T5	Community consultation would be carried out and notifications would be issued in advance for any proposed road and pedestrian network changes through appropriate channels and forms of communication.	The Project area
T6	Access to existing properties and buildings would be maintained, where possible, in consultation with property and business owners. If access needs to be restricted during some periods during construction, this would be communicated to the resident or business owner.	The Project area
T7	Construction sites would be managed to minimise construction worker parking on surrounding streets. Workers would be encouraged to use public or active transport and ride share with the implementation of a Green Travel Plan initiative. A workers' reward scheme would be implemented for those who adhere to the initiative.	The Project area
T8	Construction site traffic would be managed to minimise traffic impacts during the peak periods through scheduling construction vehicle movements outside the peak hours. Where possible, group deliveries would be restricted.	The Project area
Operation		
T9	Enhancement of p Pedestrian and cycle infrastructure at the Station would be further investigated in consultation with relevant authorities, including TfNSW and the City of Sydney to determine how the Project would be integrated with the network.	The Project area
T10	Carry out pre-parking surveys and post-parking surveys and provide the data to City of Sydney. The surveys are to demonstrate that pressures on parking within the Project area and surrounds are managed in accordance with predicted future supply and demand.	The Project area

ID	Management and mitigation measures	Applicable location (s)
Noise and vibration		
Construction		
N1	<p>A Construction Noise and Vibration Management Sub-Plan (CNVMP) would be prepared as part of the CEMP. The CNVMP would include all feasible and reasonable safeguards to manage noise emissions from the Project. The CNVMP would include, as a minimum, the following:</p> <ul style="list-style-type: none"> • identification of nearby residences and other sensitive land uses • description of approved hours of work and an Out of Hours Protocol • description and identification of all construction activities, including work areas, equipment and duration (and provision for re-assessment of noise and vibration impacts if required due to changes) • description of the work practices (generic and specific) that would be applied to minimise noise and vibration • works scheduling to minimise the noise impact on sensitive receivers, with consideration given to cumulative noise impacts (and provision for re-assessment of noise and vibration impacts if required due to changes to work stages or other surrounding projects) • a complaints handling process • noise and vibration monitoring procedures, including for heritage-listed items/structures. • overview of community consultation required for identified noise intensive works. <p>The CNVMP and CEMP must be updated as required to account for any changes in noise and vibration management issues and strategies, to ensure these documents remain adequate for their purposes.</p>	All
N2	<p>All employees, contractors and subcontractors would receive an environmental induction. As a minimum the induction must include:</p> <ul style="list-style-type: none"> • all relevant Project specific and standard noise and vibration mitigation measures • relevant licence and approval conditions • permissible hours of work • any limitations on noise generating activities with special audible characteristics (noise with characteristics that can cause annoyance and disturbance, containing noticeable factors such as tonality, low frequency noise, impulsive or intermittent noise events) • location of nearest sensitive receivers • construction employee parking areas • designated loading/unloading areas and procedures • site opening/closing times (including deliveries) • environmental incident procedures and complaint handling procedures. 	All
N3	<p>All nearby residents and sensitive receivers impacted by noise levels from the Project which are expected to exceed the NML would be consulted notified prior to the commencement of the particular activity, with the highest consideration given to those that are predicted to be most affected as a result of the works.</p> <p>The information provided to the receivers will include:</p> <ul style="list-style-type: none"> • programmed times and locations of construction work • the hours of proposed works 	All

ID	Management and mitigation measures	Applicable location (s)
	<ul style="list-style-type: none"> construction noise and vibration impact predictions construction noise and vibration mitigation measures being implemented on site. <p>Community consultation notification and management procedures regarding construction noise and vibration would be detailed in a Community Liaison Management Plan for the construction of the Project and would include a 24 hour hotline and complaints management process.</p>	
N4	If vibration intensive equipment is to be used within the minimum working distances for cosmetic damage described in this EIS (Technical report 4 – Noise and vibration), then attended vibration measurements would be undertaken when work commences, to determine “site specific minimum working distances” and confirm appropriate vibration limits for that structure. The Construction Contractor would be informed of the minimum working distances (refer to mitigation measure N9 also which addresses working within site specific minimum working distances).	All
N5	For heritage items where the vibration screening criteria are predicted to be exceeded, the more detailed assessment would include condition assessment and specifically consider the heritage values of the structure in consultation with a heritage specialist to ensure sensitive heritage fabric is adequately monitored and managed.	Heritage items
N6	<p>The CNVMP would be implemented with the aim of meeting the construction noise management levels where feasible and reasonable. The following mitigation measures would be included in the CNVMP:</p> <ul style="list-style-type: none"> use of at-source noise attenuation around equipment where possible where feasible and reasonable structures such as site sheds, earth bunds earth bunds and fencing shall be used to shield residential receivers from noise (e.g. including along appropriate sections of the rail corridor fence line of Little Eveleigh Street and Marian Street, and through the use of 1.8 m high fencing around ancillary facility 3). Site topography shall be considered when siting plant traffic flow (i.e. vehicle movements, including deliveries), parking and loading/unloading areas would be planned to minimise reversing movements within construction sites loading and unloading of materials/deliveries would occur as far as possible from sensitive receivers if site access points and roads are altered during detailed design, they would be selected to be as far as possible away from sensitive receivers within rail corridor access constraints dedicated loading/unloading areas would be shielded if close to sensitive receivers wherever feasible and reasonable delivery vehicles would be fitted with straps rather than chains for unloading, wherever possible. non-tonal reversing beepers would be fitted and used on all construction vehicles and mobile plant regularly used on site and for any out of hours work, including delivery vehicles on-site storage capacity would be maximised to reduce the need for truck movements during sensitive times the offset distance between noisy plant and adjacent sensitive receivers would be maximised plant used intermittently would be throttled down or shut down noise-emitting plant would be directed away from sensitive receivers where feasible and reasonable <p>construction activities allow</p>	All

ID	Management and mitigation measures	Applicable location (s)
	<ul style="list-style-type: none"> the noise levels of plant and equipment must have operating sound power or sound pressure levels as presented in this EIS (Technical report 4 – Noise and vibration) that would meet the predicted noise levels quieter and less vibration emitting construction methods would be used where feasible and reasonable (e.g. rubber wheeled instead of steel tracked plant) where practicable, materials would be pre-fabricated and/or prepared off-site to reduce noise with special audible characteristics occurring on-site. Materials can then be delivered to site for installation. 	
N7	Work generating noise with special audible characteristics (such as jack hammers, rock breakers, piling rigs and diamond saws) and/or vibration levels would be scheduled during less sensitive time periods for receivers (for example, before 10:00 pm or as determined during community consultation) where feasible and reasonable, and also in accordance with the requirements of the CNVS and CEMF.	All
N8	Vehicle movements would be routed away from sensitive receivers and scheduled during less sensitive times where feasible and reasonable. The speed of vehicles would be limited, and the use of engine compression brakes avoided.	All
N9	A noise and vibration monitoring program would be carried out for the duration of works in accordance with the CNVS, CNVMP and any approval and licence conditions. Monitoring of noise would be undertaken at appropriate intervals and in response to complaints during construction. In addition, vibration intensive work would not proceed within the site-specific minimum working distances unless a permanent vibration monitoring system is installed approximately one metre from the building footprint, to warn operators (e.g. via flashing light, audible alarm, SMS) when vibration levels are approaching the peak particle velocity objective.	All
N10	In accordance with the CNVS, additional mitigation measures should would be implemented according to Table 13-22 and Table 13-23 (and Appendix B of Technical report 4 – Noise and vibration) of this EIS for sensitive receivers where noise levels are predicted to exceed applicable criteria.	As per Table 13-22 and Table 13-23 (and Appendix B of Technical report 4 – Noise and vibration)
Operation		
N11	Mechanical plant selections should would be reviewed during the detailed design phase to ensure compliance with the operational noise criteria detailed in this EIS (Technical report 4 – Noise and vibration) is achieved. Standard noise controls such as appropriate selection and placement of mechanical plant and the inclusion of attenuation measures such as duct lining/attenuators are recommended to achieve operational noise criteria.	Redfern Station
N12	Public address system selection should would be reviewed during detailed design to ensure that compliance is achieved with the operational noise criteria detailed in Section 13.2.5.	Redfern Station
N13	The type and design of the new solid fence proposed to be constructed at the boundary of the proposed car park should would be developed to optimise the level of acoustic shielding provided. Depending on the acoustic performance of the proposed fence, consideration would be given to at-receiver treatments for 157 Little Eveleigh Street such as the	Car park boundary and 157 Little

ID	Management and mitigation measures	Applicable location (s)
	provision of mechanical ventilation to allow windows to be closed and/or upgraded glazing would also be installed to meet the operational noise criteria, if required, and in consultation with the impacted stakeholder.	Eveleigh Street
N14	The Project would investigate further opportunities to minimise noise impacts to residents through the ongoing design development of the shared zones at Little Eveleigh Street and Marian Street, and implement reasonable and feasible mitigation measures identified.	Little Eveleigh Street and Marian Street shared zones
Non-Aboriginal heritage		
Construction		
NAH1	<p>Detailed design of the Project would consider the following Heritage opportunities:</p> <ul style="list-style-type: none"> adaptation of Platform 1 Office Building including: finding temporary use as soon as practicable finding a permanent use for the building in consultation with the community moving the building two metres north of the platform to ensure that access to the building for future use can be maintained developing a landscape plan with heritage input for the area around the proposed car park that interprets the relationship with the Eveleigh Chief Mechanical Engineers Office. <p>Further design refinement in consultation with a heritage architect of the concourse, platform canopies, stairs and lifts including:</p> <ul style="list-style-type: none"> reviewing opportunities to increase the transparency of the concourse by: <ul style="list-style-type: none"> - maintaining perforations in aluminium panels to be large as possible noting the limitations imposed by the ASA standard ESB 003. The proposed perforations are 25 x 25 mm. The intent is for the perforations to increase gradually to form large openings in succession from the lower portion to the roof of the concourse. Each horizontal section would be assessed for compliance to achieve the maximum opening size i.e. greater than 25 mm x 25 mm. Where compliance cannot be achieved, dispensation and/or alternative solutions should would be exhausted. - installing roof canopies only where necessary and detailing these to be of a slim profile. - incorporating clear glazing on the concourse as much as possible; including the proposed framed views across the rail corridors. The size of these clear glazed elements would be as large as possible - incorporating clear glazed elements into the proposed lifts and ensuring the required structures for lifts and glazing are consolidated to achieve minimal bulk and maximum transparency. reducing the bulk and scale of the proposed concourse: <ul style="list-style-type: none"> - detailed design should would aim for steel framing and supports to be as slim as possible 	<p>Platform 1 Office</p> <p>Car park</p> <p>Marian Street Entrance</p> <p>Concourse</p>

ID	Management and mitigation measures	Applicable location (s)
	<ul style="list-style-type: none"> - the height of the concourse should would be analysed during detailed design to ensure that overall structural and architectural elements are kept to a minimum profile to achieve an overall reduced height. • assessing perforated aluminium panels for reflectivity to ensure that glare is reduced • ensuring that a separation between heritage fabric and new elements is retained such as the incorporation of glazing or voids at the junction of the concourse and 125-127 Little Eveleigh Street • avoiding inserting advertising on the concourse that would reduce the transparency and disrupt views • ensuring that materiality of new elements at the Marian Street entry is in keeping with the public domain design • ensuring that the design incorporating the independent TfNSW DRP comments is presented to the TfNSW DRP for further review and comment during detailed design. 	
NAH2	A heritage architect would be engaged to provide ongoing heritage and conservation advice throughout detailed design and construction and any subsequent relevant design modifications.	General
NAH3	A specialist tradesperson, well versed in working with heritage fabric, would be engaged during the construction stage of the Project.	General
NAH4	<p>A historical record of areas modified would be prepared for future reference. Archival recording should would be completed prior to the commencement of construction and at completion of construction. The following elements would be included:</p> <ul style="list-style-type: none"> • identified significant views • Platform 1 Office Building and surrounding area • Platform 4/5, 6/7 and 8/9 buildings • retaining walls on Platform 1 and 10 • examples of various platform facings • 125-127 Little Eveleigh Street • Little Eveleigh Street streetscape. 	General
NAH5	<p>A Heritage Management Sub-Plan would be included in the CEMP. This would include the following measures:</p> <ul style="list-style-type: none"> • protecting heritage items from adjacent construction works by: <ul style="list-style-type: none"> - prioritising protection of heritage elements as part of the early works - monitoring impacts from noise and vibration. If maximum vibration levels are exceeded, or are predicted to exceed applicable standards, consider alternative construction methods to minimise damage to heritage elements • undertaking a dilapidation survey of the area adjacent to the Chief Mechanical Engineers Office Building driveway prior to carrying out the works associated with the new car park and upon completion making good all affected areas • compiling a program of salvageable heritage fabric and a material reuse plan, approved by the heritage architect prior to commencing works • avoiding potential damage to heritage items from negligence during construction by implementing a heritage induction to all on-site staff and contractors. The induction should would clearly describe the heritage constraints of the site. 	<p>General</p> <p>At various heritage elements</p>

ID	Management and mitigation measures	Applicable location (s)
NAH6	<p>The heritage elements of the Platform 1 Office Building would be conserved and protected by:</p> <ul style="list-style-type: none"> undertaking a dilapidation survey prior to relocating, securing the windows and door would be secured and boarded up prior to relocating, using a reversible methodology undertaking investigative work to avoid disturbance of fabric maintaining the same alignment when relocating the Building protecting and conserving Elston's Siding during the works avoiding installing a concrete finished floor to the Building ensuring that relocation works are closely supervised by the heritage architect and specialist tradesperson ensuring the following steps are undertaken during or post building relocation, if damage to the building is sustained: <ul style="list-style-type: none"> the nominated Project architect would be contacted immediately all damage to elements would be recorded a heritage architect and specialist tradesperson would supervise and undertake required repairs conserving and retaining the existing path from Platform 1 to the Telecommunications Equipment Centre. 	Platform 1 Office Building and surrounding heritage elements
NAH7	<p>Ensuring that The heritage elements on Platform 4/5, 6/7 and 8/9 buildings would be conserved and protected by:</p> <ul style="list-style-type: none"> using traditional repair and conservation methods for detailing proposed works ensuring the demolition of the extension to the Platform 8/9 building would not damage the surrounding fabric retaining original features of the building and their conservation and restoration if feasible incorporating new sympathetic fabric in accordance with the guidelines of the Burra Charter. 	Platform 4/5, 6/7 and 8/9 buildings
NAH8	<p>Ensuring that The warehouse character of 125-127 Little Eveleigh Street would be retained by:</p> <ul style="list-style-type: none"> retaining external building elements: masonry walls, parapet line of the roof, fenestration, patina (including painted signs) of the brickwork (including remnant painted signs) internal building elements: original timber columns, original exposed timber framing to floors and ceilings (subject to detailed structural review) designing new entry canopies to be a slim profile, sympathetic to the colours and material of the existing building modifying the external openings, where appropriate, to make reference to the existing fenestration pattern of the building undertaking conservation works and repair works to the exterior of the building designing the new Colorbond roof to be sympathetic to the existing colour palette of the building avoiding anti-graffiti paint to the exterior of the brickwork. 	125-127 Little Eveleigh Street
NAH9	<p>Reducing The aesthetic impacts associated with the insertion of the proposed car park through landscaping treatments would be reduced by:</p> <ul style="list-style-type: none"> undertaking a holistic approach when selecting materials and finishes in areas that are located within or adjacent to the Eveleigh Railway 	Eveleigh Railway Workshops

ID	Management and mitigation measures	Applicable location (s)
	<p>Workshops including boundary fencing, planning layouts, signage, materials, and plantings</p> <ul style="list-style-type: none"> • updating the Urban Design and Public Domain Plan prior to finalisation of detailed design that incorporating a coherent presentation and linkage with the Eveleigh Railway Workshops. • retaining and protecting existing trees • introducing minimal soft landscaping to retain the existing industrial character of the rail yard. 	
NAH10	<p>The existing SHR curtilage of the Eveleigh Chief Mechanical Engineer's Office would be protected by:</p> <ul style="list-style-type: none"> • retaining and protecting the existing trees • protecting and retaining the existing garden within the heritage boundary of the building. • minimising impacts of the proposed works – physically or visually. 	Eveleigh Chief Mechanical Engineer's Office
NAH11	<p>The building fabric of the McMurtrie, Kellerman & Co factory at 181 Lawson Street would be protected during construction in particular in areas adjacent to basement windows.</p>	Ivy Street and McMurtrie, Kellerman & Co factory, 181 Lawson Street (I2245)
NAH12	<p>Designing New infrastructure such as OHW would be designed as simple clean structures with consolidated service runs to reduce the cluttered look of existing infrastructure at the station.</p>	Ivy Street and McMurtrie, Kellerman & Co factory, 181 Lawson Street (I2245)
NAH13	<p>Inspection of the following areas would be undertaken to identify movable heritage items:</p> <ul style="list-style-type: none"> • Platform 1 Office Building • Platforms 4-9 buildings • 125-127 Little Eveleigh Street. <p>If movable heritage items are found:</p> <ul style="list-style-type: none"> • items would be tagged and recorded items storage of moveable heritage should would be coordinated with the Eveleigh Railway Workshop Collection. 	Platform 1 Office Building, Platforms 4-9 buildings, 125-127 Little Eveleigh Street
NAH14	<p>Protecting and managing The potential archaeology on site would be protected and managed by undertaking the following:</p> <ul style="list-style-type: none"> • archaeological test excavation and salvage on the northern side of Marian Street, proposed car park off Little Eveleigh Street and area of relocation of the Platform 1 Office Building, prior to the commencement of bulk excavation works. A Historical Archaeological Research Design (HARD) would be prepared in accordance with the relevant Heritage, DPC guidelines • archaeological monitoring for excavation works in the area of the proposed new car park on Little Eveleigh Street. The methodology for undertaking this archaeological monitoring would be included in the HARD 	<p>Marian Street Entrance</p> <p>Little Eveleigh Street Car park</p>

ID	Management and mitigation measures	Applicable location (s)
	<ul style="list-style-type: none"> archaeological monitoring for any excavation works along Marian Street, Rosehill Street and Cornwallis Street to record remains of earlier road surfaces. Once recorded, these road surfaces can be removed. The archaeological monitoring methodology would be included in the HARD implementing stop-work procedures would be implemented should if unexpected finds be uncovered in accordance with TfNSW's Unexpected Heritage Finds Guidelines. 	Marian Street, Rosehill Street and Cornwallis Street General
NAH15	Communicate The heritage value of the Project would be communicated by the following: <ul style="list-style-type: none"> implementing the Heritage Interpretation Strategy for the Project considering guidelines provided in <i>Sydney Trains Heritage Interpretation Guidelines</i>, and the City of Sydney council signage policies undertaking further community consultation as part of the Heritage Interpretation Strategy developing a Signage Plan to ensure that the design is contemporary, of high design quality, and reflects traditional patterns interpreting the current position of the Platform 1 Office Building after the building is relocated interpreting the association of Redfern Station with the Aboriginal community of Redfern interpreting the historic gardens on the platforms at Redfern Station interpreting the story of the former footbridge (1914-1996) at the proposed car park entry. 	General
NAH16	Consulting with the City of Sydney Council would be consulted with regard to refining detailed design in the following areas: <ul style="list-style-type: none"> 125-127 Little Eveleigh Street streetscape works. 	125-127 Little Eveleigh Street, Darlington and Golden Grove Heritage Conservation Areas
Operation		
NAH17	Updating The SHR, SHI, s170 listing description for Redfern Railway Station Group and Eveleigh Railway Workshops would be updated to reflect the upgrades from the Project, following completion of works.	Operation
Aboriginal heritage		
Construction		
AB1	Consultation with MLALC and DPC would be undertaken in relation to the status of the Wynyard St Midden' (AHIMS ID #45-6-2597) to amend the status of the site on the AHIMS register.	Recorded site of AHIMS site ID #45-6-2597
AB2	A Heritage Management Sub-Plan for construction of the Project would include the following mitigation measures: <ul style="list-style-type: none"> all relevant contractors and TfNSW personnel should would be made aware of the nature and location of previously identified areas 	Project area

ID	Management and mitigation measures	Applicable location (s)
	<p>of Potential Archaeological Deposits (PADs) located immediately adjacent to the Project area and avoid impact to these areas. Contractors and TfNSW personnel should would also be made aware of TfNSW's legal responsibilities under the National Parks and Wildlife Act 1974 (NPW Act) and the <i>Heritage Act 1977</i> and the need to avoid impacts to sites (including heritage interpretation and relevant information in the site induction</p> <ul style="list-style-type: none"> in the unlikely event that a site or objects (as defined by the NPW Act) are identified during the Project, the procedure outlined in TfNSW's <i>Unexpected Heritage Finds Guideline</i> (Transport for NSW, 2019e) should would be followed. Works should would immediately cease at the location and the find should would be immediately reported to appropriate TfNSW personnel, and the regulator in accordance with legislation. No work should would commence in the vicinity of the find until any required approvals have been issued by the regulator. 	
Biodiversity		
Construction		
B1	A Flora and Fauna Management Plan would be prepared and implemented as part of the CEMP.	Project area
B2	Should the detailed design determine the need to remove or trim additional trees not identified in this EIS, the construction contractor would be required to complete the TfNSW Tree Removal Application Form and submit it to TfNSW for approval.	Project area
B3	Disturbance of vegetation would be limited to the minimum necessary to construct the Project. Trees nominated to be removed would be clearly demarcated onsite prior to construction, to avoid unnecessary vegetation removal.	Project area
B4	A qualified and experienced fauna spotter/ecologist would be engaged to inspect trees prior to and during removal and trimming to relocate any fauna that may be present in each tree. This process should would be documented (including photos) for record keeping.	Project area
B5	<p>Where space restrictions allow, Tree Protection Zones (TPZs) would be established around trees to be retained, using an appropriate physical demarcation. Tree protection would be undertaken in line with AS 4970-2009 Protection of Trees on Development Sites and would include exclusion fencing of TPZs.</p> <p>Where TPZs are not feasible, alternative measures would be implemented including branch and trunk protection. An arborist may be consulted if necessary.</p>	Project area
B6	All workers involved in tree removal/trimming would be provided with a specific induction relevant to this task prior to commencing work.	Project area
B7	Equipment would be stored, stockpiled and refuelled within the identified construction ancillary facilities.	Project area
B8	Vegetation offsets and/or landscaping would be undertaken in accordance with the <i>Vegetation Offset Guide</i> (TfNSW, 2019b) and in consultation with CoS Council.	Project area
B9	Plant equipment would be turned off when not in use to avoid noise and air impacts to nearby fauna.	Project area
B10	Weed control measures, consistent with TfNSW's <i>Weed Management and Disposal Guideline</i> (TfNSW, 2019f), would be developed and	Project area

ID	Management and mitigation measures	Applicable location (s)
	implemented as part of the Flora and Fauna Management Sub-Plan to manage the potential dispersal and establishment of weeds during the construction phase of the Project. This would include the management and disposal of weeds in accordance with the <i>Biosecurity Act 2015</i> .	
B11	Works must be stopped if any previously undiscovered threatened flora or fauna species or communities are discovered during works. An assessment of the impact and any required approvals must be obtained before proceeding.	Project area
B12	WIRES should would be consulted if any injured fauna are encountered, or any fauna is otherwise found within the construction areas and is impeding work.	Project area
B13	Inspections would be undertaken at least every three months for weed infestations and to assess the need for control measures. Any weeds identified would be managed in accordance with the relevant guidelines.	Project area
<u>Soils, geology, groundwater and contamination</u>		
Construction		
SC1	A Soils and Water Management Plan would be developed to manage the soil and water issues relevant to the construction of the Project. This sub-plan would be part of the CEMP. The sub-plan would include detailed erosion and sediment control plans for each work site and would outline which erosion and sediment control measures would be implemented at each location or for specific works. These control measures would align with the management approaches outlined in <i>Managing Urban Stormwater: Soils and Construction Volume 1</i> (Landcom, 2004), <i>Managing Urban Stormwater: Soils and Construction Volume 2A</i> (DECC, 2008) (referred to as the Blue Book), the <i>Water Discharge and Reuse Guideline</i> (TfNSW, 2015c), <i>Concrete Washout Guideline</i> (TfNSW, 2015b), <i>Water Sensitive Urban Design Guideline</i> (TfNSW, 2017b) and <i>Chemical Storage and Spill Response Guideline</i> (TfNSW, 2015a).	Project area
SC2	Prior to construction commencing a detailed contamination assessment would be undertaken within the Project area to confirm whether additional contamination risks are present and to develop site and/or location specific management responses if necessary. Where remediation options are required, they would be identified and selected using a sustainability hierarchy.	Project area
SC3	Hazardous materials surveys would be undertaken during detailed design for all proposed demolition activities, and for utility adjustments as required.	Project area
SC4	Should asbestos be identified (in the hazardous material surveys or otherwise) within excavation areas or in buildings requiring demolition, an Asbestos Management Plan (AMP) would be developed and implemented for the relevant works. The AMP would be prepared by a suitably qualified practitioner and in accordance with relevant guidelines.	Project area
SC5	In the event a remediation action plan is required, it would be developed in accordance with <i>Managing Land Contamination: Planning Guidelines SEPP 55 – Remediation of Land</i> (Department of Urban Affairs and Planning and Environment Protection Authority, 1998), and a NSW EPA Accredited site auditor suitably qualified and experienced contamination advisor would be engaged to audit the works.	Project area
SC6	In the event that indicators of contamination or acid sulfate soils are encountered during construction (such as odours, visually contaminated materials etc.), work in the immediate area would cease, and the finds	Project area

ID	Management and mitigation measures	Applicable location (s)
	would be managed in accordance with the unexpected contamination finds procedure.	
SC7	The NSW EPA would be notified in writing of any contamination identified within the Project area, in accordance with the requirements of Section 60 of the <i>Contaminated Land Management Act 1997</i> .	Project area
<u>Flooding, hydrology and water quality</u>		
Construction		
SW1	Temporary drainage or drainage diversions would be installed so that stormwater function is not impeded during construction.	Project area
SW2	Stockpiles and storage areas would be located outside of the five per cent AEP flood extent and ideally outside of the one per cent AEP flood extent where possible, particularly any loose materials with the potential to wash away.	Ancillary Facility 1
SW3	Works would cease in flood prone areas when a severe weather warning is issued for the immediate area, and work sites would be secured accordingly.	Project area
SW4	<p>A Soils and Water Management Plan would be developed to manage the soil and water issues relevant to the construction of the Project. This sub-plan would be part of the CEMP. The sub-plan would include detailed erosion and sediment control plans for each work site and would outline which erosion and sediment control measures would be implemented at each location or for specific works.</p> <p>These control measures would align with the management approaches outlined in <i>Managing Urban Stormwater: Soils and Construction Volume 1</i> (Landcom, 2004), <i>Managing Urban Stormwater: Soils and Construction Volume 2A</i> (DECC, 2008) (referred to as the Blue Book), the <i>Water Discharge and Reuse Guideline</i> (TfNSW, 2015c), <i>Concrete Washout Guideline</i> (TfNSW, 2015b), <i>Water Sensitive Urban Design Guideline</i> (TfNSW, 2017b) and <i>Chemical Storage and Spill Response Guideline</i> (TfNSW, 2015a).</p>	Project area
SW5	Undertake a Consultation would be undertaken with City of Sydney Council and/or Sydney Water (as relevant) prior to connecting to existing stormwater drainage system/s.	Project area
Operation		
SW6	A 300 millimetre wide 'Heel Safe' trench grated drain would be installed either side of Little Eveleigh Street connecting to existing downstream stormwater drainage systems.	Little Eveleigh Street
SW7	The existing localised sag depression would be regraded at Little Eveleigh Street.	Little Eveleigh Street
SW8	A treatment device would be installed to treat the first flush of rainfall from the new concourse.	New concourse
SW9	Stormwater treatment device/s/water sensitive urban design features would be installed in the new car park at Little Eveleigh Street (which may include a vegetated bioretention basin or similar).	At or near proposed car park, Little Eveleigh Street

ID	Management and mitigation measures	Applicable location (s)
Air quality		
Construction		
AQ1	An Air Quality Management Plan would be developed to manage the potential air quality impacts relevant to the construction of the Project. This sub-plan would be part of the CEMP. The sub-plan would identify potential dust and exhaust emission sources and outline appropriate mitigation measures to ensure that the performance objectives noted in the EIS are achieved. Locations within the Project area with contaminants of potential concern at unacceptable levels would be identified within the Air Quality Management Plan and specific measure put in place to manage risks associated with this material.	Project area
AQ2	The Air Quality Management Plan would include contingency measures to address air quality complaints if received.	Project area
AQ3	Work activities would be reviewed if the air quality management measures are ineffective in minimising dust or other emissions.	Project area
AQ4	<p>The Air Quality Management Plan would include measures to manage dust emissions. These would include the following:</p> <ul style="list-style-type: none"> • when using machinery to handle dusty/dust-generating materials, minimise the distance between where the material is stored and its final location • vehicles carrying loose or potentially dusty material to or from the Project area would be adequately covered • water would be sprayed on unsealed access roads and open areas during conditions conducive to dust generation • a wheel cleaning/washing system would be established for vehicles entering and leaving the Site • on-site vehicle speed limits would be established and enforced to prevent dust emissions • water-assisted dust sweepers would be used on internal access tracks and local roads, to remove material tracked out of the Project area • stockpiled material would be appropriately managed and shaped to reduce wind erosion and covered as appropriate • stockpiles containing contaminated material would be bunded and covered when not being actively managed, and removed from site as soon as possible in accordance with contaminated waste procedures • during extreme weather events where dust generation cannot be effectively minimised (such as high winds), dust generating works would cease until adequate controls can be implemented or until adverse weather conditions subside • demolition of buildings and structures would be carried out using techniques and practices that minimise dust generation. This may include soft stripping inside buildings before demolition. 	Project area
AQ5	<p>Measures to manage exhaust emissions would include the following:</p> <ul style="list-style-type: none"> • plant, machinery and vehicles would be turned off while not in use, where safe to do so • equipment (including all internal combustion engines) would be properly maintained and would run efficiently to ensure exhaust emissions are minimised, where practicable • construction plant, machinery or vehicles producing excessive visual exhaust would be turned off, tagged 'out of order' and not used 	Project area

ID	Management and mitigation measures	Applicable location (s)
	<ul style="list-style-type: none"> all emission controls used on vehicle and equipment would comply with standards listed in Schedule 4 of the <i>Protection of the Environment Operations (Clean Air) Regulation 2010</i> emissions from plant would be considered as part of pre-acceptance checks. 	
AQ6	Construction site layout and placement of plant would consider air quality impacts to nearby receivers.	Project area
AQ7	In the event that odour emissions are generated, work would cease until the source and nature of the odour can be determined and an appropriate course of action carried out. This may include further assessment to determine potential impacts on the nearest sensitive receptors.	Project area
Hazards and risk		
Construction		
HRS1	A hazard analysis would be undertaken during the detailed design stage to identify risks to public safety from the project, and how these can be mitigated through safety in design (with reference to the <i>International Standard (ISO/IEC 31010) - Risk Assessment Technique and Code of Practice - Managing Risks of Hazardous Chemicals in the Workplace</i> (NSW Government, 2019b) (or updated equivalent) where relevant).	Project area
HRS2	Relevant standards and guidelines will be applied during detailed design to ensure that EMF emissions would comply with relevant limits for all receivers (including the International Commission on Non-Ionizing Radiation Protection's (ICNIRP) <i>Guidelines for Limiting Exposure to Time-Varying Electric and Magnetic Fields (1Hz – 100kHz)</i> , as adopted by the Australian Radiation Protection and Nuclear Safety Agency.	Project area (and area of potential EMF emission exposure)
HRS3	All hazardous substances that may be required for construction and operation would be stored and managed in accordance with the <i>Work Health and Safety Act 2011</i> , <i>Code of Practice - Managing Risks of Hazardous Chemicals in the Workplace</i> (NSW Government, 2019b) and the <i>Hazardous and Offensive Development Application Guidelines: Applying SEPP 33</i> (Department of Planning, 2011) (or updated equivalent publications).	Project area
HRS4	The CEMP would include emergency and incident response procedures, as specified by the CEMF. The procedures would specify: <ul style="list-style-type: none"> roles and responsibilities notification and reporting protocols action and investigation requirements training programs to ensure that all staff are familiar with the plan design and management measures to address the potential environmental impacts of an emergency situation. 	Project area
HRS5	To minimise hazards related to the demolition or removal of buildings and structures, a risk assessment would be carried out prior to these works commencing. The risk assessment would include: <ul style="list-style-type: none"> an assessment of the structural integrity of the structure to be demolished an assessment of the method of demolition, including sequencing, scheduling, plant and equipment, and the layout of work areas a hazardous material survey for those buildings and structures suspected of containing hazardous materials (particularly asbestos). Demolition would be carried out by licensed demolition contractors.	Project area

ID	Management and mitigation measures	Applicable location (s)
	Asbestos removal would be undertaken by qualified and licensed asbestos removalists in accordance with the <i>Work Health and Safety Act 2011</i> and supporting <i>Work Health and Safety Regulations 2014 and 2017</i> , and relevant SafeWork NSW and SafeWork Australia guidelines/codes of practice.	
HRS6	'Dial before you dig' searches would be carried prior to excavation work taking place.	Project area
Waste		
Construction		
WM1	<p>A Waste Management Plan would be prepared as part of the CEMP. The Plan would:</p> <ul style="list-style-type: none"> identify requirements consistent with the waste and resource management hierarchy and cleaner production initiatives include relevant measures from the <i>National Waste Policy: Less Waste, More Resources</i> (Department of Agriculture, Water and the Environment, 2018) ensure resource efficiency is delivered through the design and construction practices provide consistent clear direction on waste and resource handling, storage, stockpiling, use and reuse management measures outline procedures for stockpiling of wastes (refer to mitigation measure WM2) set out processes for disposal, including on-site transfer, management and the necessary associated approvals/permits. All waste generated would be regularly removed from site as required by licensed contractors, in order to avoid potential issues associated with odour, visual amenity and attracting animals/pest species outline that waste generated within the Project area would be segregated at source and suitably stored in designated waste management areas within the Project area include material tracking measures to track waste and recyclables generated from the Project and removed from the Project area. Material tracking records would include types, volumes and management measures for waste and resources arising from/used for the Project outline an unexpected finds protocol to manage the potential for unexpected finds during construction of the Project (i.e. asbestos or other hazardous materials) include a process for auditing, monitoring and reporting. 	Project area
WM2	<p>Stockpiled wastes would be:</p> <ul style="list-style-type: none"> appropriately segregated to avoid mixing and contamination appropriately labelled appropriately stored to minimise risk of erosion less than three metres in height with an appropriate height to length batter ratio (e.g. 1:3) located as far away as practical from sensitive receivers, ecological areas and watercourses. 	Project area
WM3	Where a NSW EPA Resource Recovery Order exists for a specific waste material the opportunity to re-use the waste under that order should would be considered prior to disposal. Current orders (and exemptions) are found on the NSW EPA website:	Project area

ID	Management and mitigation measures	Applicable location (s)
	https://www.epa.nsw.gov.au/your-environment/recycling-and-reuse/resource-recovery-framework/current-orders-and-exemption The current orders should would be periodically reviewed during construction for applicability.	
WM4	All waste would be assessed, classified, managed and disposed of (where they cannot be re-used) in accordance with the <i>Waste Classification Guidelines</i> (NSW EPA, 2014a).	Project area
WM5	Waste segregation bins would be located at various locations within the Project area, if space permits, to facilitate segregation and prevent cross contamination.	Project area
<u>Sustainability and climate change</u>		
Construction		
SCC1	Sustainability initiatives would be incorporated into the detailed design and construction of the Project to support the achievement of the Project sustainability objectives and would be detailed in the SMP.	All
SCC2	A rating level of 'Excellent' would be targeted under version 1.2 of the IS Rating Tool.	All
SCC3	A workforce development and industry participation strategy would be developed and implemented during construction.	All
SCC4	Adaptation measures, as outlined in the TfNSW <i>Climate Risk Assessment Guidelines</i> , would be further assessed during detailed design and where practicable incorporated into the detailed design and construction of the Project.	All
Operation		
SCC5	Sustainability initiatives would be incorporated into the operation of the Project to support the achievement of the Project sustainability objectives. These would be detailed in the SMP.	All
SCC6	Adaptation measures, as outlined in the TfNSW <i>Climate Risk Assessment Guidelines</i> , would be further assessed during detailed design and where practicable incorporated into the operation of the Project.	All
SCC7	Periodic review of climate change risks would be undertaken during operations to ensure ongoing resilience to the impacts of climate change.	All
<u>Cumulative impacts</u>		
Construction		
C11	TfNSW would co-ordinate with other project developers with projects under construction at the same time in regard to potential cumulative impacts (including potential cumulative noise and traffic impacts). Co-ordination and consultation with relevant stakeholders would also occur when necessary (e.g. DPIE, Sydney Trains, State Transit Authority, City of Sydney Council, utility providers, emergency service providers). These stakeholders would be kept informed of construction progress and scheduling, in an effort to minimise community impacts. Co-ordination and consultation with these stakeholders would also include development of mitigation strategies to manage conflicts such as adjustments to the construction program and work activities, co-ordination of traffic management arrangements between projects and coordination of consultation activities to minimise the potential for consultation fatigue.	All

ID	Management and mitigation measures	Applicable location (s)
CI2	Noise mitigation measures (refer Chapter 13 (Noise and vibration) of the EIS) would be reviewed for their appropriateness in line with the <i>Interim Construction Noise Guideline</i> (DECC, 2009) where cumulative noise impacts on a receiver are expected and the Project is the dominant source. Identified mitigation measures would be implemented, where reasonable and feasible.	All

10. Conclusion

10.1 Overview

This Response to Submissions Report has been prepared to support Transport for NSW's application for approval of the Project as State significant infrastructure, in accordance with the requirements of Division 5.2 of the EP&A Act.

This section provides an overview of the Project as clarified in this report, a summary of the key issues raised in submissions as well as how they have been addressed. It also outlines the next steps in the planning approval process.

10.2 Project clarifications

Since the exhibition of the EIS continued development of the project design has resulted in some changes to the project description. As such, some of the assessment results required clarification. As detailed in **Section 4**, clarification of project elements were provided for:

- use of the construction ancillary facilities, including a revision on the proposed use of ancillary facility 2, to include use as a site office compound for the Project. This amendment would not result in a change to the noise or traffic assumptions provided in the EIS for ancillary facility 2.
- details regarding the proposed high-rail access, including confirmation that the Sydney Trains high-rail access point in Macdonaldtown would be utilised for the Project. This change would not result in additional traffic generation to that outlined in the EIS (see **Section 4.1.1**), and would utilise existing access routes that Sydney Trains currently use. The noise assumptions as outlined in Technical report 4 – Noise and Vibration of the EIS would remain valid, due to the proximity of the high rail access to ancillary facility 1.
- removal of the Platform 8/9 pier, including clarification that this support pylon is no longer required. This would result in a result in less physical impacts to platform 8/9.
- additional details on the layout of the station entrances, including reconfiguration at Marian Street and additional/changed toilet facilities.
- cumulative impacts potentially resulting from a newly approved DA on Cornwallis Street, which includes construction of a six storey boarding house.

These clarifications would not result in an increase in the adverse impacts of the Project outlined in the EIS, and in some instances would reduce the potential adverse impacts of the Project.

These clarifications have been reflected in the Project Description for the Project, as presented in Appendix B.

10.3 Response to issues raised

During the exhibition period, 72 submissions were received, including eight from government agencies and five from organisations/key stakeholders. The remaining 60 submissions were received from members of the local community. Key issues of concern to the local community included:

- Strategic context and justification
- Project development and design
- Consultation and engagement
- Landscape and visual character
- Land use and property
- Traffic, transport and access
- Noise and vibration
- Impacts to heritage items

- Air quality.

Key issues of concern to government agencies and organisations/key stakeholders included:

- Strategic context and justification
- Traffic, transport and access
- Consultation and engagement
- Project development and design
- Amenity impacts
- Listed heritage impacts
- Noise and Vibration
- Biodiversity
- Waste and contamination
- Landscape and visual character
- Safety.

In response to the issues raised by the community, government agencies and organisations/key stakeholders, TfNSW has continued to refine the project design, and amended performance outcomes to better align with community and key stakeholder expectations. This includes:

- a commitment to carry out a co-design process to determine the streetscapes of Little Eveleigh Street and Marian Street
- continued consultation with CoS Council with regard to biodiversity within the Project area
- greater commitment for the provision of community artworks, and heritage interpretation within the concourse and surrounds
- implementation of measures to limit or deter graffiti, encourage social interaction, reduce opportunistic crime and discourage antisocial behaviour, particularly at Little Eveleigh Street, in accordance with the principles of CPTED and in consultation with NSW Police and the CoS Council.
- implementation of an Aboriginal consultation program during the detailed design of the Project
- the implementation of additional mitigation measures, as detailed in **Section 9**.

Section 6, Section 7 and Section 8 of this Response to Submissions Report provide responses to each issue raised by the community, government agencies and key stakeholders.

10.4 Next steps

The NSW DPIE will, on behalf of the NSW Minister for Planning and Public Spaces, review the EIS, and this Response to Submissions Report for the Project. Once DPIE has completed its assessment, an Environmental Assessment Report will be prepared for the Planning Secretary of DPIE, which may include recommended conditions of consent.

The Environmental Assessment Report will be provided to the NSW Minister for Planning and Public Spaces, who will then approve the Project (with any conditions considered appropriate) or refuse the Project.

A copy of the final Response to Submissions Report will be made publicly available on the DPIE Major Projects website. The NSW Minister for Planning and Public Spaces determination, including any conditions of consent and the Planning Secretary's Environmental Assessment Report, will be published on the DPIE Major Projects website following determination.

Redfern Station Upgrade – New Southern Concourse

Appendix A: Issue categories and where to find responses to issues raised in community submissions



Appendix A: Issue categories and where to find responses to issues raised in community submissions

Issues raised in submissions from individual community members have been grouped into common issues.

Respondents can locate the issues raised in their submissions in the relevant section of the report where these have been addressed.

Each submission author has been assigned a respondent identification number based on their submission form number assigned by the NSW DPIE on receipt of the submission. A respondent can access their respondent identification number by locating their submission on the DPIE Major Projects website.

Report Section	Respondent identification numbers	Count
6.1 General		
Issue: General support	S-126845	1
6.2 Strategic context and justification		
Issue: justification for the Project	S-126860, S-127037, S-127055, S-127032	4
Issue: the Project does not address all the needs of the area	S-127032, S-127048, S-127081	3
Issue: consistency with the region plans	S-127032	1
6.3 Project development and design		
6.3.1 Redfern Station Upgrade		
Issue: Futureproofing	S-127082	1
6.3.2 Options considered		
Issue: concerns with the options assessment process		
Sub-issue (option 1 does not meet SEARs)	S-126180	1
Sub-issue (Option 5, 6 and community options have improved connectivity outcomes)	S-126162, S-126627, S-126742, S-126876, S-126890, S-126963, S-126967, S-127034, S-127035, S-127036, S-127037, S-127039, S-127040, S-127043, S-127048, S-127053, S-127067, S-127092, S-127098, S-127110	20

Report Section	Respondent identification numbers	Count
<i>Sub issue (preferred option does not alleviate issues)</i>	S-126162, S-126627, S-126742, S-126876, S-126890, S-126963, S-126967, S-127036, S-127037, S-127039, S-127040, S-127053, S-127092, S-127098, S-127035, S-127043, S-127081	17
6.3.3 Design suggestions		
Issue: Widening design elements		
<i>Sub-issue (shared zones)</i>	S-127020	1
<i>Sub-issue (platforms)</i>	S-126020	1
<i>Sub-issue (stairs and lifts)</i>	S-126020, S-126837	2
<i>Sub-issue (path at station entrance)</i>	S-126020	1
<i>Sub-issue (the concourse)</i>	S-126837, S-126855, S-126967, S-127131	4
<i>Sub-issue (pedestrian paths)</i>	S-126766	1
Issue: Dedicated cycleways		
<i>Sub-issue (on Little Eveleigh Street)</i>	S-126172, S-126855, S-126856, S-126884, S-127020	5
<i>Sub-issue (over the rail alignment)</i>	S-126074, S-126075, S-126188, S-126840, S-126020, S-126763, S-126766	7
<i>Sub-issue (to join into Wilson Street Cycleway)</i>	S-127055	1
<i>Sub-issue (a two-way north south separated path)</i>	S-126020	1

Report Section	Respondent identification numbers	Count
<i>Sub-issue (Project doesn't connect to Sydney's cycling network)</i>	S-127055	1
Issue: Design changes		
<i>Sub-issue (accessible features)</i>	S-127020, S-127032, S-127131	3
<i>Sub-issue (ramp at Marian Street entrance)</i>	S-126855	1
<i>Sub-issue (removal of tree)</i>	S-127109	1
<i>Sub-issue (tactiles)</i>	S-126799	1
<i>Sub-issue (pedestrian crossing on LE Street)</i>	S-126172	1
<i>Sub-issue (cyclist ramp)</i>	S-126180	1
<i>Sub-issue (South Eveleigh exit point)</i>	S-126162, S-126627, S-126742, S-126876, S-126890, S-126963, S-126967, S-127034, S-127036, S-127037, S-127039, S-127040, S-127043, S-127048, S-127053, S-127081, S-127092, S-127098, S-127110	19
<i>Sub-issue (Wilson Street exit point)</i>	S-126799, S-127032	2
<i>Sub-issue (kiss and ride on west of station)</i>	S-126791, S-126808	2
<i>Sub-issue (Bike access and shed)</i>	S-126844, S-126856, S-127082, S-126075, S-126763, S-126967	6

Report Section	Respondent identification numbers	Count
<i>Sub-issue (Ban dock-less bikes)</i>	S-126172	1
<i>Sub-issue (platform 10 access)</i>	S-126799	1
<i>Sub-issue (sign posted pedestrian and cycle routes)</i>	S-127020	1
<i>Sub-issue (pedestrian corridor under platform 10)</i>	S-126799	1
<i>Sub-issue (concourse connection to platforms 11 and 12)</i>	S-126188, S-126840, S-126799, S-126083	4
<i>Sub-issue (emergency exit for 11 and 12)</i>	S-127048	1
6.3.4 Construction		
Issue: construction timeframe is too long	S-127032, S-127061	2
6.4 Community and stakeholder consultation		
6.4.1. Adequacy of consultation		
Issue: inadequate amount of consultation	S-126020, S-127035, S-127081	3
Issue: consultation to date inaccurately represents community concerns		

Report Section	Respondent identification numbers	Count
<i>Sub-issue (survey not representative)</i>	S-126162, S-126627, S-126742, S-126876, S-126890, S-126963, S-126967, S-127034, S-127036, S-127037, S-127039, S-127040, S-127043, S-127053, S-127067, S-127081, S-127092, S-127098, S-127110	19
<i>Sub-issue (feedback not taken into account)</i>	S-126682, S-126742, S-126890, S-127020, S-127035, S-127036, S-127040, S-127067, S-127081, S-127110, S-126860	11
6.5 Landscape character and visual		
6.5.1 Adequacy of assessment		
Issue: visual assessment underestimated impacts from shared zone users	S-126162, S-126627, S-126742, S-126876, S-126890, S-126963, S-126967, S-127036, S-127037, S-127039, S-127040, S-127053, S-127092, S-127098, S-127109, S-127110	16
6.5.2 Privacy and safety for residents		
Issue: privacy and safety concerns	S-126682, S-126860, S-127035, S-127048	4
6.5.3 Lighting impacts		
Issue – light and shadowing impacts		
<i>Sub-issue (loss of natural light and shadowing)</i>	S-126162, S-126627, S-126742, S-126876, S-126890, S-126963, S-126967, S-127034, S-127036, S-127037, S-127039, S-127040, S-127043, S-127053, S-127092, S-127098, S-127110	17
<i>Sub-issue (impact of lighting)</i>	S-126860, S-126886, S-127026, S-127032, S-127034, S-127043, S-127081	7
6.5.4 Management and mitigation measures		
Issue: no lighting mitigation available	S-126886, S-127020, S-127032, S-127048, S-127061, S-127109, S-127034	7
Issue: planting and landscaping		

Report Section	Respondent identification numbers	Count
<i>Sub-issue (planting to help pedestrian flow)</i>	S-126682, S-126886, S-127020, S-127032, S-127048	5
<i>Sub-issue (landscaping would not happen due to funding issues)</i>	S-126886	1
Issue: privacy for residents		
<i>Sub-issue (design for privacy)</i>	S-126162, S-126627, S-126742, S-126860, S-126876, S-126890, S-126963, S-126967, S-127036, S-127037, S-127039, S-127040, S-127053, S-127061, S-127092, S-127098, S-127110	17
<i>Sub-issue (CCTV)</i>	S-127061	1
Issue: urban design suggestions		
<i>Sub-issue (incorporate Aboriginal theme)</i>	S-127032, S-126101	2
<i>Sub-issue (weather protection)</i>	S-126020	1
<i>Sub-issue (digital readers)</i>	S-126860	1
<i>Sub-issue (PA system)</i>	S-126860	1
<i>Sub-issue (Billboards)</i>	S-126172	1
<i>Sub-issue (public seating)</i>	S-126860, S-127061	2
<i>Sub-issue (pedestrian signal)</i>	S-126020	1
Issue: urban design guidelines	S-126884	1

Report Section	Respondent identification numbers	Count
6.6 Land use and property		
Issue: Change in land use	S-126886, S-127032	2
Issue: Gibbons street reserve	S-127094, S-127131	2
Issue: Rezoning	S-127109	1
6.7 Traffic, transport and access		
6.7.1 Adequacy of assessment		
Issue: impacts of the shared zone underestimated		
<i>Sub-issue (pedestrian movements underestimated)</i>	S-126020, S-126967, S-127035, S-127048	4
<i>Sub-issue (additional traffic and parking assessment)</i>	S-127131	1
6.7.2 Construction impacts		
Issue: availability of roads during construction		
<i>Sub-issue (road accessibility)</i>	S-127032, S-127109	2
<i>Sub-issue (construction routes)</i>	S-127094	1
6.7.3 Operation impacts		
Issue: Pedestrian and cycle connectivity	S-126075	1

Report Section	Respondent identification numbers	Count
<i>Sub-issue (new entrance is further away than existing platform 10 entrance)</i>	S-126162, S-126627, S-126742, S-126876, S-126890, S-126963, S-126967, S-127036, S-127037, S-127039, S-127040, S-127053, S-127092, S-127098, S-127110	15
<i>Sub-issue (barrier free access)</i>	S-126020, S-126074, S-126180, S-126628, S-126855, S-127032, S-127035, S-127054, S-127055, S-127094, S-127131, S-126645,	12
<i>Sub-issue (connection to bus stops)</i>	S-126020, S-127082	2
<i>Sub-issue (access to buses)</i>	S-127094, S-127131	2
Issue: Broader pedestrian and cycle connectivity		
<i>Sub-issue (between South and North Eveleigh)</i>	S-126020, S-126074, S-126162, S-126180, S-126627, S-126742, S-126766, S-126876, S-126890, S-126963, S-126967, S-127020, S-127034, S-127036, S-127037, S-127039, S-127040, S-127043, S-127048, S-127053, S-127092, S-127098, S-127110, S-127131	24
Issue: Drop-offs		
<i>Sub-issue (inadequate 'drop off' locations)</i>	S-127061	1
<i>Sub-issue (no Kiss and Ride on the west)</i>	S-126808	1
Issue: Bus stop relocation	S-126791	1
Issue: Pedestrian and cyclist safety		
<i>Sub-issue (narrow streets)</i>	S-126075, S-126162, S-126180, S-126627, S-126682, S-126742, S-126763, S-126775, S-126791, S-126812, S-126840, S-126876, S-126886, S-126890, S-126963, S-126967, S-127020, S-127026, S-127034, S-127035, S-127036, S-127037, S-127039, S-127040, S-127043, S-127048, S-127053, S-127061, S-127081, S-127092, S-127098, S-127109, S-127110, S-126884	34

Report Section	Respondent identification numbers	Count
<i>Sub-issue (not separated paths)</i>	S-126791, S-126812, S-126844, S-126884, S-127020, S-127035, S-127048, S-127109	8
Issue – Permanent parking		
<i>Sub-issue (replacement of lost spaces)</i>	S-126162, S-126627, S-126742, S-126876, S-126890, S-126963, S-127020, S-127034, S-127036, S-127037, S-127039, S-127040, S-127043, S-127053, S-127061, S-127092, S-127098, S-127110	18
<i>Sub-issue (new carpark)</i>	S-126752, S-127048, S-127109, S-127035	4
<i>Sub-issue (accessibility of new carpark)</i>	S-126752	1
<i>Sub-issue Accessible parking on Wilson Street</i>	S-126799	1
<i>Sub-issue (EV)</i>	S-126752	1
<i>Sub-issue (Sydney Trains staff parking)</i>	S-126810	1
<i>Sub-issue (Police station parking)</i>	S-126791	1
6.7.4 Management and mitigation measures		
Issue – Construction traffic mitigation	S-127061	1
Issue: Operational traffic mitigation		
<i>Sub-issue (ongoing access)</i>	S-127048, S-127109	2

Report Section	Respondent identification numbers	Count
<i>Sub-issue (congestion in shared zones)</i>	S-126162, S-126627, S-126742, S-126876, S-126886, S-126890, S-126963, S-126967, S-127020, S-127036, S-127037, S-127039, S-127040, S-127053, S-127092, S-127098, S-127110	17
<i>Sub-issue (restricting access)</i>	S-126886	1
<i>Sub-issue (replacement parking)</i>	S-126162, S-126627, S-126742, S-126876, S-126890, S-126963, S-127034, S-127036, S-127037, S-127039, S-127040, S-127043, S-127053, S-127092, S-127098, S-127110	16
6.7 Noise and vibration		
6.7.1 Construction impacts		
Issue: construction noise impacts	S-127026, S-127032, S-126682, S-127048	4
6.7.2 Operation impacts		
Issue: operational noise impacts	S-126682, S-127026, S-127035, S-127048, S-126860, S-127032	6
6.7.3 Management and mitigation measures		
Issue: no feasible construction impact mitigation		
<i>Sub-issue (minimise construction noise)</i>	S-126162, S-126627, S-126742, S-126876, S-126890, S-126963, S-126967, S-127034, S-127036, S-127037, S-127039, S-127040, S-127043, S-127053, S-127092, S-127098, S-127110	17
<i>Sub-issue (noise monitoring)</i>	S-127061	1
<i>Sub-issue (helpline)</i>	S-127032, S-127061	2
<i>Sub-issue (vibration assessment)</i>	S-127061	1

Report Section	Respondent identification numbers	Count
<i>Sub-issue (alternative accommodation)</i>	S-127061	1
Issue: no feasible operational impact mitigation		
<i>Sub-issue (noise from commuters)</i>	S-126162, S-126627, S-126742, S-126876, S-126890, S-126963, S-126967, S-127036, S-127037, S-127039, S-127040, S-127048, S-127053, S-127092, S-127098, S-127110	16
<i>Sub-issue (no seating)</i>	S-126791, S-127061	2
<i>Sub-issue (carpark)</i>	S-126886	1
<i>Sub-issue (proximity of station entrance)</i>	S-127048, S-127081	2
<i>Sub-issue (bus stop)</i>	S-126791	1
6.9 Non-Aboriginal heritage		
6.9.1 Adequacy of assessment		
Issue: impact on heritage	S-127026	1
6.9.2 Operational impacts		
Issue: design is not sympathetic to heritage	S-127026, S-127035	2
6.10 Air quality		
6.10.1 Construction impacts		
Issue: air quality impacts on residences		
<i>Sub issue (car park)</i>	S-127026, S-127032	2

Report Section	Respondent identification numbers	Count
<i>Sub issue (work vehicles)</i>	S-127061	1
<i>Sub issue (diesel generators)</i>	S-127061	1
<i>Sub issue (dust)</i>	S-127061	1
6.10.1 Operational impacts		
Issue: bus stop relocation	S-126791	1
6.11 Other issues		
Issue – NBN upgrade	S-127020, S-127061	2