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By email: [Mick.Fallon@planning.nsw.gov.au](mailto:Mick.Fallon@planning.nsw.gov.au)

Dear Mick

**Notice of Exhibition of application for SSI 10041 – Redfern Station Upgrade – New Southern Concourse**

Thank you for your referral (26 May 2020) inviting comments from the Heritage Council of NSW on the above State Significant Infrastructure (SSI) proposal.

We understand the proposed development involves:

- Construction of a new 6m wide concourse (east to west) including stair and lift access to Platforms 1 to 10 (above ground platforms);
- Construction of two new station entrances – Marian & Little Eveleigh Streets;
- Relocation of Platform 1 Office Building and demolition of its lean-to structures;
- Demolition of the brick privacy screens to Platform buildings 4/5, 6/7 and 8/9, and installation of overhead wire structures (OHWS);
- Demolition of the top of the retaining wall on Platform 10;
- Upgrade works to Platforms 1-10 including regrading platform surfaces, drainage works, removal and reinstatement of existing platform seats and upgrade of electrical equipment;
- Excavation works including at the proposed entrances and platform areas (to a depth of up to 18 metres), and for OHWS footings (to a depth of up to 8 metres);
- Provision of Ancillary facilities (x 3); and
- Public domain and landscape works.

The proposed SSI affects the State Heritage Register (SHR) item Redfern Railway Station group (SHR no. 01234). Redfern Railway Station group is significant at a state level as a major suburban station with landmark qualities, which played an important role in the development of the surrounding residential and industrial suburbs. The SHR listed Eveleigh Railway Workshops (SHR 01140) and the Eveleigh Chief Mechanical Engineer's Office (SHR 01139) are adjacent.

I can advise that Heritage NSW, as Delegate of the Heritage Council of NSW, has had significant discussion with Transport for NSW through their planning and options studies for this station upgrade project. Heritage NSW is cognisant of the need to update this key interchange station that is servicing the broader South Eveleigh and University precincts.

In our review of the final project documents, we provide the following comments:

- 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.
- 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 have 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.
- 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.

- 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.
- 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.

- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- In addition, the interpretation strategy should be integrated with the interpretation strategy that has been developed for the ERW site at South Eveleigh.

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.

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

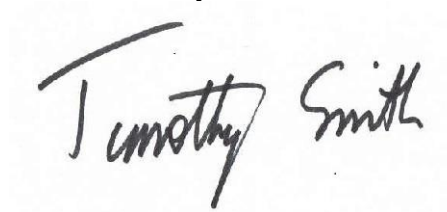
Redfern railway` site. We concur that historical archaeological deposits are not expected associated with the post 1850s terrace houses that were present before the construction and expansion of the railway station. There are some remnants of a prior over-bridge built in 1914 and there may be former 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.

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.

Again, we acknowledge the extensive consultation TfNSW has undertaken, including with Heritage NSW. We look forward to further consultation to refine the design and minimise heritage impacts.

If you have any questions regarding the above advice, please contact David Nix, Senior Heritage Officer at Heritage NSW on 9895 6523 or david.nix@environment.nsw.gov.au.

Yours sincerely

A handwritten signature in black ink that reads "Timothy Smith". The signature is written in a cursive style with a large, sweeping initial 'T'.

**Tim Smith OAM**  
Director Heritage Operations  
Heritage NSW  
Department of Premier and Cabinet  
**As Delegate of the Heritage Council of NSW**  
2 July 2020