

1 Introduction

This chapter provides a brief overview of the Project, including its key features, need and objectives, and identifies the structure of this EIS.

1.1 Project 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 seeking approval 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.

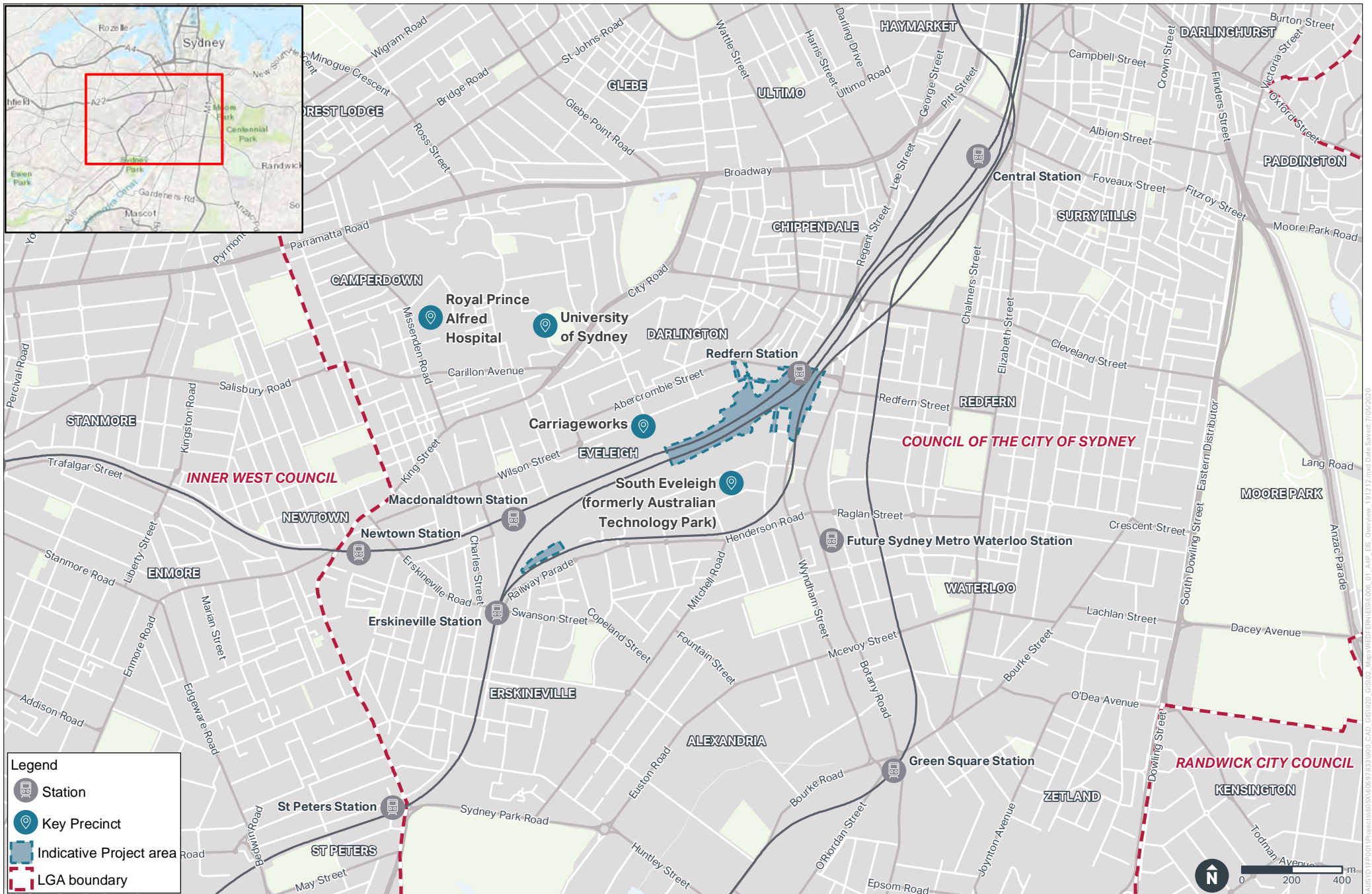
The Project's context and location is provided on **Figure 1-1**. The key Project features are shown on **Figure 5-2**, and include the following:

- a six metre wide concourse between Little Eveleigh Street and Marian Street
- new stair and lift access from the new 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
- upgrade of Marian Street/Cornwallis Street/Rosehill Street area including an extension to the existing shared zone
- relocation of the bus zone from Little Eveleigh Street to Lawson Street
- kiss and ride on Lawson Street and Gibbons Street, and associated footpath upgrades
- footpath widening on Ivy Street
- relocation of a building on Platform 1 to accommodate the concourse
- platforms works (including re-surfacing, repurposing/relocating/altering platform features, installation of canopies, drainage works, and installation of operational infrastructure such as wayfinding and signage and passenger information systems)
- service relocations and upgrades including relocation of overhead wiring structure and installation of a new rail signal between Platforms 1 and 2.

Redfern Station is an important destination and the sixth busiest on the rail network, servicing the community, an innovation and technology hub, education and health centres and businesses. The Project is the first step in renewing the Redfern North Eveleigh Precinct. It would provide easy access to Platforms 1 to 10 with six new lifts and stairs, and better connectivity with the surrounding areas including key destinations such as South Eveleigh (formerly known as Australian Technology Park), Carriageworks and educational and health centres.

The Project is subject to assessment and approval by the Minister for Planning and Public Spaces under Division 5.2 of the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act). This document addresses the environmental assessment requirements of the Secretary of the Department of Planning, Industry and Environment (DPIE) (the 'Secretary's environmental assessment requirements', or SEARs), dated 20 December 2019, which incorporates the requirements of Part 3 of

Schedule 2 of the *Environmental Planning and Assessment Regulation* 2000 (EP&A Regulation) (refer to **Appendix A**).



1.2 Background

1.2.1 Transport Access Program

The NSW Government is committed to facilitating and encouraging the use of public transport, such as trains, by upgrading railway stations to make them more accessible, and improving interchanges around stations with other modes of transport such as bicycles, buses and cars. As outlined in **Section 1.1**, 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 where it is needed most.

The TAP aims to provide:

- stations that are accessible to people who have disabilities, are less mobile, parents/carers with prams and customers with luggage
- modern buildings and facilities for all modes that meet the needs of a growing population
- modern interchanges that support an integrated transport network and allow seamless transfers between all modes of transport for all customers
- safety improvements including extra lighting, lift alarms, fences and security measures for car parks and interchanges, including stations, bus stops and wharves
- signage improvements so customers can more easily use public transport and transfer between transport modes at interchanges
- other improvements and maintenance such as painting, new fencing and roof replacements.

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.

The Project would 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. 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.

1.2.2 Local Redfern precinct

Redfern Station is located within the Sydney Innovation and Technology Precinct (NSW Government, 2018), which is a commitment by the NSW Government to create a globally competitive innovation and technology precinct located in the Central to Eveleigh corridor. The vision for the Sydney Innovation and Technology Precinct includes the development of approximately 250,000 square metres of dedicated floorspace for technology companies with a focus on enabling the growth of new companies. The development of this Precinct aims to create 25,000 new innovation jobs, 100 new scale-up companies and triple NSW's technology exports. The Project has been identified as a key infrastructure project which will be crucial to supporting the development of the Precinct.

Redfern is also the subject of various local urban renewal initiatives such as streetscape and cycleway improvements by City of Sydney Council and private developments, which are transforming the urban village of Redfern.

Several housing projects within the vicinity of the Project have also been proposed or are currently being completed including The Pemulwuy Project to redevelop land known as "the Block" in Redfern in the area north of the Project. The mixed-use site will ultimately include affordable housing for 62 Aboriginal and Torres Strait Islander families, a gymnasium, commercial and retail space, a gallery, student accommodation for 154 students, and a childcare centre.

The Project footprint sits within the Redfern-Waterloo Authority Sites State Significant Precinct which includes the North Eveleigh West site, the South Eveleigh site (formerly Australian Technology Park) and Carriageworks, which continues to experience growth in visitor numbers.

In addition to the predicted growth trend in public transport customers, patronage at Redfern Station is increasing as a result of a large-scale commercial development underway at South Eveleigh, where Commonwealth Bank of Australia has partnered with Mirvac Group (Mircvac) to redevelop the former Australian Technology Park as an innovation and technology hub. This development alone gave rise to an increase of approximately 4,500 commuters at Redfern Station by early to mid-2019, with approximately another 5,500 workers expected by mid-2020.

The University of Sydney's Camperdown-Darlington campus is a significant employment hub and destination which has delivered four transformational projects as part of a substantial capital works program over the past five years. A further five major developments are proposed, including its Engineering and Technology Precinct, which has been declared to be State Significant Development (SSD).

Redfern Station is located in the vicinity of two major Sydney hospitals. It is about 1.3 kilometres east of Royal Prince Alfred Hospital (RPA) and two kilometres south west of St Vincent's Hospital. Both hospitals operate within the Public and Private system and are teaching hospitals affiliated with Universities. RPA is the largest hospital in the Sydney Local Health District and has the largest volume of medical research undertaken within NSW.

1.3 Project need and benefits

The Project aims to address current demand for the station and significant forecast growth in the surrounding area associated with 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 already at capacity and has deficiencies that restrict capacity to meet future demands and present a risk to customer safety.

Access to the station platforms does not currently comply with 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 enable access to Redfern Station and platforms from both Little Eveleigh and Marian Streets through the inclusion of lifts to Platforms 1-10. New stairs to platforms would provide a secondary entry/exit point which would serve to improve customer movements and capacity within the station. The Project would support better connections for the community including access to employment, education and businesses.

The proposed concourse would provide connectivity between the platforms at Redfern Station and Marian Street and Little Eveleigh Street and would also provide cross corridor connectivity. This would address one of the existing pedestrian desire lines, by providing access to the station's above ground platforms closer to South Eveleigh, Carriageworks and the University of Sydney.

1.4 Project objectives

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
- 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.

1.5 Proponent details

The proponent for the Project is Transport for NSW (TfNSW). TfNSW engages in transport planning, strategy, policy, procurement and other non-service delivery functions across many modes of transport including roads, rail, ferries, light rail and point to point transport such as taxis, hire cars and rideshare services.

1.6 Purpose and structure of this environmental impact statement

This EIS supports an application for approval of the Project as State Significant Infrastructure (SSI) under Part 5.2 of the EP&A Act. It addresses the SEARs issued on 20 December 2020 (refer to **Appendix A**).

The EIS is structured as follows:

- Chapter 1: Introduction to the EIS
- Chapter 2: A description of the location of the Project and surrounding area, and strategic context of the Project
- Chapter 3: Information on the statutory planning and assessment process
- Chapter 4: A description of the Project development process including options considered and justification for the preferred option
- Chapter 5: A description of the Project
- Chapter 6: A summary of the community and stakeholder engagement for the Project
- Chapter 7: A description of the environmental scoping assessment undertaken for the EIS
- Chapters 8 to 23: Assessment of specific environmental issues including:
 - Urban design
 - Landscape and visual
 - Land use and property
 - Social
 - Transport and traffic
 - Noise and vibration
 - Non-Aboriginal heritage
 - Aboriginal heritage
 - Biodiversity
 - Soil, groundwater and contamination
 - Flooding, hydrology and water quality
 - Air quality
 - Hazard and risk
 - Waste and resources
 - Climate change and sustainability
 - Cumulative impacts.
- Chapter 24: An outline of the proposed environmental management framework, performance outcomes and mitigation measures proposed for the Project

- Chapter 25: A synthesis of the EIS, including an overall evaluation of the Project with regard to social, economic and environmental considerations and the results of the EIS
- Chapter 26: EIS References.

The appendices of the EIS (Appendix A to Appendix G) include the SEARs as well as a table of where the SEARs are addressed, the Stakeholder and Community Engagement documents, the Urban Design and Public Domain Plan for the Project, the Construction Environmental Management Framework, Construction Noise and Vibration Strategy, biodiversity development assessment report (BDAR) waiver and supporting geotechnical and contamination assessment reports.

The specialist technical reports prepared as an input to the EIS are provided as Technical report 1 to Technical report 7.