

2 Location and strategic context

This chapter describes the location and strategic context of the Project. It defines the Project area for the purpose of the EIS, and provides a description of the surrounding area in which it is located. A description of relevant strategic plans and the need for the Project is also provided.

2.1 Project area and study area

The term 'Project area' refers to the area where the Project would be undertaken, including both construction and operational areas. The Project area includes land within the rail corridor and surrounding streets where new station entrances, shared zones and other elements of the Project would be located. The Project area also includes construction areas and ancillary facility areas. The Project area is shown on **Figure 5-1**.

The 'study area' is the wider area that may be directly or indirectly affected by the Project, and varies for each technical assessment within this EIS according to the nature and requirements of the assessment and potential impacts (e.g. noise and vibration impacts, visual impacts, heritage impacts). A description of the study area for each technical assessment is provided in each assessment.

2.2 Project Location

2.2.1 Project setting and local area

The Project is located at Redfern Station on the Main Suburban railway line, approximately 1.3 kilometres from Central Station. Redfern Station is located within the suburbs of Redfern and Eveleigh in the City of Sydney Local Government Area (LGA) and in 2018 was the sixth busiest station on the Sydney Trains networks with approximately 70,000 entries and exits on an average weekday. The station is served by all Sydney Trains lines except the Cumberland Line, Carlingford Line and the airport branch of the Airport and South Line. 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 RPA
- North – Residential areas and the Redfern Community Centre.

At present there are three entrances to Redfern Station:

- the Lawson Street overbridge located to the north of the station
- Gibbons Street entrance, located to the south-east of the station, adjacent to the Gibbons Street/Redfern Street intersection
- 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 its political symbolism and history of the area as a focus for activism and civil and land rights for Aboriginal people. Within the Project area, 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.

2.2.2 Property ownership

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 land and properties. Construction of the Project would require the temporary use of NSW Government and Council owned land. Land ownership is described further in **Chapter 5**, and land use and property is further described in **Chapter 10** of this EIS.

The Project area is situated over the following lot and deposited plans (DP):

- Lot 38 DP 98 (125-127 Little Eveleigh Street)
- Lot 39 DP 98 (125-127 Little Eveleigh Street)
- Lot 1 DP 4209 (Gibbons Street Reserve)
- Lot 2 DP 4209 (Gibbons Street Reserve)
- Lot 3 DP 4209 (Gibbons Street Reserve)
- Lot 4 DP 4209 (Gibbons Street Reserve)
- Lot 6 DP 4209 (Gibbons Street Reserve)
- Lot 7 DP 4209 (Gibbons Street Reserve)
- Lot 8 DP 4209 (Gibbons Street Reserve)
- Lot 9 DP 4209 (Gibbons Street Reserve)
- Lot 10 DP 4209 (Gibbons Street Reserve)
- Lot 4 DP 264605 (Gibbons Street Reserve)
- Lot 5 DP 264605 (Gibbons Street Reserve)
- Lot 6 DP 264605 (Gibbons Street Reserve)
- Lot 1 DP 431984 (Gibbons Street Reserve)
- Lot 1 DP 776019 (Gibbons Street Reserve)
- Lot 3 DP 862513 (railway corridor beneath the Lawson Street bridge)
- Lot 52 DP 1001467 (Eveleigh Maintenance Centre)
- Lot 2 DP 1011782 (railway corridor north of the Lawson Street bridge)
- Lot 5 DP 1175706 (the station and railway corridor south of the Lawson Street bridge)

- Lot 4007 DP 1194309 (South Eveleigh Precinct).

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

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

The above roads are classified as local roads with the exception of Gibbons Street which is classified as a State road.

2.3 Strategic context

2.3.1 Overview

Improving transport customer experience and accessibility is the focus of the TAP. Transport interchanges and stations are recognised as important gateways to the transport system and as such play a critical role in shaping the customer's experience and perception of public transport. As outlined in **Chapter 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.

Redfern Station is located within the Redfern-Waterloo Authority Sites - State Significant Precinct (SSP) as listed under Schedule 2 of the *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP) and prescribed under Appendix 4 of the *State Environmental Planning Policy (State Significant Precincts) 2005* (State Significant Precincts SEPP). However, neither Schedule 2 of the SRD SEPP nor Appendix 4 of the State Significant Precincts SEPP affect the SSI declaration for the Project (see the discussion in **Table 3-1**).

The NSW State Government is considering the future vision of the North Eveleigh site within the SSP with the upgrade of Redfern Station the first step towards its renewal.

There is significant strategic need for the Redfern Station Upgrade as Redfern Station performs an essential role in the wider Sydney CBD rail network. Its proximity to the Redfern Street retail strip plays an important socio-economic role and it is pivotal to the success and connectivity of key residential, commercial and educational/research sites in the precinct. It serves a broad patronage including local residents, the nearby South Eveleigh precinct, the University of Sydney, TAFE Eora, Royal Prince Alfred Hospital and Carriageworks.

The community are considered a key stakeholder in the delivery of the Project.

2.3.2 Greater Sydney Region Plan

The '*Greater Sydney Region Plan: A Metropolis of Three Cities – Connecting people*' (Greater Sydney Commission, 2018), sets the vision and strategy for the Greater Sydney Region. This vision is based on the concept of 'a metropolis of three cities' comprising the Eastern Harbour City (centred on the current Sydney CBD), the Central River City (centred on the emerging CBD of Parramatta), and a new Western Parkland City (centred on the Western Sydney Airport and the Western Sydney Aerotropolis).

The Greater Sydney Region Plan 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 by supporting the concept of a '30-minute city', whereby people can reach their nearest metropolitan and strategic centres within 30 minutes. The Project would also promote north-south and east-west connections. The Project would assist in providing for a forecast increase in the patronage of Redfern Station (associated with growth in the Redfern and North Eveleigh Precinct and the wider Sydney Innovation and Technology Precinct), along with maximising the utility of existing infrastructure, thereby further supporting the objectives of the Greater Sydney Region Plan.

2.3.3 NSW State Infrastructure Strategy 2018 – 2038

The '*Building Momentum: State Infrastructure Strategy 2018-2038*' (Infrastructure NSW, 2018) recommends reforms, policies and projects that respond to NSW's changing economic, social, technological and environmental outlook. It contains 122 recommendations spanning NSW's key infrastructure sectors of transport, energy, water, health, education, justice, social housing, culture,

sport and tourism. The key strategic objective for the transport sector is to '*ensure the transport system creates opportunities for people and businesses to access the services and support they need*'. Relevant recommendations for the Project outlined within the strategy include:

- support the development of a three-city metropolis for Greater Sydney by investing in transport infrastructure that provides high frequency and high-volume access to, and connectivity between, each of the three cities, while enhancing local amenity
- invest in transport infrastructure that is integrated with land use to create opportunities for agglomeration and enhance productivity, liveability and accessibility, in support of the policy goal of a '30-minute city'
- further develop the Sydney rail network with new rail links and system-wide upgrades
- improve the resilience of the system to reflect its critical operational role, including during periods of acute and sustained shock.

The Project would help realise the recommendations of the State Infrastructure Strategy by providing an accessible and high-volume connection to the Eastern Harbour City and Central River City outlined in the Greater Sydney Region Plan.

2.3.4 Future Transport Strategy 2056

The *Future Transport Strategy 2056* (TfNSW, 2018a) is a 40-year strategy, harnessing technology to improve customer and network outcomes, and aligning future planning of the transport network with land use, through collaboration with various government departments.

The *Future Transport Strategy 2056* identifies 12 customer outcomes to guide transport investment in Greater Sydney. These outcomes include transport providing convenient access, supporting attractive places and providing 30-minute access for customers to their nearest centre by public transport.

Customer outcomes relevant to the Project include:

- a safe transport system for every customer with the aim for zero deaths or serious injuries on the network by 2056
- moving people from private vehicles to more sustainable transport modes to reduce congestion and emissions
- fully accessible transport for all customers.

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 increase patronage on public transport thus improving air quality and supporting better health and wellbeing.

2.3.5 Disability Inclusion Action Plan 2018 – 2022

The *Disability Inclusion Action Plan 2018-2022* (TfNSW, 2017a) was developed by TfNSW in parallel with the development of *Future Transport Strategy 2056* and in consultation with the Accessible Transport Advisory Committee, which is made up of representatives from peak disability and ageing organisations within NSW. The *Disability Inclusion Action Plan 2018-2022* builds on the objectives of *Future Transport Strategy 2056* in relation to accessibility to transport. The TAP has been identified in this plan as a key action to ensure that the transport network in Sydney is accessible for all potential users.

The relevant strategic objectives of the *Disability Inclusion Action Plan 2018-2022* are as follows:

- to deliver barrier-free end to end journeys for all customers
- to provide accessible planning and cutting-edge assistive technology
- to ensure people with a disability influence the future of transport in NSW.

The Project would continue to be developed with consideration of the objectives outlined in this Plan and would seek to improve and provide equitable access to public transport facilities.

2.3.6 Central to Eveleigh Urban Transformation Strategy

The *Central to Eveleigh Urban Transformation Strategy*, which was released by the NSW Government in November 2016, guides renewal of 50 hectares of government-owned land in and around the rail corridor along five precincts being:

- North Eveleigh precinct
- South Eveleigh precinct
- Redfern Station precinct
- Central Station precinct
- Waterloo Estate precinct.

The Project would support the implementation of the vision and key moves identified within the strategy, specifically 'Key move 1' to renew Redfern Station, 'Key move 4' to connect the city with surrounding places and 'Key move 7' to create a centre for Sydney's growing economies. The Project would constitute a major upgrade to Redfern Station facilitating increased capacity and supporting the growth of economic and technological centres around the station. The Project would also provide a direct connection between Marian Street and Little Eveleigh Street, providing an accessible path across the railway corridor between Redfern and Eveleigh.

2.3.7 Camperdown - Ultimo Place Strategy

The *Camperdown - Ultimo Place Strategy* was released by the Greater Sydney Commission in February 2019. The vision set out in the Strategy is for the Camperdown–Ultimo Collaboration Area to be Australia's innovation and technology capital by 2036.

The Project would support the implementation of the vision identified within the strategy by addressing some of the challenges faced such as unequally distributed public transport, pedestrian and cycling links within the area and poor pedestrian amenity on high-traffic volume roads.

The Project would constitute a major upgrade to Redfern Station facilitating increased capacity and supporting the growth of economic and technological centres around the station. The Project would also provide a direct connection between Marian Street and Little Eveleigh Street, providing an accessible path across the railway corridor between Redfern and Eveleigh as well as a shared zone for pedestrians and cyclists on Little Eveleigh Street and Marian Street.

2.3.8 Australian Infrastructure Plan 2016

The *Australian Infrastructure Plan 2016* (Infrastructure Australia, 2016) sets out the infrastructure challenges and opportunities Australia faces over the 15 years between 2016 and 2031 and the solutions required to drive productivity growth.

Recommendation 1.7 of the *Australian Infrastructure Plan 2016* states that governments should increase funding for investments in projects and technologies that make better use of existing infrastructure. The Project would support recommendation 1.7 by providing an upgrade to Redfern Station that would both ensure it meets accessibility requirements but also would enable Redfern Station to safely cater for anticipated demand in the future, given planned growth in the surrounding precinct.

2.3.9 Sydney's Rail Future 2012

Sydney's Rail Future 2012 (TfNSW, 2012) introduced the TAP as a means of improving amenities and efficiencies of train stations in Sydney by contributing to the delivery of accessible stations, modern efficient interchanges, improved customer safety and signage improvements. *Sydney's Rail Future 2012* is a long term plan to increase the capacity of Sydney's heavy rail network through investment in new services and upgrading of existing infrastructure. It is a plan to improve the customer's experience by modernising Sydney's rail network.

The Project would support the aims of the plan by upgrading existing infrastructure and improving customer experience at Redfern Station.

2.3.10 Sydney Innovation and Technology Precinct

As discussed in **Section 1.2.2** of the EIS, the NSW Government's vision for the Sydney Innovation and Technology hub (south of the Sydney Central Business District) (DPI, 2019) is to create 25,000 new innovation jobs and 100 new scaleup companies in the wider area. It envisages high level collaboration to achieve this with universities and research institutions, high tech companies and the community.

The Project would support the aims of the precinct by facilitating safe and accessible public transport to meet both current and future demands arising from increased volume of employment and educational opportunities within the precinct.

2.4 Why this Project

Currently Redfern Station is the sixth busiest station in NSW, experiencing approximately 70,000 users on a daily basis between 2016-2018 (TfNSW, 2018b) with an expected increase of over 15 per cent by 2036. This increase will place additional pressures on Redfern Station and the station has been identified as in need of an upgrade for several reasons, including:

- to cater for growth in commuter use at Redfern Station for both transfers between services and as a destination station
- to improve customer experience and accessibility by providing lift access to all platforms
- to develop a design that is flexible and can be integrated with any future station precinct upgrades
- to provide additional access to Redfern Station platforms.

Patronage at Redfern Station is set to increase due to large scale urban renewal and commercial developments in the surrounding area. This includes The Pemulwuy Project and projects associated with the Redfern and North Eveleigh Precinct, and the wider Sydney Innovation and Technology Precinct.

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 public transport patronage and increasing visitor numbers to the surrounding area.

The proposed pedestrian concourse also provides cross corridor connectivity, enabling safe and easy access between major destination precincts on either side of the railway.

The Project would support the objectives of relevant NSW government policies and plans along with providing safe and accessible access to a key Sydney station, taking into account capacity needs and significant predicted future growth in the area surrounding Redfern Station.