

Redfern Station Upgrade

State Significant Infrastructure Assessment SSI 10041

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Glossary

Abbreviation	Definition
AEP	Annual exceedance probability (This is a means of describing how likely a flood is to occur in a given year. For example, a one per cent AEP flood is a flood that has a one per cent chance of occurring, or being exceeded, in any one year.)
BDAR	Biodiversity development assessment report
CBD	Central business district
Council	City of Sydney
Crown Lands	Crown Lands, DPIE
Department	Department of Planning, Industry and Environment
EIS	Environmental Impact Statement
EPA	Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
ESD	Ecologically Sustainable Development
Heritage NSW	Heritage NSW, Department of Premier and Cabinet
Infrastructure SEPP	State Environmental Planning Policy (Infrastructure) 2007
Minister	Minister for Planning and Public Spaces
NCA	Noise catchment area
OHW	Overhead wiring structure
SEARs	Planning Secretary's Environmental Assessment Requirements
Planning Secretary	Secretary of the Department of Planning, Industry and Environment
SEPP	State Environmental Planning Policy
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2011
SSI	State Significant Infrastructure
TAP	Transport Access Program
TfNSW	Transport for NSW (the Proponent)

Executive Summary

Transport for NSW (TfNSW) (the Proponent) is seeking approval to construct and operate an upgrade of Redfern Station as part of the NSW Government's Transport Access Program. This initiative is aimed at providing a better experience for customers by delivering accessible, modern, secure and integrated transport infrastructure across NSW. The Redfern Station Upgrade involves:

- the construction of a 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;
- a new station entrance at Little Eveleigh Street;
- formalisation of a shared zone on Little Eveleigh Street; and
- extension of the existing shared zone on Marian Street.

The project will generate in the order of 110 construction jobs and has a Capital Investment Value of approximately \$85.5 million.

The Department considers that the benefits of the project, including improved accessibility for customers including those that are mobility impaired, increased station capacity, functionality and safety outweigh localised adverse impacts such as increased pedestrian traffic through local streets. On this basis, the Department recommended that it is in the public interest that the project is approved.

The project complies with the objects of the *Environmental Planning and Assessment Act 1979* and is consistent with the Government's key priorities and transport planning framework including the *Future Transport Strategy 2056* (Transport for NSW, 2018), *NSW State Infrastructure Strategy 2018-2038* (NSW Government, 2018), *Central to Eveleigh Urban Transformation Strategy* (UrbanGrowth, 2016) and *Greater Sydney Region Plan: A Metropolis of Three Cities – Connecting People* (Greater Sydney Commission, 2018).

The project is State significant infrastructure and the Minister for Planning and Public Spaces is the approval authority.

Community Engagement

The Environmental Impact Statement (EIS) was publicly exhibited from 27 May 2020 until 24 June 2020 (28 days). Submissions were received from seven government agencies and one local council, with 65 community submissions, including five from special interest groups / organisations. Twenty-seven community submissions objected to the project. Key issues raised in submissions included construction noise, final design option, heritage impacts, reduced connectivity, and impacts associated with creating a shared zone on Little Eveleigh Street including increased pedestrian traffic, conflicts between pedestrians and cyclists, loss of on-street parking and impacts on privacy.

Key Assessment Issues

Urban design and place

The project will alter the visual character of Redfern Station and the areas surrounding the station entrances. However, the impact has been assessed as positive consequent to the high-quality architectural design of the station entrances, concourse and streetscape designs of shared zones which

have been guided by an Urban Design and Public Domain Plan (the Plan). The Proponent prepared the Plan to ensure that design, amenity and a sense of place are key considerations in the engineering design process. Landscape and amenity impacts around station entrances and shared zones would be managed through an updated Plan to ensure that the form and finishes of structures are sympathetic to the character of the local area. In particular, the City of Sydney Council and the local community would be consulted on landscaping of the shared zone along Little Eveleigh Street. The updated Plan must be prepared before the construction of permanent built works or landscaping which are addressed in the Plan.

The Department is satisfied that the assessment has clearly identified the landscape characteristics of the local area and the potential visual and amenity impacts during construction and operation, including impacts on place such as amenity, landscaping, access and parking.

The Department has recommended for the Plan to be reviewed by the existing TfNSW Design Review Panel for the project, which comprises independent and qualified practitioners in the fields of heritage and landscaping, ensuring that the final Plan facilitates high quality finishes for operational structures connected with the railway setting, and shared zones and station entrances that are sympathetic to the landscape character of the surrounding neighbourhood.

Non-Aboriginal heritage

The Project will impact and change the aesthetic, historic, and rarity values of the Redfern Station Railway Group, as well as the aesthetic and technical values of the Eveleigh Railway Workshops, both of which are State-listed heritage items. However, construction of the project will only physically impact one heritage-listed item – the Platform 1 Office Building. This building will be relocated further along the platform, and the Department recommends the preparation of a methodology for tagging, recording, removing and temporarily storing items from the building. Conversion of the building at 125-127 Little Eveleigh Street, Redfern to a station entrance and the creation of a shared zone on Little Eveleigh Street would have only a minor impact on the Darlington Heritage Conservation Area.

Redfern Station is of historic significance having a direct association with the development of Sydney's railway to the western suburbs following its opening in 1884. It is important that the industrial heritage and Aboriginal cultural values of the station and local area are captured and reflected within design elements of the project to provide a link between the past and present. The Department has recommended the preparation of an updated Heritage Interpretation Strategy which sets the framework for heritage interpretation and how it will be integrated into the broader project design, including design principles, design elements (form and fabric), and landscaping.

The recommended conditions of approval, which include requirements for archival recordings and excavation works in areas identified as having archaeological potential, and the Proponent's proposed heritage management measures, would reduce potential adverse heritage impacts. They would also provide for cultural and industrial heritage values to be included in the design elements of the project.

Aboriginal heritage

The construction and operation of the project will not have a direct impact on Aboriginal sites or objects. However, Redfern Station and the surrounding neighbourhood are closely associated to the Aboriginal community, both currently and historically, and it is important that this be reflected in design elements of the project.

The Department's recommended updated Heritage Interpretation Strategy would provide a framework for implementing Aboriginal interpretation opportunities through elements such as public art, inlays in pavers, signage integrated into glazed screens, façade treatments, use of Aboriginal patterns and motifs in finishes and interpretation displays. The recommended Heritage Interpretation Plan would be informed by the Heritage Interpretation Strategy and would identify how and where the cultural interpretive themes and values would be integrated into the design.

Noise and vibration

Noise and vibration impacts to residents and other sensitive land uses are expected throughout construction, particularly during the construction of the shared zone along Little Eveleigh Street. Out-of-hours works are required, due to safety reasons associated with working on roads with live traffic and constraints imposed by Sydney Trains regarding working within the rail corridor.

The Department has recommended conditions to manage the impact of construction noise and vibration including the provision of respite periods, scheduling of work and coordination with other State significant development and infrastructure works within proximity to the project.

The Proponent proposes to create an off-street carpark at the western end of Little Eveleigh Street. There is the potential for noise impacts on adjacent residents. The Department has recommended that the Proponent install at-source and/or at-property acoustic treatments should noise levels exceed the project-specific operational noise criteria. Operation of the infrastructure elements of the project should not result in any discernible increases in noise levels at the nearest residences. The Department has recommended operational noise monitoring to confirm operational noise levels.

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1 Introduction

Transport for New South Wales (TfNSW) (the Proponent) is seeking approval to construct a new pedestrian concourse at the southern end of Redfern Station to reduce congestion and provide improved accessibility to the station platforms.

The project is being delivered as part of the NSW Government's Transport Access Program (TAP). The TAP initiative involves providing public transport customers with a better experience by delivering modern, secure and integrated infrastructure, including station upgrades.

The project is located at Redfern Station within the City of Sydney local government area (**Figure 1**). Redfern Station is approximately 1.3 kilometres from Central Station and 1.6 kilometres from the Sydney CBD, and is bound by Lawson Street to the north, Little Eveleigh Street to the west, Gibbons Street to the east and Marian Street to the south. The construction and operational footprint of the project is located within the rail corridor, road reserves or other government-owned land adjacent to the rail corridor.

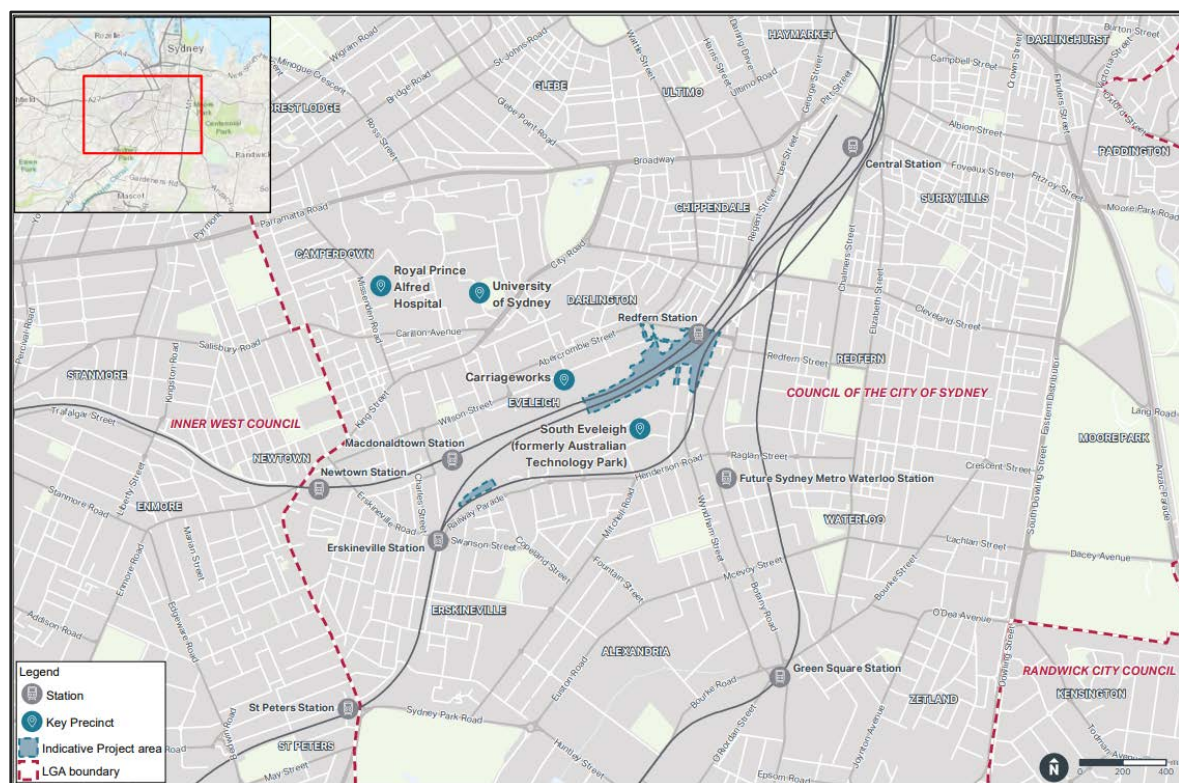


Figure 1 | Regional context map (Source: EIS)

Future patronage and demand on Redfern Station is forecast to grow in association with the Sydney Innovation and Technology Precinct, and the Redfern North Eveleigh Precinct, with Redfern Station being the sixth busiest station in NSW in 2020.

The need for an additional concourse with access to platforms is in response to this expected growth in patronage and to comply with the *Disability Standards for Accessible Public Transport 2002*. Currently, only platforms 6 and 7 have lift access with all other platforms only being accessible by stairways. The project would improve access for mobility impaired customers, parents and carers with prams, and customers with luggage.

The new southern concourse (the project) would connect a new station entrance on Little Eveleigh Street and an upgraded station entrance on Marian Street. It would provide both stair and lift access to platforms 1 to 10 and a direct pedestrian connection between Little Eveleigh Street and Marian Street. It would improve transport interchange facilities, including new kiss and ride facilities along Lawson Street and Gibbon Street, formalise a shared zone on Little Eveleigh Street and upgrading of the shared zone on Rosehill Street with a shared space between vehicle, cyclists and pedestrians.

2 Project Description

2.1 Physical layout and design

The Proponent is seeking approval to construct and operate a new southern concourse at Redfern Station. The project area (**Figure 2**) includes land within the rail corridor and surrounding streets where station entrances, shared zones and other elements of the project would be located, including construction ancillary facilities. The main components of the project are summarised in **Table 1** and shown in **Figure 3**.



Figure 2 | Project area (Source: EIS)

Table 1 | Main components of the project

Aspect	Description
Concourse, stair and lift facilities	<ul style="list-style-type: none"> a six-metre-wide, 80-metre long concourse spanning the rail corridor at the southern end of Redfern Station between Little Eveleigh Street and Marian Street lifts and covered stairways to access Platforms 1 to 10 new concourse platform canopies
New and upgraded station entrance	<ul style="list-style-type: none"> a new station entrance at Little Eveleigh Street including station services and customer amenities station entrance upgrade at Marian Street including station services and customer amenities

Marian, Cornwallis and Rosehill Street Area upgrades	<ul style="list-style-type: none"> • extended shared zone including part of Rosehill Street • vehicle, cyclist and pedestrian interaction safety improvements and widened footpaths • enhanced streetscapes and utility upgrades consisting of lighting, landscaping, drainage and pavements • removal of 16 parking spaces including relocation of one car share scheme parking space
Little Eveleigh Street upgrades	<ul style="list-style-type: none"> • a formal shared zone on Little Eveleigh Street • vehicle, cyclist and pedestrian interaction safety improvements • enhanced streetscapes and utility upgrades consisting of lighting, landscaping, drainage and pavements • relocation of approximately 20 parking spaces including one accessible parking space and one car share scheme parking space • relocation of the shuttle bus zone to Lawson Street
Other street upgrades	<ul style="list-style-type: none"> • kiss and ride zones and footpath upgrades on Lawson Street and Gibbons Street • widened footpaths on Ivy Street
Station and platforms	<ul style="list-style-type: none"> • relocation of a heritage building on Platform 1 • alterations to walls and privacy screens on platforms 4-9 • resurfacing of all platforms • station operational components and infrastructure, including seating, wayfinding and signage, tactile ground surface indicators, rubbish bins, CCTV, passenger information systems and emergency equipment
Service relocations and upgrades	<ul style="list-style-type: none"> • relocated overhead wiring structures • a new rail signal between platforms 1 and 2



Figure 3 | Key features (Source: EIS)

2.2 Construction

Construction of the project would involve site establishment and enabling works, building modification works, overhead wiring relocations/adjustments, main construction works and roadworks/street area upgrades. The typical activities involved in each construction stage is detailed in **Table 2**.

The project will generate in the order of 110 construction jobs and has a Capital Investment Value of approximately \$85.5 million.

Table 2 | Key construction works

Activity	Typical activities
Site establishment and enabling works	<ul style="list-style-type: none"> • clearing of ancillary facility/construction areas • installation of temporary accessways and wayfinding signage • installation of site offices including minor modifications to utility connections and access ways to the site office location • establishment of temporary laydown, waste and stockpile areas • erection of hoarding and fencing including the integration of physical acoustic measures • installation of measures for tree protection and sediment and erosion controls • undertrack crossing pipes for concrete supply • alterations and relocation of utilities, power and signalling, communications systems
Building works	<ul style="list-style-type: none"> • building preparation including removal of interior elements including all internal floors, beams and columns at 125-127 Little Eveleigh Street • concourse foundation works • enlargement of openings for the Little Eveleigh Street station entrance and concourse connection • demolition of existing Marian Street carpark and stairway • relocation of platform seating and demolition of privacy screens on platforms • demolition of 1 building annex, and relocation of remaining structure • ancillary works and services – fittings and fixtures • façade restoration • removal of overhead wiring structures (OHW) between platforms
Overhead wiring relocations/adjustments	<ul style="list-style-type: none"> • upgrading of OHW structures • relocation (demolition and construction) of existing overhead wiring structures including the installation of piles for new footings, steelwork and lowering of wires
Main construction works	<ul style="list-style-type: none"> • construction of station entrances, including: <ul style="list-style-type: none"> ○ repurposing the existing building at 125-127 Little Eveleigh Street ○ removal of parking spaces on Little Eveleigh Street and relocation to the western end of Little Eveleigh Street ○ vegetation clearing

Activity	Typical activities
	<ul style="list-style-type: none"> ○ site levelling ○ piling work ○ construction of station entrance infrastructure and services building ○ station entrance fit out works ○ traffic control and diversions • pedestrian concourse <ul style="list-style-type: none"> ○ excavation for concrete piles, foundations and support structure of the concourse ○ craning pre-cast concrete sections
Roadworks and street area upgrades	<ul style="list-style-type: none"> • milling of existing asphalt, excavating, regrading and paving for new shared zone and roadways • relocation of services and lighting • vegetation trimming, vegetation removal and other landscaping works • footpath widening and construction of new kiss and ride and bus zone • kerb and gutter realignments

Three construction ancillary facilities are proposed and would be located at Eveleigh Maintenance Centre, a Sydney Trains owned area south-west of Little Eveleigh Street, and on part of Gibbons Street Reserve (construction ancillary facilities 1, 2 and 3, respectively) (**Figure 4**).

Most construction is proposed between 7:00 am and 6:00 pm weekdays and 8:00 am to 1:00 pm on Saturdays. However, some works would need to be undertaken in the rail corridor outside of these hours to maximise worker safety, reduce delays customers, and minimise operational disruptions to the rail network. These works would be undertaken during rail possession periods (when trains are not running). Examples of works that would be required during rail possessions and outside standard construction hours include overhead wiring works, provision of cabling for required services, concourse and lift installation and some work on platforms such as resurfacing.

It is anticipated that the works would be undertaken during around 20 scheduled rail possession periods in 2021 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.

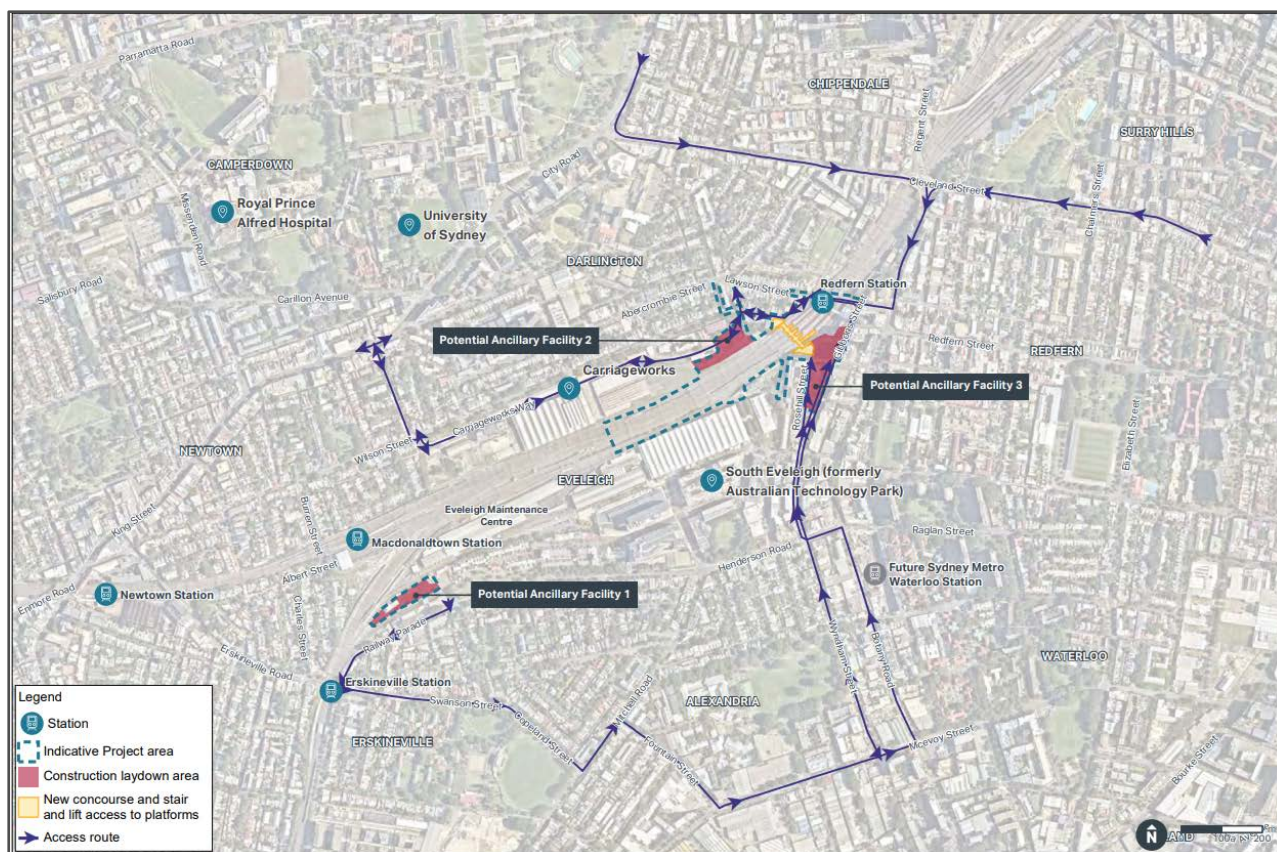


Figure 4 | Construction ancillary facility locations (Source: EIS)

2.3 Timing

Construction is expected to take 18 months, commencing in late 2020/early 2021. Indicative timing of construction stages is set out in **Table 3**.

Table 3 | Construction schedule (Source: EIS)

	Month																	
Construction Activity	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Site establishment and enabling works																		
Building works																		
Overhead wiring relocations/ adjustments																		
Main construction works - station entrances																		
Main construction works – pedestrian concourse																		
Roadworks																		

2.4 Surrounding development

The project has been designed to integrate with approved projects in the immediate vicinity of Redfern Station and would assist in improving connectivity between Redfern Station and surrounding precincts.

Development in the vicinity of the project includes:

- South Eveleigh (formerly known as Australian Technology Park) (SSD 7317) – a business and technology hub approved in 2016 for three buildings comprising parking, retail, commercial, childcare, gym and community office uses, landscaping and public domain improvements throughout the precinct and extension and augmentation of physical infrastructure/utilities as required. The project is under construction.
- North Eveleigh West (SSD 7473) – a proposed residential precinct. An EIS is being prepared for the project.
- Carriageworks - the largest multi arts centre in Australia following redevelopment in 2007, housing numerous cultural and arts institutions and companies which regularly hosts large events bringing in visitors from across Sydney and internationally. Patronage is expected to increase given the number of events and programs hosted at this location.
- Sydney Metro City and Southwest: Waterloo Over Station Development (SSD 9393) –concept development application for a new metro underground station between Botany Road and Cope Street, Raglan Street and Wellington Street with an integrated mixed-use development. A number of SSD applications associated with the development have been lodged.
- Various other residential and commercial developments, including:
 - 1 Lawson Street mixed use redevelopment
 - 60-78 Regent Street redevelopment
 - 80-88 Regent Street redevelopment
 - 90-102 Regent Street Redfern
 - 11 Gibbons Street, Redfern development
 - North Eveleigh Precinct.

3 Strategic context

3.1 Strategic justification

Redfern Station is the sixth busiest station in NSW with approximately 70,000 customers passing through on an average weekday. Station demand is anticipated to grow in conjunction with surrounding residential and commercial developments including the Sydney Innovation and Technology Precinct, which is dedicated to creating approximately 25,000 jobs over the next 15 years.

The station is currently at capacity with deficiencies that further restrict its ability to meet future demands. Further, the station does not comply with the legislative instrument *Disability Standards for Accessible Public Transport 2002* (Commonwealth). Only platforms 6/7 are accessible via lift, with platforms between 1 to 10 accessible only by a single stairway point of access thus restricting access for people with mobility challenges.

The project is consistent with the objectives of relevant NSW government policy to provide safe and accessible access to a key station and considering capacity needs and significant predicted growth in the area. There is significant strategic need for the Redfern Station Upgrade as the station performs an essential role for providing numerous transport routes to the wider Sydney CBD rail network. Its proximity to the Redfern Street retail strip plays an important socio-economic role which is fundamental to the success of businesses and connecting of key residential, commercial and educational/research sites in the precinct. The station serves a broad patronage, including residents, the nearby South Eveleigh precinct, the University of Sydney, TAFE Eora College, Royal Prince Alfred Hospital and Carriageworks.

The project is consistent with NSW strategic planning policies, including:

- *Greater Sydney Region Plan: A Metropolis of Three Cities – Connecting people* (Greater Sydney Commission, 2018);
- *Eastern Sydney District Plan* (Greater Sydney Commission, 2018);
- *Building Momentum: State Infrastructure Strategy 2018-2038* (Infrastructure NSW, 2018);
- *Future Transport Strategy 2056* (Transport for NSW, 2018);
- *Disability Inclusion Action Plan 2018-2020* (Transport for NSW, 2017); and
- *Central to Eveleigh Urban Transformation Strategy* (NSW Government, 2016).

3.2 Project benefits

The key benefits provided by the project include:

- improved accessibility throughout the station, particularly for mobility impaired customers;
- increased capacity to accommodate commuter growth at Redfern Station and pedestrians requiring access through to Sydney Innovation and Technology Precinct;

- reduced platform clearance times, allowing more efficient movement between platforms; and
- improved amenity and aesthetics to support the surrounding urban interface.

The proposed pedestrian concourse also provides cross connectivity, enabling safe and easy access between major destination precincts on either side of the railway. Improvements to transport functionality would enable future redevelopment of the station and precinct, representing a substantial net benefit to NSW's public transport system and surrounding urban environment.

3.3 Project development and alternatives

The EIS considered the merits of the project in the context of alternative options, including:

- alternative design options; and
- a 'do nothing' alternative.

3.3.1 Alternative design options

The NSW Government announced an accessibility upgrade of Redfern Station as part of its Transport Access Program in February 2019. The announcement included a new pedestrian concourse at the southern end of the station to provide easy access to Platforms 1 to 10 and improved connectivity to key destinations such as South Eveleigh, Carriageworks, health and education centres.

In mid-2019, the community was presented with four different options based on the feedback received on an early concept design prepared by TfNSW. The options included the provision of a walkway from the concourse which connects to Wilson Street as an alternative to Little Eveleigh Street. Two alternative designs were submitted by local community groups and considered by TfNSW. Both designs included an entrance on Cornwallis Street closer to South Eveleigh and on Wilson Street, as well as a concourse with separated paid and unpaid pathways. Alternative designs were also put forward by Heritage NSW, Department of Premier and Cabinet.

Overall, 12 options were developed for consideration and a detailed description of the options is provided in the EIS.

The preferred option was selected for the following reasons:

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

Options involving the provision of a walkway from the concourse connecting to Wilson Street were discounted on the basis that it would provide poorer connectivity outcomes, longer travel distances, and a greater risk to personal safety due to restricted lines of sight.

3.3.2 'Do nothing' alternative

A 'do nothing' option was considered where platforms at Redfern Station would continue to be accessed by existing stairways. This option was discounted as it would not cater for the forecast customer growth predicted at Redfern Station or address the current accessibility issues.

4 Statutory Context

4.1 State significance

The Redfern Concourse is State Significant Infrastructure (SSI) pursuant to section 5.12 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the Minister for Planning and Public Spaces is the approval authority.

4.2 Minister's approval and delegation

Under the Instrument of Delegation dated 11 October 2017, the functions and powers of the Minister for Planning under section 5.19 of the EP&A Act to determine an SSI have been delegated where:

- the relevant local council has not made an objection;
- a political disclosure statement has not been made; and
- there are less than 25 public submissions in the nature of objections.

The project received 27 public submissions in the nature of objections. As such, the Minister's delegation cannot be used, and the Minister is the approval authority.

4.3 Permissibility

The project is for the purpose of railway infrastructure and is characterised as development permitted without consent, in accordance with clause 79 of the State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP).

4.4 Other approvals

In accordance with section 5.22(2) of the EP&A Act, the Infrastructure SEPP applies to the project insofar as it relates to the declaration of development that does not require consent, and the State Environmental Planning Policy (State and Regional Development) 2011 applies as it pertains to the declaration of infrastructure as State significant infrastructure. There are no other environmental planning instruments that substantially govern the carrying out of the project.

4.5 Mandatory Matters for Consideration

4.5.1 Objects of the *Environmental Planning and Assessment Act 1979*

The determination must have regard to the objects of the EP&A Act. The Department has considered the objects of the EP&A Act including:

- ecologically sustainable development (**Section 4.5.2**);
- social and economic welfare (**Section 6**);

- protection of the environment including in relation to biodiversity, traffic, noise and vibration, air quality, surface and groundwater hydrology, urban design, amenity and socioeconomic issues (**Section 6**);
- sustainable management of built and cultural heritage, including Aboriginal cultural heritage (**Section 6**);
- good design and amenity of the built environment (**Section 6**);
- promote the sharing of the responsibility for environmental planning and assessment between the different levels of government (**Section 5**); and
- community participation in the assessment of the project (**Section 5**).

4.5.2 Ecologically Sustainable Development

The EP&A Act adopts the definition of ESD found in the *Protection of the Environment Administration Act 1991*. Section 6(2) of that Act states that ESD requires the effective integration of economic and environmental consideration in decision-making process and that ESD be achieved through the implementation of:

- the precautionary principle;
- inter-generational equity;
- conservation of biological diversity and ecological integrity; and
- improved valuation, pricing and incentive mechanisms.

The Proponent has addressed the above principles directly in the EIS by considering future climate scenarios, facilitating access for a broad range of customers, and considering the impacts and pricing of materials and resources. The Proponent has also committed to implementing measures such as energy hierarchy and waste management principles and implementation of a Sustainability Management Plan to achieve a project which is environmentally sustainable.

The Department has recommended a condition of approval requiring the project achieve a minimum excellent 'Design' and 'As built' rating level under the Infrastructure Sustainability Council of Australia infrastructure rating tool.

4.6 Biodiversity Development Assessment Report

Under section 7.9 of the *Biodiversity Conservation Act 2016*, an application for SSI must be accompanied by a biodiversity development assessment report (BDAR) unless the Planning Agency Head determines that the proposed development is not likely to have any impact on biodiversity values.

A BDAR waiver was granted on 19 November 2019 and a BDAR is not required for the project.

5 Engagement

5.1 Department's engagement

The Planning Secretary is required to make the EIS publicly available in accordance with section 5.28(1)(c) of the EP&A Act. On 25 March 2020, the NSW Government introduced the *COVID-19 Legislation Amendment (Emergency Measures) Act 2020* which made changes to the EP&A Act, including changes to exhibition requirements, in order to protect public health and safety. Section 10.18 of the EP&A Act was introduced which states:

During the prescribed period within the meaning of section 10.17, a requirement in this Act or the regulations that any document be made available for inspection (however described) at a physical location is satisfied if the document is instead made available on the NSW planning portal or any other website approved by the Planning Secretary.

The EIS (**Appendix B**) was made publicly available from 27 May 2020 to 4 June 2020 (28 days) on the Department's website electronically.

The Department advertised the public exhibition in the Sydney Morning Herald and The Daily Telegraph on Wednesday 27 May 2020. The Department also notified State and relevant local government authorities of the exhibition.

The Proponent ran a virtual 'drop in' session on 17 June 2020 to address the COVID-19 restrictions which was attended by 86 persons. The Department participated in the workshop, responding to requests for information regarding the planning assessment and approvals process.

The Department undertook site inspections in February 2020, August 2020 and October 2020 to obtain an understanding of the surrounding environment, its sensitivities (particularly the constraints along Little Eveleigh Street) and issues raised in submissions.

5.2 Summary of submissions

Submissions were received from seven State government agencies (**Table 4**), one local government council and 65 community submitters which included five special interest groups and organisations (**Appendix C**). A list of the special interest groups/organisations is provided in **Table 5**.

Table 4 | Summary of State and local government submissions

Government agency	Number	Position
Heritage Council of NSW	1	Comment
Environment Protection Authority	1	Comment
NSW Police Force	1	Comment
Crown Lands	1	Comment
Biodiversity and Conservation Division	1	Comment
DPI Agriculture	1	Comment
City of Sydney Council	1	Comment

Table 5 | Summary of community submissions

Submitter	Number	Position
Special Interest Groups / Organisations		
REDWatch Inc	1	Object
NSW Greens	1	Comment
University of Sydney	1	Comment
Action for Public Transport (NSW) Inc.	1	Comment
WalkSydney	1	Comment
Community Members		
	22	Object
< 5 km	7	Support
	20	Comment
	3	Object
5–100 km	1	Support
	4	Comment
	1	Object
> 100 km	0	Support
	2	Comment
TOTAL	65	

5.3 Key issues – State government agencies

Heritage Council of NSW noted that there would be some impacts to the State Heritage listed item, Redfern Railways Station group, and recommended a number of mitigation measures to reduce visual impacts. It acknowledged that there was limited archaeological potential within the project area.

Environment Protection Authority recommended community engagement be undertaken to inform residents of noise impacts and the timing and duration of works. It recommended additional mitigation be implemented as recommended in the noise and vibration technical report to the EIS.

EPA also recommended various mitigation measures to be implemented to reduce impacts from any contaminated materials, including a detailed site contamination investigation and site remediation if and as required.

NSW Police Force recommended mitigation measures to improve safety including along the southern bridge over the concourse, shared zones and platforms.

Environment, Energy and Science commented on the flooding over the site raising concern that existing flood behaviour had not been fully considered as part of the flood impact risk assessment. Further clarification was required regarding the mitigation measures to address flood impacts.

DPI Agriculture and **Crown Lands** indicated that they had no comments.

5.4 Key issues - local government council and community

5.4.1 Council key issues

City of Sydney Council provided comments on several issues, and these are summarised in **Table 6**.

Table 6 | Summary of issues raised by City of Sydney Council

Issues
<ul style="list-style-type: none">• Project design and options<ul style="list-style-type: none">○ Concern that the selected option is not the most appropriate for the area○ Concern that gated barriers will reduce connectivity○ Request to create separate access for cyclists and pedestrians○ Loss of natural light to surrounding residents○ Need to improve connectivity by providing direct access to bus stops• Privacy<ul style="list-style-type: none">○ Privacy concern with increased pedestrian traffic along Little Eveleigh Street and Marian Street• Traffic, access and parking<ul style="list-style-type: none">○ Concern over the reduction in on-street carparking○ Inadequate mitigation measures for pedestrian movements○ Technical reports have not adequately assessed traffic movement

- Noise and vibration
 - Impact on resident's sleep
 - Impacts on resident's mental health
 - Concern vibration will impact on surrounding residential buildings
 - Heritage
 - Design is not sympathetic to heritage values
 - Construction
 - Concern about loss of car parking
 - Concern about relocation of bus stops.
-

5.4.2 Community submissions

The following key issues were raised by the community and special interest groups/organisations.

- Project design and options
 - Concern that the selected option is not the most appropriate for the area
 - Concern that gated barriers will reduce connectivity
 - Request to create separate access for cyclists and pedestrians
 - Loss of natural light to surrounding residents
 - There is a need to improve connectivity by providing direct access to bus stops
 - The concourse should be wider to support both pedestrian and bicycle activity
- Landscape and visual character
 - Visualisations in the EIS do not provide an accurate representation of the large volumes of commuters projected to use the concourse
- Lighting impacts
 - Concern over the loss of natural light particularly to the Watertower residential building
 - Impact of light pollution on nearby residents from station infrastructure
- Privacy
 - Concern over loss of residents' privacy with increased pedestrian traffic along Little Eveleigh Street and Marian Street
- Traffic, access and parking
 - Concern over the reduction in on-street carparking
 - Inadequate mitigation measures for pedestrian movements
 - Technical reports have not adequately assessed traffic movement
- Noise and vibration
 - Sleep disturbance
 - Impact of ongoing construction noise on resident's mental health
 - Concern vibration will impact on the structural integrity of residential buildings
- Heritage
 - Design is not sympathetic to heritage values

- Community and stakeholder consultation
 - Inadequate consultation has been undertaken
 - The Proponent should partner with the community to develop the design
 - Consultation to date inaccurately represents community concerns.

5.5 Response to submissions

Following completion of the public exhibition period, the Department directed the Proponent to prepare a response to the submissions received. The Proponent's Response to Submissions report (**Appendix D**) was forwarded to the relevant agencies for comment and made publicly available on the Department's website on 15 September 2020.

Following the exhibition of the EIS, the Proponent made minor refinements to the project:

- construction ancillary facility 2 to also be utilised as a site office compound;
- high-rail access point adjacent to Macdonaldtown Station to be utilised to provide access to work zone;
- changes to the Marian Street entrance including straightening the stairs, moving the ticket gates towards Marian Street, extending the entrance canopy to cover the ticket gates and installation of a family accessible toilet adjacent to the concourse; and
- changes to the Little Eveleigh Street entrance including installation of an ambulant toilet (instead of a standard toilet) and provision for a retail lift (instead of installation of one).

These design refinements are addressed in the Response to Submissions report (**Appendix D**).

6 Assessment

The Department has considered the Proponent's EIS, Response to Submissions report and submissions received on the project as part of its assessment. Based on this consideration, the Department identified the key issues for assessment are:

- urban design and place (**Section 6.1**);
- non-Aboriginal heritage (**Section 6.2**);
- Aboriginal heritage (**Section 6.3**); and
- noise and vibration (**Section 6.4**).

Other issues addressed by the Proponent and considered by the Department are discussed in **Section 6.5**.

6.1 Urban design and place

The project will alter the visual character of Redfern Station and the areas surrounding the station entrances, which are particularly sensitive to change as the station is State heritage listed and the Little Eveleigh Street neighbourhood is part of the locally listed Darlington Heritage Conservation Area. An Urban Design and Public Domain Plan (the Plan) was prepared by the Proponent to ensure that design, amenity and a sense of place are key considerations in the engineering design process. The Plan incorporates design objectives with supporting principles that take into consideration the local landscape character and heritage values.

The Department is satisfied that the assessment clearly identified the landscape characteristics of the local area and the potential visual and amenity impacts during construction and operation, including impacts on place such as amenity, landscaping, access and parking. The Department considers these impacts can be managed through the Proponent's proposed mitigation measures.

In addition, the Department has recommended updating the Urban Design and Public Domain Plan and requirements for the Little Eveleigh Street shared zone and parking, to provide for an urban design outcome which is reflective of both the existing and future local character. The updated Plan would address the outcomes of consultation with the community, Aboriginal stakeholders, City of Sydney Council and Heritage NSW on design elements since the exhibition of the EIS. The updated Plan must be finalised before the construction of permanent built structures and any landscaping which is addressed in the Plan.

Issue

New station entrances and shared zones will impact landscape character and amenity around Redfern Station and along Little Eveleigh and Marian Streets

The construction of new station entrances will change the landscape character of Little Eveleigh and Marian Streets as will the extension of the Marian Street shared zone and the creation of a new shared zone on Little Eveleigh Street. However, the landscape and visual assessment indicates that visual impacts will be positive due to the high quality architectural design of the station entrances and the streetscape designs of shared zones (**Figure 5** and **Figure 6**).



Figure 5 | Little Eveleigh Street - existing view and artist's impression of shared zone (Source: EIS)



Figure 6 | Proposed Marian Street station entrance and shared zone (Source: EIS)

Residents in Little Eveleigh Street have raised concerns over increased pedestrian traffic and potential safety issues as there is no marked cycle lane within the shared zone to separate pedestrians and cyclists. In addition, changes to street lighting within the shared zone have the potential to impact residents. Creation of the shared zone will also result in the loss of 20 on-street parking spaces, meaning that residents will not be able to park in front of their homes. However, these are to be replaced with a new 20 space car park at the western end of Little Eveleigh Street, approximately 100 metres from the furthest residential property on Little Eveleigh Street.

Construction of the project will require the removal of several street trees (up to 46) and the use of part of the Gibbons Street Reserve. However, the Proponent intends to offset tree losses through new tree and shrub plantings in the areas surrounding the station, including along Little Eveleigh Street and Marian Street, resulting in a positive visual impact.

The new southern concourse will impact on the visual and landscape character of Redfern Station

The proposed southern concourse will have a moderate to high impact on landscape character and visual amenity as it is introducing a new elevated element within the rail corridor which currently comprises structures built in the late 1800's / early 1900's. At 80 metres long and six metres wide, with stair and lift access to Platforms 1 to 10, the concourse will be highly visible within the rail corridor both on approach to Redfern Station and from the station platforms (**Figure 7** and **Figure 8**). However, the concourse is considered appropriate given the function-driven design of rail infrastructure.



Figure 7 | View of concourse from Little Eveleigh Street (Source: EIS)



Figure 8 | Artist's impression of view of concourse from Platform 4/5 looking north (Source: EIS)

Submissions

Community submissions

Community submissions raised concerns and comments about the design of the project including:

- opposition to the proposed gated access to the concourse;
- lack of connectivity with the broader area;
- safety and functionality of the shared zone at Little Eveleigh Street; and
- removal of the dedicated cycleway on Little Eveleigh Street.

Council and Government agency submissions

City of Sydney Council indicated general support for the proposed design direction, including making Little Eveleigh Street a shared zone, and public domain works. However, it requested more detailed design drawings and recommended visual permeability of the perforated screen cladding of the concourse. Council was supportive of the provision of public art and indicated that it should be installed wherever possible.

Heritage NSW acknowledged that the project will have impacts on historical and visual elements between State Heritage Register sites, including Redfern Railway Station and the Eveleigh Railway Workshops. Heritage NSW recommended several design changes to reduce the bulk, scale and visual dominance of the project including reducing the height of the concourse, simplifying the structural framing, increasing transparency of the mesh screening, increasing glazing viewing panels and aligning architectural language to increase commonality with the recently constructed Gibbons Street entrance.

Heritage NSW requested that it be consulted during the detailed design development process, particularly in relation to the adaptive reuse of 125-127 Little Eveleigh Street and the relocation of the Platform 1 Office Building.

NSW Police recommended that the concourse design adopt several features to enhance its safety including the use of transparent material to allow complete visibility along the concourse, installation and operation of CCTV, and adequate lighting covering the concourse walkway, station entry points, station platforms and shared zones. NSW Police also recommended the installation of a clear divider between cyclists and pedestrians (such as planter boxes, small bollards or lead lights in the ground) within shared zones.

Consideration

High quality design finishes, materials and landscaping will be informed through ongoing consultation and independent review

The EIS presented a comprehensive Urban Design and Public Domain Plan (the Plan) which included guiding principles and objectives and concept designs to inform the final design of the proposed concourse, station entrances and shared zones on Little Eveleigh Street and Marian Street. However, since the exhibition of the EIS, the Proponent has undertaken a co-design process with the community and City of Sydney Council to further inform and refine the final architectural design of the

concourse, station entrances and shared zones. Although the engineering design of the concourse and station entrances is almost complete, there is the opportunity for ongoing design and consultation on the materials, finishes, landscaping around station entrances and within shared zones, and public art opportunities.

To ensure that the outcomes of consultation are translated into the design and delivery of the project, the Department has recommended the Proponent prepare an updated Urban Design and Public Domain Plan which addresses, among other matters, the form and finishes of structures, public art opportunities and landscaping, particularly along the Little Eveleigh Street shared zone. The updated Plan will facilitate high quality finishes for operational structures within the railway setting, and shared zones and station entrances that are sympathetic to the landscape character of the surrounding neighbourhood.

The Proponent has established an independent Design Review Panel comprising independent and qualified practitioners in the fields of architecture, landscaping, heritage and urban design. Government Architect NSW accepts the Panel as an equivalent design review process to the NSW State Design Review Panel process. The Panel has provided review and advice on the design which has led to design refinements. The Department has recommended that the updated Plan be subject to design review by the Panel prior to being submitted to the Department for approval.

Industrial and Aboriginal cultural values will be integrated into design and landscaping

Redfern Station is of historic significance having a direct association with the development of Sydney's railway to the western suburbs following its opening in 1884. In addition, the suburb of Redfern was one of the areas that Aborigines migrated to throughout the late 1800s and early 1900s, drawn by the opportunity for work in factories and the Eveleigh railyards. It is important that the industrial heritage and Aboriginal cultural values of the station and local area are captured and reflected within design elements to provide a link between the past and the present.

Consequently, the Department has recommended the Proponent prepare a Heritage Interpretation Plan (**Section 6.2**) which identifies how these values will be integrated into the broader project design, including design elements (form and fabric), landscaping and cultural design principles. To ensure that these elements are integrated into the design, the Department has recommended that the updated Urban Design and Public Domain Plan include:

- identification of opportunities for heritage interpretation during design and construction consistent with the Heritage Interpretation Plan; and
- design and landscaping elements demonstrating that the visual outcomes of the streetscapes preserve the visual, heritage and Aboriginal cultural identity of the local area, including the character, setting and fabric of heritage elements and landscapes.

The Proponent has committed to ongoing engagement with local Aboriginal and Torres Strait Islander communities throughout the life of the project, to ensure community needs and concerns are addressed, and identify opportunities to celebrate the Aboriginal culture of Redfern. The Department has recommended that the Urban Design and Public Domain Plan be prepared in consultation with Aboriginal stakeholders.

Station entrances have been designed to reflect the desired future character of the area and existing heritage values

The Department supports the Proponent's approach to integration of the project with the surrounding established heritage context, particularly through the adaptive reuse of 125-127 Little Eveleigh Street as a station entrance and retainment of its external building elements (**Figure 9**). The adaptive reuse of the building will allow for the retention of local heritage values and fabric which is in keeping with other buildings along Little Eveleigh Street.



Figure 9 | Existing view and artist's impression of 125-127 Little Eveleigh Street station entrance
(Source: EIS)

While the Little Eveleigh Street entrance will reflect the heritage character of the area, the Marian Street entrance will reflect the future character of the area. The station upgrade is part of the broader Redfern-Eveleigh Precinct Renewal which will see the area develop into Australia's biggest technology and innovation hub, known as Tech Central. The area is undergoing change and renewal and the Marian Street entrance will be a gateway from the station to the hub. The Department considers that the high-quality design of the street entrance would result in a positive visual impact on the streetscape and would complement the modern architectural building designs in the precinct.

Connectivity will be enhanced through the creation of shared zones and measures implemented to reduce safety and amenity impacts

The project focusses on improving local connectivity through the design of shared zones on Little Eveleigh and Marian Streets. These shared zones introduce a pedestrian-focussed public domain which will encourage increased activation of residential streets. A large number of submissions raised concerns regarding the safety and functionality of the shared zones and called for cyclists to be separated from pedestrians.

The Proponent has indicated that the design of the shared zones will be refined to incorporate Crime Prevention Through Environmental Design principles and wayfinding signage and use design techniques (such as different paving and layouts) to assist pedestrians, cyclists and motorists to make correct use of the shared zones more intuitive. In addition, the speed limit in the shared zones would be 10 km/h and a raised surface would be installed at the entrance of Little Eveleigh Street to improve safety. The Department is supportive of these measures.

Community submissions requested that a dedicated cycleway be provided within the Little Eveleigh Street shared zone, linking to the Wilson Street Cycleway. The existing cycle path on Little Eveleigh Street is one way only (west to east) with cyclists heading west having to cycle on the road. Under the

project, cyclists will be able to cycle in both directions through the shared zone. TfNSW is working with City of Sydney Council to deliver cycle route upgrades to Lawson Street, including a separated cycleway between Eveleigh Street and Regent Street, and integration with the regional bike network. In addition, Council is undertaking cycleway works on Wilson and Burren Streets. Construction of the project does not preclude the provision of a dedicated cycleway in the future and TfNSW has indicated that it will continue to work with Council and the community to look at opportunities to connect the project with current and future cycleways.

It is acknowledged that increased pedestrian traffic, changes to street lighting and loss of on-street parking along Little Eveleigh Street and Marian Street from the creation of shared zones will potentially result in amenity impacts for residents. The Proponent has undertaken a co-design process with residents and the City of Sydney Council to develop the landscape, lighting and streetscape design since the exhibition of the EIS and has advised that collaboration will be ongoing. Residents will be provided with the opportunity to be involved in the selection of landscape plantings in front of their homes. These plantings will increase aesthetics and assist in reducing visibility into homes.

Maintaining separation between residences and the shared zone will also be important for reducing visibility into homes. Consequently, the Department has recommended that the Proponent consult with the City of Sydney Council on appropriate roadside / footpath space to ensure that adequate separation is provided.

Loss of parking on Little Eveleigh Street will be offset by a new off-street carpark

To offset the loss of on-street parking on Little Eveleigh Street, the Proponent will construct an off-street carpark, including disabled and car share spaces, at the western end of the street. Access to the car park would be via Little Eveleigh Street and located approximately 100 metres from the furthest residential property on Little Eveleigh Street.

The Department has recommended that the Proponent investigate the possibility of creating an entrance from Wilson Street (near Ivy Street) to reduce the number of vehicles travelling along Little Eveleigh Street and interactions between vehicles and pedestrians and cyclists. City of Sydney Council and TfNSW are supportive of the investigation, which will be undertaken in consultation with Council. The Department has recommended that all lighting be installed in accordance with relevant standards and City of Sydney Council design specifications for controlling and reducing the effects of outdoor lighting to reduce potential impacts from carpark (and street) lighting on residents.

The new concourse will provide a link over the rail corridor and has been designed to reduce its visual impact and maintain privacy of residents

The concourse will promote broader accessibility across the precinct through the introduction of a new cross-corridor link. However, the majority of submissions raised concerns about cross-corridor accessibility, particularly given the proposed location of Opal card gates at the entrances of the concourse. The community considers that this will reduce the ease and equitability of access. TfNSW has indicated it is looking at barrier-free access across the concourse, but this has to be balanced against fare evasion, the need to slow cyclist traffic through the concourse to reduce the potential for accidents, and providing for the safety and security of customers and staff.

Should barriers be installed, pedestrians would be able to cross the concourse using their Opal card or credit/debit card without payment. Given this, the Department is satisfied that the concourse design does not preclude efficient cross-corridor accessibility, regardless of whether barriers are installed.

The Proponent has considered community requests for a cycleway through the concourse. The Department accepts the outcomes of TfNSW's investigations which have concluded that it is not feasible to do so due to safety and space considerations, including the requirement to provide platform access from both sides of the concourse. Cyclists will be able to use the concourse but will need to dismount to do so.

The design of the concourse is driven by engineering and safety constraints and rail design standards (including separation distances to overhead wiring and clearances to trains). Based on concerns raised by Heritage NSW over the transparency and scale of the concourse, the Proponent has reduced the height of the concourse as much as possible within the constraints imposed by these rail design standards. This has included reducing the height of the bridge decking. The level of transparency has been maximised by using perforated metal panels for the bridge which increase gradually towards the roof of the concourse and incorporating clear glazed elements into the proposed lifts. The proposed use of perforated metal is sympathetic to the industrial character of the rail yards. The Department considers the concourse design appropriate for the station setting and accepts that it is not possible to further reduce the scale of the structure.

To maintain the privacy of residents in the Watertower residential building on Marian Street, non-transparent screening will be provided on the Marian Street Concourse end of the station entrance to obscure views into residential premises.

6.2 Non-Aboriginal heritage

The Project will result in impacts and changes to the aesthetic, historic, and rarity values of the Redfern Station Railway Group, as well as to the aesthetic and technical values of the Eveleigh Railway Workshops, both of which are State-listed heritage items. It will also impact several locally listed heritage items within the City of Sydney local government area.

The Department has considered the impacts associated with the construction on the heritage values of Redfern Station and is satisfied that the recommended conditions of approval, which include archival recordings and the preparation of a Heritage Interpretation Plan, along with the Proponent's proposed heritage management measures, would reduce heritage impacts. They would also provide for cultural and industrial heritage values to be included in the design elements of the project.

Issue

Construction of the project will impact the historic setting of Redfern Station

The Redfern Station Group, the Eveleigh Railway Workshops, and the Eveleigh Chief Mechanical Engineers Office and moveable relics are listed on the State Heritage Register and RailCorp Section 170 Heritage and Conservation Register. Construction of the project will impact the aesthetic, historic and rarity values of the Redfern Station Railway Group as a result of the introduction of the concourse, stairs, lifts and station entrances.

The proposed concourse, platform canopies, stairs and lifts will be located at the southern end of the Station and away from significant historic structures, allowing for most of heritage elements at the Station to be retained. However, the heritage listed Platform 1 Office Building will need to be relocated.

Locally listed conservation areas include the Golden Grove Conservation Area and the Darlington Heritage Conservation Area. The former factory building at 125-127 Little Eveleigh Street, a contributory item to the Darlington Heritage Conservation Area, will be repurposed as a station entrance linking to the new concourse.

Construction of the project has the potential to impact on local archaeology

Two areas of historical archaeological potential exist near the Station. To the east, near Gibbons Street, an area is identified as containing high archaeological potential relating to a row of terrace houses constructed on the site (**Figure 10**). These relics would likely be related to the earliest subdivisions, dating from 1842 onwards. To the west of the Station, there is a site of low archaeological potential at the location of the proposed new car park on Little Eveleigh Street. Areas of low archaeological potential (former road surfaces) have also been identified along Marian, Rosehill and Cornwallis Streets.



Figure 10 | Areas of Archaeological Potential (Source: EIS)

Submissions

Community Submissions

The community raised 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 the Redfern Station Group.

Council and Government agency submissions

Heritage NSW acknowledged the extensive consultation that had been undertaken to date, yet raised concerns with the impacts of the project to the historical and visual connections to the Eveleigh Railway Workshop and the Station, as well as impacts from the relocation of the Platform 1 Office Building. It raised concerns with impacts to the aesthetics of Redfern Station and requested that the bulk and scale of the concourse design be further reduced. Heritage NSW also requested that it continue to be consulted on detailed design development and in the development of the Heritage Interpretation Strategy and Heritage Interpretation Plan.

City of Sydney Council noted the lack of detailed technical drawings of the proposed concourse design submitted with the assessment, and the impact to heritage values of the station from relocation of the Platform 1 Office Building. Council requested further details of the works and that the fabric of the 125-127 Little Eveleigh Street building be retained. Council recommended measures to minimise heritage impacts, including the preparation of archival recordings and a heritage interpretation strategy.

Consideration

The design of the project avoids significant impacts to heritage items

The Department considers that the works will improve station accessibility and function, whilst preserving the heritage significance of the station. The mitigation measures, including sympathetic design measures, will ameliorate impacts and assist in maintaining visual links and the Station's historic relationship with the Eveleigh Railway Workshop. This will ensure the Station's ongoing importance in the rail network and history in the community.

The design process aimed to avoid direct impacts to key heritage fabric of the Redfern Station, including the Overhead Booking Office, Platform 1 Waiting Room and Platform 1 Retaining Wall. However, relocation of the Platform 1 Office Building is necessary to construct the new concourse and impacts to the setting of the item will be adverse yet minor in nature. Impacts will be minimised by relocating it on the same platform with an equally appropriate setting in association with the Eveleigh Railway Workshops. At the advice of the Heritage Council of NSW, the Department has recommended that the Proponent prepare a methodology for the recording, tagging, removal and temporary storage of any significant heritage fabric that is proposed to be reused as part of the relocation.

The Department notes concerns from the Heritage Council of NSW and City of Sydney Council as to the potential impacts of the concourse, lifts and stairs to the heritage values represented by the station buildings and heritage vista. As discussed in **Section 6.1**, the Proponent has increased the transparency of the concourse and reduced its bulk and scale. This will reduce impacts on heritage values and vistas. Although it is not possible to eliminate the impact, it is possible to capture the values and significance of the existing heritage items and views in records and through including

elements of heritage interpretation in the design. Consequently, the Department has recommended that the Proponent undertake archival recordings and salvage of heritage items and prepare and implement a Heritage Interpretation Plan.

Concerns were also raised in submissions regarding the proposed works to 125-127 Little Eveleigh Street, where its reuse has the potential for a minor adverse impact on the Darlington Heritage Conservation Area. While there will be changes introduced to the Little Eveleigh Street landscape, the Department acknowledges the fit out for the new station entry will preserve the building as well as add to the functionality of the Station. The Proponent has committed to ongoing consultation with Heritage NSW on the fit out and landscaping around the station entrance to ensure that it is sympathetic with the local heritage values. In addition, a Heritage Architect will be engaged to provide ongoing heritage and conservation advice during the finalisation of the design and throughout construction, and any subsequent relevant design modifications.

Heritage values will be conserved and celebrated through implementing a Heritage Interpretation Strategy and Heritage Interpretation Plan

The project provides an opportunity to investigate and develop interpretations of the history of this important area. The Proponent has prepared a draft Heritage Interpretation Strategy which provides a framework for the interpretation of the history and evolution of NSW's railways and manufacturing industries, and of the people who worked at this location. It also enables a number of historic elements no longer present, such as the footings for the former pedestrian crossing and the station gardens, to be published and interpreted for a contemporary audience.

The draft Heritage Interpretation Strategy outlines potential opportunities for heritage interpretation across the broader station development, including inlays in pavers, signage, and interpretive artworks, to recognise and integrate with the unique character of the area.

The Heritage Council of NSW has indicated that the Strategy should have greater regard to the precinct's social, intangible and industrial heritage values and consider the site's relationship to the broader vicinity including the Eveleigh Railway Workshops and Central Railway Station. The Department agrees that the Strategy should be more holistic and recommended that an updated Heritage Strategy be prepared to address the issues raised by the Heritage Council of NSW.

The Department recommends the preparation and implementation of a Heritage Interpretation Plan, which must identify how interpretive themes and heritage values will be implemented. Further, opportunities for heritage interpretation during design and construction must be addressed in the project's updated Urban Design and Public Domain Plan.

Management measures will be implemented to minimise impacts on archaeology and provide for the salvage of relics

The Proponent has committed to developing a Historical Archaeological Research Design which would detail the archaeological test excavation and salvage methodology to be undertaken in areas identified as being of archaeological potential prior to the commencement of construction. Stop-work procedures would be implemented should unexpected finds be uncovered. These would be undertaken in accordance with the Unexpected Heritage Finds and Human Remains Procedure required by the recommended conditions of approval. In addition, the Department has recommended that an Excavation Director be present to oversee excavation works in areas of archaeological

potential. The Department considers this approach to be appropriate for the potential of unexpected finds and relics that may be present in the sub-surface contexts.

6.3 Aboriginal heritage

The construction and operation of the project will not have a direct impact on any Aboriginal sites or objects. However, Redfern Station and the surrounding neighbourhood are closely associated with the Aboriginal community, both currently and historically, and it is important that this association is reflected in design elements of the project. The Department considers that the proposed recommendation to integrate heritage interpretation into urban design planning will provide for cultural elements to be embedded into the final design.

Issue

Aboriginal people from over Australia settled in and around Redfern to pursue jobs as skilled and unskilled labourers in factories located in Redfern and nearby Chippendale, Waterloo and Alexandria. Opportunities for Aboriginal people to strengthen their culture became more pronounced in the 1970's when the Aboriginal Housing Company purchased properties in Redfern. It is important that this history and the ties of the Aboriginal people to the station are embedded in the project's design to show this relationship.

The Proponent prepared a draft Heritage Interpretation Strategy as part of its Response to Submissions. The Strategy has been prepared with input from the Aboriginal-owned indigenous design and strategy agency, Balarinji.

A previously recorded Aboriginal site is listed as occurring within the project area – the Wynyard Street Midden. The assessment considers the location of this site to be in the locality of the bulk earthworks associated with the cut and cover tunnels constructed for the Eastern Suburbs Railway, and therefore unlikely to be present. Previous assessments undertaken for other projects at this location have failed to identify this site. No other Aboriginal sites have been recorded within the construction footprint.

Submissions

Community and Organisation submissions

Two issues were raised in community and organisation submissions regarding Aboriginal heritage. One community submission indicated that there is a need for the project to carry an Indigenous theme and include history points of the local area. The submission from The Greens noted that there is a need to recognise that the project is on Gadigal land and recommended that the co-design process include Aboriginal representatives and Aboriginal-led organisations.

Council and Government agency submissions

Environment, Energy and Science Group recommended that an Aboriginal Cultural Heritage Assessment Report be prepared.

City of Sydney Council expressed support for engaging with the Aboriginal community (and local artists) to develop and include Aboriginal public art within the station development.

Consideration

Aboriginal heritage and cultural values will be captured through heritage interpretation and reflected in design elements, including fabrics and finishes

As noted in **Section 6.2**, the Department has recommended the preparation of an updated Heritage Interpretation Strategy and Heritage Interpretation Plan. The Strategy would address both historic heritage and Aboriginal heritage and recommend opportunities for interpreting Aboriginal heritage through the project to tell and celebrate the story of the development of the community.

The updated Heritage Interpretation Strategy would provide the framework for implementing Aboriginal interpretation opportunities through elements such as public art, inlays in pavers, signage integrated into glazed screens, façade treatments, uses of Aboriginal patterns and motifs in finishes and interpretation displays. The Heritage Interpretation Plan would identify how and where the cultural interpretive themes and values would be implemented. The Plan would be developed in consultation with Aboriginal stakeholders and the Metropolitan Local Aboriginal Land Council.

6.4 Noise and vibration

The construction of the concourse will have noise impacts on adjoining residents and other sensitive receivers. However, these impacts are unavoidable due to the proximity of residents and businesses. In addition, out-of-hours works are necessary to provide a safe work environment and not affect the operation of the railway network.

The Proponent has committed to a range of accepted industry best-practice management measures to manage construction noise and vibration. These, along with the proactive and community-focused approach to managing noisy and out-of-hours works required by the Department's recommended conditions, should ensure that noise and vibration impacts are minimised.

Operation of the infrastructure elements of the project should not result in any discernible increases in noise levels at the nearest residences. However, footfall noise would increase along Little Eveleigh Street consequent to predicted increases in pedestrian movements to and from Redfern Station.

Issue

Construction noise impacts are expected during and outside of standard construction hours

Construction noise impacts would vary depending on the type and location of construction activities undertaken. Works requiring rail shutdown would be undertaken over approximately 20 scheduled rail possession periods with continual work from Friday to early Monday mornings. About two additional (non-standard) rail possession periods are proposed across 2020 and 2021 Christmas period, during which works would be undertaken outside of standard hours. There is also potential for mid-week night work at various stages of the project (such as continuous concrete pours).

Residences located within noise catchment area (NCA) 2 (**Figure 11**) are predicted to experience the greatest noise impacts due to their proximity to the construction location. The noise assessment predicts that residents and other sensitive receivers in NCA 2 would experience noise levels above the recommended noise management levels (NMLs) during all stages of construction. Noise Management Levels represent criteria where the proponent must consider management and mitigation measures.

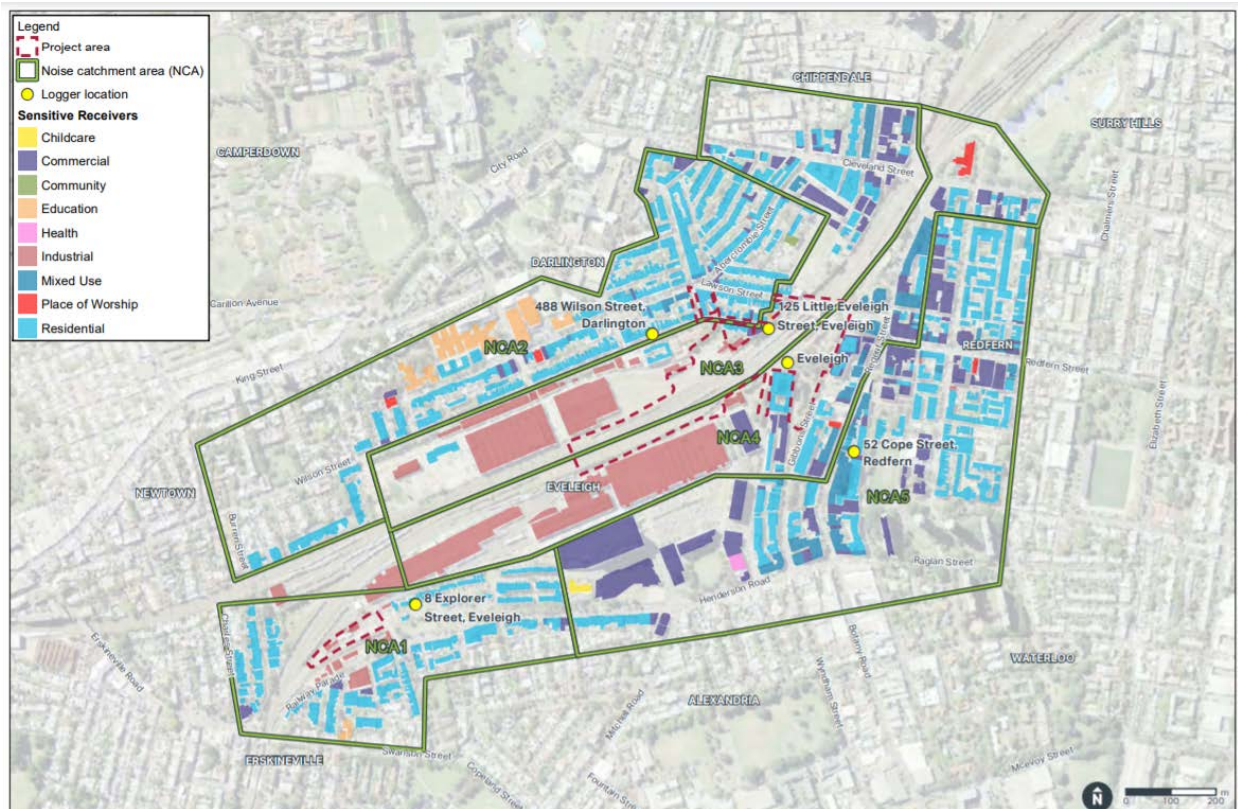


Figure 11 | Noise catchment areas (NCA) (Source: EIS)

The highest exceedances would occur during roadworks along Little Eveleigh Street. During standard construction hours, noise levels up to and exceeding 20 dB(A) above the NML are predicted at around 405 residences. Noise levels up to and exceeding 25 dB(A) over the NML are predicted at approximately 530 residences during out-of-hours works in the evening and at 703 residences during night-time. Noise levels up to 25 dB(A) over the NML would also be experienced of an evening and night-time at residences in NCA 2 during utility and main construction works.

Road works on Marian Street, Cornwallis Street and Rosehill Street would result in nearby residential buildings being highly noise affected from roadworks during the daytime and night-time.

Residents in all NCAs would experience elevated noise during most night-time construction scenarios with the potential for the sleep disturbance screening criterion predicted to be exceeded at up to:

- 399 residential buildings, during site establishment and enabling works;
- 361 residential buildings, during utility and overhead wiring works; and
- 559 residential buildings, during roadworks.

The Proponent's noise modelling indicates that noise associated with construction vehicles is expected to be minimal and to comply with the road noise objectives set out in the *Road Noise Policy* (DECCW, 2011).

Construction vibration is unlikely to result in property damage

Most residences and commercial buildings are located outside of the minimum working distances for vibration intensive equipment. However, a number of heritage-listed railway items (platforms, buildings, retaining walls) may be within the working distances for vibration intensive works and mitigation measures will need to be implemented to control excessive vibration.

Operational noise impacts are expected at residences adjacent to the new concourse

Operational noise impacts associated with the project include noise from the use of the public address systems, noise from the new car park at the western end of Little Eveleigh Street and increased pedestrian traffic along Little Eveleigh Street, as well as noise generated by mechanical services and opal card services.

Operational noise impacts were assessed in accordance with the *Noise Policy for Industry* and predicted that operational noise levels would comply with the project specific noise criteria and should not result in intrusive noise impacts at the nearest residences.

Operational noise is expected to increase with the distribution and redirection of passengers along Little Eveleigh Street. Foot traffic is also anticipated to increase along Marian Street with the increase in commercial development in Australia Technology Park. There are no specific noise criteria for noise generated by pedestrians. However, it is acknowledged that residents along Little Eveleigh Street and Marian Street would experience an increase in footfall and conversation noise due to the increase in pedestrian movements.

Submissions

Community submissions

Submissions from the community raised concerns relating to noise and vibration impacts including:

- construction noise impacts on residents, particularly from out-of-hours works;
- operational noise impacts on residents from increased pedestrian movements, particularly along Little Eveleigh Street and Watertown residents on Marian Street; and
- the provision of construction and operation noise attenuation measures particularly for out-of-hours construction works.

Organisation submissions

REDWatch noted that the design of the shared zones would be left to detailed design to resolve how the shared zones would work including the noise issues that concern residents.

Council and Government agency submissions

Environment Protection Authority (EPA) recommended that the project approval reference general mitigation measures detailed in the EIS and consider the inclusion of additional mitigation measures to minimise the number of residents impacted by construction noise. In addition, EPA recommended community engagement be undertaken to inform residents about construction activities including their timing and duration. Regarding operational noise impacts, EPA advised that plant and equipment should be selected to comply with the noise trigger levels in the *Noise Policy for Industry*.

Consideration

Construction noise will require proactive management and community engagement

There is a need for flexibility in construction hours as some works need to be completed outside of standard hours due to operational and safety constraints associated with undertaking work within a live railway corridor. The community is likely to be subject to regular out-of-hours works. The Department considers a proactive approach is required to manage and mitigate noise and vibration impacts, including consultation with affected residents and businesses and coordination / scheduling of works in consultation with other projects. The Proponent has committed to implementing measures to manage construction noise which are supported by the Department including:

- consultation with nearby residents and businesses;
- completing works during the daytime where possible, or scheduling noise works as early as possible during the evening and/ or night-time period;
- maximising the distance between noisy plant and equipment and residences;
- using shielding structures, where possible, for noisy works adjacent for residents; and
- coordinating cumulative and consecutive construction noise impacts with other nearby projects, where possible.

Efforts to provide as much relief from construction noise whilst allowing the project to proceed in a timely manner is high priority for the Department. To reduce construction noise impacts the Department has recommended conditions requiring:

- a proactive, community focus to scheduling respite;
- an out-of-hours protocol;
- additional mitigation for noisy works during extended construction hours; and
- offers of alternative accommodation where noise levels are predicted to exceed noise management levels by over 25 dB(A) or are over 75 dB(A).

Coordination with other nearby major projects will be required to minimise cumulative construction noise impacts

Cumulative construction impacts associated with the concurrent construction of major projects including Sydney Metro City and Southwest, Pemulwuy Student Accommodation and 1 Lawson Square Redfern could result in increases of up to 3 dB(A) above the predicted noise levels. There is the potential for residents to be affected by construction fatigue with construction being completed during similar time frames.

The Proponent has committed to reviewing the potential for cumulative and consecutive noise impacts and coordinating with nearby projects, once a construction schedule is available for the project. The Department supports this commitment and has recommended that the Proponent consult with the proponents of nearby projects identified in the EIS, and other developments within 200 metres of the construction footprint.

Vibration impacts on heritage items can be avoided through management and monitoring

The platforms and various buildings and walls at Redfern Station are State-listed heritage items. The Proponent has committed to maintaining safe working distances from heritage items and where this is not possible, to undertake vibration monitoring and structural observations to ensure sensitive heritage fabric is not damaged. The Proponent has also committed to using alternative methods that generate less vibration. The Department considers that these measures are appropriate.

Operational noise impacts will be managed by a combination of at-source and barrier measures

The Proponent has committed to implementing measures to reduce operational noise including:

- construction of a solid boundary fence to mitigate noise from the new car park on residences in Little Eveleigh Street; and
- selecting mechanical plant and a public address system which emit noise levels that comply with the operational noise criteria for the project.

The Proponent has indicated that depending on the acoustic performance of the carpark fence, it would consider implementing at-property treatments for 155 and 157 Little Eveleigh Street which will be impacted by noise from the car park. The Department has recommended that the Proponent must install at-source and/or at-property acoustic treatments where noise levels exceed the project-specific operational noise criteria at residences adjacent to the car park. In addition, it has recommended operational noise monitoring within four months of commencing operation to confirm operational noise levels.

Further, the Department has recommended that the Proponent undertake a review of operational noise within four months of commencing operations to ensure the noise levels from the public address system and any mechanical plant are consistent with the noise predictions and comply with the project-specific operational noise criteria. Where noise levels exceed the operational noise criteria, investigation and implementation of further mitigation measures is required.

The Department considers that noise from commuters using the new station entrances and surrounding shared zones is unlikely to be offensive but would be noticeable by residents, especially those on Little Eveleigh Street. Currently, pedestrians walk within centimetres of the front door and windows of properties along Little Eveleigh Street. The EIS illustrates the existing footpath being vegetated, providing a wider separation between pedestrians and residences. To ensure this separation occurs, the Department has recommended a condition requiring consultation with City of Sydney Council on the available roadside / footpath space.

6.5 Other issues

The Proponent assessed the potential impacts of the project in relation to air quality, biodiversity, climate change and sustainability, flooding and drainage, land use and property, traffic, transport and access, and waste management. The Department considers that the Proponent has adequately assessed these issues and that they can be generally managed through the Proponent's environmental management measures and the recommended conditions of approval.

Table 7 summarises the Department's consideration of these issues and any recommended conditions of approval.

Table 7 | Department's consideration of other issues

Issue	Findings	Recommendations
Air quality	The Proponent has committed to preparing a Construction Air Quality Management Plan, to manage dust and exhaust emissions, and to cease work if odour emissions are generated. It is considered that the implementation of standard practice measures is appropriate to suppress nuisance dust and manage emissions from vehicles and diesel generators, which was raised as an issue by the local community.	A condition has been recommended requiring the Proponent to implement measures to reduce the emission of dust and other pollutants during construction.
Biodiversity	<p>A biodiversity development assessment report (BDAR) waiver was issued on 19 November 2019 for the project.</p> <p>Construction will require trimming of street trees and the removal of two <i>Eucalyptus scoparia</i> which are listed as threatened species. These trees do not form part of a population and removal would not result in a significant impact on the species.</p> <p>Revegetation and street planting will be undertaken along the Little Eveleigh Street shared zone and the Marian Street/Cornwallis Street/Rosehill Street shared zone upgrade.</p>	The Department has recommended that tree replacement be undertaken in consultation with City of Sydney Council and replacement plantings are consistent with Council's plans and programs for street planting.
Climate change and sustainability	<p>The assessment identified the frequency and intensity of rainfall and flooding events and increases in extreme high temperatures as a low risk to the project.</p> <p>The Department considers that the Proponent has adequately addressed anticipated climate change impacts and that the proposed mitigation measures (including drainage systems with consideration to future increased rainfall intensity, loading cable routes outside of future flood inundation zones where possible, and selecting and designing equipment to be</p>	The Department has recommended the project achieve a minimum excellent 'Design' and 'as built' rating under the Infrastructure Sustainability Council of Australia rating tool.

resilient to projected temperature changes) adequately address climate change risks.

In addition, the Proponent has committed to implementing a Sustainability Management Plan, which would provide a detailed description of sustainability risks and opportunities for improved sustainability outcomes during detailed design, construction and operation. The Department considers this measure is appropriate and commensurate based on the nature and scale of the project.

Flooding and drainage

There is some risk of flooding at the Site 1 construction ancillary facility and so stockpiles will be located outside of the five per cent AEP flood extent and, where possible, outside the one percent AEP flood extent, to minimise the risk of material being washed into the stormwater system. Railway track ponding will be addressed by drainage upgrade works undertaken by Sydney Trains, as a separate project under a separate planning approval.

The Proponent will upgrade the stormwater drainage system in Little Eveleigh Street to manage increased runoff and localised stormwater ponding. Operational stormwater treatment devices will be installed to prevent litter from the new carpark on Little Eveleigh Street entering the drainage network and to treat the first flush of rainfall from the concourse.

EES commented that the flood study did not accurately assess the full flooding impacts, as it had not considered existing flood studies prepared by City of Sydney Council within the immediate area. The Department notes that there will be minimal to no flooding created by the construction or operation of the project and that the proposed upgrades to the stormwater system should assist in effectively conveying rainfall.

The Department has recommended that the Proponent consult City of Sydney Council on local stormwater drainage upgrade works to ensure that any new or modified stormwater drainage works can be effectively conveyed.

The Department has also recommended that the project must not worsen flooding.

Land use and property	<p>The project will not require acquisition of private land or properties. However, it will require temporary acquisition of the Gibbons Street Reserve and Eveleigh Maintenance Centre. The Proponent has committed to restoring all public open space areas to their pre-existing condition (at a minimum) as soon as practical.</p> <p>Construction and operation of the project will require the permanent use of 125-127 Little Eveleigh Street which is owned by TfNSW (RailCorp). The previous tenant has been relocated into a new location.</p> <p>The façade of the building will be retained and incorporated in the final design. The Proponent will reinstate some internal elements including original timber columns, original exposed timber framing to floors and ceiling, however, will predominately remove internal fabric to facilitate the new entry point.</p>	<p>The Department has recommended that the Gibbons Street Reserve be reinstated to at least its pre-existing condition.</p>
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Construction traffic, transport and access	<p><i>Train services</i></p> <p>Rail possessions are a routine component of rail network operations used to undertake safety and maintenance. The Proponent has committed to undertake works during scheduled rail possessions to coincide with Sydney Trains maintenance and construction activities for the approved project.</p> <p><i>Pedestrian and cyclist access</i></p> <p>Access impacts cannot be avoided during construction due to the location of the project within a highly urban setting. The project will result in temporary diversions along Gibbon Street, the southern side of Lawson Street and a road closure along Little Eveleigh Street for construction of the shared zone. The Department has adopted the City of Sydney Council's recommendation that way-finding signage be implemented during construction to direct people around works given the high patronage of the station.</p>	<p>A condition has been recommended requiring the Proponent to provide safe pedestrian and cyclist access during construction, and sign post alternate routes where access is restricted or removed.</p>
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Station accessibility and facilities

During construction, there is potential to disconnect some access points making it difficult for people with mobility challenges issues or access arrangements to maneuver. The Proponent has committed to minimising the duration of access impacts.

Upon completion, the project will provide lift access to all platforms creating equitable access throughout the station, thereby providing a significant improvement to the current situation.

Construction worker transport

Due to the highly accessible nature of Redfern Station, the Proponent will encourage construction workers to travel to the site by public transport and through carpooling. This will be supported by a Green Travel initiative which will reward workers who adhere to the travel initiative for using public transport or carpooling.

Waste

Waste generated by the project would be managed in accordance with the *Waste Avoidance and Resource Recovery Act 2001* and *Protection of the Environment Operations Act 1997*. The Department considers that waste generation and management can be adequately managed by the Proponent's proposed mitigation measures which include the practices of reduce, reuse and recycle and the recommended conditions.

The Department has recommended conditions for the handling, reuse, disposal and tracking of waste.

7 Evaluation

The Department has reviewed the EIS and Response to Submissions report and assessed the key issues arising from the construction and operation of the project. This has included consideration of:

- advice from relevant State government agencies and City of Sydney Council;
- strategic government policies and plans;
- relevant matters and objects of the EP&A Act; and
- the principles of ESD.

The Department considers that the project is in the public interest as it would improve accessibility throughout the station for all customers and provide increased capacity to accommodate commuter growth, and should be approved subject to conditions.

The project is consistent with NSW strategic planning policies and frameworks including:

- *Greater Sydney Region Plan: A Metropolis of Three Cities – Connecting people* (Greater Sydney Commission, 2018);
- *Eastern Sydney District Plan* (Greater Sydney Commission, 2018);
- *Building Momentum: State Infrastructure Strategy 2018-2038* (Infrastructure NSW, 2018);
- *Future Transport Strategy 2056* (Transport for NSW, 2018);
- *Disability Inclusion Action Plan 2018-2020* (Transport for NSW, 2017); and
- *Central to Eveleigh Urban Transformation Strategy* (NSW Government, 2016).

The project includes improved access for mobility impaired customers through the provision of lift access to all platforms and improves the public transport customer experience by delivering modern and secure transport infrastructure. It would also facilitate connectivity between destination precincts on either side of the railway, including the Sydney Innovation and Technology Precinct.

The key issues associated with the project are:

- urban design, landscaping and public domain;
- Aboriginal and non-Aboriginal heritage; and
- noise and vibration.

The Department is satisfied that issues raised in submissions regarding these and other issues have been appropriately considered and addressed by TfNSW. Further, the Proponent has identified a range of environmental management measures which it has committed to applying to the project to address the identified environmental impacts. Based on its assessment, the Department recommends conditions aimed at improving the level of environmental management and reducing potential impacts of the project throughout construction and operation.

8 Recommendation

It is recommended that the Minister for Planning and Public Spaces:

- **considers** the findings and recommendations of this report;
- **accepts and adopts** the findings and recommendations in this report as the reasons for making the decision to approve the application;
- **considers** any advice provided by the Minister having portfolio responsibility for the project;
- **agrees** with the key reasons for approval listed in the Notice of Decision;
- **grants approval** for the application in respect of SSI 10041, subject to the conditions in the attached development project approval; and
- **signs** the attached project approval and recommended conditions of approval.

Recommended by:



Mary Garland
Team Leader
Transport Assessments

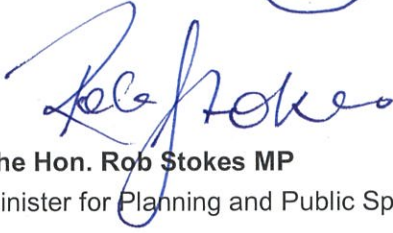
Recommended by:



Glenn Snow
Director
Transport Assessments

9 Determination

The recommendation is **Adopted** / ~~Not adopted~~ by:

A handwritten signature in blue ink, appearing to read 'Rob Stokes', is written over the printed name and title.

The Hon. Rob Stokes MP

Minister for Planning and Public Spaces

Appendices

Appendix A – List of referenced documents

Greater Sydney Commission, 2018. *Greater Sydney Region Plan: A Metropolis of Three Cities – Connecting People*

Greater Sydney Commission, 2018. *Eastern Sydney District Plan*

Infrastructure NSW. 2018. *Building Momentum: State Infrastructure Strategy 2018-2038*

NSW Government, 2018. *NSW State Infrastructure Strategy 2018-2038*

Transport for NSW, 2017. *Disability Inclusion Action Plan 2018-20200*

Transport for NSW, 2018. *Future Transport Strategy 2056*

UrbanGrowth, 2016. *Central to Eveleigh Urban Transformation Strategy*

Appendix B – Environmental Impact Statement

<https://www.planningportal.nsw.gov.au/major-projects/project/25836>

Appendix C – Submissions

<https://www.planningportal.nsw.gov.au/major-projects/project/25836>

Appendix D – Submissions Report

<https://www.planningportal.nsw.gov.au/major-projects/project/25836>

Appendix E – Community Views

The key issues raised by the community and considered in this Assessment Report include design options, urban design and place making, construction and operational noise impacts, and heritage.

<i>Issue</i>	<i>Consideration</i>
<u>Options assessment</u> <ul style="list-style-type: none"> Request for options involving the provision of a walkway from the concourse connecting to Wilson Street. 	<i>Assessment</i> <ul style="list-style-type: none"> Options involving the provision of a walkway from the concourse connecting to Wilson Street were discounted on the basis that it would provide poorer connectivity outcomes, longer travel distances, and a greater risk to personal safety due to restricted lines of sight.
<u>Urban design and place</u> <ul style="list-style-type: none"> Request for the concourse to be wider to support both pedestrian and cyclist's activity. Request for a dedicated cycleway along Little Eveleigh Street. Concern that the concourse entrance barriers will block connectivity. Concern over the reduction in on-street car parking. Concern regarding light spill. 	<i>Assessment</i> <ul style="list-style-type: none"> The concourse is wide enough to cater for pedestrians and cyclist (dismounted). The Proponent has committed to further consultation with City of Sydney Council to deliver cycle route upgrades to Lawson Street, including a separated cycleway between Eveleigh Street and Regent Street, and integration with the regional bike network. Construction of the project does not preclude the provision of a dedicated cycleway in the future and TfNSW will continue to work with Council to explore opportunities to connect the project with current and future cycleways, if required. The Proponent has committed to further design review regarding the barriers to the concourse. The construction of the off-street car park facility at the western end of Little Eveleigh Street will replace street car parking lost during construction. <i>Recommended conditions/response</i> <ul style="list-style-type: none"> The Proponent must engage with City of Sydney Council on the detail design of the shared zones, including the available roadside / footpath space on Little Eveleigh Street. The Proponent must prepare an updated Urban Design and Public Domain Plan in consultation with Council and the community. The Plan must be reviewed by the TfNSW Design Review Panel for the project. Requirement for the Proponent to investigate (in consultation with Council) the possibility of creating an entrance to the off-street car park facility from Wilson Street (near Ivy Street) to reduce the number of vehicles travelling along Little Eveleigh Street. Requirements for all lighting to be installed in accordance with relevant Australian Standards and City of Sydney Council design codes and standards for controlling and reducing the effects of obtrusive outdoor lighting.

<p><u>Noise and vibration</u></p> <ul style="list-style-type: none"> • Potential for construction noise to result in sleep disturbance. • Operational noise, including increased pedestrian traffic, will impact on sleep. • Construction vibration will result in structural damage to residential buildings. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> • Construction noise impacts in a highly developed urban environment are unavoidable. • Out-of-hours works will be required as many of the works within the rail corridor can only be undertaken during a rail possession when the rail line is closed to trains. Rail possessions are limited to a five-day period between Christmas and New Year and on weekends. • Works along Little Eveleigh Street will need to be undertaken outside of standard construction hours to avoid conflicts with traffic. • Construction noise will be managed using industry best practice and a robust community consultation strategy. • Safe working distances will be maintained, where possible, from residences and heritage items. • Vibration monitoring and structural observations will be undertaken to ensure sensitive heritage fabric is not damaged. Alternative equipment that generates less vibration will be used. <p><i>Recommended conditions/response</i></p> <ul style="list-style-type: none"> • Out-of-hours works must be approved and managed under an Out-of-Hours Protocol. • A Noise and Vibration Management Sub-plan must be prepared to detail how construction noise and vibration impacts will be minimised and managed. • At-source and/or at-property acoustic treatments must be installed should noise levels at residences adjacent to the new car park exceed the project-specific operational noise criteria. • The Proponent must undertake operational noise monitoring to confirm operational noise levels and provide mitigation where the levels exceed project-specific operational noise criteria. • Respite from construction must be provided. • Vibration testing must be undertaken before and during vibration generating activities. • Pre- and post-construction building surveys must be offered to land owners whose properties are identified as at risk from vibration.
<p><u>Heritage</u></p> <ul style="list-style-type: none"> • Design is not sympathetic to heritage values. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> • The Proponent has assessed the design against heritage values and has reduced the height of the concourse, and its overall bulk and scale, as much as possible within the constraints imposed by rail design standards. • Transparency of the concourse has been maximised to allow for views through the structure and to reduce its visual impact within the heritage landscape.

	<ul style="list-style-type: none"> • The proposed use of perforated metal for the concourse is sympathetic to the industrial character of the rail yards. • 125-127 Little Eveleigh Street will be partly preserved, with the fit out for the new station entry only affecting the internal structure. <p><i>Recommended conditions/response</i></p> <ul style="list-style-type: none"> • Preparation of an updated Heritage Interpretation Strategy and Heritage Interpretation Plan which detail the opportunities for industrial and cultural heritage values to be incorporated into design elements (fabric and form). • Archival recording and salvage are required. • An Historic Archaeological and Research Design is required and an Excavation Director must be appointed to guide and oversee activities in areas of archaeological potential.
<p><u>Amenity</u></p> <ul style="list-style-type: none"> • Concern over loss of resident privacy with increased pedestrian traffic along Little Eveleigh Street and Marian Street. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> • The project includes design elements to minimise, and where possible, avoid privacy impacts such as pedestrians being able to see into private residences. • The use of landscaping and non-transparent fabrics at the northern end of the concourse is proposed to limit sight lines into residences. The use of design elements will be further developed during the urban design planning process. <p><i>Recommended conditions/response</i></p> <ul style="list-style-type: none"> • The updated Urban Design and Public Domain Plan must include visual screening elements to address privacy impacts.

Appendix H – Recommended Instrument of Approval