

# Notice of decision

## Section 2.22 and clause 20 of Schedule 1 of the *Environmental Planning and Assessment Act 1979*

<b>Application type</b>	State significant infrastructure
<b>Application number and project name</b>	SSI 10041 Redfern Station Upgrade – New Southern Concourse
<b>Proponent</b>	Transport for NSW
<b>Approving authority</b>	Minister for Planning and Public Spaces

### Decision

The Minister for Planning and Public Spaces has, under s.5.19 of the *Environmental Planning and Assessment Act 1979* (the Act) approved the infrastructure application subject to the recommended conditions.

A copy of the infrastructure approval and conditions is available here.  
<https://www.planningportal.nsw.gov.au/major-projects/project/25836>

A copy of the Planning Secretary's Assessment Report is available here.  
<https://www.planningportal.nsw.gov.au/major-projects/project/25836>

### Date of decision

10 December 2020

### Reasons for decision

The following matters were taken into consideration in making this decision:

- the matters listed in the statutory context section of the Planning Secretary's assessment report;
- the objects of the Act;
- all information submitted to the Department during the assessment of the application;
- the findings and recommendations in the Planning Secretary's Assessment Report; and
- the views of the community about the project (see **Attachment 1**).

The findings and recommendations set out in the Planning Secretary's Assessment Report were accepted and adopted as the reasons for making this decision.

The key reasons for approving the application are as follows:

- 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 for 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 that will support the surrounding urban interface.
- the project has been identified in the following NSW Government strategies:
  - *Greater Sydney Region Plan: A Metropolis of Three Cities – Connecting people* (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 2018-20200* (Transport for NSW, 2017); and
  - *Central to Eveleigh Urban Transformation Strategy* (NSW Government, 2016).
- the impacts on the community and the environment can be appropriately minimised and managed to an acceptable level, in accordance with applicable NSW Government policies and standards;
- the issues raised by the community during consultation and in submissions have been considered and adequately addressed through the Proponent's response to submissions and environmental management commitments, and the recommended conditions of approval; and
- weighing all relevant considerations, the project is in the public interest.

## Attachment 1 – Consideration of Community Views

The Environmental Impact Statement was publicly exhibited from 27 May 2020 until 24 June 2020 (28 days) and received 72 submissions, of which seven were from State government, one local council and 65 community submitters which included five special interest groups and organisations.

The Department also undertook three site visits prior to and during the EIS exhibition and assessment process. In addition, a meeting was held with City of Sydney Council.

The key issues raised by the community and considered in the Planning Secretary's Assessment Report and by the decision maker include urban design and place making, construction and operational noise impacts, and heritage. Other issues raised are addressed in detail in the Planning Secretary's Assessment Report.

<i>Issue</i>	<i>Consideration</i>
<u>Options assessment</u> <ul style="list-style-type: none"> <li>Request for options involving the provision of a walkway from the concourse connecting to Wilson Street.</li> </ul>	<i>Assessment</i> <ul style="list-style-type: none"> <li>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.</li> </ul>
<u>Urban design and place</u> <ul style="list-style-type: none"> <li>Request for the concourse to be wider to support both pedestrian and cyclist's activity.</li> <li>Request for a dedicated cycleway along Little Eveleigh Street.</li> <li>Concern that the concourse entrance barriers will block connectivity.</li> <li>Concern over the reduction in on-street car parking.</li> <li>Concern regarding light spill.</li> </ul>	<i>Assessment</i> <ul style="list-style-type: none"> <li>The concourse is wide enough to cater for pedestrians and cyclists (dismounted).</li> <li>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.</li> <li>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.</li> <li>The Proponent has committed to further design review regarding the barriers to the concourse.</li> <li>The construction of the off-street car park at the western end of Little Eveleigh Street will replace street car parking lost during construction.</li> </ul> <i>Recommended conditions/response</i> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>Requirement for the Proponent to investigate (in consultation with Council) the possibility of creating an entrance to the off-street carpark facility from Wilson Street (near Ivy Street) to reduce the number of vehicles travelling along Little Eveleigh Street.</li> <li>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.</li> </ul>
<u>Noise and vibration</u> <ul style="list-style-type: none"> <li>Potential for construction noise to result in sleep disturbance.</li> <li>Operational noise, including increased pedestrian traffic, will impact on sleep.</li> <li>Construction vibration will result in structural damage to residential buildings.</li> </ul>	<i>Assessment</i> <ul style="list-style-type: none"> <li>Construction noise impacts in a highly developed urban environment are unavoidable.</li> <li>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.</li> <li>Works along Little Eveleigh Street will need to be undertaken outside of standard construction hours to avoid conflicts with traffic.</li> <li>Construction noise will be managed using industry best practice and a robust community consultation strategy.</li> <li>Safe working distances will be maintained, where possible, from residences and heritage items.</li> </ul>

	<ul style="list-style-type: none"> <li>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.</li> </ul> <p><i>Recommended conditions/response</i></p> <ul style="list-style-type: none"> <li>Out-of-hours works must be approved and managed under an Out-of-Hours Protocol.</li> <li>A Noise and Vibration Management Sub-plan must be prepared to detail how construction noise and vibration impacts will be minimised and managed.</li> <li>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.</li> <li>The Proponent must undertake operational noise monitoring to confirm operational noise levels and provide mitigation where the levels exceed project-specific operational noise criteria.</li> <li>Respite from construction must be provided.</li> <li>Vibration testing must be undertaken before and during vibration generating activities.</li> <li>Pre- and post-construction building surveys must be offered to land owners whose properties are identified as at risk from vibration.</li> </ul>
<p><u>Heritage</u></p> <ul style="list-style-type: none"> <li>Design is not sympathetic to heritage values.</li> </ul>	<p><i>Assessment</i></p> <ul style="list-style-type: none"> <li>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.</li> <li>Transparency of the concourse has been maximised to allow for views through the structure and to reduce its visual impact within the heritage landscape.</li> <li>The proposed use of perforated metal for the concourse is sympathetic to the industrial character of the rail yards.</li> <li>125-127 Little Eveleigh Street will be partly preserved, with the fit out for the new station entry only affecting the internal structure.</li> </ul> <p><i>Recommended conditions/response</i></p> <ul style="list-style-type: none"> <li>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).</li> <li>Archival recording and salvage are required.</li> <li>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.</li> </ul>
<p><u>Amenity</u></p> <ul style="list-style-type: none"> <li>Concern over loss of resident privacy with increased pedestrian traffic along Little Eveleigh Street and Marian Street.</li> </ul>	<p><i>Assessment</i></p> <ul style="list-style-type: none"> <li>The project includes design elements to minimise, and where possible, avoid privacy impacts such as pedestrians being able to see into private residences.</li> <li>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.</li> </ul> <p><i>Recommended conditions/response</i></p> <ul style="list-style-type: none"> <li>The updated Urban Design and Public Domain Plan must include visual screening elements to address privacy impacts.</li> </ul>