

**Any changes/upgrades to an area should be done with a regard to need and consideration of the environment it will change.**

### SETTING

Redfern is a unique suburb the streets are lined with many trees some old very large paper gums all home to many varieties of birds, wildlife, and insects. Many streets have homes with wrought iron balconies and fences. Artwork abounds on walls, the wrought iron fence leading to Carriage Works has a gallery of 'skippy girls' that are a delightful reminder of childhood. The Carriage Works lives in the vast railway sheds, many thousands of men, many aboriginal, worked here, it connects Redfern's present to its past history. And countless reserves to sit and relax in. It is a community. Change is inevitable but the fact that Redfern is predominantly residential and houses families, students, workers, should be acknowledged by due consideration when bringing changes to the area.

### EFFECTS

Redfern station is the 6<sup>th</sup> busiest station in Sydney, however, unlike the other five stations, Central, Town Hall, Wynyard, Circular Quay, St James and Museum it has residential housing surrounds. If all stakeholders are to have consideration, there should be a re-think of changing a narrow residential street into a thorough fare it disregards the nature of home and community. If 125-127 Little Eveleigh street were to become a station exit light would be a constant for the opposite side of the street's homes. Many homes in Little Eveleigh street have little to buffer them from heavy foot traffic and the noise and the disruption this would cause. Lawson street has been subjected to an onslaught of pedestrian traffic but does have the advantage of having most houses set back from the path many with gardens that help buffer the noise and movement.

The Redfern Station Upgrade is not designed for long term requirements as stated in the TfNSW submission the upgrade and will only manage the projected traffic flow numbers until 2036. To plan for such a short term for a major project is hard to understand, especially as transport of a rapidly growing population is crucial to the wellbeing of both human beings and business. The disruption to be caused by this project, as evidenced in the TfNSW submission is enormous, noise, vibration, pollution, heavy vehicles and equipment being brought to the area 24/7, a virtual takeover of the area surrounding the station it will be the equivalent of living on a building site, for two years. If Little Eveleigh street does remain the preferred option house holders should be given assistance to combat the debilitating effects of noise, pollution, and disruption.

As the 3 city project and all the other projects within this area are creating ever increasing numbers of travellers to the area additional space will eventually be required. Little Eveleigh street has a finite space current foot and bicycle traffic will quickly fill this space to full capacity. Therefore, if more space is needed in the future for commuters it will have to be found in another area. If instead of Little Eveleigh street a thorough fare is put behind Little Eveleigh street, one of the alternate options, there would be room for expansion, and this would create less disruption.

One of the reasons given for not using an alternate option is length of travel. When Sydney University requested a station be given close to the university because of the volume of student commuters it was denied. So, students who make up the bulk of commuters using the station now have a long walk to the university this would indicate distance is only a convenient excuse for using Little Eveleigh street. Security was another issue raised this could be easily addressed with security personnel ( job creation) lighting and design.

I would further question the choice of Little Eveleigh street as originally this was the only option shown to us by TfNSW. Only after opposition to this option were others produced. Then after information was gathered through a survey of commuters Option 1 was chosen with a strong emphasis on it being a better option for people with disabilities. I would like to know how people with disabilities have found travel along Lawson street. During term time the volume of traffic is very heavy I would have thought a longer distance that had more space and no crushing together would be preferable to a narrow street full

of bicycles(heavy traffic) and avoiding steps that are on the path way as well as being crushed together because of restricted space.

Question

*You say you want commuters to have a good experience how can this be if by 2036 it has reached it's capacity and crowding together will be inevitable*

Question

*One of the aims of the 3 City plan is to enhance liveability do you believe that is what will happen for residents in Little Eveleigh street*

Question

*Will traffic crossing the concourse be free flowing without barriers*

Question

*Will the Management of the Project be answerable to government if residents have genuine complaints during construction*