



Submission Redfern Station Upgrade – New Southern Concourse
Jenny Leong MP and Abigail Boyd MP

23 June 2020

To whom it may concern,

Please find attached a copy of our submission to the Redfern Station Upgrade - New Southern Concourse Environmental Impact Statement on behalf of Jenny Leong MP, Member for Newtown and Abigail Boyd, Greens NSW MP, Transport & Infrastructure Spokesperson.

Providing accessibility to Redfern Station has been discussed by various NSW state governments since the mid-1990s. We note that this project is well overdue and that this current proposal has emerged after sustained community campaigning by groups such as Reconnect Redfern, Lift Redfern and the REDWatch Community Group, to provide access to this, the 6th busiest railway station in Sydney.

It is a credit to the community and advocacy from many organisations over decades that the NSW Government is finally improving the accessibility at Redfern Station - and this is a very welcome development

That said, we hold concerns about some key elements of this project and about the methods used in the Community Survey which was used in part to justify the choice of this particular option.

It is unacceptable that this accessibility upgrade won't result in full accessibility to all platforms at Redfern station - and we urge this to be rectified as a priority.

It is also concerning that the proposal for the upgrade will have significant and ongoing negative impacts on local residents and cyclists as well as putting the safety of many thousands of commuters at risk. These concerns need to be prioritised and addressed.

Finally, we urge the proponents to consider the need for improved access and connectivity throughout this growing and significant urban precinct. As the proposal currently stands, the opportunity to make these improvements are limited. This precinct houses large commercial, educational and cultural institutions and a dense residential population and as such the proposed new southern railway concourse should offer easy connectivity to all these



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institutions and residential areas without the imposition of any gates at either end of the concourse.

While the accessibility upgrade of Redfern Station is very welcome, and long overdue, it is crucial that the way the New Southern Concourse at Redfern station is delivered ensures full accessibility, improves connectivity and prioritises the safety and amenity for residents, cyclists, pedestrians and train users.

Yours sincerely,

Jenny Leong MP
Member for Newtown

Abigail Boyd
NSW Greens Disability and
Transport and
Infrastructure spokesperson

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1. Design elements and the project SEARS

In relation to the project SEARS, we believe that this proposal does not meet the requirements of the Place and Urban Design assessment requirements.

- a) The design does not effectively contribute to the accessibility and connectivity of communities due to its location and design. It doesn't offer cross corridor pedestrian and cyclist access because of the imposition of gates at each entrance and the location of the entrances into constrained residential streets which will be shared traffic zones.
- b) The SEARS cite the NSW government design policy document [Better Placed](#) as one of the preferred design guidelines which includes the use of Design Review panels to



offer independent, impartial and expert advice. While the proponent states in Chapter 8 at 8.4.4 that an independent TfNSW design panel was consulted 4 times between Sept 2018 and Dec 2019, there is no indication in the EIS that this process was undertaken in relation to the specific options released in July and August 2019 but rather infers that this panel was only presented with the older original concept design which in fact became Option 1 and the basis of this proposal.

The EIS does not indicate that the proponent (TfNSW) used the [NSW State Government Design Review Panel](#) which was explicitly set up to ‘deliver the principles and aims of Better Placed and to provide a consistent, state-wide approach to reviewing the design quality of State Significant projects.’ Given that this project is a State Significant project, we maintain that all the design options should have been assessed by this panel. We also think that any reports on the project by the TfNSW design panel should have been included in the EIS.

2. Amenity and safety impacts at Little Eveleigh St and Marian St

There has been sustained local community opposition to the proposed location of the entrances to the new concourse on Little Eveleigh St and Marian Streets as evidenced in all the community consultation and noted in the EIS at Section 6.4, Results of Consultation, Stakeholder Engagement. The following are some of the reasons why the local community and impacted residents have rejected this proposal.

a) The negative long term impacts on the residents of little Eveleigh Street, Redfern

This proposal will result in a significant loss of amenity and privacy for these residents including noise, light and security impacts 24/7. Little Eveleigh Street is a narrow residential street and is unsuitable as a major thoroughfare accommodating many thousands of commuters who use and will use this large and expanding metropolitan railway station.

b) Pedestrian and cyclist safety

The creation of a shared zone in Little Eveleigh Street as a solution to the increased foot and cycle traffic is unacceptable because this street is unable to safely accommodate the increasing number of commuters and cyclists for this large educational, commercial and cultural precinct. No amount of landscaping, signage or



street lighting will make this site safe or practical as a shared zone. Vehicles including trucks up to 6.6 metres, will use this street along with cyclists, pedestrians and residents. It is an unworkable solution.

c) Impact on major local cycleway

Little Eveleigh Street forms a vital part of the City of Sydney's [Wilson Street Cycleway](#) which is a dedicated cycleway which runs from Wilson Street directly into Little Eveleigh Street and provides connectivity between Newtown, Darlington, Erskineville and the city and Eastern suburbs. It is unacceptable to remove the separated cycleway at Little Eveleigh Street and absorb it into a shared zone which will result in serious safety issues for both cyclists and pedestrians.

d) The extension of the shared zone at Marian Street

Some 10,000 new workers will be located at the Australian Technology Park and these people will use the new concourse entry and exit at Marian Street. There are already significant numbers of vehicles using this shared zone area as it is the only access point to large residential buildings (including the Watertower) at this location. Expanding this constrained area cannot safely accommodate the proposed mix of commuters, cyclists and vehicles.

e) Impact on residents parking and street trees

The loss of some 20 parking spots including an accessibility parking spot and a car share parking spot in Little Eveleigh Street as well as the destruction of some 18 street trees. The location of the proposed car park is in the North Eveleigh Precinct and the proposal makes clear that there is no guarantee that this car park will remain available to residents in perpetuity which means that all the residents in Little Eveleigh Street including those requiring special disability parking will potentially lose access to any parking near their homes. This will occur on Marian Street as well with the removal of 16 parking spaces with no provision for alternate parking.

3. Lack of access to platforms 11 and 12

- a) The provision of accessibility to the underground Platforms 11 and 12 is crucial. It is noted that TfNSW has publicly stated that it is aware that station users require lift access to these platforms and that Transport for NSW is investigating options for



developing the land to the east of Redfern Station, above the underground T4 Eastern Suburbs and Illawarra Lines.

It is logical that lift access to these platforms should have been part of this project both in terms of efficiency, impact on residents and construction costs. Commuters and local rail users deserve to be able to use every platform at Redfern Station and any delays in works to make all platforms accessible is unacceptable.

4. Lack of connectivity at either entrance to the proposed Southern Concourse

- a) The current proposal includes gates at either entrance to the proposed Southern Concourse which will greatly diminish the connectivity of this significant urban precinct. This precinct includes the following areas: - the Australian Technology Park (South Eveleigh), Redfern business district and transport hubs, the proposed North Eveleigh technology and innovation hub, Carriageworks and the University of Sydney.

As already noted above, the SEARS indicate that the construction of this major infrastructure should include a requirement that it facilitates easy connectivity between both sides of the station to enhance connectivity throughout the precinct for residents, workers, students, and visitors who are either pedestrians or cyclists.

- b) Additionally, the new Waterloo Metro station will bring a new cohort of students who will use this bridge to get from the Metro to Sydney University. This added group will intensify the congestion at either entrance of the proposed concourse location whereas other options offer far more effective and safe connectivity.
- c) A design which supports a bike connection between North and South Eveleigh would mean that cyclists could connect from the Wilson Street Cycleway to Alexandria and key cycleways from there eastward and northwards which would relieve congestion on Lawson Street.

5. Community Survey

The decision to proceed with this option was taken with reference to a Community Survey which was undertaken as an in-house survey of a small number of residents and commuters. A significant number of residents did not support this option however



their responses were given equal weight to mainly student commuters who transit the area. Giving equal weight to commuters who were not properly appraised of the impact that this option would have on the long term amenity of those living in both Little Eveleigh and Marian Streets or the significant increase in commuter usage, is unacceptable. We think this survey should have been undertaken by an independent body and that directly impacted resident's responses should have been given more weight than random commuters.

We also would request that any consultation that occurs in future specifically engages with the Metropolitan Aboriginal Land Council, local community organisations and groups connected with Aboriginal communities, young people, public housing tenants and students, as well as residents and cyclist, pedestrian and accessibility organisations and experts.

6. Support for alternate design options

The community action groups' alternate Option 5 was the result of consultation with a large range of affected residents, stakeholders and local institutions. It was designed by urban architects and offered sensible solutions to most of the key concerns with the TfNSW options.

By moving the proposed concourse further south it could feed directly into the South Eveleigh area and the ATP site as well as into Wilson Street which is well suited to accommodate large numbers of students, commuters and cyclists, unlike Little Eveleigh and Marian Streets.

Various other more suitable solutions are possible but have not been properly examined by TfNSW which appears to have designed this project with scant regard for the potential this project has to solve a number of significant urban requirements at this site while providing accessibility to the station.

We believe that there is significant desire on behalf of the major stakeholders to find a more appropriate solution. This is an opportunity to design and build infrastructure that both provides crucial accessibility to Redfern Station while also connecting the precinct in a holistic manner which will function to solve long term urban planning requirements.



7. Importance of Aboriginal representatives to be involved in the active co-design process

Given the significance of Redfern as a site of significance and struggle for Aboriginal people, it is crucial that this process is done in a way that recognises that Redfern Station is on Gadigal Land. We believe that any active co-design process must include Aboriginal representatives and Aboriginal-led organisations.

We note that the EIS makes reference to requests by Aboriginal stakeholder organisations that the design incorporate reference to Aboriginal culture as well as offering training and employment opportunities. We are strongly supportive of these requests and request that they are made mandatory with any project approval.

Conclusion

We strongly support the full accessibility upgrade of Redfern Station - for all platforms - and believe that with genuine consultation, co-design and a prioritisation on accessibility and connectivity, an amended concourse project will finally deliver on the much needed improvements for local residents, train users and those working in this area.

It is crucial that this is done well - and that attention is paid to getting it right for everyone.