

Transport for NSW

Redfern Station Upgrade New Southern Concourse

Stakeholder Forum – 4 July 2019

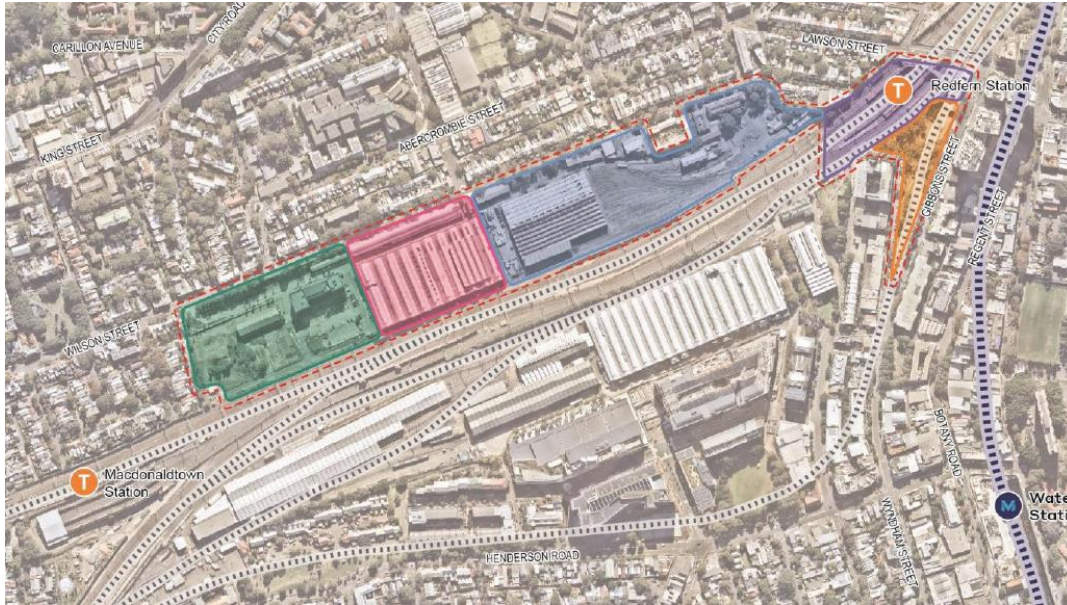


Overview

- Precinct overview
- What we've heard so far
- Design options
- Discussion and feedback
- Next steps



Redfern and North Eveleigh Precinct



- 10 hectares of land along the rail corridor with Redfern Station at its core
- Precinct renewal will:
 - Provide new public spaces and community facilities
 - Improve walking and cycling connections
 - Help make Redfern and North Eveleigh a centre of technology and innovation.
- Station upgrade is first step of renewal
- Working with stakeholders and community to develop precinct vision later this year with a separate planning process.

Overview - Station

- Sixth busiest station in NSW
- Around 70,000 customers each week day
- 10 above ground and two underground platforms (Eastern suburbs platforms)

Project scope

- A new pedestrian footbridge
- Six new stairs and lifts to platforms 1 to 10

Project objectives

- Improve Redfern Station accessibility (DSAPT)
- Improve pedestrian flow and reduce congestion 2036+
- Enhance pedestrian connectivity to key local destinations
- Protect and promote heritage and local culture



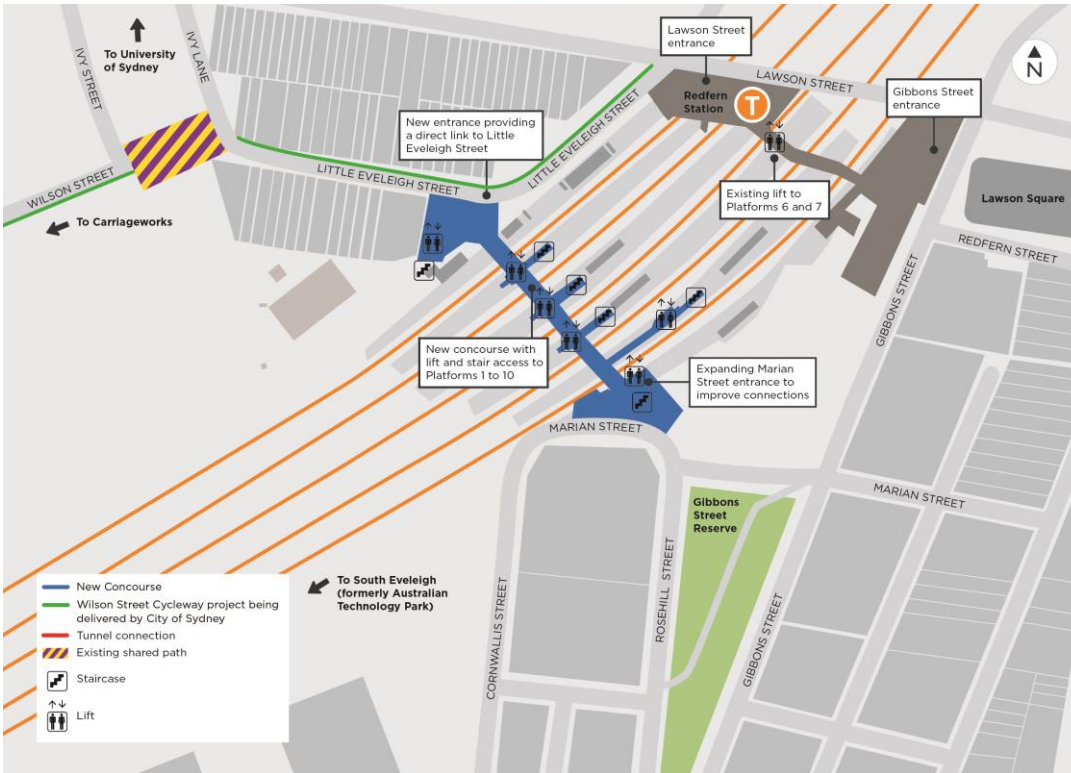
What we've heard

- Community interest in other design options considered
- Strong support for new concourse to improve accessibility and reduce congestion
- Support for improved access to Platforms 11 and 12
- Concerns about impacts on Little Eveleigh / Marian St
- Bicycle & pedestrian connectivity across the corridor
- Design of bridge and streetscape
- Opportunities for employment



Design options

- Option 1 - Little Eveleigh Street connection
- Option 2 – Ground level pathway (Wilson Street connection)
- Option 3 – Aerial walkway (Wilson Street connection)
- Option 4 – South Eveleigh to Wilson Street connection



- 6m wide concourse
- Shortest walking distance across the rail corridor
- Increased pedestrian movements on Little Eveleigh St
- Structural changes required to 125-127 Little Eveleigh St
- Short-term construction-related noise, including building demolition and traffic impacts on Little Eveleigh St and Marian St

New Southern Concourse – Option 1

Little Eveleigh St Connection



New Southern Concourse – Option 1

Little Eveleigh St / Marian St - potential treatment



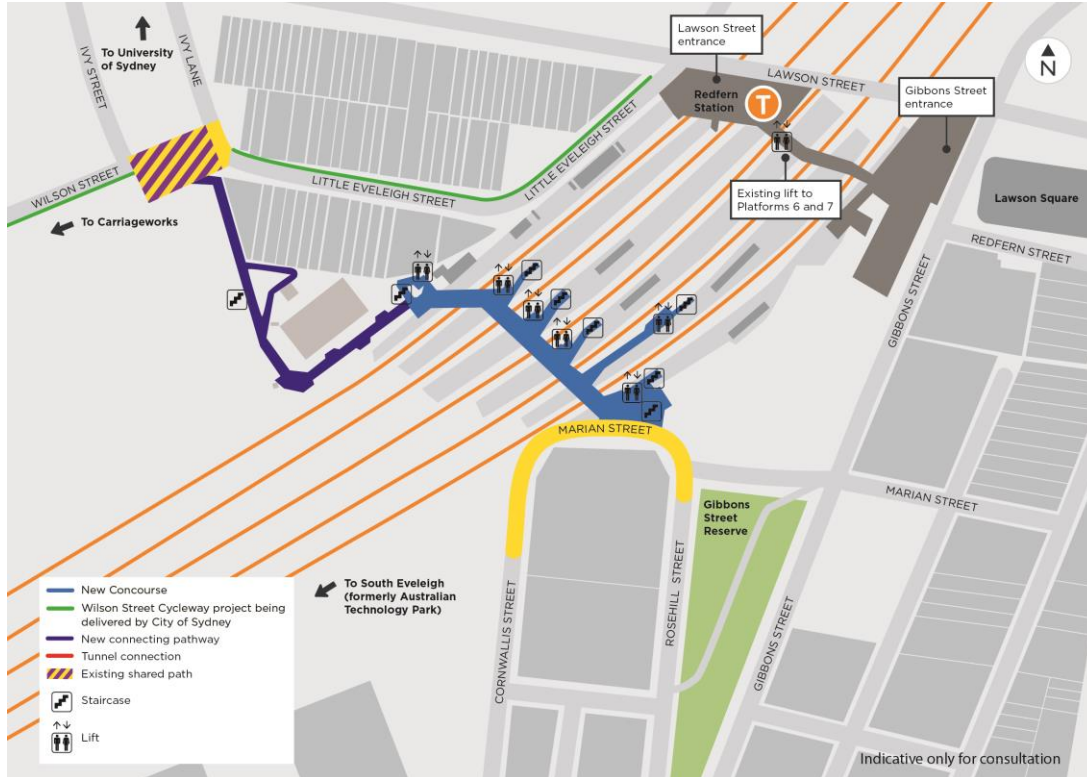
Indicative image only for consultation



Indicative image only for consultation

New Southern Concourse – Option 2

Ground level pathway (Wilson St Connection)



- 6m wide concourse across the rail corridor between Marian St and Platform 1
- 3m wide ground level pathway connecting Platform 1 to Wilson St
- Fewer direct impacts on the streetscape and use of Little Eveleigh St
- Less direct route across corridor - including 7.8m rise and fall in gradient
- Short-term construction-related noise.

New Southern Concourse – Option 2

Ground level pathway (Wilson St Connection)



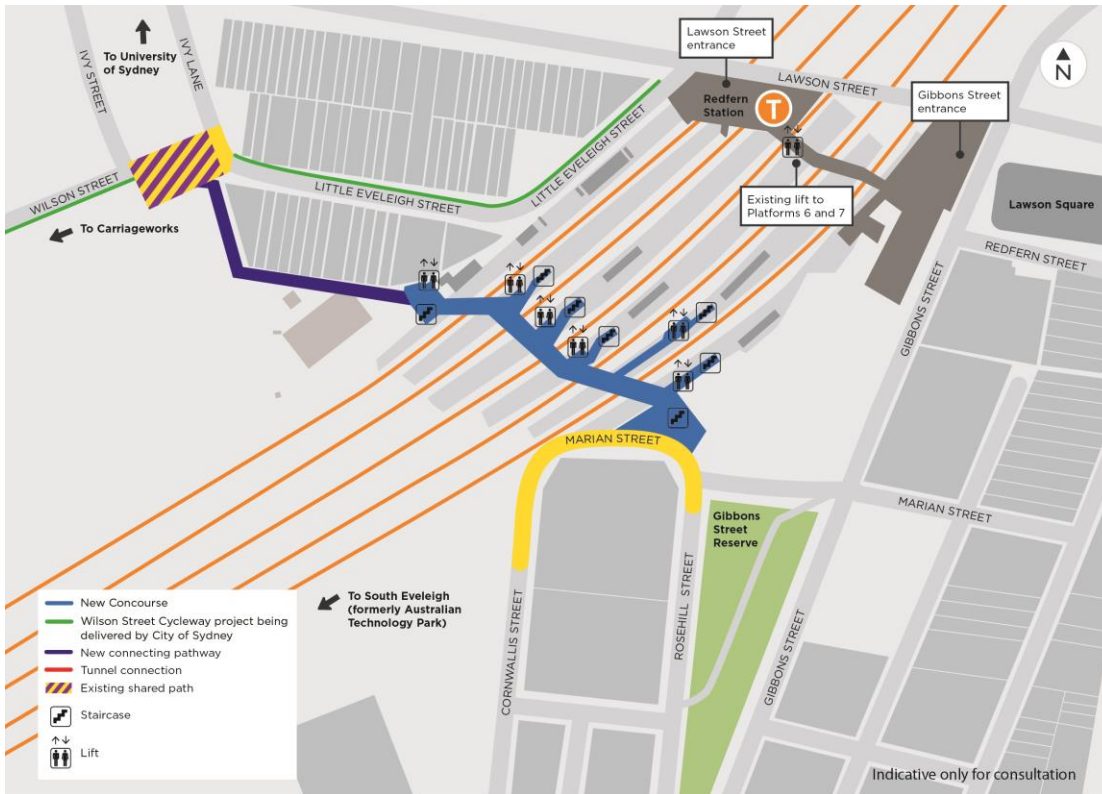
New Southern Concourse – Option 2

Ground level pathway (Wilson St Connection)



New Southern Concourse – Option 3

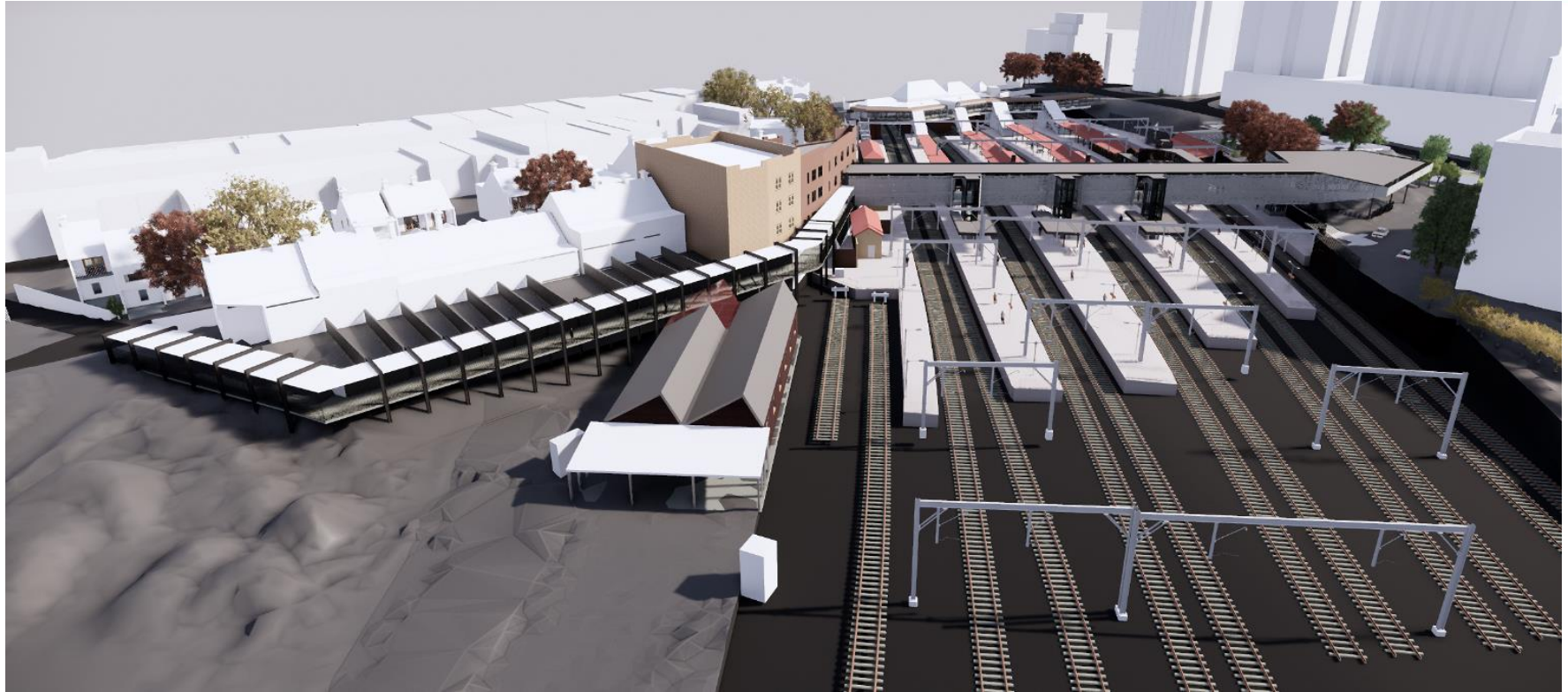
Aerial walkway (Wilson St Connection)



- 6m wide concourse Marian St and Platform 1
- 3m wide aerial walkway connecting Marian St to Wilson St
- Direct and level access for customers
- No clear lines of sight between concourse and exits
- Aerial walkway close to rear of Little Eveleigh St properties - visible above fence-level
- Short-term construction-related noise
- Impacts to state-listed heritage building.

New Southern Concourse – Option 3

Aerial walkway (Wilson St Connection)



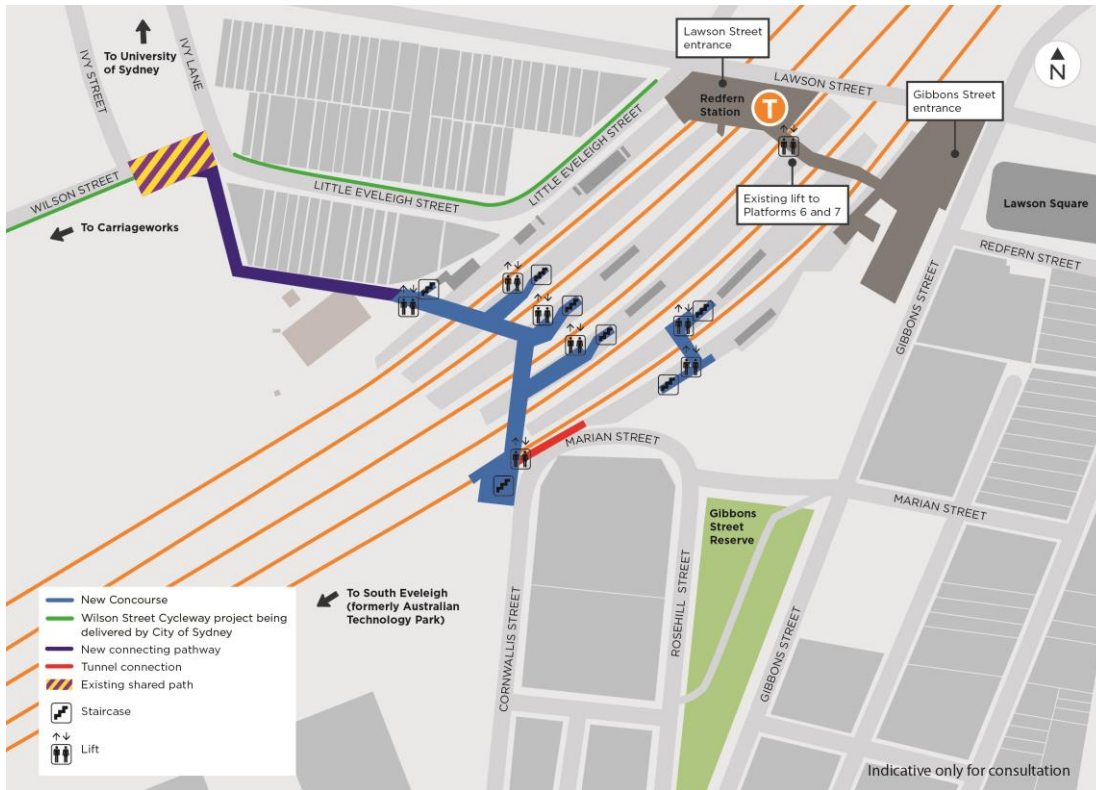
New Southern Concourse – Option 3

Aerial walkway (Wilson St Connection)



New Southern Concourse – Option 4

South Eveleigh to Wilson St Connection



- 6m wide concourse connecting Cornwallis St to Wilson St (Platform 1 to Wilson St as per Option 3)
- Lifts and stairs to Platforms 1 to 7 with additional bridge extensions
- Access to Platforms 8 to 10 via separate footbridge with a tunnel connection to the concourse
- Brings customers closer to South Eveleigh workplaces
- Less direct for customers whose destinations are Redfern's centre or bus services on Gibbons Street
- Indirect journey to access Platforms 8 to 10 via the new concourse.

Next steps

- Share options information with residents, community and customers and seek feedback
- Feedback considered and used to inform selection of preferred design (along with other considerations such as precinct development, constructability and operability)
- Planning pathway to be determined following selection of preferred design
- Consultation outcomes report published
- Ongoing engagement and communication with customers, community and stakeholders to inform detailed design
- Construction to take around 15 months from planning approval.