



Dr Michael Spence AC
Vice-Chancellor and Principal

23 June 2020

University of Sydney Submission

Economic Impact Statement, Redfern Station Upgrade - New Southern Concourse

(Application No. SSI-10041)

Thank you for the opportunity once again to comment on the Transport for NSW (TfNSW) proposed New Southern Concourse pedestrian bridge at Redfern Station.

The University's previous response to the options for the Southern Concourse bridge, made in August 2019, highlighted a number of concerns regarding Option 1, which has subsequently been confirmed as the TfNSW preferred option, and which is the subject of the current EIS exhibition.

Our previous submission highlighted that:

"Little Eveleigh St does not have the capacity to provide safe access for increased numbers of pedestrians and other users in its current configuration. We note the intention to undertake further investigations into converting Little Eveleigh St into a shared way. However, given the complexity of Little Eveleigh St with a multiplicity of users, resident parking, 'kiss and ride' drop off area, shuttle bus stop, garage access and high levels of pedestrian activity, support for Option 1 is contingent on the outcome of required traffic and parking studies and certainty on coordinated delivery with construction of the bridge."

We also highlighted the importance of the proposed bridge as a connector between two key precincts that form the Eveleigh node of the Camperdown Ultimo Collaboration Area.

The Greater Sydney Commission identified the Collaboration Area as Sydney's most mature innovation district, and highlighted a vision that:

"In 2036, Camperdown–Ultimo Collaboration Area is Australia's innovation and technology capital. Industry, business, health, education and skills institutions work together, and talent, creativity, research and partnerships thrive. Low carbon living, green spaces, places for people and easy connections support resilience, amenity, vitality and growth." (GSC Camperdown Ultimo Collaboration Area Place Strategy, Page 6)

The proposed bridge is precisely the type of intervention required to facilitate connections in the precinct between innovation sector participants at South Eveleigh (including Cicada, Data61, CBA and community groups) to the University campus, Carriageworks and other creative, education and research-intensive groups in the Darlington/Camperdown area.

The new Southern Concourse Bridge should be both a connector across the railway for the community and a means of addressing a key physical barrier to nurturing collaboration between key industry research organisations.

The table below sets out how the current design concept and exhibition does not address the concerns raised in our previous submission.

Feedback	Current position
<p><u>Little Eveleigh Street</u></p> <p><i>“... given the complexity of Little Eveleigh St with a multiplicity of users, resident parking, “kiss and ride” drop off area, shuttle bus stop, garage access and high levels of pedestrian activity, support for Option 1 is contingent on the outcome of required traffic and parking studies and certainty on coordinated delivery with construction of the bridge.”</i></p>	<ul style="list-style-type: none"> - No additional information has been provided on traffic and parking studies, pedestrian interface and safety to enable evaluation of the capacity of Little Eveleigh St to accommodate the pedestrian, services and residential access requirements as a shared way - Provision of alternative resident parking relocated from Little Eveleigh St to TfNSW land adjacent to the Chief Mechanical Engineer’s Building (possible future relocation to accommodate North Eveleigh redevelopment plans.) - TfNSW has made a commitment to a co-design process with residents of Little Eveleigh St (two remote sessions and a face-to-face session, if possible, including an offer for the University to participate) which will be held following closure of the EIS consultation period on 24 June.
<p>Bridge as a connection between precincts, neighbourhoods</p>	<ul style="list-style-type: none"> - The bridge, as currently designed, is to be gated at each end, meaning the people crossing from one precinct to the other and not using the station will have to go through gates and a ticketing process. The bridge gates will be closed when the station is closed (anticipated to be between 1.45 and 3.45 am. We seek open access to the bridge for pedestrians, as a key facilitator of connection and collaboration between the University, Cicada and South Eveleigh and the future Waterloo Metro station.
<p>Relocation of shuttle bus pickup/setdown area to Lawson St</p>	<ul style="list-style-type: none"> - No design detail provided at this stage. - For future discussion with the University’s operations team.

We note that the Camperdown Ultimo Collaboration Area Alliance is currently working with TfNSW on the Integrated Place Based Transport Strategy for the Camperdown Ultimo precinct. Arup has been appointed to develop the strategy.

A key part of the project brief is the delivery of a pedestrian priority and connectivity plan for the precinct. Interventions, such as the proposed bridge to deliver pedestrian connectivity, and the potential treatment of Little Eveleigh Street, should be informed by the objectives of the Integrated Transport Strategy project team.

Given that there remains substantial work to be done to confirm that Little Eveleigh Street can accommodate the shared way functions proposed, and that the bridge is a gated bridge, we cannot support the proposed Southern Concourse bridge in its current form and are therefore lodging this response as an objection.

In summary, and as required, we confirm that we have provided:

1. **Name and Address** – Yes
2. **Name of the Application/application Number** – Yes
3. **Statement of support or object application** – Objection – subject to further development and detailed investigations on the Little Eveleigh St shared way and gated bridge.
4. **Declaration of political donations in previous 2 years** – No political donations to declare. University funds may not be used for political donations and our Code of Conduct prohibits our staff and affiliates from using any University resources to make political donations or attend political fundraising events.

Thank you once again for this opportunity to provide feedback on the proposed New Southern Concourse pedestrian bridge and we look forward to working with the NSW government on the upgrade of Redfern Station. Should you have any questions, please contact Juliette Churchill, Divisional Manager of Design, Engineering, Planning and Sustainability, University Infrastructure, on 0407 262 401, or via juliette.churchill@sydney.edu.au.

Yours sincerely,

(signature removed)

Michael Spence